

14 January 2026

Rachel O'Hara
Principal Environmental Assessment Officer,
Energy Assessments
Department of Planning, Housing and Infrastructure
rachel.ohara@dpie.nsw.gov.au

Subject: Baldon Wind Farm (SSD-40138508) Response to Request for Amendment Letter

Dear Rachel,

I refer to the Department of Planning, Housing and Infrastructure (DPHI) request dated 29th October 2025 regarding the Baldon Wind Farm (SSD-40138508) in which the DPHI requested the preparation of an Amendment Letter with reference to Appendix D of the SSD Guidelines – *Preparing an Amendment Report* for the project.

Please find attached the Amendment Letter which provides an overview of the amended project description, associated assessment of impacts and links to the latest specialist studies.

In addition to the above, please find enclosed within:

- Updated transport figure identifying the section of Baldon Road and Keri East Road requiring upgrade within the project boundary.
- Revised Schedule of Road Upgrades, including chainages.
- Revised Traffic Impact Assessment (TIA) Rev F incorporating the local road upgrades to Baldon Road, Keri East Road and associated traffic management measures.

Please do not hesitate to contact myself or the project team on this matter.

Sincerely,



Medard Boutry
General Manager, Development
Goldwind Capital (Australia) Pty Ltd, on behalf of Baldon Wind Farm Pty Ltd
M: 0422 627 345
E: medardboutry@goldwindaustralia.com

Project Definitions

Provided in the following table is a list of definitions which should be read in conjunction with this Amendment Letter

Project	Baldon Wind Farm - the proposed construction, operation and decommissioning of a wind farm and ancillary infrastructure including battery storage.
Applicant	Baldon Wind Farm Pty Ltd, a propriety limited company established for the Project. The Project is being developed by Goldwind Capital (Australia) Pty Ltd (Goldwind), on behalf of Baldon Wind Farm Pty Ltd.
Project Area	The broader property boundaries of Project host landowners who have entered into an agreement to host Project infrastructure. The Project Area is approximately 46,259ha. The schedule of lands is provided in Attachment 3 .
Development Corridor	The area of land within which environmental constraints have been surveyed and assessed. The Development corridor represents a buffered indicative infrastructure layout that has been used for specialist assessment. The total area of the Development corridor is approximately 2,847ha. Note: this area is termed "Subject Land" within the biodiversity assessment.
Disturbance Area	The area that would be directly impacted by the Project inclusive of all construction and operational activities. Note: this area is termed "Development Footprint" within the biodiversity assessment. Noting, some changes are likely prior to construction (constrained within the Development Corridor), this area is estimated from the indicative layout as: Total Construction Footprint 795 ha <ul style="list-style-type: none"> • Stage 1 construction footprint: 219 ha • Stage 2 construction footprint 576 ha
Operational Footprint	Areas which will be directly impacted during the operational phase of the Project. The operational footprint is contained within the construction footprint, however the total area to be impacted during this phase will less than during the construction phase. The operational footprint is 339 ha.

1. Introduction

Goldwind Capital (Australia) Pty Ltd (Goldwind), on behalf of Baldon Wind Farm Pty Ltd (the Proponent), is progressing the planning application for the construction, operation, maintenance and decommissioning of the Baldon Wind Farm (the Project), a renewable energy generation and storage development located between Balranald and Hay, NSW, and within the South West Renewable Energy Zone (SW REZ).

Approval for the Project is sought under Part 4, Division 4.7 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and Part 9 of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

In support of the State Significant Development (SSD) application SSD-40138508, an Environmental Impact Statement (EIS) was submitted to the NSW Department of Planning, Housing and Infrastructure (DPHI), and publicly exhibited between 14 August 2024 and 10 September 2024.

During the exhibition period, 96 submissions were received. These submissions are categorised as follows:

- 77 submissions were received from individual members of the community and organisations
- 16 submissions from government agencies, and
- 3 submissions from local Councils.

Action Taken Since Exhibition

On 11 September 2024, DPHI requested that the Project prepare and submit a Submissions Report to respond to the issues raised in the submissions and agency advice, as required under section 59(2) of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation).

In response, a Submissions Report was prepared in accordance with the *State Significant Development Appendix C - Guidelines Preparing a Submissions Report*. The Submissions Report provided an analysis of the submissions received and issues raised and included updates to technical studies to support the response and justification of the Project.

Engagement post exhibition has been ongoing with government agencies, Councils, landowners and the broader community. This has included face to face meetings, distribution of project update newsletters, community sponsorship events as well as phone calls and email correspondence.

Amended Project

Since the EIS exhibition, the Project has been amended in response to:

- Issues raised in the submissions received
- Requests for Information (RFI) from various authorities and stakeholders, and
- Updates to several technical studies.

The changes are described within this Amendment Letter and should be read in conjunction with the EIS and Submissions Report.

The key changes as detailed in this Amendment Letter are:

- Removal of five wind turbine generators (WTGs) (numbers 12, 13, 88, 126 and 169) from the proposed Project design to avoid potential flooding and biodiversity impacts. Refer to Figure 1 for the revised layout of the Amended Project. The refined Project comprises up to 175 wind turbines, with each WTG having a maximum tip height of up to 300 m. It is likely that the development will be staged with Stage 1 involving up to 46 turbines and Stage 2 a further 129 turbines
- Removal of several access tracks and reduction of cabling to minimise fragmentation of Plains

Wanderer habitat and also to avoid areas of high density threatened fauna such as the Mossgiel Daisy.

- Reduction in the Disturbance Area from 819ha to 794.89 ha. Area for each stage of the Project is:
 - Construction footprint: 795 ha
 - Stage 1 – 219 ha
 - Stage 2 – 576 ha
 - Operational footprint: 339 ha
- Inclusion of five public road upgrades into the Project description including:
 - Upgrade to intersection at Murray Valley Highway and Sturt Highway at Euston
 - Upgrade to intersection at Market St and Sturt Highway at Balranald
 - Upgrade to intersection on Sturt Highway at entrance to the Project site
 - Baldon Road within the Project Area
 - Keri East Road within the Project Area
- Removal of optional Over Size Over Mass (OSOM) route from Port of Newcastle to the Project Area, and
- Adopt one OSOM route from Port of Adelaide to Project Area (noting two routes proposed from Port of Adelaide to provide for tower sections height restrictions. The two routes converge at approximately the 200 km point).

Further Project refinements which relate to the Amended Project include:

- Reduction in length of internal access tracks due to removal of 5 turbines and to avoid impacts to threatened species
- Reduction in internal reticulation due to the removal of 5 turbines and to avoid impacts to threatened species, and
- Addition of obstacle lighting to select turbines in accordance with a Lighting Plan.

