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23/04/2025

Megan Ramsdale
NSW Department of Planning, Housing and Infrastructure
megan.ramsdale@planning.nsw.gov.au

Dear Megan,

YANCO BATTERY ENERGY STORAGE SYSTEM (SSD-67478479) – RESPONSE TO REQUEST FOR FURTHER INFORMATION

We refer to your request for further information in relation to the the Yanco Battery Energy Storage System (BESS). We note the key matters to be addressed are as follows:

- Provide the general terms of the Voluntary Planning Agreement agreed with Council and provide evidence of agreement of terms;
- Update the project mitigation measures table to ensure all mitigation measures and management plans are captured, particularly those relating to noise impacts; and
- Provide further detail regarding the proposed vehicle numbers, ensuring the provided numbers will enable construction, operation and decommissioning of the project. Ensure any changes to the proposed vehicle numbers are reflected in any other relevant technical documents, for example, the traffic impact assessment and road noise impact assessment.

These matters have been addressed below.

Responses have also been provided to addressed unresolved agency comments.

1. RESPONSE TO RFI

1.1 Voluntary Planning Agreement (VPA)

The details of the VPA offer, including acceptance by Leeton Shire Council, are provided with this response.

1.2 Mitigation Measures

An updated project mitigation measures table has been provided in **Appendix A**. Updates specifically relate to mitigating visual, biodiversity, agricultural, noise, and traffic impacts. Additions and modifications to mitigation measures have been marked by strike through and red text formatting for clarity.

1.3 Updated assessment reports

An updated TIA has been provided in **Appendix B** in relation to updated traffic numbers and the consideration of decommissioning traffic numbers. Due to an increase in the traffic numbers outlined in the TIA, an updated Noise Impact Assessment has also been provided in **Appendix C**.

2. RESPONSE TO UNRESOLVED AGENCY COMMENTS

2.1 DPI Agriculture

The RTS agency comments from DPI Agriculture identified that previous comments regarding subdivision were not addressed in the RTS report. The previous comments regarding subdivision were the following:

> *"The Department had requested in its SEARs that "Any subdivision of land for the project must not create additional dwelling entitlements" on the understanding that the network operator may require some land ownership, e.g. for substation sites. Although it appears that the project is expected to connect to the adjacent substation, it should be confirmed that the project will not include any subdivision of lands."*

The applicant does not anticipate any subdivision to be required for the development of the Yanco BESS and does not seek consent for any subdivision. Notwithstanding, it is noted that a minimum lot size of 150 ha applies to the site for the purposes of both subdivision and dwelling development. Due to the proposed development site size, should any proposed subdivision occur, it would not create additional dwelling entitlements.

2.2 Heritage Council of NSW

The Heritage Council of NSW confirms that no further comments were required in relation to the RTS, and confirms that recommended conditions previously provided remain unchanged. It is anticipated that these recommended conditions shall be imposed as a condition of consent.

2.3 NSW Rural Fire Service

The RTS agency comments from NSW Rural Fire Service (RFS) stated that any future approval should be consistent with the response provided to their previous advice identified in Table 7 of the RTS report. The response included a mitigation measure regarding Bushfire and Emergency Management Operation Plan and the detailed design of plantings which has since been added to the updated mitigation measures table in **Appendix A**.

2.4 Heritage NSW

The RTS agency comments from Heritage NSW confirmed that the revised documents submitted with the RTS report adequately addressed the prior comments and that Heritage NSW had no further comments at this stage. The comments included Draft Conditions of Approval which are anticipated to be imposed as conditions of consent.

2.5 Crown Lands

Crown Lands confirmed that no Crown land, roads or waterways are in the vicinity of the proposal/ are affected by the proposal and that Crown Lands had no comments at this time.

2.6 DCCEEW Water

The RTS agency comments from DCCEEW Water Group included an outstanding recommendation that the proponent ensure a water access licence by obtained to account for the maximum predicted water take for construction and operation activities unless an exemption applies under the *Water Management (General) Regulation 2018*. These comments are noted and are anticipated to be imposed as a condition of consent.

2.7 Fire and Rescue NSW

Fire and Rescue NSW confirmed that the response provided in Table 7 of the RTS report would be sufficient to satisfy the recommendations made by FRNSW in the previous advice. Mitigation measures have been added to the mitigation measures table in **Appendix A**. FRNSW have made no further comments or recommendations.

