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Appendix G: Updated Project Mitigation Measures

Appendix G Updated Mitigation Measures

Aspect	ID#	Mitigation and/or Management Measure	Timing	Where Addressed?
Biodiversity	**BIO01**	Native vegetation removal, habitat and fauna displacement will be minimised through detailed design. The design that includes access roads crossing waterways will provide an option that allows the stream flow to be unaffected. Additionally, breeding habitat for fauna, threatened species, and habitat trees with be avoided and minimised with the design of the access tracks. Buffers of threatened species habitat and nest trees show the areas of potential and known threatened species habitat to be avoided and minimised in the detailed design. These buffers will aid in informing the plans of construction and operational management to the relevant future construction teams. To avoid and minimise further clearing of vegetation, use of existing tracks for cabling corridors and access tracks will be considered.	Detailed design, the project surveys, and pre-construction	RFI 2 Response (Appendix A)
Biodiversity	**BIO02**	Buffer mapping for habitats aid in providing the construction and maintenance teams with the information necessary for the OEMP and the CEMP.	Pre-construction	RFI 2 Response (Appendix A)
Biodiversity	**BIO03**	The design that includes access roads crossing waterways will provide an option that allows the stream flow to be unaffected.	Detailed design	RFI 2 Response (Appendix A)
Biodiversity	**BIO04**	A BMP and PWMP will be prepared prior to construction by a qualified ecologist with CPHR consultation. Prior to clearing, the operational management component would be approved with CPHR consultation. The purpose of the BMP is to minimise and mitigate unavoidable impacts associated within the Subject Land. A summary of the measures to be included within the BMP are as follows: • Protection of vegetation and threatened species habitat outside of approved disturbance areas, measures to minimise unnecessary disturbance associated with construction and operation. • Protection of fauna and their habitat through vegetation clearing and fauna management protocols. • Maximising the salvage of natural resources, including soil, soil seed bank, logs, and rocks for rehabilitation and habitat enhancement. • Rehabilitation and restoration of temporary disturbance areas. • Protocols to control and manage weeds, pests, and pathogens. • Incidental and unexpected finds protocol. • Enhancement of biodiversity values through weed and pest management, management of threatened species habitat, and rehabilitation of temporary disturbance. • Minimising impacts to threatened species during construction and operation. • Monitoring and reporting program. The BMP would also include a range of sub-plans (Threatened Species Management Sub-plan, Rehabilitation Sub-plan, Weed Management Sub-plan and Pest Management Sub-plan). A summary of the measures to be included within the PWMP are as follows: • Pre-clearance and vegetation clearing protocols to ensure no individual birds are harmed during construction. • Protocols/processes for habitat management, and habitat monitoring during construction and for the first five (5 years) of operation across the Subject Land. • Provision for a host landholder training and awareness program to assist in retaining suitable habitat beyond the Projects disturbance footprint and within the Subject Land. This would include consideration of grazing regimes designed for the species, with adjustments in dryer/wetter years. The host landholder training and awareness program will specifically address: o Pest Management, with reference to the proposed Pest Management Sub-plan and with specific measures to assist reduce target pest species across the Subject Land e.g. baiting and shooting multiple times a year. BWF would work with landholder to support feral animal control across the Project Area (where required) as part of the landholder training and awareness program. o Weed Management across the Subject Land, prepared with reference to the proposed Weed Management Sub-plan. Feedback regarding status of weed threats within the Subject Land would be provided to landholders as part of the landholder training and awareness program.	Pre-clearing, pre-construction, construction and operation	RFI 2 Response (Appendix A)

Aspect	ID#	Mitigation and/or Management Measure	Timing	Where Addressed?
		○ Pest and weed management practices will be implemented during Project construction and for the first five (5) years of operations, and will be (at a minimum) reviewed annually to confirm their effectiveness. • Rigorous population monitoring across the Subject Land and Project Area to monitor outputs and outcomes, being acoustic and spotlight (three (3) times per year during autumn, winter, late spring/early summer) monitoring during preconstruction, construction and for the first five (5) years of operation, or until deemed necessary under the adaptive management process (see below). ○ For acoustic monitoring during the first five (5) years of operations, this frequency and seasonal-based monitoring is the minimum that will occur, with potential for increased monitoring frequency to be considered during development of the PWMP, in consultation with agency. ○ Additionally, the potential for alternative monitoring methods (i.e. GPS tracking) in lieu of or in combination with the aforementioned methods would be discussed with agencies during the preparation of the PWMP. • Adaptive management process including a TARP informed by clear KPIs, and rigorous monitoring and reporting e.g. additional mitigation and management actions implemented where outputs and/or outcomes are not achieved. • A commitment to provide a suitable offset, in consultation with CPHR and Commonwealth DCCEEW, in the event that the KPIs are not met through the implementation of the TARP. As discussed and agreed with Commonwealth DCCEEW and CPHR as part of consultation on PWMP requirements (as confirmed in written correspondence received 4 September 2025), BWF is seeking the flexibility to consider pre-emptively meeting any future offset obligations, should Plains-wanderer habitat within the Project Area be sterilised, utilising mechanisms available under the EPBC Act Offsets Policy, including: • Funding a conservation action relating to the species, such as a research project investigating the impacts of windfarms on Plains-wanderer • Land-based conservation actions. BWF is committed to the proposed PWMP approach described above, but is seeking the flexibility available under the EPBC Act Offsets Policy, noting that these matters would be consulted upon with agencies, as required. Similarly, BWF is seeking flexibility regarding the scope and timing of any long-term population monitoring as set out in the PWMP commitments above, which would allow BWF to fund a research project carried out by a university (or another entity) to investigate the broader impact of renewable energy projects on the species. This flexibility is sought as such an initiative may result in better research and conservation outcomes for the species.		
Biodiversity	**BIO05**	If any unexpected threatened species (flora or fauna) are found during construction, work should be halted immediately in the vicinity of the discovery, and the onsite manager should be notified.	Pre-clearing, pre-construction, construction and operation	RFI 2 Response (Appendix A)
Biodiversity	**BIO06**	Barbed wire will be avoided for fencing to avoid entrapment of fauna on fences. Fences will be designed to ensure that fauna are not funnelled toward dead ends or to create barriers between areas of habitat across the Project Area.	Detailed design	RFI 2 Response (Appendix A)
Biodiversity	**BIO07**	The preparation and approval of a Rehabilitation Plan (RP) prior to clearing will be prepared in consultation with CPHR. The RP will detail the implementation of rehabilitation in areas of the Development Footprint. The detailed design will include areas requiring rehabilitation and areas of disturbance during the construction that do not require maintenance or clearance for the operation of the Project. The RP will include but is not limited to: • Soil erosion preventative measures, re-establishing local PCTs, local native flora, habitat and detailed rehabilitation objectives which measure the outcomes for the success over the locations, target landforms and PCTs. • Restoring vegetation in riparian areas implementation measures to protect and improve areas of key habitat. • Remedial actions that have been triggered that includes notifying CPHR through a Trigger Action Response Plan (TARP) with an agreement about the response. • Native indigenous species used for landscaping on pervious surfaces. • Stabilisation of exposed surfaces to prevent soil loss. • Ongoing maintenance which includes but is not limited to weed and pathogen management on rehabilitated areas. • During construction, the topsoil and subsoil generated will be used for rehabilitation and stored on-site.	Pre-construction, pre-clearing, during and post construction	RFI 2 Response (Appendix A)

Aspect	ID#	Mitigation and/or Management Measure	Timing	Where Addressed?
Biodiversity	**BIO08**	Mitigation measures for harm to threatened hollow dependent fauna and live animals during pre-clearing surveys and translocation activities will be detailed in the BMP. This includes, but is not limited to: • Validation and mapping of all hollow bearing trees within the Development Footprint will be undertaken at least one month prior to vegetation removal. • Qualified and licenced ecologist or wildlife handler to rescue and re-located fauna during the pre-clearing and vegetation clearing surveys. • Protocols in place when hollow bearing trees and stick nests are being removed. Furthermore, mitigation protocols for mitigating harm to hollow or stick nest dependent threatened fauna or dependent habitat known in the Development Footprint.	Pre-clearance	RFI 2 Response (Appendix A)
Biodiversity	**BIO09**	Exclusion zones within the Development Footprint will be marked by a qualified surveyor on site with the boundary of clearing limits. There will be specific exclusion zones included of known areas of threatened flora and fauna habitat, including known Plains-wanderer habitat.	Pre-clearance, during construction and early operation	RFI 2 Response (Appendix A)
Biodiversity	**BIO10**	Staged habitat removal is required to remove habitat such as hollow-bearing trees, stick nests and habitat trees. It minimises the direct impact on fauna by allowing the fauna an opportunity to leave hollows and relocate naturally. The process is detailed in the BMP which will also include a 'Fauna handling and rescue procedure' and a 'Unexpected threatened species finds procedure'.	Construction	RFI 2 Response (Appendix A)
Biodiversity	**BIO11**	During vegetation and habitat clearance work a qualified ecologist will conduct on-foot pre-clearance surveys at the start of each day prior to daily construction. This is to confirm there is no wildlife present in the area to be cleared. A qualified ecologist or qualified wildlife handler will also be present during vegetation and habitat clearing works including habitat, near all waterbodies, to rescue and relocate fauna if required in the event individuals are present at the time of clearing. • In the situation that an animal or threatened species is located in the construction area during other construction works, the Project Management Site Representative and Delivery Manager are to be immediately notified. Work must immediately stop within the construction area with an ecologist or a local wildlife rescuer to be brought on-site for handling and to follow the rescue procedures listed in the BMP.	During construction	RFI 2 Response (Appendix A)
Biodiversity	**BIO12**	Measures to mitigate the impacts associated with construction activities on native vegetation and habitat will include: • Prior to all vegetation removal, pre-clearance inspections will be undertaken by a qualified ecologist within one month of planned removal. • Where possible, trim vegetation rather than clear or removal whole plants within the Development Footprint, inspecting vegetation in pre-clearance inspections one month prior to removal. • Micro-siting will be used to minimise the construction of access roads, stockpiles, vehicle parking, site compounds, hardstands and WTGs to avoid unnecessary removal or impacts to native vegetation and/or fauna habitat. This will be incorporated into the daily pre-clearance surveys a qualified ecologist conducts during construction stage. • During construction, retain tree roots where the tree roots do not impact the construction required, or the tree is to be retained outside of the Development Footprint. • Retain dead trees and tree trunks where they are regarded as integral habitat for native fauna, inspecting vegetation in pre-clearance inspections within one-month of planned removal.	During construction	RFI 2 Response (Appendix A)
Biodiversity	**BIO13**	Weed monitoring and control programs are to be documented in the BMP and Trigger Action Response Plan as part of a Construction Soil and Water Manager Plan (CSWMP) detailed in the CEMP and implemented in consultation with CPHR. Any deviation from measures approved by DPHI are to be raised and approved. Additional monitoring and control measures for introduced plant establishment and spread should be implemented at and around locations utilised for sediment control structures. Monitoring of exotic plants with waterborne propagules and a Trigger Action Response Plan for control must be undertaken along drainage lines outside of the Project Area. Monitoring of locations where runoff drains from the construction site, and from locations where sediment control has failed. Weed monitoring and control programs will include adaptive management strategies for priority weed species during construction, and early operational phase. Details of the monitoring program will be established during the preparation of the BMP and follow principles outlined in Section 9.2.1 of the Amended BDAR.	Pre-clearance, construction and operation	RFI 2 Response (Appendix A)
Biodiversity	**BIO14**	All weeds will be identified, mapped and removed before pre-construction clearance. Locations of weeds and sprayed areas for use in ongoing weed management and monitoring programs, particularly for Lycium ferocissimum.	Pre-clearance, construction and operation	RFI 2 Response (Appendix A)