Several technical studies were updated since the submission of the EIS to support the above changes which are reflected in the Amended Project and are summarised in **Section 5** of this Amendment Letter and listed in the following table.

Table 1-1: Summary of Updated Technical Assessments

Aspect	Updated Reports
Biodiversity	Biodiversity Development Assessment Report (including Appendices A – M) Final V2.1 September 2025, prepared by NGH Pty Ltd Plains-Wanderer Management Plan Final August 2025 prepared by NGH Pty Ltd Independent SAI Evaluation on Plains-wanderer, September 2025, prepared by NGH Pty Ltd
Aboriginal Cultural Heritage	Aboriginal Cultural Heritage Assessment Report Final V2.1, April 2025 prepared by NGH
Traffic and Transport	Traffic Impact Assessment, Final Rev 5, November 2025, prepared by Amber Over Size Over Mass Route Study, Rev 06, April 2025, prepared by Rex J Andrews
Hydrology	Hydrology and Flooding Assessment Version 03 April 2025, prepared by BMT Pty Ltd

Aspect	Updated Reports
Groundwater	Groundwater Impact Assessment, Version 02, July 2025, prepared by Groundwater Check Pty Ltd
Noise and Vibration	<p>Noise and Vibration Assessment – Murray Valley Highway and Sturt Highway prepared by Sonus Pty Ltd June 2025</p> <p>Noise and Vibration Assessment – Market St and Sturt Hwy - prepared by Sonus Pty Ltd June 2025</p>
Contamination	Preliminary Site Investigation, Version 3, August 2025, prepared by EMM Consulting Pty Ltd
Aviation Impacts	Aviation Obstacle Lighting Plan, March 2025, Prepared by Aviation Projects

2. Updated Project Description

The Project would involve the construction, operation, maintenance and decommissioning of the Baldon Wind Farm in potentially two stages, including the following features. The Project layout following refinements is shown in **Figure 2-1**.

Up to 175 wind turbine generators (WTGs) including:

- Stage One of 46 WTG (capacity of approximately 368 MW),
- Stage Two of 129 WTG (capacity of approximately 1,032 MW).
- Each WTG with a generating capacity of approximately 8 MW and dimensions as follows:
 - A three-blade rotor and nacelle mounted above a tubular steel tower,
 - Maximum ground to blade tip height of 300m
 - Tower (hub) height: in the range from 130 m – 180 m,
 - Blade length in the range from 82 m – 120 m, noting the OSOM route study and TIA has assessed a 91m blade.
 - Ancillary wind turbine equipment located on the hardstand at the base of each turbine, such as electrical equipment located in a cabinet or container (20ft)
- A crane hardstand (approximately 85 m x 70 m) for crane pads, assembly and laydown areas.
- Approximately 200 MW / 400MWh total battery energy storage system (BESS) either centralised and located at the grid Point of Connection (POC) and/or distributed with BESS units located at WTG hardstands and connected to each WTG.
- Electrical infrastructure, including up to seven substations are proposed for the Project
- Underground reticulation and/or overhead 33 kV power lines to transmit the electricity generated by the WTGs to the collector substations,
- Approximately 33 km total of internal 220 kV or 330 kV overhead power lines to connect the Project collector substations to the switching station/primary substations at the POC.
- Connection to the National Electricity Grid via any of:
 - The existing 220 kV X5 Balranald to Darlington Point transmission line which passes through the central part of the Project area (POC 52 km east of Balranald),
 - The new 330 kV 'Project Energy Connect' transmission line being constructed adjacent to the existing 220 kV line. Although Baldon Wind Farm was unsuccessful with securing Access Rights to the REZ Infrastructure which were awarded in April 2025, there remains potential for a connection to the PEC line in the event that one of the projects that was successful with the initial Access Rights tender is unable to meet the Access Right Project Development Agreement milestones, or if EnergyCo tenders out additional capacity to the REZ following a Headroom Assessment of the operating projects within the REZ as allowed for in the South West REZ Access Scheme Declaration, and/or
 - Future augmentations of the surrounding transmission network, including those identified in the Network Infrastructure Strategy for NSW (May 2023) prepared by EnergyCo on behalf of the NSW Government. Any additional connection work would be subject to the relevant approval.
- Permanent ancillary infrastructure, including:
 - An operation and maintenance (O&M) facility, including site offices and car park, with smaller ancillary O&M facilities at other locations throughout the Project Area (typically adjacent to a substation),
 - Up to eight temporary and eight permanent meteorological masts, located close to respective WTG locations up to 180 m in height,
 - Internal access tracks to, from and in between WTGs and substations (formed width approximately 6 -10 m wide, depending on location and use),
 - Drainage provisions where required, alongside roads and other infrastructure, and

- Fencing, gates and security provisions.
- Temporary construction facilities including:
 - Six construction compounds with laydown areas,
 - A temporary workforce accommodation camp sufficient to accommodate the peak construction workforce (up to 400 workers) (if required),
 - Concrete batch plants and mobile rock crushing equipment,
 - Establishment of up to four additional groundwater bores and the use of an existing water pipeline along Baldon Road to assist with construction water supply and minimal operational requirements,
 - Stockpile areas (soil and gravel),
 - On-site quarrying of gypsum at a nominated location in the southwestern part of the site to assist with road stabilisation, and
 - Gravel borrow-pits (if available and feasible).
- Access upgrades, including:
 - A primary site access, off the Sturt Highway for construction and operational access,
 - Off-site road upgrades along the proposed Over Size Over Mass (OSOM) transport route from Port of Adelaide, and
 - Upgrade of Baldon Road and Keri East Road (if required) within the Project Area to provide for use by construction vehicles and OSOM (Baldon Road only).

Prior to the end of the project life (after approximately 35 years of operation) an assessment would be made on the ongoing potential for continuation of the site as a viable renewable energy generation site. While the use may be ongoing, subject to relevant approvals, it is likely that the generating equipment would need to be replaced or subject to retrofit.

Where the initial plant is to be fully decommissioned, above ground infrastructure would be removed and the areas of disturbance may if not subject to further construction work or ongoing landowner use be rehabilitated, returning these parts of the Project Area to its pre-development land capability, for ongoing agricultural or other use.

A detailed Decommissioning Plan will be prepared but may contemplate a number of options as would be expected given the substantial time before end of life is reached.