2.8 DCCEEW CPHR

The RTS agency comments from DCCEEW Conservation Programs, Heritage and Regulation Group (CPHR) stated that matters in their EIS advice had been resolved, however requested minor amendments to mitigation measures and identified that the BDAR and certification was future dated to 24 March 2025.

An updated Biodiversity Development Assessment Report (BDAR) has been provided in **Appendix D**, and updated mitigation measures have been included in **Appendix A** to ensure consistency with the BDAR.

We trust that the above information

Yours sincerely
PREMISE AUSTRALIA PTY LTD

DAVID WALKER
SENIOR GENERAL MANAGER - CENTRAL

Registered Environmental Assessment Practitioner 7333

APPENDIX A

AMENDED MITIGATION MEASURES TABLE

Table 1 provides an updated summary of project mitigation measures, taking account of updates to technical reports at Response to Submissions stage.

Table 1 - Updated mitigation measures

Impact	Phase	Mitigation Measures
Biodiversity	Construction	To compensate for impacts on native vegetation, eight ecosystem credits of PCT 74 and one ecosystem credit for PCT 26 are required. > Avoid and minimise clearing impacts to native vegetation, particularly hollow-bearing trees where possible. > Clearly delineate the boundaries of the project footprint to prevent any unnecessary clearing beyond its extent. This includes the installation of appropriate fencing along the eastern extent of the Subject Land. Fencing should prohibit entry into the retained vegetation area and minimise indirect impacts during construction such as the movement of dust and rubbish into the forest and wetland. > Ensure vehicle and equipment parking areas and stockpile areas are identified and positioned to avoid areas containing ecological value. Stockpiling must not occur within, or in proximity (5m) to, areas of native vegetation retained under the proposed development. > Appropriate signage such as 'no go zone' or 'environmental protection area' should be installed surrounding the area of retained native vegetation and wetlands. > Clearly identify and communicate the location of any 'no go zones' in site inductions. > Tree protection measures will be implemented to protect retained trees surrounding the Subject Land. Tree protection measures should consider allowances for Tree Protection Zones in accordance with AS4970 (Standards Australia, 2009). > Limit removal of trees, particularly hollow-bearing trees, to that required within the project footprint where possible. > Pre-clearance surveys should be conducted at most 24 hours prior to clearing to prevent accidental injury/mortality to species moving into the area between pre-clearance surveys and clearing activities. > Pre-clearance surveys will be undertaken by a suitably qualified ecologist > As stated previously, the suitably qualified Ecologist undertaking the surveys should identify any opportunities to avoid and minimise clearing of vegetation, particularly hollow-bearing trees, where possible. This advice is to be communicated to the Construction Site Manager prior to commencing vegetation clearing works. ~~to determine if any inhabiting fauna, or habitat features (i.e. nests or hollows) are present 24 hours prior to clearing.~~

Commented [LM1]: Update once updated BDAR received

Impact	Phase	Mitigation Measures
		> A staged approach is required to the removal of vegetation (trees and shrubs) to minimise the potential for impacts to fauna by providing them with an opportunity to vacate hollows and relocate naturally. > ~~Avoid clearing vegetation during the breeding season of threatened fauna species, such as the Superb Parrot (spring/ early summer).~~ > Ensure a licensed wildlife carer and/or ecologist is present during vegetation clearing/habitat removal. > Source controls such as sediment fences, mulching and jute matting will be utilized where appropriate, especially along the eastern boundary of the proposed development area that runs adjacent to a first-order stream. > Site-based vehicles will carry spill kits. > Erosion and sediment control will be required for the development in accordance with Managing Urban Stormwater: Soils and Construction (Landcom, 2004) prior to commencement of construction. > Limit the use of pesticides in the project footprint where possible to avoid contamination of nearby watercourses/wetland areas. > Speed limits within the Subject Land should be limited to 40 km/hr. > This limit should be clearly signed at all entry points to site. > The Subject Land should be separated from vegetated areas throughout the construction and operational phases of the development. This separation should be achieved through physical barriers including fencing and appropriate signage. > The fungal pathogens Phytophora cinnamomi and Myrtle Rust (*Puccinia psidii*) are likely to occur within the LGA, however, it is unknown if they occur within the Subject Land. These pathogens can have devastating impacts on native plant communities and inhabiting fauna if not properly managed. > Appropriate washdown facilities will be available to clean vehicles and equipment prior to arrival on-site and prior to departure. > Ensure soil and seed material is not transferred > Increased human activity (from workers and traffic levels) directly adjacent to sensitive habitat areas may cause disturbance to flora and fauna species in adjoining habitat. > Impacts from construction and operational activities, such as disturbance to an animal's normal behaviour patterns due to noise, vibration, lighting or dust may cause areas of previously suitable habitat to become sub-optimal and may cause fauna species to vacate areas of previously suitable habitat.