Aspect	ID#	Mitigation and/or Management Measure	Timing	Where Addressed?
Biodiversity	**BIO15**	Preparation of a vehicle and machinery hygiene strategy protocol as part of the BMP, will be implemented during construction and operation. The strategy will include site specific locations, timings, and methods for removing soil and plant matter from vehicles and machinery. Hygiene measures stated in the strategy protocol must be applied during construction and operation to ensure vehicle and machinery hygiene.	Pre-clearance, construction and operation	RFI 2 Response (Appendix A)
Biodiversity	**BIO16**	Weeds will be disposed and managed appropriately during clearing works, to stop the spread of invasive weed species.	Pre-clearance, construction and operation	RFI 2 Response (Appendix A)
Biodiversity	**BIO17**	Construction of wash down stations will occur at suitable locations to wash down vehicles and employee shoes to stop the spread of weeds, pathogens (including Phytophthora cinnamomi, amphibian chytrid fungus, agricultural weeds, and exotic rust fungi) and the introduction of new species to the site.	Pre-clearance, construction and operation	RFI 2 Response (Appendix A)
Biodiversity	**BIO18**	Refuse and personal waste generated throughout the construction and operational phases will be stored in bins and discarded in a suitable waste storage facility.	During construction and operation	RFI 2 Response (Appendix A)
Biodiversity	**BIO19**	Implementation of a monitoring program for feral animals which is based on performance triggers for adaptive management. If an increase in predator activity is identified, it will trigger the need for a control program based on measures related to performance. This will be outlined in the BMP with control done in consultation of host landowners.	During construction and operation	RFI 2 Response (Appendix A)
Biodiversity	**BIO20**	To measure impacts on bird and bat species, a Bird and Bat Adaptive Management Plan (BBAMP) will be prepared as part of the BMP. Further details are provided in Section 9.2.2 of the Amended BDAR.	During construction and operation	RFI 2 Response (Appendix A)
Biodiversity	**BIO21**	Measures taken to protect birds include: • One (1) WTG (WTG 107) is located approximately 30 m from a stick nest and has been assessed as a direct impact within the BDAR. The nest would be inspected prior to removal for juvenile birds and avoidance or relocation to be undertaken under the guidance of a qualified ecologist. • Active searches for new stick nests will be carried out periodically as part of the BMP and/or BBAMP. The BMP and/or BBAMP would include a risk assessment for assessing potential impacts, plus mechanisms for mitigation as part of an adaptive management process. • Regular carcass removal will be undertaken to prevent raptors being attracted to the Project Area. • Reduction of potential perching locations where possible will be a consideration of the Project design. • Power lines will be fitted with species specific measures to avoid unnecessary collisions. These measures relate to specific locations across the Project Area and are designed to mitigate impacts associated with turbine strike. The specific locations and circumstances for each measure would be detailed within the BMP and/or BBAMP post approval.	During construction and operation	RFI 2 Response (Appendix A)
Biodiversity	**BIO22**	Clearing/works will be contained within approved areas.	During Construction	RFI 2 Response (Appendix A)
Biodiversity	**BIO23**	A 40 km/h speed limit would be applied to Project vehicles on internal (private) roads to reduce the risk of vehicle strikes to fauna specifically in areas surrounding permanent water bodies and close to farm dams, particularly after periods of rain. This 40 km/h speed limit would be expressly applied to Project vehicles using the internal roads associated with the Project. An 80 km/h speed limit would be applied to Project vehicles travelling on public roads (i.e. North Boundary Road, Jerilderie Road and Bullawah Road) as they move through the Project Area. This speed limit would not apply to any other traffic (i.e. vehicles not associated with the Project) on North Boundary Road, Jerilderie Road and Bullawah Road, as this is beyond the control of BWF.	During construction and operation	RFI 2 Response (Appendix A)
Biodiversity	**BIO24**	A Construction Soil and Water Management Plan (CSWMP) will be prepared as a part of the CEMP. This will include but not limited to: • Procedures to minimise and manage erosion and sediment transport within the project site and offsite. • The preparation of Erosion and Sediment Control Plan (ESCP) for construction. • Procedures to manage accidental spills with the requirement to maintain spill kits. • Procedures to manage the potential of any acid sulfate soils (ASS) in accordance with the NSW Acid Sulfate Soil Guidelines (Ahern et al. 1998). • Procedures to manage potential tannin leachate. • Procedures to manage stockpiles.	Pre-construction, during construction and decommissioning	RFI 2 Response (Appendix A)

Aspect	ID#	Mitigation and/or Management Measure	Timing	Where Addressed?
		• Details of surface water quality monitoring procedures.		
Biodiversity	**BIO25**	As part of the CSWMP, a construction ESCP will be prepared. This will detail erosion and sediment control procedures that will be implemented within the Project Area in accordance with the principles and requirements of Managing Urban Stormwater – Soils and Construction, Volume 1 (Landcom, 2004).	Pre-construction and during construction	RFI 2 Response (Appendix A)
Biodiversity	**BIO26**	To minimise and avoid any impacts threatened species and water quality, the following procedure will be implemented: • The total bare earth exposed at any time will be minimised. • Rehabilitation strategies to be implemented to minimise dust regeneration, soil erosion and weed incursion. • Rehabilitate all areas of the Project Area that are not proposed for future disturbance post construction and when decommissioning.	During construction and decommissioning	RFI 2 Response (Appendix A)
Biodiversity	**BIO27**	Prior to, during and following construction and decommissioning, a surface water monitoring program will be prepared and implemented as part of the CSWMP. The monitoring program will include, but is not limited to: • Routine monitoring of physico-chemical parameters and contaminants at downstream SREs during construction and decommissioning. • Weekly visual assessments of surface water quality control structures including after heavy rainfall during construction and decommissioning.	Pre-construction, during construction and decommissioning	RFI 2 Response (Appendix A)
Biodiversity	**BIO28**	As part of the CSWMP, Project specific procedures and controls will be prepared and implemented. This is to minimise the risk of spills, litter and leaks entering downstream waterways and/ or leaking into the soil and groundwater table. The CSWMP will include, but is not limited to: • All liquids, chemicals and fuels to be stored in a sealed bunded area and stored on level ground within the construction compound. • Appropriate storage of equipment and hazardous substances during construction and operation. • Designated areas with spill capture and management controls for refuelling and minor activities. • An emergency spill response procedure will be prepared in the CSWMP. • Regular water quality checks to be carried out at waterways within proximity to work being carried out. • Installation and maintenance of control measures such as gross pollutant traps and silt fencing.	During construction and decommissioning	RFI 2 Response (Appendix A)
Biodiversity	**BIO29**	The management of stockpiles to minimise the transport of dust, sediment and leachate runoff. This will include, but is not limited to: • Minimising time that the stockpiles are left exposed, the number of stockpiles and the areas used for stockpiles. • Designating stockpiles away from waterways, drainage lines and areas where they would be susceptible to wind erosion. • Establishing appropriate controls for sediment, stabilising stockpiles and supressing dust as required.	During construction	RFI 2 Response (Appendix A)
Biodiversity	**BIO30**	A concrete slab adjacent to the construction compound will locate all batch plants. Avoiding ingress from concrete waste into downstream waterways will be outlined with measures in the CEMP.	Pre-construction and during construction	RFI 2 Response (Appendix A)
Biodiversity	**BIO31**	Stormwater runoff increases during the Project operation will be managed through, but not limited to: • The design of permanent drainage and water management to meet the Project performance outcomes of no pollution of water. • Control procedures and maintenance of access tracks and scour protection to minimise erosion and impacts on water quality. • Potential impacts on channel erosion and scour to be monitored at receiving drainage channels and waterways downstream.	During operation	RFI 2 Response (Appendix A)
Biodiversity	**BIO32**	Within the Detailed design, if the Project excavation exceeds the proposed maximum depth below ground level, potential impacts to GDEs will need to be re-assessed by a qualified hydrogeologist.	Detailed design and during construction	RFI 2 Response (Appendix A)
Biodiversity	**BIO33**	The Project will implement the following permanent bush fire protections: • Asset Protection Zones (APZs) around each WTG. • APZs around the BESS and substations. • An APZ around the operation and maintenance facility (to be constructed to a BAL-12.5 standard). • Ongoing vegetation management.	During construction and operation	RFI 2 Response (Appendix A)

Aspect	ID#	Mitigation and/or Management Measure	Timing	Where Addressed?
		• Access for emergency response vehicles. • A permanent, dedicated firefighting water source. • Controls on Project actions to prevent bush fire ignition. • Fire suppression systems in substations, BESS and WTGs.		
Biodiversity	**BIO34**	Construction and Operation Bush Fire Emergency Management Plans will be developed in accordance with Planning for Bush Fire Protection (PBP) (NSW Rural Fire Service (RFS), 2019) and in consultation with the NSW RFS (including any requirements in relation to aerial firefighting). These plans will identify all pertinent bush fire risk and mitigation strategies relating to the construction and operation of the Project, including those listed in B29 and: • Actions to prevent bush fire ignition or spread from Project activities. • Work that will not be conducted during total fire bans. • Appropriate safety procedures and storage location for any fuels or other hazardous or flammable materials. • Protocols in place to alert NSW RFS regarding work with the potential to cause a fire to the surrounding vegetation. • Protocols and triggers to shut down WTGs with an approaching fire. • Measures relating to the requirements of NSW RFS or other authorities regarding the management risk to aerial firefighting in the region. • Escalation notifying protocols with contact details for the local NSW RFS Fire Control Centre, local fire brigades, CASA, Air Services Australia, and all other relevant people and / or organisations who will be notified of an emergency at the Project Area. • The locations of any firefighting water along with alternative water supplies that may be available in the case of an emergency (including any other fire suppression equipment held on and off site). • Bush fire emergency planning that includes evacuation routes, evacuation triggers and when and where to take refuge.	During construction and operation	RFI 2 Response (Appendix A)
Biodiversity	**BIO35**	To address noise that is likely to exceed acceptable noise management levels (NMLs) a Construction Noise Management Plan will be implemented as a component of the CEMP.	During construction and operation	RFI 2 Response (Appendix A)
Biodiversity	**BIO36**	Standard noise mitigation measures will be implemented where reasonably practicable, including the following: • Work limited to standard hours of construction unless permitted by the development consent. • Adopt low-noise and plant equipment, where feasible plant and equipment to be fitted out with silencing devices. • Consider using less intrusive alternatives to reverse beepers such as 'squawker' or broadband' alarms. • All plant and equipment to be well maintained. • Warrant equipment mufflers are functioning correctly and effectively. • When feasible, employ construction techniques that produce less vibration and are quieter. • Equipment that is on-site be turn-off when not in use. • Only have necessary equipment on-site, including only having necessary size and powered equipment for tasks. • Noisy activities will be concentrated at one location and relocate as soon as possible. • Vehicle movements limited and avoided whenever feasible. • Provide training to acquaint employees with noise sensitivity. • For concentrated, noise-intensive activities implemented temporary construction noise barriers or earth mounds. • Install enclosures around noisy mobile and fixed equipment were reasonably practicable. • Were reasonably practicable avoid coincide operation of two or more noisy plants close to receivers. • Optimise the offset distance between sensitive receivers and noisy plants. • Implement parking, loading/unloading areas and traffic flow management to minimise reversing movements. • Implement routinely monitoring of construction noise levels ensure effectiveness of mitigation measures and whether revision of	During construction and operation	RFI 2 Response (Appendix A)