Specific infrastructure may be retained subject to requirements at the time but may be limited to:

- Transgrid assets, which will be contained within formal subdivision agreements and remain part of the national electricity network, and
- Any internal access tracks and hardstand areas that the landholders wish to retain.

Table below provides an overview of the proposed amendments in comparison to the original project described in the EIS (refer to Section 3 of the EIS).

Table 2-1: Comparison of Original and Amended Project

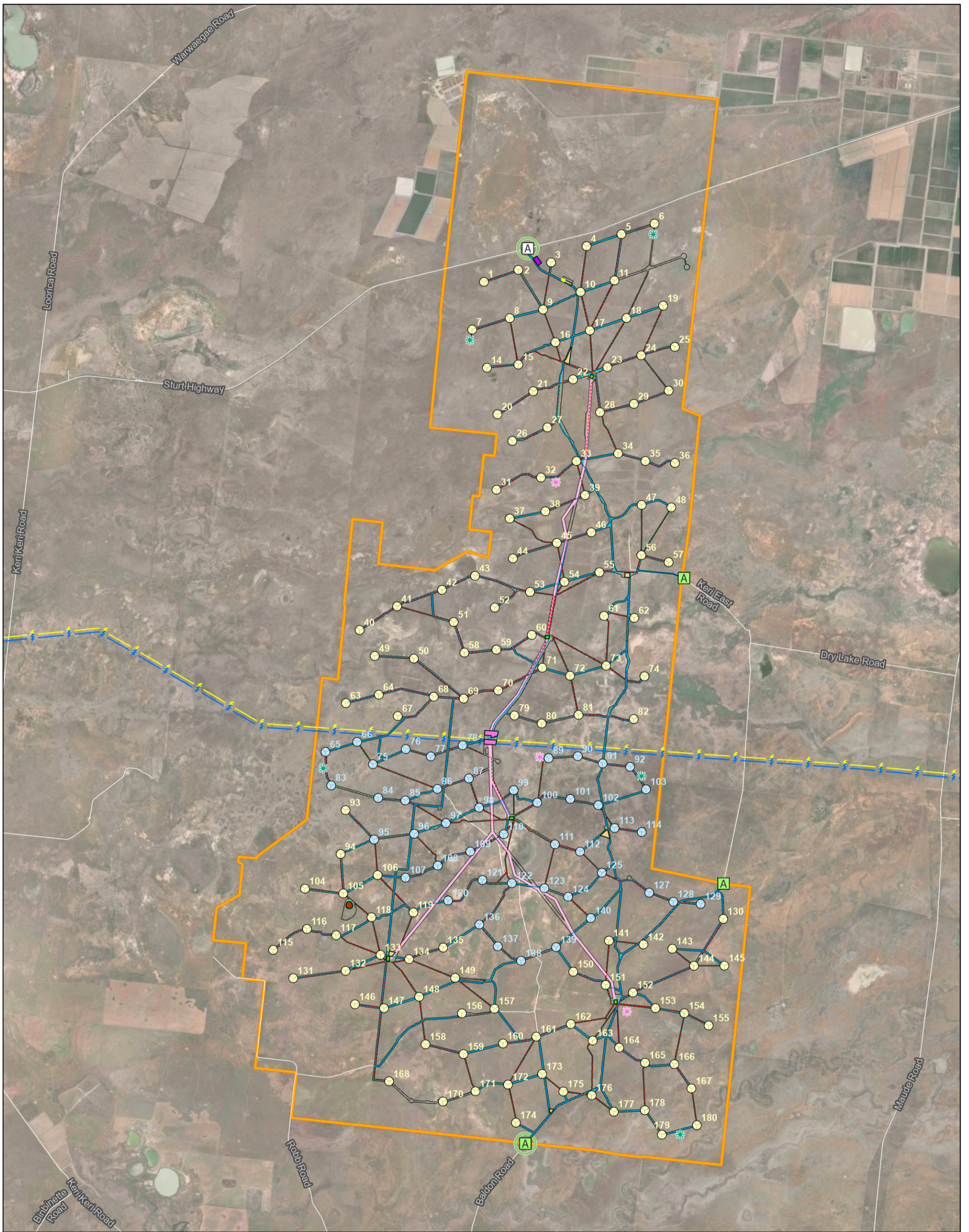
Project Element	Original Project	Amended Project
Project Area		
Project Area	46,259 ha	
Development Corridor		
	2,847 ha	
Disturbance Area comprising of:		
Construction Footprint	Stage 1: 216 ha Stage 2: 603 ha Total 819 ha	Stage 1: 219 ha Stage 2: 576 ha Total 795 ha

Project Element	Original Project	Amended Project
Operations Footprint	348 ha	339 ha
Project Layout and Design		
Wind Turbine Generator	Stage 1 - 45 Turbines	Stage 1 - 46 Turbines
	Stage 2 - 135 Turbines	Stage 2 - 129 Turbines
Blade Length	82-120 m	82-120 m, progressing Stage 1 project on basis of 90.2 m blade
Hub Height	130 m – 180 m	130 m – 180 m, progressing Stage 1 project on basis of 150 m hub height
Tip Height	Maximum 300 m	Maximum 300 m
Generating Capacity	Approximately 1,400 MW, though the MW capacity should not be a restriction of the consent in order to cater for future wind turbines with greater MW nameplate capacity.	
Overhead Reticulation (km)	Approximately 33 km	
BESS	Up to approximately 200 MW/ 4000 MWh which may be centralised and/or distributed	
Ancillary Infrastructure		
Temporary Construction Facilities	<p>Approximately six or more construction compounds</p> <p>Approximately two or three mobile concrete batch plants adjacent to the construction compounds. These may be relocated to different construction locations, depending on Project staging and work front location.</p> <p>Gravel borrow pits and gypsum extraction if feasible.</p>	
Public Infrastructure Works		
Transport route and access	Main haulage route either from Port of Adelaide or Port of Newcastle.	Main haulage route from Port of Adelaide.
Public Road Upgrades (NSW)	<ul style="list-style-type: none"> Sturt Highway into Site Entrance, Maude 	<ul style="list-style-type: none"> Murray Valley Highway on Sturt Highway, Euston Sturt Highway (Market St) onto Sturt Highway, Balranald Sturt Highway into Site Entrance, Maude Baldon Road within Project Area Keri East Road within Project Area
Project Schedule and Resources		
Construction Timeline and Hours	The construction period is estimated to be approximately 3.5 years for the full Project, or	

Project Element	Original Project	Amended Project
	<p>nearer to 2 years for each stage if the Project was constructed in two stages.</p> <p>Rotating roster for the various contractors necessitating 7 days per week (6am – 6pm) working hours.</p> <p>Various activities will be required to occur outside these hours to meet environmental and technical requirements, such as concrete pours and turbine installations.</p>	
Operational Hours	24 hours per day, 7 days a week	
Workforce	<p>Approximately 350-400 full-time equivalent workers over the construction period.</p> <p>Approximately 35 full time equivalent workers during operation.</p> <p>Workforce accommodation to supplement existing offsite facilities may be constructed onsite.</p>	
Estimated Development Cost	\$2,915,467,372	\$2,841,526,886

Figure 2-2 indicates where layout modifications have been undertaken as summarised in **Table 2-1**.