Impact	Phase	Mitigation Measures
		> Measures to mitigate impacts on flora and fauna from noise, vibration, waste, light and air pollution such as: • Restriction of public access and associated impacts from domestic pets, waste dumping and damage to adjoining vegetation must be enforced pre, during and post construction. • Fence sensitive areas to delineate 'no go' zones. • Levels of lighting associated with the proposed development (during construction and operation) will be reduced to a minimal level and directed away from retained vegetation areas to reduce any adverse effects upon the essential behavioural patterns of light-sensitive fauna. Lighting design and utilization during construction and operational phases of the development should be based on principles detailed in Appendix A of the National Light Pollution Guidelines for Wildlife (DEE 2020). This includes consideration of adaptive controls, and measures to reduce light intensity and inappropriate light spill into retained vegetation and fauna habitat. • Lighting should also comply with Australian Standard AS4282 (INT) 1997 – Control of Obtrusive Effects of Outdoor Lighting. • Noise minimization practices in accordance with standard practises. • Dust control measures such as covering loads where required; amending operations under excessive wind conditions including ceasing operations if required; use of water tankers as required, to control dust; rehabilitation through vegetation of surfaces to be left unsealed; and truck wheel washes or other dust removal measures.
Aboriginal heritage	Construction	> A proposed 10m buffer is to be implemented around the previously identified AHIMS #49-5-0211 site so as to avoid any impacts to this item. > Prior to works commencing a Chance Finds Protocol (CFP) is to be developed for the site. The CFP must include the procedure and management of unexpected finds relevant to Aboriginal cultural heritage. > The CFP must include procedures for: • notifying Heritage NSW, a heritage consultant and RAPs or the Local Aboriginal Land Council (LALC) where unexpected finds are identified. • If suspected human remains are located during any stage of the proposed works, work must stop immediately, and the NSW Police notified. An Archaeologist or Physical Anthropologist should be contacted in the first instance where there is uncertainty whether the remains are human.

Impact	Phase	Mitigation Measures
		> All impacts must remain within the assessed study area or further archaeological investigation may be required.
Historic heritage	Construction	> If any object having interest due to its age or association with the past is uncovered during the course of work: • All work must stop immediately in that area. • Work may recommence in the affected area(s) if Heritage NSW advises that additional assessment and/or approval is not required (or once any required assessment has taken place or any required approval has been given). • In accordance with the Heritage Act 1997, the Heritage NSW must be advised of the discovery.
Land	Throughout	> Compliance with mitigation measures specified in the EIS is anticipated to reduce the risk of land use conflicts. > The reversibility of the project would allow the site to be returned to its existing land use, therefore minimising potential for long term conflict and impacts to future agricultural activities. > Compliance with the following crime management measures is anticipated to reduce the risk of conflict related to the increased risk of vandalism and theft for surrounding residents: • Maintenance of the existing key access point to ensure the delineation between private and public is clear; • Existing boundary fencing is to be maintained and/or installed to ensure site access is controlled; • Appropriate signage should be installed; • Landscaping is to be maintained to remove opportunities for concealment. > Ongoing consultation with stakeholders will identify and address concerns if they arise. > An Agricultural Biosecurity Management Plan will be developed and incorporated into the Construction Environmental Management Plan. > Implement all measures specified in management plans identified in the EIS and/or consent conditions (if approved).
Visual	Construction	> Noise walls and buildings to be painted a colour that blends with the local landscape (such as Colorbond Cottage Green, Woodland grey, Pale Eucalypt or similar) to reduce their prominence of these structures in views to the proposal. > Five meter wide native vegetation screening to be established along the exterior of the perimeter security fencing, consisting of: • Double row of tree planting ranging from 5 to 15 metres in height at maturity; • Double row of native shrubs ranging from 1.5 to 10 metres in height at maturity; and