Aspect	ID#	Mitigation and/or Management Measure	Timing	Where Addressed?
		measures in required.		
Biodiversity	**BIO37**	Standard vibration mitigation measures from the Assessing Vibration: a technical guideline (DECC, 2006) will be implemented were reasonably practicable, including the following: • Were reasonably practicable selecting lower-impact equipment or techniques were feasible. • Operating vibration-causing plant and equipment during the least sensitive time of day were reasonably practicable. • Avoid coincide operation of vibration-causing operations. • High-vibration activities to be located as far away from sensitive receiver areas as possible. • All plant and equipment to be well maintained. • Intensive vibration operation to not occur within the recommended safe set back distances. • Receivers to be notified regarding the nature of construction phases and vibrations-generating operations.	During construction and operation	RFI 2 Response (Appendix A)
Biodiversity	**BIO38**	Air quality management measures will be implemented and include but is not limited to: • Haul routes clearly marked. • Maintenance and watering of haul routes. • Vehicle speed restriction (refer to BIO23). • Immediate clean-up of any material spillage. • During adverse weather conditions e.g. during hot and windy conditions weather will be monitored.	During construction	RFI 2 Response (Appendix A)
Biodiversity	**BIO39**	Exclusion zones will be set up at the limit of clearing	During construction	RFI 2 Response (Appendix A)
Biodiversity	**BIO40**	Implementation of the measures outlined in Appendix 3 of the MNES Report (Appendix E of this Amended BDAR) defined as per Step 4 to Step 6 of the National Light Pollution Guidelines for Wildlife.	During operation	RFI 2 Response (Appendix A)
Heritage	**ACH01**	The proposed management strategy will be detailed in an Aboriginal Cultural Heritage Management Plan (ACHMP) for the Project prepared in consultation with RAPs. Subject to the granting of Development Consent and ACHMP approval, this document will guide the management of Aboriginal cultural heritage within the Study Area.	At all times during the carrying out of the development	RFI 2 Response (Appendix B and Appendix C)
Heritage	**ACH02**	Given their contents and significance, surface collection is considered an appropriate and effective mitigation option for the 27 Aboriginal sites within the Development Corridor, in the event that these sites cannot be avoided through micro-siting. A systematic surface collection program will be undertaken within the Disturbance Footprint prior to the commencement of any Project-related ground clearance works.	Prior to commencement of construction in each stage	RFI 2 Response (Appendix B)
Heritage	**ACH03**	The ACHMP for the Project will include a detailed research design and methodology for the surface collection program.	Prior to commencement of construction in each stage	RFI 2 Response (Appendix B)
Heritage	**ACH04**	Following post-surface collection analyses of recovered Aboriginal objects, RAPs will be consulted regarding the appropriate treatment of recovered Aboriginal objects. Requirement 26 of the Code of Practice (DECCW, 2010b) provides standard procedures for the deposition of lithic artefacts. In the absence of a formal Care Agreement, these standard procedures will be followed.	Prior to commencement of construction in each stage	RFI 2 Response (Appendix B)
Heritage	**ACH05**	Following the completion of the salvage program, all recovered lithic objects i.e. those recovered during the surface collection program, will be subject to macroscopic attribute analysis, with the number of attributes recorded per specimen differing by technological type.	Prior to commencement of construction in each stage	RFI 2 Response (Appendix B)
Heritage	**ACH06**	All objects recovered will be temporarily stored until an appropriate option for long-term management of cultural materials is determined in consultation with RAPs. A report detailing the results of the archaeological salvage program undertaken will be completed within one (1) year of the fieldwork component of the program. Copies of the final salvage report will be provided to all RAPs and Heritage NSW within 14 days of completion.	During construction	RFI 2 Response (Appendix B)
Heritage	**ACH07**	BWF has made a commitment that the Aboriginal sites identified in Table 9.4 of the Revised ACHA will be avoided and protected from impact as part of the Project. The sites will be documented in the ACHMP as being items of heritage and environmental significance which are to be avoided. Fencing and/or barricades may also be erected during Project works to provide ongoing protection, with details to be provided in the ACHMP (see ACH13 below). In the instance of trees requiring protection, fencing and/or barricades will be established such that they do not interfere with tree growth. A program of inspection will also be implemented by an appropriately qualified person to provide an ongoing assessment of tree condition, and to provide suitable management advice, if needed.	At all times during the carrying out of the development	RFI 2 Response (Appendix B)

Aspect	ID#	Mitigation and/or Management Measure	Timing	Where Addressed?
		In the unlikely event that BWF determines that sites identified in Table 9.4 of the Revised ACHA cannot be avoided during construction of the Project, provisions for a suitable management strategy (i.e. surface collection, tree removal and salvage) must be integrated into the ACHMP and agreed to by RAPs. An addendum to this ACHAR may be required to quantify associated impacts and reissued to RAPs for review and comment.		
Heritage	**ACH08**	AHIMS site cards must be submitted to Heritage NSW in a timely fashion for all newly recorded Aboriginal archaeological sites. In the event that a previously unidentified Aboriginal site is discovered within the Project Area at any point during the life of the Project, an AHIMS site card for that site should be submitted to Heritage NSW as promptly as possible.	At all times during the carrying out of the development	RFI 2 Response (Appendix B and Appendix C)
Heritage	**ACH09**	Provisions regarding the appropriate management action(s) for any previously unrecorded Aboriginal sites and/or objects identified within the Project Area and relevant Port to Hay Transport Route off-site road work areas (i.e. an unexpected finds protocol) will be incorporated into the ACHMP. Management action(s) will vary according to the type of evidence identified, its significance and the nature of potential impacts but in general will comprise the following procedure: • All works would cease immediately in the area to prevent any further impacts to the object(s). • Notify the BWF Environmental Manager and/or Project Manager immediately. • A qualified heritage consultant would be engaged to determine the nature, extent and scientific significance of the object(s). RAPs are to be notified in writing regarding the nature of the find and if required, proposed management actions. RAPs will be requested to provide comments within seven (7) days. • An AHIMS site card would be completed and submitted to Heritage NSW in compliance with Section 89A of the *National Parks and Wildlife Act 1974*. The site cards will be lodged within 21 days and a copy provided to those RAPs who wish to have a copy. • The ACHMP and any other Project environmental management systems or databases would be updated (as relevant) to address the new Aboriginal site. Management actions would be dependent on the nature and extent of identified Aboriginal sites, and may include the following: ○ Isolated lithic objects or low-density concentrations (e.g. <10 lithic objects/m2) ○ High density open artefact sites (e.g. >100 lithic objects/m2) ○ Hearths, earth mounds and middens (i.e. accumulations of shell, bone etc) ○ Culturally modified trees ○ Skeletal remains.	Prior to commencement of construction in each stage	RFI 2 Response (Appendix B and Appendix C)
Heritage	**ACH10**	The ACHMP will include a procedure to the be implemented in the event that potential human skeletal remains are identified throughout the life of the Project.	Prior to commencement of construction in each stage	RFI 2 Response (Appendix B and Appendix C)
Heritage	**ACH11**	To ensure proactive engagement with RAPs and effective planning for, and implementation of agreed management/mitigation measures, a systematic program of RAP consultation will occur during the preparation and implementation of the ACHMP, which will be implemented for the duration of the Project. Protocols for RAP engagement must also be documented in the ACHMP and include specific measures including but not limited to RAP engagement, dispute investigation and resolution, and community access protocols. The ACHMP may also seek to develop an Aboriginal Community Consultative Committee (CCC) to establish a standardised forum for open discussion between stakeholders, including but not limited to BWF, RAPs and other Aboriginal stakeholders (if identified), local council/s and other stakeholders on any issues directly relating to the heritage and environmental performance, and Aboriginal community relations associated with the construction and operation of the Project.	During construction, operations and decommissioning	RFI 2 Response (Appendix B)
Heritage	**ACH12**	In recognition of the quantity of active and/or proposed projects in the South West region, a frequent (e.g. quarterly) search program of the AHIMS register will be implemented during the preparation and implementation of the ACHMP to identify and address any new Aboriginal sites that may have been registered within or surrounding the Project. In addition, BWF will participate in quarterly reporting to NSW Government - EnergyCo, an agreed process for renewable energy proponents in the South West REZ. The results of this search program would feed into the quarterly reporting to NSW Government - EnergyCo.	During pre-construction and construction	RFI 2 Response (Appendix B)
Heritage	**ACH13**	Site specific fencing and/or barricade requirements will comprise stable fencing and a gate to provide access for cultural purposes and/or weeding and maintenance. Fencing buffers must comprise, at a minimum: • Hearth sites – 2 m from mapped centroid and/or mapped boundary extent. • Open artefact sites – 5 m from mapped centroid and/or mapped boundary extent.	During construction	RFI 2 Response (Appendix B)

Aspect	ID#	Mitigation and/or Management Measure	Timing	Where Addressed?
		• Culturally modified tree – 5 m from Tree Protection Zone (TPZ). • For Aboriginal site 'Bullawah-Culturally Modified Tree1 2023' (AHIMS #48-6-0336) fencing and/or barricades must be established such that they do not interfere with continued tree growth. A program of inspection will also be implemented by an appropriately qualified person (e.g. an arboriculturist) to provide an ongoing assessment of tree condition, and to provide suitable management advice, if needed.		
Heritage	**ACH14**	An Aboriginal cultural heritage awareness training package will be developed for use throughout the life of the Project. This package will be developed in consultation with RAPs and completed prior to the commencement any ground disturbance works. Aboriginal cultural awareness training will be mandatory for all staff and contractors whose roles may require interaction with Aboriginal sites and/or involve consultation with Aboriginal stakeholders.	At all times during the carrying out of the development	RFI 2 Response (Appendix B and Appendix C).
Heritage	**HH01**	Item renumbered as ACH14 (see above).	-	-
Heritage	**HH02**	An unexpected heritage finds protocol will be established and included in the environmental management policies for the Project. All project team members and construction contractors will undertake a heritage-specific induction to support the use of this protocol.	During construction	EIS Appendix 8 and EIS Section 6.4
Heritage	**HH03**	In the unlikely event that unexpected historical archaeological material is discovered, all work in the area should cease and suitably qualified archaeologist should be consulted to determine an appropriate course of action. Depending on the extent and significance of the archaeological remains encountered, Heritage NSW may require consultation prior to the commencement of works.	During construction	EIS Appendix 8 and EIS Section 6.4
Heritage	**HH04**	An exclusion or 'no-go' zone should be established around the South Burrabogie Homestead Group (R1) so that egress or movement of project personnel, contractors or machinery does not result in incidental damage to the buildings with heritage significance. This includes ensuring that any plant or machinery with potential to result in high vibration ratings do not operate inside the recommended safe working distances for vibration generating equipment from sensitive receivers i.e., the receiver building or its occupants, as set out in Table 2 of the NSW Construction Noise and Vibration Guideline (CNVG) (RMS, 2016).	During construction	EIS Appendix 8 and EIS Section 6.4
Landscape and visual	**LV01**	Turbines will have a matte white, non-reflective finish and consist of three (3) blades with uniformity of colour, design, rotational speed, height and rotor diameter throughout.	At all times during the carrying out of the development	EIS Appendix 9 and EIS Section 6.5
Landscape and visual	**LV02**	With respect to ancillary infrastructure, the following principles will be applied: • Siting to ensure minimal vegetation loss. • Consideration will be given to controlling the type and colour of building materials used. • Where possible a recessive colour palette will be selected to blend into the existing landscape. • Unnecessary lighting, signage on fences, logos etc will be avoided. • Cut and fill and loss of existing vegetation will be minimised throughout the construction process.	At all times during the carrying out of the development	EIS Appendix 9 and EIS Section 6.5
Landscape and visual	**LV03**	With respect to lighting of ancillary infrastructure, the following principles will be applied: • Control the level of lighting used and only light areas that are required. • Reduce the duration of lighting and switch off lighting when it is not required. • Use the lowest intensity required for the job. • Consider lighting direction or utilising shields to avoid unnecessary light spill. • Use non-reflective dark coloured surfaces to reduce reflection of lighting.	At all times during the carrying out of the development	EIS Appendix 9 and EIS Section 6.5
Noise & Vibration	**NV01**	The predicted operational WTG noise levels will be updated with final layout and sound power levels of the final WTG selected for the Project to verify compliance with the criteria in accordance with the NSW Noise Assessment Bulletin prior to the commencement of construction in each stage. Prior to the commencement of construction in Stage 2 (North), the predicted operational WTG noise levels will be updated with final layout and sound power levels of the final WTG selected for the Project to verify that predicted WTG noise levels at the Oolambeyan National Park boundary, when adjusted for tonality and low-frequency noise, will not exceed L_{eq} 50 dB(A) for wind speed of 4 metres per second (m/s) or cut-in speed, whichever is greater.	Prior to commencement of construction in the relevant stage	EIS Appendix 10, EIS Section 6.6 and Section 4.2.3 of the Submissions Report
Noise & Vibration	**NV02**	The predicted operational ancillary infrastructure noise levels will be updated with the final design and sound power levels of the final equipment selection to verify compliance with the criteria in accordance with the NPfI prior to the commencement of construction.	Prior to commencement of construction in each stage	EIS Appendix 10 and EIS Section 6.6