Figure 2-1: Amended Project Layout



Baldon WIND FARM

Disclaimer:
This plan was prepared for the purpose and exclusive use of Goldwind Australia. Goldwind Australia gives no warranty in relation to the data (including accuracy, reliability, completeness or suitability) and accepts no liability for any loss, damage or costs (including consequential damage) relating to any use of the data in this map.



- Project Area
- Stage 1 wind turbines (x46)
- Stage 2 wind turbines (x129)
- Internal access track
- Underground reticulation 33kV
- Overhead reticulation 330kV
- * Operational/permanent mast
- * DA Approved/development/temporary mast
- Operations & maintenance facility
- A Primary access
- A Emergency access
- A Operational site access
- Accommodation camp
- Construction compound
- Substation / BESS
- Substation / Switching Station
- Gypsum resource
- Disturbance footprint
- Development corridor
- ⚡ Project Energy Connect (PEC) 220kV
- ⚡ Existing Darlington Point to Balranald (Line X5) 220kV

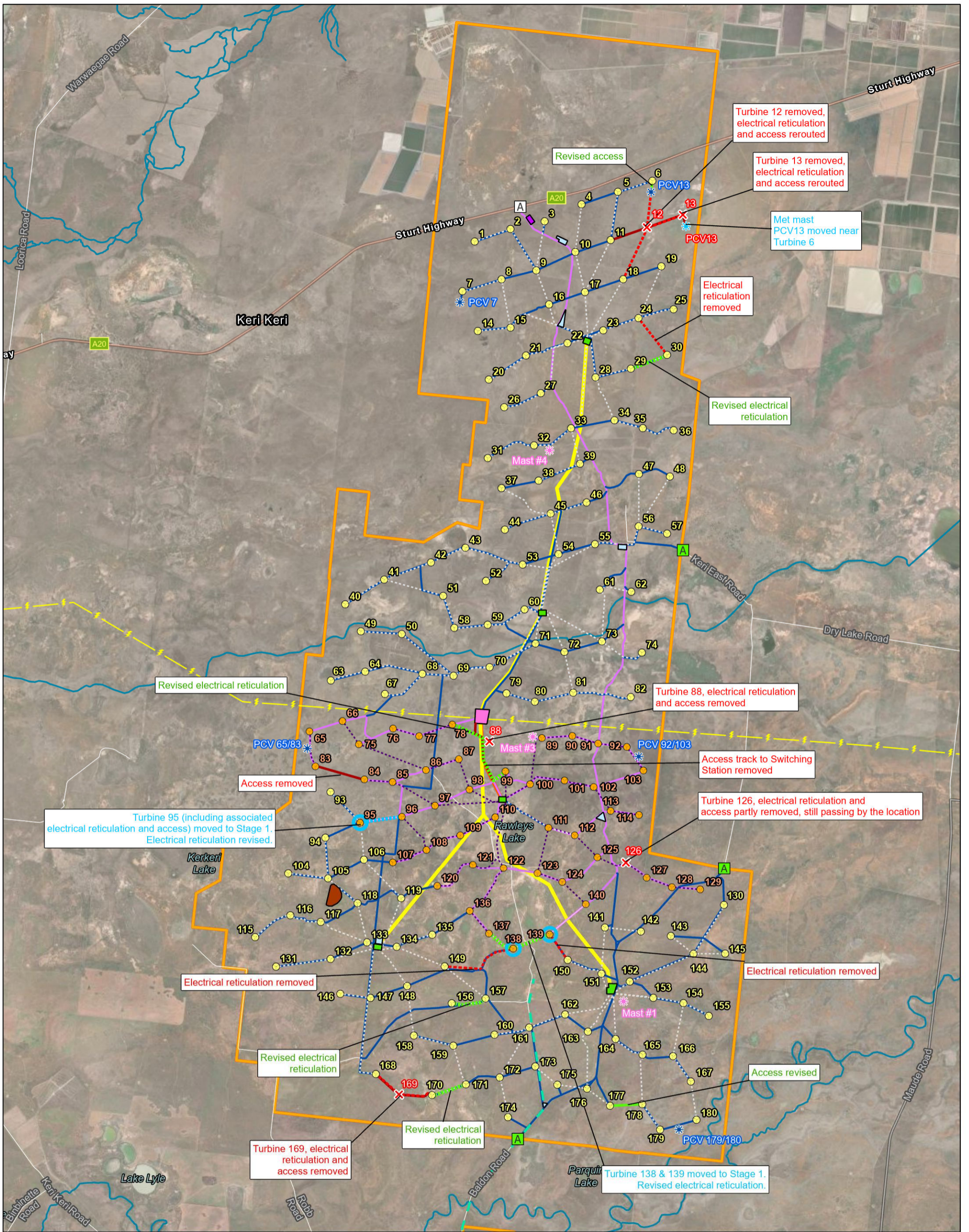
Baldon Wind Farm Project Layout



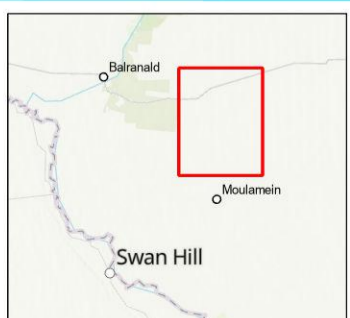
Rev E

Date: 17/12/2025
Doc: BAL_0042_E Project Layout

Figure 2-2: General Layout Modifications



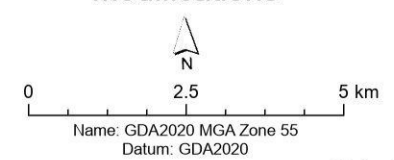
Disclaimer:
 This plan was prepared for the purpose and exclusive use of Goldwind Australia. Goldwind Australia gives no warranty in relation to the data (including accuracy, reliability, completeness or suitability) and accepts no liability for any loss, damage or costs (including consequential damage) relating to any use of the data in this map.