Impact	Phase	Mitigation Measures
		• Small shrubs and groundcovers Species will reflect the local character of the area and the trees and shrubs will be staggered to maximise their screening effect.
	Throughout	> Lighting during construction and operation would be designed and operated in accordance with AS4282-2019 Control of the obtrusive effects of outdoor lighting.
Noise	Construction	> The construction contractor shall use the following controls to minimise potential impacts: • Limiting the type and scale of concurrent activities undertaken close to sensitive receivers where possible. • Using broad band reversing alarms on all mobile plant and equipment if practical. • Examine different types of machines that perform the same function and compare the noise level data to select the least noisy machine. • Operating plant in a quiet and efficient manner. • Reduce throttle setting and turn off equipment when not being used; and • Regularly inspect and maintain equipment to ensure it is in good working order including checking the conditions of mufflers. > During any work generating high noise noises that have impulsive, intermittent, low frequency or tonal characteristics, consultation with sensitive receivers will occur regularly. > A construction noise management plan would be prepared with appropriate mitigation measures to address construction noise of the development and short term road noise impacts. Appropriate mitigation measures are determined in Table 8 of the Noise Impact Assessment. > Noise barriers are proposed as shown in Figure 4 of the NIA. In order to be effective, the acoustic barrier would need to be free of gaps and be constructed of material with a mass density greater than or equal to 12 kg/m2 excluding structural components. > The southern noise barrier is approximately 388 m length and 4.5 m in height, the barrier also has been modelled to include 150 mm gap between the ground and bottom of the barrier. (Barrier construction to allow for flood design). > Southern acoustic barrier are to be constructed such that there is a 10 m spacing between the acoustic barriers and bass equipment to allow for fire safety. > The barriers around the large scale 175 MVA transformers are 4 m in height. The barrier may be open on the northern face > Placement of the MVPS equipment as discussed in ACEnergy, MVPS front face of all units to be facing north to help with

Impact	Phase	Mitigation Measures
		directionality or loudest side away from closest sensitive receivers > Similarly, placement of BESS equipment as discussed with ACEnergy, BESS front side (loudest) facing towards the north for all BESS units to help with the noise directionality away from closest sensitive receivers to the south >
Transport, traffic and access	Construction	~~> Update the subject site plan to include a designated parking area to satisfy the parking demand of 25 vehicles during the development's construction phase.~~ > Implement a traffic management plan to ensure consultation with council is maintained concerning the operation of the Yanco Sportsground. > The intersection of Irrigation Way and Houghton Road should be upgraded ~~in accordance with the prepared Strategic Design plan.~~ to include BAR and BAL treatments per the prepared Strategic Design plans. > Install signage and line marking north of the railway line to advise drivers not to store between the railway lines. > Implement a traffic management plan to ensure all staff are instructed not to store across the railway lines. > The intersection of Houghton Road, Hume Road and the ~~subject~~ development site access should be upgraded in accordance with the prepared ~~Functional Layout plan~~ Strategic Design plan. > Implement a traffic management plan to ensure no heavy vehicles arrive and depart simultaneously along Houghton Road. > A code of conduct will be included in the traffic management plan for the construction period to promote safe behaviour when commuting to the worksite. > Four 22-seat shuttle buses will be provided to reduce traffic vehicle movements during the construction period. Staff movements will be serviced by the shuttle buses as follows: • 2x for Yanco • 1x for Griffith • 1x for Narrandera
Water		> Self-bunded battery storage units > Self-bunded fuel storage areas > Regular maintenance and inspection of fuel bund, oil bund and battery storage units > Development of site management plans that detail responses to leaks such as spill kits, removal and appropriate testing and disposal of impacted soils and options for installing