Aspect	ID#	Mitigation and/or Management Measure	Timing	Where Addressed?
Noise & Vibration	**NV03**	An operational noise management plan will be prepared which identifies how compliance with the Project's operational noise limits will be demonstrated, including details of testing procedures and reporting time frames following commencing operation of the Project.	Prior to commencement of operations in each stage	EIS Appendix 10 and EIS Section 6.6
Noise & Vibration	**NV04**	Following construction, compliance monitoring will be conducted to satisfy the NSW Noise Assessment Bulletin including evaluation of special noise characteristics.	During operation	EIS Appendix 10 and EIS Section 6.6
Noise & Vibration	**NV05**	Notwithstanding the anticipated compliance, BWF will provide consideration to available contingency strategies to reduce noise levels, if required. The following summarises the two (2) key measures available to reduce the noise: • Procurement contract: The procurement contract for the supply of WTGs to the Project will typically include specifications concerning the allowable total noise emissions from the WTG, and the permissible characteristics of the WTG. In the event that WTG emissions are found to exceed the contracted values; the supplier will be required to implement measures to reduce the noise to the contracted value. This can include measures to rectify manufacturing defects or appropriate control settings. • Noise reduction management strategy: modern wind farms include control systems which enable the operation of the WTGs to be varied according to environmental constraints. Specifically, variable pitch WTGs as proposed for this Project include control functions which enable the noise emissions of the WTGs to be selectively controlled; by adjusting the pitch of blade, the noise emissions of the WTG can be reduced. In addition, where required, the WTGs can be selectively shut down under relevant wind speeds and directions. These types of control measures can be used separately, or in combination, to achieve noise reductions for predetermined wind speed ranges and directions.	During operation	EIS Appendix 10 and EIS Section 6.6
Noise & Vibration	**NV06**	A Construction Noise and Vibration Management Plan (CNVMP) will be prepared and implemented for the Project. Any future CNVMP will include site and process specific noise management work practices designed to mitigate the impact of construction noise activities, including traffic noise. This includes any specific noise management practices at select Port to Hay Transport Route off-site road work areas for sensitive receivers that are identified as experiencing construction noise levels above the noise affected management level in the ICNG. Any targeted noise consultation requirements will be outlined.	Prior to commencement of construction in each stage	EIS Appendix 10 and EIS Section 6.6
Social	**SO01**	BWF will implement a Community Benefit Sharing Scheme, as detailed in the EIS.	At all times during the carrying out of the development	EIS Appendix 11 and EIS Section 6.7
Social	**SO02**	BWF has implemented a CSEP during the early stages of the EIS process (refer to Section 5.0 of the EIS). BWF will continue to prioritise the implementation of the CSEP during subsequent phases of the Project should the Project be approved. This will be led by a dedicated resource and comprise project-specific stakeholder analysis, mechanisms or methods to be utilised, periodic action plans, targets, responsibilities for implementation, as well as the development of a monitoring and evaluation framework for the CSEP throughout the life of the Project.	At all times during the carrying out of the development	EIS Appendix 11 and EIS Section 6.7
Social	**SO03**	An Accommodation and Employment Strategy (AES) has been developed for the Project and is presented in Appendix E of the SIA (Appendix 11), and as amended in Appendix 6 of the Amendment Report. The AES includes three (3) key findings as set out below. • There is insufficient short-term and rental accommodation in the social locality to house the anticipated non-resident workforce associated with the Project during the construction phase. This is particularly apparent when considering the cumulative impact of multiple concurrent workforces associated with proximal major projects. On this basis, a Temporary Workforce Accommodation (TWA) is proposed to meet Project needs and to minimise strain on local housing supply and essential services. • Existing labour shortages will constrain the capacity for local workforces to meet the needs of the Project during the construction phase and there will be a need for non-resident workforces to enter the region to meet Project labour requirements. The AES establishes a Project goal of 10% local employment during construction, with a base case of 5% and a stretch target of 20%. • There are substantial existing recruitment companies, training institutions, industry connection partners and regional development organisations with the capacity to improve local procurement and employment outcomes.	At all times during the carrying out of the development	EIS Appendix 11 and EIS Section 6.7
Social	**SO04**	To increase the local employment and procurement outcomes for the Project beyond the Goal scenario of 10%, a combination of the below measures would need to be resourced, funded and implemented to reach a 'Stretch' (20%) scenario: • Provide apprenticeship and trainee opportunities. • Active collaboration with the local TAFE, small and medium businesses, Councils, registered training providers, local industry associations, community organisations, and employment providers to develop and organise upskilling and training opportunities and/or partnerships.	At all times during the carrying out of the development	EIS Appendix 11 and EIS Section 6.7

Aspect	ID#	Mitigation and/or Management Measure	Timing	Where Addressed?
		• Collaboration with existing First Nations labour hire businesses to identify employment opportunities and pathways. • Develop and commit to clear pathways between training / upskilling and job opportunities on the Project. • Fund and/or deliver a local content (or employment and procurement officer) responsible for building relationships with service providers, hard to reach groups, and support local community members to upskill and/or re-train for the Project. • Employment of women and First Nations people will require specific engagement approaches and tailored training opportunities through dedicated resourcing and project prioritisation. • Collaborating with other proponents and employment agencies to support movement of workers between other renewable energy projects in the region as different projects scale up and down. • Implementation of financial incentives and/or fines if the assigned Engineering, Procurement and Construction (EPC) Contractor does not meet local procurement targets. • Collaboration with organisations such as the Industry Capability Network (ICN) and Regional Development Australia (RDA) to identify local businesses and establish smaller work packages for local businesses.		
Social	**SO05**	BWF is committed to monitoring and evaluating the effectiveness of the Employment Strategy. During the Project's pre-construction and construction phases, the strategy would be reviewed bi-annually between 2025 and 2027 by the EPC Contractor, to assess the effectiveness of steps taken to maximise local employment and procurement on the Project.	At all times during the carrying out of the development	EIS Appendix 11 and EIS Section 6.7
Social	**SO06**	The AES includes a summary of proposed workforce accommodation measures and a corresponding monitoring plan for the use of existing accommodation options which aims to: • Encourage the EPC Contractor to prioritise the employment of locals who already reside in the area and who will not require accommodation. • Investigate and document accommodation options and explore potential accommodation partnerships in the local region – provide this information to the EPC Contractor. • Operate a Housing and Accommodation Expression of Interest Register to enable local landowners, businesses and individuals to register their interest in providing accommodation services to the Project. • Work with Hay Shire Council to advertise interest in supporting owners of currently vacant properties to make their properties available to the Project.	At all times during the carrying out of the development	EIS Appendix 11 and EIS Section 6.7
Social	**SO07**	Recommendations to optimise the use of the proposed TWA include: • Establish an on-site TWA. • Provide onsite medical facilities and access to telehealth for workers to reduce pressure on existing medical systems. • Ensure the TWA prioritises local procurement of key services such as catering, cleaning and security	Prior to commencement of construction in each stage	EIS Appendix 11 and EIS Section 6.7
Social	**SO08**	Other measures regarding housing and accommodation include recommendations to: • Work with Hay Shire Council to support their goal of establishing a council-delivered TWA in Hay and commit to housing a proportion of the construction workforce in the TWA. • Investigate working with Murrumbidgee Shire Council to support the development of up to five (5) executive-style homes in Jerilderie. • Investigate using a proportion of the Project's community benefit fund to support local social and affordable housing initiatives. • Review workforce requirements regularly (e.g. monthly) during construction to ensure the objectives of the AES are being met. • Provide regular Project updates to the community via Project Newsletters, posts on the Project website.	At all times during the carrying out of the development	EIS Appendix 11 and EIS Section 6.7
Social	**SO09**	BWF is committed to monitoring and evaluating the effectiveness of the Accommodation Strategy. During the Project's pre-construction and construction phases, the strategy would be reviewed bi-annually by the EPC Contractor to assess the effectiveness of steps taken to secure sufficient accommodation for the workforce.	At all times during the carrying out of the development	EIS Appendix 11 and EIS Section 6.7
Social	**SO10**	With respect to Industry and Aboriginal Participation, BWF will: • Work with LALCs to scope and build capacity in existing businesses (labour hire, civil contracting), which will help them contract into	At all times during the carrying out of the development	EIS Appendix 11 and EIS Section 6.7

Aspect	ID#	Mitigation and/or Management Measure	Timing	Where Addressed?
		the project as it reaches construction stage. • Continue to collaborate with EnergyCo to promote training initiatives announced and funded via the Community and Employment Benefit Fund. • Work with local high schools to improve connectivity between education and employment on the Project. BWF may, for example, support plans to develop a school-based education to employment pathway, which may include: increasing participation in work experience, school based traineeship programs and school based apprenticeship programs. • Continue ongoing sponsorship of education and training opportunities in the local community to support upskilling. This may include internships, TAFE scholarships or a sponsored apprenticeship program, as well as targeted programs for First Nations people. • Work with contractors to seek to provide apprenticeship and/or traineeship opportunities across the construction and operations phase of the Project. Some of these may be Aboriginal identified roles. • Focus on preparatory activities with local groups. For example, evaluate the need for assistance for local people to prepare and submitting applications and resumes. This may help maximise local employment and Aboriginal participation.		
Social	**SO11**	During the construction and operational phases, BWF will: • Upskill new and existing Aboriginal and Torres Strait Islander staff to create pathways towards meaningful employment. This may result in ongoing work or transferable skills to maximise meaningful Aboriginal participation. • Recognise differing learning styles and implement appropriate training methods for Aboriginal and Torres Strait Islander people. Work with contractor/s and training providers to ensure traineeships, apprenticeships and other training are delivered in an appropriate manner. • Support initiatives to promote retention of local and Indigenous employees, including by providing a culturally safe work environment. • Explore identified roles, and opportunities for training, connected to the Project's cultural heritage management including ongoing monitoring and management of incidental finds. • BWF will continue to engage with the local community regarding employment opportunities and will work with First Nations groups to further develop the Aboriginal Participation plan.	During construction and operation	EIS Appendix 11 and EIS Section 6.7
Social	**SO12**	Detailed plans of the TWA will be provided to Murrumbidgee Council for their information prior to the commencement of construction of the TWA, should the TWA be constructed within the Murrumbidgee LGA.	Prior to the commencement of construction of the TWA.	Section 4.1.3 of the Submissions Report
Transport	**TT01**	Prior to construction commencing and during the construction period, a program of consultation will be initiated to ensure local residents are aware of construction traffic accessing the project. This program may include elements of the following as appropriate to the phase of works: • Press releases in local newspapers. • Specific emails, newsletters and individual letter drops to neighbouring residents along the access route to the project. • Provision of a website providing details of the status of works and contact details for complaints or enquiries. • Provide key contact personnel and contact details, including out of hours contact information to residents, schools, public activities and business operating alongside the local route. • Neighbours of the wind farm will be consulted and notified regarding the timing of major deliveries which may require additional traffic control and disrupt access.	Prior to commencement of pre-construction in each stage	RFI 2 Response (Appendix D)
Transport	**TT02**	Oversized and over mass (OSOM) vehicles will be governed by a detailed Traffic Management Plan (TMP), either as part of the CEMP or the decommissioning management plan, that will be developed prior to OSOM transport commencing (during construction and decommissioning). The TMP will include: • Procedures for escorts of OSOM vehicles. • Traffic control plans for temporary road closures to allow vehicles to cross to the other side of the carriageway. • Safe work methods and strategies for working on roadways. • Dates and times for transporting loads. • Location and use of rest stops and layovers along the journey.	During pre-construction general works, construction and decommissioning	RFI 2 Response (Appendix D)