- ▬ Project Area
- ▬ Existing Water Pipeline
- ▬ 220kV/Project Energy Connect (PEC)
- ▬ >5th Strahler Stram Order
- Stage 1 wind turbines
- Stage 2 wind turbines
- ▬ Stage 1 Internal access track
- ▬ Stage 2 Internal access track
- A Primary access
- A Secondary access
- Accommodation camp
- Construction compound
- - - Stage 1 Underground reticulation 33kV
- - - Stage 2 Underground reticulation 33kV
- ▬ Stage 1 overhead reticulation 330kV
- ▬ Stage 2 overhead reticulation 330kV
- Substation / BESS
- Substation / Switching Station
- Gypsum resource
- * Operational/permanent
- * DA Approved/development/temporary

Baldon Wind Farm

Modifications



Rev A

Date: 2/04/2025
 Doc: BAL_0016_A Layout MOD

Project Layout

Provided in **Figure 2-1** is the project layout incorporating the amendments identified in **Table 2-1**

Table . As detailed in **Figure 2-1**, the **Project Area** is the area within the external property boundaries of the two host landowners who have entered into agreement to host project infrastructure. The total area of the Project Area as detailed in **Table 2-1** is 46,259 ha.

The **Disturbance Area** as indicated in Figures 1-6 in **Attachment 1** includes all land within the Project Area which will be impacted directly by project activities associated with construction, operation and decommissioning (n.b. Disturbance Area is referred to as *Development Footprint* in the BDAR). The total area of the Disturbance Area is 795 ha. This was used to complete the BAM calculator and subsequently generate the ecosystem and species credits for the Project. The Disturbance Area for Stage 1 and Stage 2 of the Project are provided in **Table 2-1**.

To provide for some flexibility during the detailed design process, buffers were applied to the Disturbance Area. This is referred to as the **Development Corridor** (n.b. *Subject Land* is the term used in the BDAR). The buffers which were applied to the Disturbance Area for the proposed infrastructure were:

- 30 m buffer for access tracks
- 15 m buffer for underground cables
- 50 m buffer for overhead transmission lines
- 80 m buffer for wind turbines

Micro siting for turbines has been provided for within the Development Corridor. This area is 80 m as per the buffer applied.

The layout has been provided to Transgrid and has considered Transgrid's Easement Guidelines. All wind turbines are at least 1x tip height away from the edge of the easement. A risk assessment is currently underway with Transgrid in relation to the project specific attributes. No material issues have been identified to date.

The Development Corridor is the area where the BAM has been applied and targeted surveys and vegetation assessments were undertaken, including heritage surveys. The Subject Land covers an area of 2,847 ha. This comprises 2,846 ha of the Project Area and 1.4 ha located at the two intersection road upgrades required within NSW (refer **Section 5**).

The coordinates of each turbine as identified in **Figure 2-1** is provided in **Attachment 2**.

Provided in **Attachment 3** is the schedule of lands for the Amended Project, which includes all the road upgrades which are detailed above.

Road Upgrades

Provided in **Figure 2-3** is a summary of all the proposed road upgrades for the BWF Project. In total there are five road upgrades within NSW which have been included as part of the assessments prepared for the Project. Each location and areas proposed for upgrade are provided in **Figure 2-3** and include:

- Murray Valley Highway on Sturt Highway, Euston
- Sturt Highway (Market St) onto Sturt Highway, Balranald
- Sturt Highway into Site Entrance, Maude
- Baldon Road within Project Area

- Keri East Road within Project Area

Sections of Keri East Road and Baldon Road, located within the Project Area are to be upgraded to allow for construction vehicles use. With reference to Baldon Road the upgrade is also required to provide for the use of OSOM vehicles.

In general, the following works would be undertaken to upgrade Baldon and Keri East Road where required:

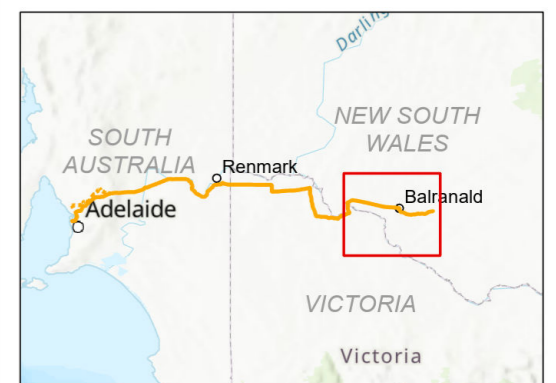
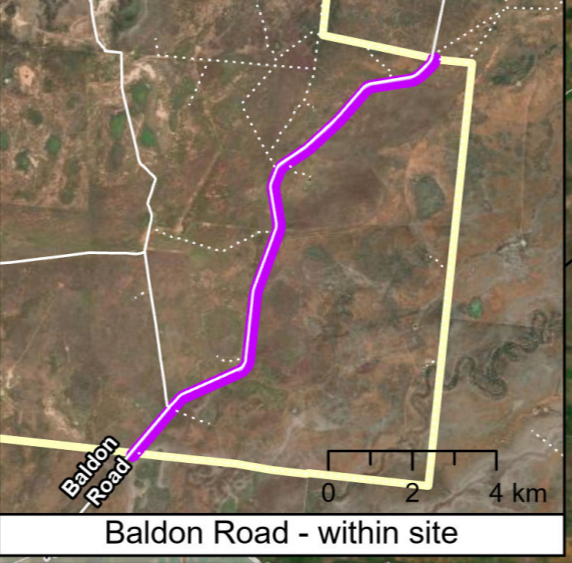
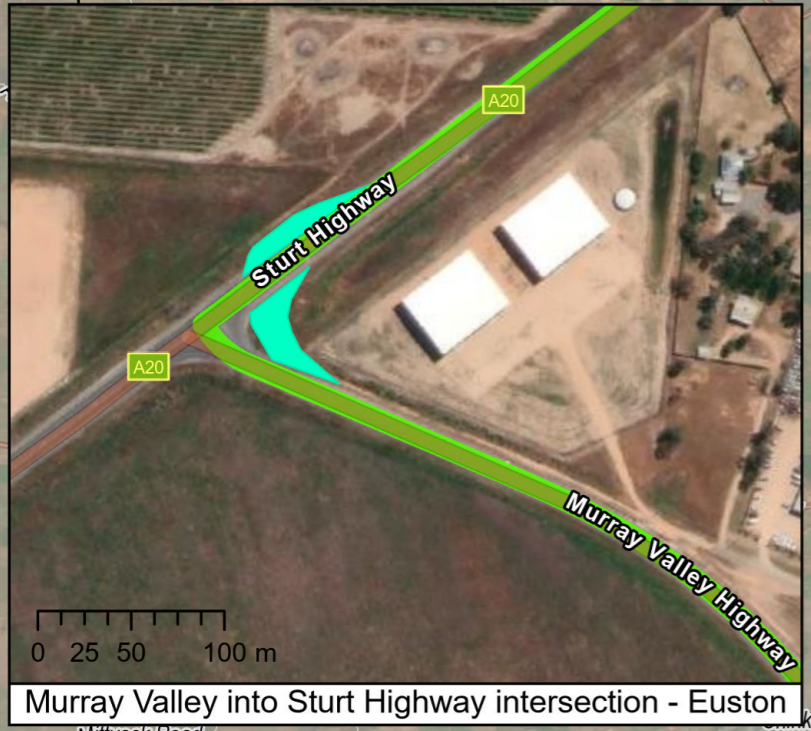
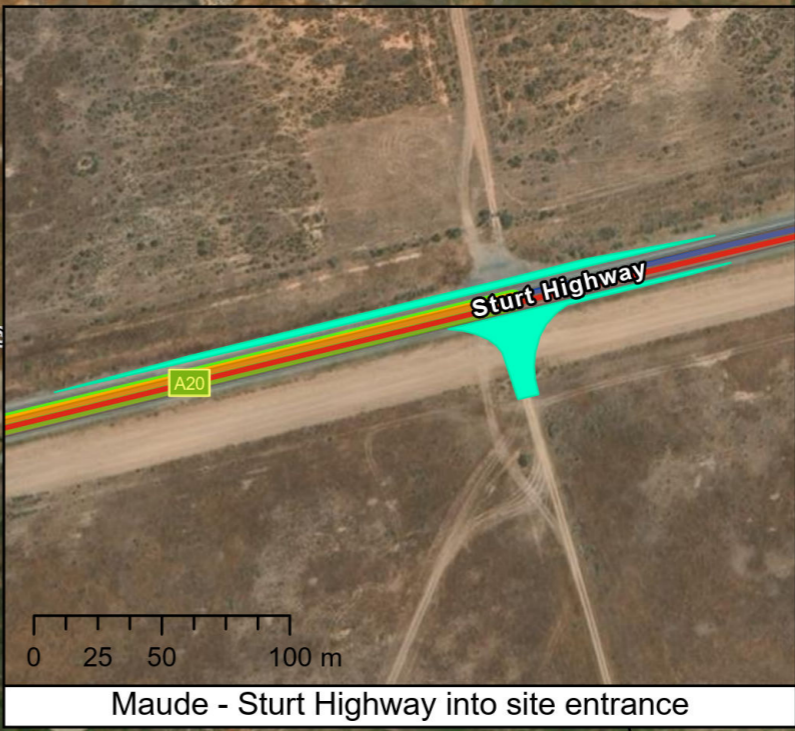
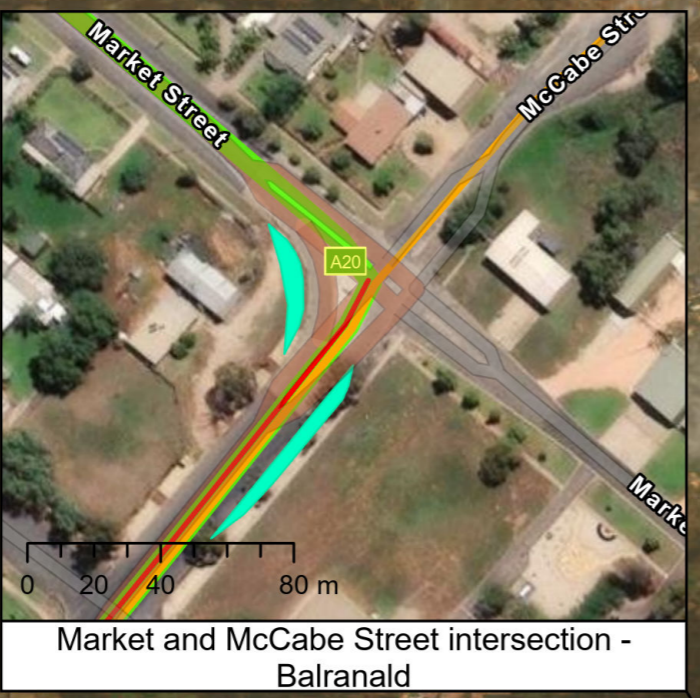
- Upgrade unformed sections of road through the construction of new unsealed access track approximately 6-10m wide
- Initial and ongoing inspection/assessment of the road conditions
- Regular patrol grading of the roads and compaction by roller
- Importing of suitable road material to fill in potholes or road shoulders, and
- Upgrade of formed sections of Baldon Road and Keri East Road within the Project Area to enable those sections to be all weather roads (currently dry conditions use only) and suitable for transport of heavy loads. This may include the treatment of the existing road materials and gravel-capping (subject to final design).

The specific requirements and activities will be confirmed after the completion of geotechnical investigations and detailed design (and in consultation with the local Council).

Attachment 4 details each of the road upgrades as detailed above.

Figure 2-3: Amended Project Road Upgrades

- █ OSOM / Turbine Transport Route
- Baldon Site Boundary
- Road Upgrade Works
- █ Light Vehicle Route
- █ Light Vehicle and Shuttle Bus Route
- █ Heavy Vehicle Route
- █ Public Road Upgrades
- A Site Access



Disclaimer: This plan was prepared for the purpose and exclusive use of Goldwind Australia. Goldwind Australia gives no warranty in relation to the data (including accuracy, reliability, completeness or suitability) and accepts no liability for any loss, damage or costs (including consequential damage) relating to any use of the data in this map.

• DATE	20/11/2025	• PRODUCED	CM
• SCALE	1:506,072@ A3	• CHECKED	VL
• STATUS	Draft	• APPROVED	



3. Statutory Context

Section 4 of the EIS includes a description of the relevant state, local and federal legislation and policies relevant to the development of the Project. There have been no material changes to the statutory context since the EIS was exhibited in August 2024.

The Project constitutes a State Significant Development in accordance with Schedule 1 of the *State Environmental Planning Policy (State and Regional Development) 2011* and as such will require approval under Division 4.7 of Part 4 of the EP&A Act.