Impact	Phase	Mitigation Measures
		groundwater monitoring bores in the case of a significant fire or unexpected leak. > Any sensitive infrastructure such as inverters and battery storage etc, should be located 450mm above finished ground level. This would ensure infrastructure is located above the 1% AEP flood level with a minimum of 230mm freeboard. > The footings should be designed to withstand the flood velocities described in this report, which are mostly low within the Site. > It is recommended that best practice principles to stormwater and sediment control be incorporated into the design, construction and operation phases of the BESS site. > It is anticipated that vehicles can safely access and egress from the Site, however consideration should be given to not restrict the movement of emergency vehicles on Houghton Road with any scheduled roadworks associated with construction
Hazards	Construction	> Prior to construction a Fire Safety Study will be prepared in accordance with: • Hazardous Industry Planning Advisory Paper No.2 (HIPAP2); • FRNSW Fire Safety Guideline Technical Information – Large scale external lithium-ion battery energy storage systems – Fire safety study considerations, and submitted to FRNSW for review. > Initial Fire Safety Report (IFSR) and / or Performance-Based Design Brief / Fire Engineering Brief Questionnaire (FEBQ) and FSS will be prepared to the satisfaction of FRNSW prior to the final project design. > End-to-end spacing (short side) of BESS containerised units shall be a minimum of 3 m > Back-to-back spacing (long side) of BESS containerised units shall be a minimum of 3 m > Distance from electrical compartment surface to the wall of other containers 1.1 m. > Spacing between BESS container accumulations (i.e. 4 containerised units) shall be a minimum of 3 m. > The BESS containerised units shall be provided with the fire protection system specified by the BESS manufacturer. > Prior to construction, the total area required for the BESS units shall be verified against the available space to demonstrate there is adequate area to achieve the required spacing. > The vents shall not be located above battery packs within the BESS container. > The vent covers of the BESS shall be constructed of non-combustible material.

Impact	Phase	Mitigation Measures
		> Prior to commissioning, the UL test data for the selected battery units shall be made available to the DPHI. > Prior to commissioning of the project, the following plans will be developed: • Emergency Plan (EP) in accordance with Hazardous Industry Planning Advisory Paper No.1 (HIPAP1); • Emergency Services Information Package (ESIP) in accordance with FRNSW fire safety guideline – Emergency services information package and tactical fire plans. > An induction package for emergency responder's will be prepared to the satisfaction of FNSW.
Bushfire	Throughout	> Asset Protection zone (APZ) buffers will be a minimum 10m width provided around project-related infrastructure and to the outer perimeter (vegetation screen and south wall define limit). Temporary construction and laydown areas, site access and associated fencing do not require specific APZ. > APZ to be managed as Inner Protection Area (IPA) for the life of development. The following vegetation management requirements apply in the APZ: • Trees (there would be no trees within the APZ). • Shrubs (there would be no shrubs within the APZ). • Grass should be kept mown (as a guide grass should be kept to no more than 100mm in height); and leaves and vegetation debris should be removed. • Roads and paved/cleared areas are suitable within the APZ > Landscape maintenance includes APZ around infrastructure, the proposed vegetation screening and land management across the surrounding Project area to reduce fire intensity and rate of spread as it may approach a structure or structures. • APZ management to maintain fuel loads as required as per Section 5.2 of this report. • Vegetation screening greater than 10m from infrastructure (APZ), maintained to remove dead/dry vegetation and fuel build-up. • The vegetation screens will be managed under a landscape or vegetation management plan so that they are managed in perpetuity as a low threat and do not increase the threat toward the structures. • Landscape management requires ongoing monitoring and maintenance. • Bushfire fuel management surrounding development can be achieved in ongoing agricultural practices such as grazing, cropping, slashing etc. • A BEMOP to guide landscape and APZ management, monitor and manage potential fuel loads surrounding the Project area.

Impact	Phase	Mitigation Measures
		> The noise wall design and material will be non-combustible outer layer (e.g. sheet metal or cementitious layer) front and back and a fire-retardant core, and not increase the risk of fire toward the BESS infrastructure. > On-site water supply (minimum 10,000L) to be strategically positioned, as per Fire Safety Study specifications. • Water supply to be accessible and have appropriate firefighting appliance connections. • Water supplies to be detailed in a Bushfire and Emergency Management Operation Plan (BEMOP) or similar planning strategy. > Main access, internal roads and alternate egress provide for safe, reliable, and unobstructed passage by a Cat 1 firefighting vehicle as per Section 5.5 of this report and maintained for the life of the development. > The width and capacity of the access provides for safe, reliable, and unobstructed passage by a Cat 1 firefighting vehicle within acceptable operational limits: • The trafficable surface has a minimum width of 4m. • The access has a minimum 4m height clearance overhead, free from any obstructions. • Curves inner radius 6m. • Crossfall less than 6 degrees. • Surfaces and crossing structures are capable of carrying vehicles with a gross vehicle mass of 15 tonnes and an axle load of 9 tonnes. • Turnaround provisions of 12m radius or T junction at the termination of each access track and in position of any dedicated water supply tanks. • All access will be detailed in the BEMOP > A BEMOP should be prepared to support emergency management for the Project and ensure bushfire protection actions are maintained. The Plan should be developed in consultation with the local NSW RFS District Office and the Emergency Management Plan and be communicated to relevant stakeholders. > A BEMOP and the detailed design of plants will address how: • Species with rough fibrous bark, or which retain/shed bark in long strips or retain dead material in their canopies are not to be included in the planting schedule; • Incorporation of smooth bark species of trees species which generally do not carry a fire up the bark into the crown; • Ongoing maintenance:

Impact	Phase	Mitigation Measures
		> lower limbs will be removed up to a height of 1 m above the ground; > grass will be kept mown to no more than 100mm in height; and > debris (leaves and vegetation) will be removed regularly. > A BEMOP will guide annual monitoring of the fire mitigation works for the Project operations and surrounding landholding: • APZ and landscape fuel load management. • Access provisions. • Water supplies. > Emergency Response in coordination with the Fire Safety Study and Emergency Management Plan.
Waste	Throughout	> A Waste Management Plan for all phases of the project would be prepared and implemented prior to the commencement of any works on the site.
Social	Throughout	> Target local economic benefits through procurement of local goods and services. > Track and report on local content used for the project. > Prioritise hiring local workers with requisite skills and experience. > Use online and offline methods to share and register interest in project opportunities. > Engage regularly with local businesses about construction periods and potential increases in trade. > Encourage project workforce to support local businesses through local spending initiatives (e.g., vouchers). > Develop and implement an Industry Participation Plan addressing: • Opportunities for supply of goods and services, employment, training (including Aboriginal participation), and sustainable procurement. • Metrics to track goals for each opportunity. • Engagement with Leeton Shire Council, local businesses, and the Leeton Chamber of Commerce to understand procurement limitations and aspirations. > Partner with LGAs and organisations to inform prospective workers about participation in the project. > Use a project-specific website and existing LGA communication channels. > Collaborate with local employment, apprenticeship, and training providers to enhance local hiring potential. > Develop and implement local content initiatives with procurement goals for the operation phase.

Impact	Phase	Mitigation Measures
		> Identify community funding opportunities. > Engage in community involvement initiatives, potentially in partnership with nearby renewable energy SSD proponents. > Promote and use the Community Stakeholder Engagement Plan (CSEP) to continue collaborating with stakeholders and the community to identify opportunities. > Maintain ongoing communication with local residents throughout the project to ensure transparency and during work that produces impulsive, intermittent, or low-frequency noise, regular consultation with sensitive receptors is advised. > Staff training on noise management is recommended. > Shuttle bus service - organising shuttle buses from Griffith and Narrandera for a portion of the workforce. This will reduce the demand for local accommodation and help mitigate worker travel fatigue. > Accommodation provider coordination - continue discussions with accommodation providers, ensuring proactive planning to secure availability in Yanco, however unlikely this may be due to accommodation stock levels. > Maintain ongoing dialogue with the Yanco Solar Farm team and accommodation suppliers to address potential cumulative impacts and ensure coordination and if possible sequencing of workforce. > Develop an Accommodation, Employment, and Procurement Strategy/Plan to support local businesses in becoming competitive and sustainably servicing the construction workforce over the 8-month project period. > Designed and operated in accordance with AS4282-2019 to minimise obtrusive effects. > Noise walls and buildings will be painted in colours that blend with the local landscape.
Economic		> Prepare AES incorporating ongoing liaison with local industry representatives to ensure the maximisation of the use of local contractors, manufacturing facilities, materials. > Liaison with local representatives regarding accommodation options for staff, to minimise adverse impacts on local services. > Liaison with local tourism industry representatives to manage potential timing conflicts with local events > ACEnergy or the developer will consult with local employment agencies and training organisations and, where practicable, will consider supporting training and apprenticeships.
Cumulative		> Maintain ongoing dialogue with surrounding renewable developers and accommodation suppliers to address potential cumulative impacts and ensure coordination and if possible sequencing of workforce.

APPENDIX B

UPDATED TRAFFIC IMPACT ASSESSMENT

APPENDIX C

UPDATED NOISE IMPACT ASSESSMENT REPORT

APPENDIX D

UPDATED BIODIVERSITY DEVELOPMENT ASSESSMENT REPORT