Aspect	ID#	Mitigation and/or Management Measure	Timing	Where Addressed?
		• Communication strategy to affected communities. • Notification and consultation of key stakeholders including Police and emergency services, Local Councils along the route, Public and School bus operators that may be affected. • Advertising in local newspaper and media releases. • Contact details of foreman or project manager throughout operations to be shared with emergency services and road authorities. • Timing of operations and measures to avoid commuter peaks and school peaks through populated areas where practicable. • Consideration of cumulative impacts of other projects along the route, based on updated information that is available at that time. • Co-ordination of OSOM on site arrivals. • Final pull-over locations, supported by strategic concept designs to meet TfNSW requirements where required. • Detailed traffic modelling that considers the impacts of OSOM movements through townships and the Sydney area. The TMP will be prepared in consultation with relevant road authorities, including relevant local councils and TfNSW.		
Transport	**TT03**	OSOM vehicles will require permits from the National Heavy Vehicle Regulator (NHVR). This replaces the approvals that were previously granted from TfNSW and councils. Applications are to be submitted to the NHVR.	During pre-construction general works, construction and decommissioning	RFI 2 Response (Appendix D)
Transport	**TT04**	A Drivers Code of Conduct will be developed to outline and acceptable behaviour for all vehicle drivers in connection with the Project. Prior to involvement in the Project, vehicle drivers will be required to read the Driver Code of Conduct and acknowledge their compliance with it throughout their involvement in the Project. The expectations of the Driver Code of Conduct will be established in the Project induction and will be reiterated through pre-starts. Heavy vehicle haulage routes will be communicated to haulage contractors during the procurement stage and requirements of the Drivers Code of Conduct, route use and compliance included in their contracts. The Code of Conduct will include: • General requirements (e.g. site induction requirements). • Adherence to designated transport routes and heavy vehicle noise. • Travelling speeds and safe driving practices, particularly through residential areas and school zones and on unsealed roads and exercising caution of wildlife when driving at dawn and dusk. • Fatigue management. • Identification and communication of known road crash cluster locations. • Identification and warning of when roads may be affected by black ice, road damage (potholes) and incidents. • A drug and alcohol policy to reduce incidents of drunk and drug driving. • Training drivers to respect private property and farm gates. • Public complaint resolution and penalties and disciplinary action.	At all times during the carrying out of the development	RFI 2 Response (Appendix D)
Transport	**TT05**	Contractors are to ensure that all vehicles used are road worthy and in good working condition with lights, brakes, tire pressure etc.	At all times during the carrying out of the development	RFI 2 Response (Appendix D)
Transport	**TT06**	To minimise the impacts on schools BWF will seek to avoid temporary road closures for OSOM movements during school peaks. To this end vehicle layovers will be identified to allow vehicles to wait until appropriate times for travel.	During pre-construction general works, construction and decommissioning	RFI 2 Response (Appendix D)
Transport	**TT07**	The use of shuttle bus services would reduce the number of workers driving from the site when tired, and the provision of these services for off-site workers will be investigated by BWF.	During construction and decommissioning	RFI 2 Response (Appendix D)
Transport	**TT08**	A carpooling program will be implemented to support sharing of vehicles for the workforce travelling to/from the site. The program would consider: • Incentives or benefits to encourage the use of carpooling. • A roster system to rotate the carpooling drivers. • Regular toolbox meeting sessions identifying method of travel to work and facilitating cooperation between workers.	During construction and decommissioning	RFI 2 Response (Appendix D)

Aspect	ID#	Mitigation and/or Management Measure	Timing	Where Addressed?
		• Identifying the drop off/pick up locations for participating vehicles. • Allocating a team member to be responsible for enforcement and management of the carpooling program. • Identifying mechanisms to be put in place if an average light vehicle occupancy of two (2) people per vehicle is not achieved across the workforce.		
Transport	**TT09**	The TMP will be provided to Edward River, Hay Shire and Murrumbidgee Councils for review prior to the commencement of construction.	Prior to the commencement of pre-construction in each stage	RFI 2 Response (Appendix D)
Transport	**TT10**	BWF will liaise with regarding required pavement upgrades during detailed design and TMP preparation and BWF will obtain any necessary approvals under the *Roads Act 1993* prior to construction. BWF also commits to undertaking pre and post dilapidation surveys and ensures the road will be maintained during construction.	Prior to the commencement of pre-construction in each stage	RFI 2 Response (Appendix D)
Transport	**TT11**	To minimise traffic impacts associated with quarry transport, BWF will manage the delivery of quarried materials such that quarry truck movements do not exceed any hourly or daily trucking limits imposed under the respective approvals held by each quarry operator.	During pre-construction and construction	RFI 2 Response (Appendix D)
Transport	**TT12**	BWF will consult with Wagga Wagga Council and TfNSW during detailed design and through the preparation of the TMP to understand whether appropriate logistical design and associated management measures could be implemented to allow for night travel through Wagga Wagga.	Prior to Pre-construction (Port of Newcastle to Hay Transport Route option only)	RFI 2 Response (Appendix D)
Transport	**TT13**	Pre-construction minor works will be undertaken generally in accordance with Table 5.2 of the Amended Traffic Impact Assessment (TTPP, August 2025). In particular, BWF provides the following specific commitments: • No OSOM movements will occur until road upgrades are completed for the relevant transport route, and all site access points are constructed for the relevant stage • Temporary gravel treatments will be provided for the site access points during Pre-construction Minor Works (Tranche 2) to enable semi-trailer access on to site. These temporary gravel treatments will align with the semi-trailer swept path (vehicle body area) as shown in RFI 2 Appendix E.	Pre-construction	RFI 2 Response (Appendix D and Appendix E)
Transport	**TT14**	Daily traffic volumes associated with both workforce and heavy vehicle movements will be staggered throughout the day (where feasible and reasonable to do so) to minimise pressure on the surrounding road network during peak periods. Construction scheduling will be used to distribute arrivals inbound and departures outbound movements across broader windows, and vehicle bookings and site access controls will assist in managing this distribution in practice.	Construction	RFI 2 Response (Appendix D)
Transport	**TT15**	For quarry traffic using Route Option A, which avoids the right turn from Cobb Highway into Jerilderie Road, enforcement will be achieved through a combination of operational controls and physical monitoring. All haulage drivers will receive a detailed route map and instructions during site inductions, supported by a project-specific Driver Code of Conduct that outlines approved access paths. The required U-turn at the Cobb Highway/Sturt Highway roundabout, which forms part of this route, will be clearly communicated and enforced. Compliance will be monitored through GPS tracking, with periodic audits undertaken by the haulage contractor. CCTV surveillance at the Jerilderie Road/Cobb Highway intersection will supplement this monitoring to identify any unauthorised right-turn movements, and non-compliance will be addressed through established escalation pathways.	Pre-construction and construction	RFI 2 Response (Appendix D)
Transport	**TT16**	Restrictions on project-related turning movements during AM and PM peak periods, including the left turn from Kidman Way onto Four Corners Way and the right turn from Sturt Highway into Conargo Road, will be managed operationally. All relevant drivers will be briefed on these restrictions during induction, and signage will be installed at appropriate locations to reinforce compliance. These restrictions will also be incorporated into the transport contractor's management plan and tracked using GPS monitoring, with geo-fencing alerts used to detect unauthorised movements. Project personnel responsible for logistics and compliance will review vehicle data regularly to ensure adherence.	Pre-construction, construction and decommissioning	RFI 2 Response (Appendix D)
Transport	**TT17**	On-site mitigation measures targeted at safety and reducing the impact of on-site transport will include: • On-site speed restrictions (refer to BIO23). • Appropriate dust suppression measures. • Maintenance program for on-site access tracks to ensure safe access. • Loading and unloading is proposed to occur within the work area. No street or roads would be used for material storage at any time. • Sufficient car parking is to be provided on-site to ensure vehicles do not park on the surrounding road network.	Pre-construction, construction and decommissioning	RFI 2 Response (Appendix D)

Aspect	ID#	Mitigation and/or Management Measure	Timing	Where Addressed?
		All car parking and loading areas to be designed in accordance with the relevant Australian Standard (2890 series) and Council requirements.		
Transport	**TT18**	External quarry locations will be confirmed during detailed design and these locations (and their respective transport routes) would be identified in the Construction Traffic Management Plan (CTMP). BWF will continue to consult with quarry operators during detailed design, as further information becomes available regarding resource needs and project scheduling. Other regional quarries (in additional to those identified in the Traffic Impact Assessment) would be investigated by BWF post approval. Use of materials from other regional quarries would be contingent on: • the quarry operator having all necessary approvals in place • the quarry having an approved haulage route to the State Road network under their existing approvals • all quarry trucks utilising the local quarry routes already identified and assessed in the Amended TIA for the final approach between the State Road network and the Project Area.	Prior to construction	RFI 2 Response
Water	**WR01**	The natural state of the drainage flow paths will be maintained whenever possible. Internal access roads, where crossing watercourses, will be designed for 10% AEP design flow and may include compacted rock causeways to provide low maintenance access with limited impact on the watercourse or culvert structures.	During construction	EIS Appendix 13 and EIS Section 6.9
Water	**WR02**	The design and construction of watercourse crossings will be generally in accordance with the Guidelines for controlled activities on waterfront land – riparian corridors, Guidelines for watercourse crossings on waterfront land and Guidelines for laying pipes and cables in watercourses on waterfront land. Waterway crossings would also be designed and constructed generally in accordance with DPI Fisheries Policy and Guidelines for Fish Habitat Conservation and Management (Update 2013), and Why Do Fish Need to Cross the Road? Fish Passage Requirements for Waterway Crossings (DPI 2003). Riparian buffer zones would be established adjacent to areas of Key Fish Habitat generally in accordance with DPI Fisheries Policy and Guidelines for Fish Habitat Conservation and Management (Update 2013).	During construction	EIS Appendix 13 and EIS Section 6.9
Water	**WR03**	A Construction Soil and Water Management Plan will be prepared as a component of any future CEMPs to outline measures to manage soil and water impacts associated with the construction and decommissioning works.	Prior to commencement of construction in each stage	EIS Appendix 13 and EIS Section 6.9
Water	**WR04**	Catch/diversion drains and sediment fences will be established at the downstream boundary of construction activities where practicable to support containment of sediment-laden runoff.	During construction	EIS Appendix 13 and EIS Section 6.9
Water	**WR05**	Erosion and sediment control measures will be implemented and maintained at all work sites in accordance with the principles and requirements of the 'Blue Book'.	At all times during the carrying out of the development	EIS Appendix 13 and EIS Section 6.9
Water	**WR06**	Measures will be implemented to minimise/manage erosion and sediment transport both within areas of disturbance and offsite including requirements for the preparation of ESCP for all progressive stages of construction.	At all times during the carrying out of the development	EIS Appendix 13 and EIS Section 6.9
Water	**WR07**	The best practice principles for stormwater and sediment control outlined in the 'Blue Book' guidelines will be incorporated into the design, construction and operation phases as part of a CSWMP and ESCP.	During construction and operation	EIS Appendix 13 and EIS Section 6.9
Water	**WR08**	The battery storage compound will be constructed of road base (or the like). The peak velocities at the proposed location remain below 0.25 m/s and are not subject to erosive flows. The battery storage components will be aligned with local overland flow paths to prevent flows being redirected and concentrated.	During construction	EIS Appendix 13 and EIS Section 6.9
Water	**WR09**	Soil and water inspection and monitoring programs will be developed and implemented, including receiving water quality monitoring.	Prior to commencement of construction in each stage	EIS Appendix 13 and EIS Section 6.9
Water	**WR10**	Stormwater infrastructure including any stormwater treatment devices (e.g. bioretention basins and culverts) will be regularly maintained (e.g. clearing debris).	During construction	EIS Appendix 13 and EIS Section 6.9
Water	**WR11**	Suitable ground cover and grassed table drains will be established and maintained near access tracks to minimise the potential for erosion and export of sediment.	During construction	EIS Appendix 13 and EIS Section 6.9
Water	**WR12**	During construction design flood risk will be considered and include, as a minimum, a review of temporary infrastructure layouts and arrangements to: a) avoid and/or minimise obstruction of overland flow paths	Prior to commencement of construction in each stage	EIS Appendix 13 and EIS Section 6.9