Section 4.38 of the EP&A Act 1979 states that development consent cannot be granted to a development that is wholly prohibited by an Environmental Planning Instrument. Clause 34 of the State Environmental Planning Policy (Infrastructure) 2007 states that development for the purpose of electricity generating works may be carried out on any land in a prescribed rural, industrial or special use zone.

The Project is located entirely on land zoned as RU1 – Primary Production which is a 'prescribed rural zone' for the purpose of Clause 34 of the State Environmental Planning Policy (Infrastructure) 2007. Therefore, the Project is permissible (with development consent) on the land on which it is proposed.

Under Section 37 of Division 2 of Part 3 of the *Environmental Planning & Assessment Regulation 2021* (EP&A Regulation), an application can be amended or varied, with the agreement of the Planning Secretary, at any time before it is determined. This Amendment Letter has been prepared generally in accordance with the State Significant Development Guidelines – Preparing an Amendment Report.

4. Stakeholder Engagement

The broader stakeholder engagement undertaken for the EIS and to inform the Submissions Report are outlined in those respective documents. This section outlines the stakeholder engagement which has occurred specifically in relation to this Amendment Report.

The Amended Project largely involves the removal of five turbines, additional road upgrades and utilisation of one OSOM route.

BWF has undertaken engagement with relevant landowners, local councils and Transport for NSW (TfNSW) regarding the proposed road upgrades and preferred OSOM route. Any issues which have been raised during this process have been addressed in subsequent updates to the Traffic Impact Assessment (TIA) and OSOM route study.

A summary of consultation undertaken post EIS exhibition is provided in **Attachment 5**.

5. Assessment of Impacts

An assessment of impacts of the Original Project was provided in Section 6.0 of the EIS. Provided below is a summary of the assessment of impacts relevant to the Amended Project.

Table 5-1: Amended Project Impacts

Specialist Assessment	Potential Impacts
Biodiversity	<p>In response to RFI's received during the exhibition period and subsequent RFI's during the assessment period, the BDAR was updated to reflect the Amended Project. The Amended Project resulted in a reduced development footprint. Therefore, the updated BDAR reflects a reduction in species and ecosystem credit obligations based on the updated calculations.</p> <p>Links to the updated BDAR and supporting information can be accessed via the links below:</p> <p>BWF - Amended Project BDAR V2.1 (Rev V2.1 (09/09/25))</p> <p>BWF - BDAR Appendices A-K (Rev V2.1 (09/09/25))</p> <p>BWF - Amended Project BDAR Appendices L-M (Rev V2.1 (09/09/25))</p> <p>BWF Plains Wanderer Management Plan (Final Draft (05/08/25))</p> <p>BWF Offset Strategy (Rev 1.3 (01/07/25))</p>
Aboriginal Heritage Cultural	<p>The Aboriginal Cultural Heritage Assessment Report (ACHAR) was updated to reflect the amended development footprint. No additional impacts to items of cultural heritage were predicted.</p> <p>A link to the updated ACHAR, Technical Report and ACHAR Addendum is provided below.</p> <p>BWF Updated ACHAR (Rev 2.0 (08/04/25))</p> <p>BWF Archaeological Technical Report (Rev 2.0 (08/04/25))</p> <p>BWF ACHAR Addendum - Road Upgrades (Rev 2.0 (08/04/25))</p>
Landscape and Visual	<p>No Change. The amendment does not affect any aspect of the Project that relates to potential landscape and visual impacts. Removal of five WTGs considered negligible.</p>
Social and economic	<p>No Change. The amendment does not affect any aspect of the Project.</p>
Traffic and Transport	<p>The amended project includes the additional road upgrades at Balranald and Euston. The TIA was also updated to include the updated OSOM route survey which nominates the route from the Port of Adelaide to the project area as the preferred route and RFIs received from DPHI post submissions report.</p> <p>A link to the updated TIA can be accessed below:</p>

Specialist Assessment	Potential Impacts
	<p>BWF Traffic Impact Assessment (Rev F 13/11/25)</p> <p>A link to the updated OSOM route study is provided below:</p> <p>BWF OSOM Route Study (Rev 06 (02/04/25))</p>
Hydrology	<p>A quantitative flood study was prepared for the Submission Report. The results of the study resulted in three WTGs removed from the project to avoid potential flooding impacts.</p> <p>A link to Hydrology and Flood Study is provided below:</p> <p>BWF Hydrology and Flood Study (Rev 3 (17/04/25))</p>
Noise and Vibration	<p>The amended project may result in some short-term construction noise impacts associated with road upgrades located in Balranald and Euston.</p> <p>A noise construction assessment was prepared for each location and can be accessed below:</p> <p>Market St / McCabe St Balranald - Noise and Vibration Impact Assessment (June 2025)</p> <p>Murray Valley Way / Sturt Hwy - Noise and Vibration Impact Assessment (June 2025)</p>
Water and Soils	<p>No Change. The amended project does not require an increase or reduction in water use. The amendment does not affect any aspect of the Project that relates to water or soil impacts.</p> <p>A Groundwater Impact Assessment (GIA) was prepared for the amended project which concluded impacts to groundwater due to extraction for project use, would be minimal.</p> <p>The GIA may be accessed via the link below:</p> <p>BWF Groundwater Impact Assessment (Rev 0.2 (24/07/2025))</p>
Land Use	<p>No Change. The amendment does not affect any aspect of the Project that relates to land use impacts.</p>
Historic Heritage	<p>No Change. The amendment does not affect any aspect of the Project that relates to potential historic heritage impacts.</p>
Hazards and Risks	<p>In response to the CASA and Hay Shire Council submissions, the amended project includes the installation of lighting at nominated wind turbines which are located around the perimeter of the Project Area to improve aircraft safety.</p> <p>A link to the wind turbine obstacle lighting plan as well as the Aviation Impact Assessment is provided below:</p> <p>BWF Wind Turbine Obstacle Lighting (March 2025)</p> <p>BWF Aviation Impact Assessment (Rev 04 (27/06/24))</p>

Specialist Assessment	Potential Impacts
	<p>A Preliminary Site Investigation (PSI) was prepared for the Project, incorporating road upgrade locations, in response to RFI received.</p> <p>A link to the BWF PSI is provided below: BWF - Preliminary Site Investigation (Version 3 (27/08/25))</p>
Air Quality	No Change. The amendment does not affect any aspect of the Project that relates to potential air quality impacts.
Waste and Resources	No Change. The amendment does not affect any aspect of the Project that relates to potential waste and resources impacts.

Provided in the following sections is a summary of the updated impacts assessment reports prepared for the Amended Project, including links to where the full reports may be accessed.