Aspect	ID#	Mitigation and/or Management Measure	Timing	Where Addressed?
		b) limit the extent of flow diversion c) include stormwater management controls to avoid/minimise the impact of flooding d) consider measures to mitigate alterations to local runoff conditions due to on-site works and activities.		
Water	**WR14**	Flood emergency management measures for the construction, operations and decommissioning phases will be prepared and included in applicable environmental and safety management documentation (i.e. the CEMP, CSWMP and ESCP, or the BFEMOP and OEMP noted within the EIS). These measures will identify flood related risks and their management, and processes to monitor and communicate weather warnings. This will include, as a minimum: (a) Monitoring of the Bureau of Meteorology's "MetEye" and The Bureau of Meteorology's "RSS feeds". Radio and Bureau of Meteorology information will be reviewed frequently for potential major storm events and to ensure on-site personnel and visitors are aware of potential flooding events and road closures. (b) Detailed procedures with respect to the following: (i) Construction activities will cease and all on-site personnel will be evacuated (including temporary closure of the TWA) in the event that significant rainfall events are forecast (i.e. a 10% AEP flood event or greater). (ii) Wind farm operations will cease and all on-site personnel will be evacuated in the event that significant rainfall events are forecast (i.e. a 10% AEP flood event or greater). (iii) The establishment of two (2) 'no go' zones in which vehicle access is prohibited during flood events (i.e. a 10% AEP flood event or greater). These Flood Hazard Management Areas are located near site access point 5 and between site access points 11 and 14, where hazard category H2 and H3 is predicted during a 1% AEP flood event (see Figure 2.1 of RFI Response 2). These areas will be appropriately signposted in an area clear of the floodway. These 'no go zones' would cease to apply if it is determined (following detailed design) that flood immunity within the Flood Hazard Management Areas will be improved following completion of the proposed road upgrades, such that the hazard category during the 10% and 1% AEP flood events is predicted to be H1 or lower. (iv) Procedures to ensure worker safety for on-site personnel prior to returning to site and recommencing construction or operations.	During construction and operation	EIS Appendix 13 and EIS Section 6.9
Water	**WR15**	Evacuation routes will be designed during the detailed design phase and will consider zones of flood hazard. These routes would be and included in applicable environmental and safety management documentation i.e. the BFEMOP and OEMP noted above, as relevant.	During construction and operation	EIS Appendix 13 and EIS Section 6.9
Water	**WR16**	Controls will be implemented for receiving watercourses which may include designation of 'no go' zones for construction plant and equipment.	Prior to commencement of construction in each stage	EIS Appendix 13 and EIS Section 6.9
Water	**WR17**	A water sourcing and monitoring strategy will be prepared and implemented to manage potential availability impacts on downstream water users and ensure compliance with all relevant legislation relating to water extraction.	Prior to commencement of construction in each stage	EIS Appendix 13 and EIS Section 6.9
Water	**WR18**	During construction, stockpiles will be located outside areas anticipated to flood and experience velocities above 0.5 m/s, and where reasonable/feasible, located outside the mapped 10% AEP flood extents.	Prior to commencement of construction in each stage	EIS Appendix 13 and EIS Section 6.9
Water	**WR19**	Temporary construction compounds and the temporary workforce accommodation camp would be maintained away (or above) areas anticipated to flood based to depths deeper than 250 mm during a 1% AEP flood event. Due to flat nature of the Project Area, shallow depths of water are extensive but setting infrastructure on stilts mitigates the limited drainage conveyance.	Prior to commencement of construction in each stage	EIS Appendix 13 and EIS Section 6.9
Water	**WR20**	Flood behaviour as a result of the Project would be confirmed during detailed design, inclusive of climate change. In this regard foundations for the WTGs and transmission lines, their footings are located away from areas of erosive behaviour such as flood depths of 0.3 m and flow velocities greater than 1.5 m/s. Detailed design of the Project will consider the results of the 1% AEP scenario.	Prior to commencement of construction in each stage	EIS Appendix 13 and EIS Section 6.9
Water	**WR21**	Infrastructure with the potential to cause pollution to watercourses in the event of flooding, such as inverters, will be located with a minimum 300 mm freeboard above the 1% AEP flood level. Given the shallow depths across the Project Area, raising these small fill pads is highly unlikely to result in any adverse impacts offsite.	Prior to commencement of construction in each stage	EIS Appendix 13 and EIS Section 6.9
Water	**WR22**	No sensitive infrastructure (e.g., substations or battery storage) will be placed within 20 m of any Strahler 3 or above order streams. Sensitive infrastructure will be placed outside the 0.2% AEP flood extent with a minimum 500 mm freeboard to the 1% AEP flood level.	Prior to commencement of construction in each stage	EIS Appendix 13 and EIS Section 6.9
Water	**WR23**	All reasonable and feasible care will be taken to avoid damage to known groundwater bores within the Project Area.	All times during the carrying out of the Project.	Section 4.2.11 of the Submissions Report

Aspect	ID#	Mitigation and/or Management Measure	Timing	Where Addressed?
Water	**WR24**	Undertake further flood risk investigations including hydrological modelling during detailed design and following approval of the Project, to consider the risk and impact of riverine flooding on critical Project infrastructure.	Prior to construction	Section 4.2.2 of the Submissions Report
Water	**WR25**	BWF will actively engage with local councils and the NSW State Emergency Service (SES) to develop site-specific flood emergency management measures as required. These measures (as required) will be incorporated into applicable environmental and safety management documentation committed to within the EIS.	Prior to construction	Section 4.2.2 of the Submissions Report
Water	**WR26**	Prior to construction, BWF will review the final design of Project infrastructure based on the findings of geotechnical investigations. BWF will ensure that: • A minimum 3 m buffer will be maintained between the floor of the proposed borrow pits and the regional groundwater level. • Where any other excavations (e.g. WTG foundations) are planned to occur within 3 m of recorded groundwater levels, further hydrogeological assessment would be undertaken in accordance with the Minimum requirements for building site groundwater investigations and reporting (DPE, October 2022) and the NSW Aquifer Interference Policy (DPI Office of Water, 2012). In the unlikely event that groundwater inflows into excavations are anticipated, any water take would be appropriately licensed in accordance with the requirements of the Water Management Act 2000, the Water Management (General) Regulation 2018 and relevant Water Sharing Plans.	Prior to commencement of construction in each stage	Section 4.2.10 of the Submissions Report
Water	**WR27**	Clean surface water runoff will be diverted around disturbed areas of the proposed borrow pits.	During construction	Section 2.2 of RFI 2 Response
Water	**WR28**	Drainage and sediment controls will be established around unstabilised stockpiles and batters associated with the proposed borrow pits. Drainage controls will remain in place until revegetation is established.	During construction	Section 2.2 of RFI 2 Response
Water	**WR29**	Disturbed areas of the proposed borrow pits will be revegetated as soon as possible to minimise erosion.	During construction	Section 2.2 of RFI 2 Response
Water	**WR30**	During excavation from the borrow pits, the pit walls will be monitored for any seepage to indicate interception of any localised perched aquifers. Any incidental water take would be accounted for within existing Water Access Licence (WAL) entitlements and reflected in an updated site water balance. During detailed design, a CSWMP will be developed for the borrow pits to ensure water balance within the pits are managed. The CSWMP will encompass the management of water quantity and quality requiring discharge from the pit.	During construction	Section 2.2 of RFI 2 Response
Soils, Land & Agriculture	**SLA01**	During the life of the Project, agriculture land use will continue within the Project Area outside of the Disturbance Footprint.	At all times during the carrying out of the development	EIS Appendix 14 and EIS Section 6.10
Soils, Land & Agriculture	**SLA02**	At the time of decommissioning, agriculture land use will be re-established over 642 ha of agricultural land removed from agriculture (unless otherwise agreed with the landholder and/or regulatory authorities).	During decommissioning	EIS Appendix 14 and EIS Section 6.10
Soils, Land & Agriculture	**SLA03**	All soil that is proposed to be disturbed during the Project will be handled in accordance with the strategy outlined in Section 6.2.1 of EIS Appendix 14 and a site Soil Stripping and Management Plan prepared for the Project that includes soil management measures relating to stripping, stockpiling, reuse, and sourcing, as required. This will inform the CEMP, OEMP and a Decommissioning and Rehabilitation Plan	At all times during the carrying out of the development	EIS Appendix 14 and EIS Section 6.10
Soils, Land & Agriculture	**SLA04**	All soil resources are to be managed throughout construction, operation and decommissioning phases of the Project in accordance with an ESCP which should include recommendations outlined in Section 6.2.1 of EIS Appendix 14.	At all times during the carrying out of the development	EIS Appendix 14 and EIS Section 6.10
Soils, Land & Agriculture	**SLA05**	All remaining infrastructure to be capped with 0.5m of soil at the time of decommissioning with material of suitable texture and preparation to mitigate long term wind erosion. Noting that the 0.5m soil capping material depth correlates to a Class 4 LSC, further consultation with NSW DPI Agriculture will occur prior to determination of the Project to confirm this requirement (as was expressed in the agency advice received during the Scoping phase) and where possible establish alternate soil capping material depth/s that would be commensurate to the Class 6 and Class 7 LSC verified across the Project Area.	During decommissioning	EIS Appendix 14 and EIS Section 6.10
Soils, Land & Agriculture	**SLA06**	At the time of decommissioning, 642 ha of disturbed land will be returned to an equivalent LSC class following the end of life for the Project, through site rehabilitation and good soil management practices as outlined in Section 6.2 of EIS Appendix 14.	During decommissioning	EIS Appendix 14 and EIS Section 6.10
Soils, Land & Agriculture	**SLA07**	Stock fences, farm dams, and access tracks to be retained and maintained to accommodate continued agricultural operations within the Project Area.	At all times during the carrying out of the development	EIS Appendix 14 and EIS Section 6.10

Aspect	ID#	Mitigation and/or Management Measure	Timing	Where Addressed?
Soils, Land & Agriculture	**SLA08**	Pest species will be managed in accordance with measures outlined in Section 5.4.1 of EIS Appendix 14. BWF will prepare and implement a Pest Management Plan to manage pest species (including feral animals) over the life of the Project. The Pest Management Plan will be prepared in consultation with host and neighbouring landholders, NPWS and aerial operators (where aerial control methods are currently undertaken or are proposed to occur in the vicinity of WTGs).	At all times during the carrying out of the development	EIS Appendix 14 and EIS Section 6.10
Soils, Land & Agriculture	**SLA09**	Biosecurity will be managed in accordance with measures outlined in Section 5.4.2 of EIS Appendix 14 and an Agricultural Biosecurity Management Plan prepared for the Project.	At all times during the carrying out of the development	EIS Appendix 14 and EIS Section 6.10
Air quality	**AQ01**	BWF will develop and implement a stakeholder communications plan that includes community engagement before work commences on site.	Prior to commencement of construction in each stage	EIS Appendix 15 and EIS Section 6.11
Air quality	**AQ02**	BWF will display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary.	At all times during the carrying out of the development	EIS Appendix 15 and EIS Section 6.11
Air quality	**AQ03**	BWF will develop and implement a Dust Management Plan (DMP) which details the air quality control measures and procedures to be undertaken during construction, including: • air quality and dust management objectives that are consistent with relevant regulatory authority guidelines • identification of potential sources of dust • mitigation measures to minimise dust impacts on sensitive receptors and the environment • a dust monitoring program to assess compliance with the identified objectives • contingency plans to be implemented in the event of non-compliances and/or complaints about dust. The DMP will include consideration of the Port to Hay Transport Route off-site road work areas (as described in the Amendment Report) with potential for dust-related impact to nearby non-associated receivers to ensure specific measures are adopted at these locations, as required.	Prior to commencement of construction in each stage	EIS Appendix 15 and EIS Section 6.11
Air quality	**AQ04**	Areas of exposed surface are to be minimised throughout the construction site planning and programming, to reduce the area of potential construction dust emission sources.	At all times during the carrying out of the development	EIS Appendix 15 and EIS Section 6.11
Air quality	**AQ05**	Control measures, such as compaction stabilisation or covering will be implemented in order to minimise dust from stockpile sites.	At all times during the carrying out of the development	EIS Appendix 15 and EIS Section 6.11
Air quality	**AQ06**	Dust suppression measures, such as the use of water carts or soil binders, will be used in any unsealed surfaces and other exposed areas as required.	At all times during the carrying out of the development	EIS Appendix 15 and EIS Section 6.11
Air quality	**AQ07**	The access road to the camp accommodation may need to be further stabilised in locations as it passes host residence R3, due to higher traffic volumes. This stabilisation may include sealing or the use of lower silt content material such as gravel.	During construction	EIS Appendix 15 and EIS Section 6.11
Air quality	**AQ08**	All trucks will have their loads covered when transporting materials that are potential sources of wind blown dust, to and from the Project Area.	At all times during the carrying out of the development	EIS Appendix 15 and EIS Section 6.11
Air quality	**AQ09**	Ensuring bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.	At all times during the carrying out of the development	EIS Appendix 15 and EIS Section 6.11
Air quality	**AQ10**	Activities that generate dust will be avoided or modified during high wind periods.	At all times during the carrying out of the development	EIS Appendix 15 and EIS Section 6.11
Air quality	**AQ11**	Work activities will be reviewed if the dust suppression measures are not adequately restricting dust generation.	At all times during the carrying out of the development	EIS Appendix 15 and EIS Section 6.11
Air quality	**AQ12**	Deleted. Refer to BIO23 (speed restrictions for Project vehicles).	At all times during the carrying out of the development	EIS Appendix 15 and EIS Section 6.11
Air quality	**AQ13**	Construction plant and equipment will be maintained in good working condition to limit impacts on air quality.	At all times during the carrying out of the development	EIS Appendix 15 and EIS Section 6.11
Air quality	**AQ14**	Where practicable, vehicles will be fitted with pollution reduction devices and switched off when not in use.	At all times during the carrying	EIS Appendix 15 and

Aspect	ID#	Mitigation and/or Management Measure	Timing	Where Addressed?
			out of the development	EIS Section 6.11
Economic	**ECON01**	BWF will implement the Accommodation and Employment Strategy provided in the EIS as detailed in mitigation measure SO03.	At all times during the carrying out of the development	EIS Appendix 22, Appendix 11, Section 6.7 and Section 12 of the EIS
PHA	**PH01**	The BESS will be tested in accordance with UL9540A.	During construction	EIS Appendix 16 and EIS Section 6.13.1
PHA	**PH02**	Testing will be undertaken to demonstrate clearances required to prevent propagation of fires between separated BESS units.	During construction	EIS Appendix 16 and EIS Section 6.13.1
PHA	**PH03**	The BESS will be installed in accordance with manufacturer and UL9540A report recommended clearances based on testing.	During construction	EIS Appendix 16 and EIS Section 6.13.1
PHA	**PH04**	The BESS will be installed with fire protection systems specified by the manufacturer and UL9540A report.	During construction	EIS Appendix 16 and EIS Section 6.13.1
PHA	**PH05**	Prior to the commencement of construction in the relevant stage of the Project, detailed design will be undertaken to validate the system can be installed in the Project Area whilst meeting the recommended clearances.	Prior to commencement of construction in each stage	EIS Appendix 16 and EIS Section 6.13.1
PHA	**PH06**	UL testing information shall be made available to the certifying authority. It is noted that a confidentiality agreement may be required.	During construction	EIS Appendix 16 and EIS Section 6.13.1
PHA	**PH07**	The vent covers of the BESS shall be constructed of non-combustible material.	During construction	EIS Appendix 16 and EIS Section 6.13.1
PHA	**PH08**	The vents shall not be located above battery packs within the BESS container.	During construction	EIS Appendix 16 and EIS Section 6.13.1

Bushfire	**BF01**	A Bush Fire Emergency Management and Operations Plan (BFEMOP) will be prepared in consultation with the RFS, FRNSW and NPWS and will be implemented over the life of the Project. The purpose of the BFEMOP is to identify all relevant risks and mitigation measures associated with the construction, operation and decommissioning of the Project. This will include details regarding:
		• measures to prevent or mitigate fires igniting
		• work that should not be carried out during total fire bans
		• availability of fire-suppression equipment, access and water
		• storage and maintenance of fuels and other flammable materials
		• procedures to notify the local NSW RFS Fire Control Centre for any works that have the potential to ignite surrounding vegetation, proposed to be carried out during a bush fire danger period to ensure weather conditions are appropriate
		• compliance with Hazardous Industry Planning Advisory Paper No. 1 Emergency Planning (HIPAP No. 1)
		• appropriate bush fire emergency management planning, including:
		  ○ identification of what proposed servicing arrangements are required for operational response.
		  ○ confirmation as to whether proposed servicing arrangements are practical.
		• proposed servicing arrangements will be presented to both the M.I.A. and Mid Murray Zone Bush Fire Management Committees during the development of the BFEMOP to discuss any impacts on the combat agencies operational capacity.
			Prior to commencement of construction in each stage	EIS Appendix 17, EIS Section 6.13.2 and Section 4.2.15 of the Submissions Report

Bushfire	**BF02**	The BFEMOP will detail emergency response procedures to facilitate aerial fire fighting operations, including protocols to: • provide for ongoing and effective consultation with the relevant fire and land management agencies, including RFS, FRNSW and NPWS • maintain access to the Project Area by emergency services response for on-ground firefighting operations • shutdown WTGs to facilitate access for aerial firefighting • activate obstacle lighting during a bushfire or fog event.	At all times during the carrying out of the development	EIS Appendix 17, EIS Section 6.13.2 and Section 5.3.8 of the Submissions Report

Aspect	ID#	Mitigation and/or Management Measure	Timing	Where Addressed?
Bushfire	**BF03**	The BFEMOP will reflect BWF's commitments to bush fire training and the provision of fire fighting equipment for personnel, including: • training for all on-site personnel regarding bush fire response procedures • fire fighting training for operational workers • fitting of basic fire fighting equipment in operational vehicles.	At all times during the carrying out of the development	EIS Appendix 17 and EIS Section 6.13.2
Bushfire	**BF04**	Sleeping accommodation within the TWA compound will comply with Sections 3 and 5 (BAL 12.5) of Australian Standard AS3959-2018 'Construction of buildings in Bush Fire-prone areas', except as modified by Section 7.5 of PBP (2019).	At all times during the carrying out of the development	EIS Appendix 17 and EIS Section 6.13.2
Bushfire	**BF05**	Essential equipment will be designed and housed in such a way as to minimise the impact of bush fires on the capabilities of the infrastructure during bush fire emergencies. It will also be designed and maintained so that it will not serve as a bush fire risk to surrounding bush.	At all times during the carrying out of the development	EIS Appendix 17 and EIS Section 6.13.2
Bushfire	**BF06**	Fire protection equipment within buildings including fire extinguishers, fire hose reels, evacuation signage, first aid kits, etc will be available at all times and serviced /maintained regularly.	At all times during the carrying out of the development	EIS Appendix 17 and EIS Section 6.13.2
Bushfire	**BF07**	The O&M site offices will be ember screened, with a 20 m APZ. The BFEMOP will include a protocol to shut all windows & doors in a bush fire emergency.	At all times during the carrying out of the development	EIS Appendix 17 and EIS Section 6.13.2
Bushfire	**BF08**	A sprinkler system (i.e. metal garden sprinklers on the ground) will be considered for the O&M APZs, including wetting the walls of the building. This would provide limited fire suppression in the event of a fire.	During operation	EIS Appendix 17 and EIS Section 6.13.2
Bushfire	**BF09**	A petrol or diesel or solar powered fire fighting pump (with battery storage backup) and minimum 30 m hose reel with a steel nozzle will be purchased and stored in an ember proofed housing. This mobile pump can be used on the back of a 4WD or similar vehicle to fight grassland fires/spot fires, and for pumping water from water tank(s).	At all times during the carrying out of the development	EIS Appendix 17 and EIS Section 6.13.2
Bushfire	**BF10**	For the construction and decommissioning phases of the Project, the following measures will be implemented: • provide good access i.e. construct access roads prior to WTG and ancillary infrastructure installation as per described under BF15 below, and then decommission access roads after WTG and ancillary infrastructure removal (except where required for farming operations) • install appropriate signage to assist emergency response crews • ensure any and all appropriate permits are issued as required • adhere to restrictions on total fire ban, or days of high fire danger • vehicles carry fire extinguishers or fire fighting equipment, where possible • emergency communications equipment is carried • vehicles will be selected with a preference for diesel and/or will utilise cleared tracks/internal roads to minimise likelihood of ignition • smoking is restricted to prescribed areas with suitable butt disposal • plant equipment and machinery is maintained to a suitable standard and cleaned to remove any accumulated flammable material • the 'Fires Near Me' app is utilised to understand proximal threat of fire.	During construction and decommissioning	EIS Appendix 17 and EIS Section 6.13.2
Bushfire	**BF11**	During construction and for the life of the Project, APZs will be established and maintained in accordance with Appendix 4 of PBP, 2019. APZs will be established to the following standards, as a minimum: • TWA – 25 m • O&M facilities – 20 m • WTGs, substations, switchyards and battery storage – 10 m.	At all times during the carrying out of the development	EIS Appendix 17 and EIS Section 6.13.2
Bushfire	**BF12**	Additionally, BWF will maintain: • Clearance of all woody vegetation within two (2) m of power poles. • Clearance of all woody vegetation within three (3) m of transmission tower structures or 12 m from the centre of the tower	At all times during the carrying out of the development	EIS Appendix 17 and EIS Section 6.13.2

Aspect	ID#	Mitigation and/or Management Measure	Timing	Where Addressed?
		(whichever is greater).		
Bushfire	**BF13**	Water, electricity and gas will comply with Table 7.4a (where relevant) of PBP (2019).	At all times during the carrying out of the development	EIS Appendix 17 and EIS Section 6.13.2
Bushfire	**BF14**	A non-combustible dedicated water tank/s (minimum capacity 100,000 litre (l)) with Storz fitting will be provided on site. Dedicated fire fighting water supply from this tank is specifically for fire tanker refilling/on-site fire fighting. This Static Water Supply (SWS) will be placed in an location readily accessible by fire tanker (within the TWA or O&M compounds). The SWS will be signposted, and a minimum ten (10) m APZ will be established and maintained around it.	At all times during the carrying out of the development	EIS Appendix 17 and EIS Section 6.13.2
Bushfire	**BF15**	The internal road network will conform to PBP (2019). Specifically, internal roads will have: • minimum 4 m vertical clearance to any overhanging obstructions • minimum 4 m width with 1 m traversable shoulders, unsealed/sealed all weather traversable road with suitable load bearing capacity, drainage structures and feature crossings • a grade generally less than 100, noting short steep sections would be acceptable if sealed and <150 and then suitable cross fall of the road surface provided • two-way traffic flow (with capacity for passing and turning areas) which enables safe access & egress for emergency services and allow crews to work with equipment about the vehicle is to be provided by the proposed road system & APZs.	At all times during the carrying out of the development	EIS Appendix 17 and EIS Section 6.13.2
Bushfire	**BF16**	Prior to commissioning, an Emergency Services Information Package (ESIP) will be prepared in accordance with FRNSW fire safety guideline – Emergency services information package and tactical fire plans.	Prior to commissioning of WTGs	Section 4.2.15 of the Submissions Report
Bushfire	**BF17**	Prior to commissioning, an Emergency Responders Induction Package will be developed for the Project in consultation with, and to the satisfaction of FRNSW. The package will be designed to inform first responders of site-specific features and safety measures to ensure they are able to undertake their duties effectively in accordance with agency specific Standard Operational Guidelines. The format of the Induction Package will be such that it can be readily shared across all agencies.	Prior to commissioning of WTGs	Section 4.2.15 of the Submissions Report
Bushfire	**BF19**	BWF will provide the BFEMOP to Edward River, Hay Shire and Murrumbidgee Councils for review, prior to the issue of a construction certificate.	Prior to construction	Section 4.1.1 and Section 4.1.3 of the Submissions Report
Bushfire	**BF20**	BWF will design and construct the proposed access roads to ensure that access to the National Park for emergency vehicles is maintained (e.g. avoiding cut and fill that would make existing tracks impassable). BWF may seek to realign or rationalise access tracks through the Project Area for fire fighting (e.g. where proposed access roads provide equivalent or better access than existing access tracks), however this would occur in collaboration with NPWS and RFS.	During construction	Section 6.3.5.7 of the Submissions Report
Bushfire	**BF21**	BWF will develop an access protocol in consultation with NPWS and RFS. The access protocol will include procedures to inform stakeholders in the unlikely event of any temporary disruption or change to access arrangements.	Prior to construction	Section 6.3.5.7 of the Submissions Report
Bushfire	**BF22**	Any temporary construction fencing or permanent security fencing will be located to ensure that emergency access is maintained.	During construction	Section 6.3.5.7 of the Submissions Report
EMI	**EMI01**	Consistent with advice from the Bureau of Meteorology (BoM) regarding the Project, BWF will: • Inform the BoM of any changes in the wind farm, including varying the layout of the farm, changing the location of a turbine more than 100 m, or altering turbine height. • Inform the BoM at least two (2) weeks before any planned shut-down of the wind farm (for maintenance or any other reason) so that the Bureau may calibrate its weather radar system. • Collaborate with the BoM in the event of severe weather conditions to assist in matters of community safety.	During operation	EIS Appendix 18 and EIS Section 6.13.3
EMI	**EMI02**	BWF will continue to consult with the Host landholder regarding the cancellation of the disused telephony service within the Project Area.	During construction	EIS Appendix 18 and EIS Section 6.13.3
EMI	**EMI03**	Should any substantial changes to the WTG layout occur in the future (i.e. moving WTGs beyond approved micro-siting limits) potential interference to telecommunications services will be reviewed, in consultation with relevant stakeholders, as part of any future modification application. If impacts are identified as a result of future design changes the following conceptual avoidance, minimisation and/or mitigation options would be considered:	During construction	EIS Appendix 18 and EIS Section 6.13.3

Aspect	ID#	Mitigation and/or Management Measure	Timing	Where Addressed?
		• Modify the design to either relocate and/or remove wind turbines to avoid, minimise and/or mitigate any electromagnetic interference issues and telecommunications impacts. • Monitoring telecommunications during construction, operational and/or decommissioning phases of the Project to confirm impacts. • Modify telecommunications transmission paths around wind turbines. • Modify existing telecommunications infrastructure to improve performance. Any interaction and/or cumulative impact as a result of the developments listed in this report (or any additional developments that have entered the public domain since) would also be considered.		
EMF	**EMF01**	Should any substantial changes to the WTG layout and associated electrical infrastructure occur in the future (i.e. moving WTGs beyond approved micro-siting limits) potential EMF impacts, however unlikely, will be reviewed. If impacts are identified as a result of future design changes the following conceptual avoidance, minimisation and/or mitigation options would be considered: • Confirm during detailed design that any change in EMF, as a result of any relevant design modification results in a risk and associated impact being maintained within suitable thresholds of acceptability. • If required, modify the design to either relocate and/or remove infrastructure to avoid, minimise and/or mitigate any EMF issues, risks and impacts. Where these options require future investigation, any interaction and/or cumulative impact as a result of the developments listed in this report (or any additional developments that have entered the public domain since) would be considered.	During construction	EIS Appendix 19 and EIS Section 6.13.4
Blade Throw	**BT01**	Ensure all WTG are manufactured and certified to achieve relevant Australian and international safety standards (IEC 61400-23).	At all times during the carrying out of the development	EIS Appendix 20 and EIS Section 6.13.5
Blade Throw	**BT02**	Ensure all WTG are equipped with suitable measurement instrumentation that can detect and then respond to any rotor blade imbalances and shut down WTG if required.	At all times during the carrying out of the development	EIS Appendix 20 and EIS Section 6.13.5
Blade Throw	**BT03**	Ensure all WTGs will be suitably managed and maintained according to industry best-practice standards and are subject to a regular and comprehensive maintenance and servicing regime.	At all times during the carrying out of the development	EIS Appendix 20 and EIS Section 6.13.5
Blade Throw	**BT04**	Should any substantial changes to the WTG layout occur in future (i.e. moving WTGs beyond approved micro-siting limits) blade throw risks will be reviewed and the following measures implemented as part of any future modification application: • Modify the design to either relocate and/or remove wind turbines to avoid, minimise and/or mitigate any blade throw issues, risks and impacts. • Confirm during detailed design that any change in probability of fatality, and blade fragmentation and blade drop risk at R1, as a result of any relevant design modification (i.e. relocation of WTG near R1) results in a risk and associated impact being maintained within suitable thresholds of acceptability.	At all times during the carrying out of the development	EIS Appendix 20 and EIS Section 6.13.5
Blade Throw	**BT05**	BWF commit to the removal of WTG 37 and WTG 38 from the Amended Project design to minimise the risk of blade fragment-related impacts to an associated residence to demonstrate compliance with HIPAP No. 4, in response to consultation with DPHI following exhibition of the EIS.	Prior to determination	Section 6.8 of the Amendment Report.
Aviation	**AV01**	Details of WTGs exceeding 100 m AGL will be reported to CASA as soon as practicable after forming the intention to construct or erect the proposed object or structure, in accordance with CASR Part 139.165(1)(2).	Prior to commencement of construction in each stage	EIS Appendix 21 and EIS Section 6.13.6
Aviation	**AV02**	'As constructed' details of WTG coordinates and elevation will be provided to Airservices Australia, by submitting the form at this webpage: https://www.airservicesaustralia.com/wp-content/uploads/ATS-FORM-0085_Vertical_Obstruction_Data_Form.pdf to the following email address: vod@airservicesaustralia.com The form will be submitted to Airservices Australia as soon as the WTGs reach their maximum height.	During construction	EIS Appendix 21, EIS Section 6.13.6 and Section 4.2.17 of the Submissions Report
Aviation	**AV03**	Any obstacles above 100 m AGL (including temporary construction equipment) will be reported to Airservices Australia NOTAM office until they are incorporated in published operational documents. With respect to crane operations during the construction of the Project, a notification to the NOTAM office may include, for example, the following details: • The planned operational timeframe and maximum height of the crane. • Either the general area within which the crane will operate and/or the planned route with timelines that crane operations will	At all times during the carrying out of the development	EIS Appendix 21 and EIS Section 6.13.6

Aspect	ID#	Mitigation and/or Management Measure	Timing	Where Addressed?
		follow.		
Aviation	**AV04**	BWF will continue to consult with local and regional aircraft operators and provide them with details of the Project prior to construction in order for them to consider the potential impact of the wind farm on their operations.	Prior to commencement of construction in each stage	EIS Appendix 21 and EIS Section 6.13.6
Aviation	**AV05**	BWF will continue to consult with the host landholder regarding the use of the private ALA and will minimise and/or mitigate the Project's impacts to aerial operations where practicable. Mitigation measures may include amending landing procedures to avoid the wind farm, or relocating or re-orienting the ALA.	At all times during the carrying out of the development	EIS Appendix 21 and EIS Section 6.13.6
Aviation	**AV06**	To facilitate the flight planning of aerial application operators, details of the Project, including the 'as constructed' location and height information of WTGs and overhead transmission lines will be provided to landowners so that, when asked for hazard information on their property, the landowner may provide the aerial application pilot with all relevant information.	During construction	EIS Appendix 21 and EIS Section 6.13.6
Aviation	**AV07**	The rotor blades, nacelle and the supporting mast of the WTGs will be painted white, typical of most WTGs operational in Australia.	During construction	EIS Appendix 21 and EIS Section 6.13.6
Aviation	**AV08**	While it is not mandatory to mark the WMTs, the following measures will be implemented to be implemented in consideration of potential day VFR aerial work operations in accordance with NASF Guideline D: • obstacle marking for at least the top 1/3 of the mast and be painted in alternating contrasting bands of colour • marker balls or high visibility flags or high visibility sleeves placed on the outside guy wires • guy wire ground attachment points in contrasting colours to the surrounding ground/vegetation.	During construction	EIS Appendix 21 and EIS Section 6.13.6
Aviation	**AV09**	Provided micro-siting of the proposed WTGs remains within allowances outlined in Section 3.10, micro-siting is not likely to result in a change in the maximum overall blade tip height of the Project. No further assessment would be required from micro-siting and the conclusions of this AIA would remain the same.	At all times during the carrying out of the development	EIS Appendix 21 and EIS Section 6.13.6
Aviation	**AV10**	The risk assessment with the AIA will be reviewed: • following any significant design changes (i.e. increase in WTG height or movement of WTGs beyond micrositing allowances) • following any changes to the regulatory framework for the assessment of the Project • following any near miss, incident or accident associated with operations considered in this risk assessment.	At all times during the carrying out of the development	EIS Appendix 21 and EIS Section 6.13.6
Aviation	**AV11**	BWF will ensure that: • liaison with the relevant fire and land management agencies is ongoing and effective • access is available to the Project Area by emergency services response for on-ground firefighting operations • wind turbines are shut down immediately during emergency operations – where possible, blades should be stopped in the 'Y' or 'rabbit ear' position, as this positioning allows for the maximum airspace for aircraft to manoeuvre underneath the blades and removes one of the blades as a potential obstacle.	At all times during the carrying out of the development	EIS Appendix 21 and EIS Section 6.13.6
Aviation	**AV12**	BWF will install steady medium-low intensity red obstacle lighting on select WTGs and WMTs, based on the design principles outlined in the Obstacle Lighting Plan (refer to Appendix 10 of the Submissions Report).	Prior to commissioning of the WTG and at all times prior to the decommissioning and removal of the WTG.	Section 4.2.16 of the Submissions Report
Aviation	**AV13**	BWF will notify the Vertical Obstacle Data (VOD) team at VOD@airservicesaustralia.com of any need to increase Grid LSALT heights at least two (2) weeks before construction commencing by supplying the below information: • Approved wind turbine locations. • Elevations at the top of the highest point of the turbine in metres AHDA copy of Airservices Australia's advice on the EIS.	Prior to construction	Section 4.2.17 of the Submissions Report
Waste	**W01**	BWF will prepare and implement a Waste Management Plan (WMP) as a component of future CEMP and OEMP for the Project. The WMP will include a detailed breakdown of waste types and quantities in accordance with relevant legislation and guidelines. The Waste Management Plan will outline the measures and strategies to be implemented on site to manage, reuse, recycle and safely dispose of waste including: • separation and storage of recyclable and non-recyclable materials	At all times during the carrying out of the development	EIS Appendix 14 and EIS Section 6.14

Aspect	ID#	Mitigation and/or Management Measure	Timing	Where Addressed?
		• reuse and collection/transportation of waste • procedures for tracking waste storage and disposal • removal and rehabilitation of the TWA facility following the conclusion of construction. On-site waste management will include the appropriate separation and storage of waste streams to enable recycling and reuse wherever possible to reduce associated environmental impacts and impact to the capacity of local waste management facilities.		
Waste	**W02**	BWF will prepare and implement a detailed Decommissioning and Rehabilitation Plan.	During operation	EIS Appendix 14 and EIS Section 6.14
Waste	**W03**	BWF will undertake an annual assessment of the remaining life of the Project, starting in Year 15.	During operation	EIS Appendix 14 and EIS Section 6.14
Waste	**W04**	When it is determined that the remaining economic life of the Project is less than 6 years, BWF will update the Decommissioning and Rehabilitation Strategy (DRS) to identify the expected decommissioning methodology and anticipated cost.	During operation	EIS Appendix 14 and EIS Section 6.14
Waste	**W05**	If a shortfall (cost) is identified by the cost estimate prepared as per W04, BWF will establish a dedicated decommissioning reserve fund to cover the decommissioning and rehabilitation cost of the Project. This reserve will be established out of operating cashflows, with an appropriate percentage of cash generated by the wind farm directed into this reserve over an annual basis, until the reserve is fully cash funded, based on the most recent estimate of decommissioning and rehabilitation costs.	At all times during the carrying out of the development	EIS Appendix 14 and EIS Section 6.14
Contamination	**CON1**	Any material generated during construction of the Project will be managed in accordance with the NSW EPA Waste Classification Guidelines (2014) and Resource Recovery Orders (as relevant).	During construction	Preliminary Site Investigation (PSI) prepared in response to Request for Additional Information (24 April 2025).
Contamination	**CON2**	The homesteads and their associated outbuildings are not proposed to be disturbed by the development of the Project. However, should this change for any reason, targeted detailed site investigations (DSIs) will be undertaken at these locations, prior to disturbance.	During construction	PSI prepared in response to Request for Additional Information (24 April 2025).
Contamination	**CON3**	Unexpected finds are possible during all stages of the Project, and care must be taken to identify and evaluate unexpected finds in accordance with the following unexpected finds protocol for potentially contaminated materials: • If any unconsolidated, odorous, stained, or deleterious soils, or suspect bonded/friable/fibrous asbestos containing material, fuel tanks, or septic systems are encountered during any excavation, or suspected historical contaminating activities are encountered, or conditions that are not alike the above descriptions, the site supervisor should be informed, the work stopped, and the material will be evaluated by an appropriately qualified practitioner. • The unexpected findings may trigger the need for more investigation and assessment, dependent on the scope and context of the unexpected finding.	At all times during the carrying out of the development	PSI prepared in response to Request for Additional Information (24 April 2025).
Contamination	**CON4**	• During construction of the off-site road works proposed along the Port to Hay Transport Route, care will be taken to identify coal tar which produces a distinctive naphthalene or mothball odour when heated. • If known or suspected coal tar asphalt is disturbed by milling, work will be stopped immediately, and the principal contractor will be notified.	During construction	Port to Hay Transport Route Contamination Assessment prepared in response to Request for Additional Information (24 April 2025).