Biodiversity

A Biodiversity Development Assessment Report (BDAR) was prepared by NGH Pty Ltd for the Project and was presented as Appendix F 1.1 of the EIS. The BDAR was subsequently updated to reflect the Amended Project which included the removal of five turbines and other minor project changes. The updated BDAR also includes management plans for Southern Bell Frog and Plains-wanderer as well as the Bird and Bat Adaptive Management Plan. An update was also made to include the correct credit obligations.

The vegetation within the Subject Land was assessed through stratification and vegetation integrity plot (BAM plot) surveys conducted in March 2023, October to December 2023, January 2024, November 2024 and January 2025.

Ten native Plant Community Types were identified as present within the Subject Land, with their entry into the BAM-Calculator (BAM-C) generating the ecosystem credits. One patch of PCT 46 met the criteria for the Critically Endangered Ecological Community (CEEC) Natural Grasslands of the Murray Valley Plains listed under the Commonwealth EPBC Act.

The removal of five turbines and reduction in internal roads and reticulation which is reflected in the Amended Project, resulted in a reduction in the Development Footprint and therefore a reduction in ecosystem and species credit obligations as determined by the BAM-C. One WTG (169) was removed due to a nearby Little Eagle nest to minimise collision risk and avoid habitat removal and fragmentation. The second WTG was removed (126) due to a nearby Wedge-tailed Eagle nest to reduce collision risk.

Targeted threatened fauna and flora surveys and habitat surveys were undertaken between August 2023 and January 2025. Nine threatened fauna and four threatened flora species were detected within the Subject Land. Six of these are ecosystem species as defined under the Biodiversity Assessment Methodology (BAM) and no species credits are required:

- Black-breasted Buzzard *Hamirostra melanosternon*,
- Blue-winged Parrot *Neophema chrysostoma*
- Pink Cockatoo *Lophochroa leadbeateri*
- White fronted Chat *Epthianura albifrons*
- Plains-wanderer *Pedionomus torquatus*
- Southern Whiteface *Aphelocephala leucopsis*

The remaining seven threatened species detected are credit species:

- Mossgiel Daisy *Brachyscome papillosa*
- Chariot Wheels *Maireana cheelii*
- Slender Darling Pea *Swainsona murrayana*
- Spike-Rush *Eleocharis obicis*
- Little Eagle *Hieraaetus morphnoides*

- Southern Myotis *Myotis macropus*
- Southern Bell Frog *Litoria raniformis*

An assessment of impacts to Severe and Irreversible Impacts (SAII) threatened species was also undertaken for the BDAR. Species which were considered in the assessment included Plains-wanderer (*Pedionomus torquatus*) and Bindweed (*Convolvulus tedmoorei*). Further information was requested regarding the Plains Wanderer. An Independent SAII Evaluation Letter was prepared and provided to DPHI, including a draft Plains Wanderer Management Plan. Both these documents are available on the major projects portal.

The revised BDAR confirms that provided the recommended mitigation measures are implemented and required biodiversity offset credits are retired the Amended Project would not result in a significant impact to threatened flora or fauna, threatened ecological communities or MNES and is considered an acceptable risk to the environment.

Provided in **Attachment 6** is the Biodiversity Summary table which details species and ecosystems credits applicable to the project as detailed in the BDAR.

Mitigation measures applicable to biodiversity is provided to **Attachment 7**.

Traffic Impacts

A Traffic Impact Assessment (TIA) was prepared for the Project and was included as Appendix F.5 in the EIS. The TIA was subsequently amended to incorporate the changes which are reflected in the Amended Project. The key changes are summarized below:

- Pre Construction minor works assessment - Section 4.2.1 of the TIA was updated to confirm there would be no overlap between on-site pre-construction activities and construction of road upgrades.
- Assessment of height obstruction and mitigation measures on the OSOM route- Section 6.4.5 of the TIA was updated following consultation with Essential Energy including identification of potential impacts to overhead powerlines along the OSOM route and the necessary mitigation measures.
 - Swept paths, overtaking opportunities and travel time delays: In response to TfNSW's concerns regarding overtaking opportunities and travel time delays along the Sturt highway between Robinvale and Balranald updates have been incorporated into section 6.4.6.1 of the TIA, including Identification of 3 suitable overtaking locations in consultation with TfNSW including Meilman East Rest area, Prungle Mail rest area and Lions Park in Balranald.
 - Swept path analysis provided within Appendix E of the TIA confirming the OSOM vehicle can utilise existing sealed road width at all locations without requiring road upgrades.
 - Where rest areas are occupied sufficient road width is available along Sturt highway carriage way to enable safe overtaking manoeuvres.
 - Travel time delay assessment in Appendix F of the TIA shows average delays of up to 7.6 minutes which was considered acceptable by TfNSW
 - The project will implement Traffic Management plan (TMP) during OSOM movements including- variable message signs (VMS), pilot vehicle accompanying each load and Advanced warnings to maintain road-user safety.
 - Detailed traffic management measures will be included in the post approval TMP.
- Temporary safety mitigation measures and remediation: in response to TfNSW's requirement to specify temporary safety mitigation measures and post-construction remediation, Appendix G has been updated to include the revised concept design for the Sturt Highway/Market Street intersection at Balranald. The design now incorporates strengthened median islands with mountable kerbing, addition of barrier kerbs along the proposed hardstand areas, modifications to existing inlets to grates, and an indicative cross-section for the proposed road widening.
- Section 3.1 has been updated to specify proposed upgrades for Baldon and Keri East roads within the project area to ensure safe access for project vehicles. These works may include upgrading unformed sections to a 6-10m wide unsealed access tracks, ongoing inspections and grading, importing suitable road material to repair potholes and shoulders, and upgrading

formed sections to all -weather standard suitable for heavy vehicle transport including gravel capping and treatment of existing road materials (subject to final design).

- Updated Schedule of road upgrades with Chainages have been included in Table 24 of the TIA
- Section 6.3 now includes Table 14 which clarifies daily OSOM deliveries, summarising an average of 5 OSOM deliveries per day assumed over a period of roughly 6 months.

The TIA provides an assessment of the proposed route from the Port of Adelaide to the site. The TIA assessed the impact of traffic generation during the construction and operation of the Project, including cumulative impacts. The TIA was also updated to identify pullover bays required for OSOM.

It was identified that a short Channelised Right Turn and Basic Left Turn treatment should be provided at the site access on Sturt Highway to comply with the requirements of the Austroads Guide. Concept plans were prepared for the proposed upgrades which have been designed for simultaneous B-Double movements and the largest OSOM vehicle expected to access the site.

A Traffic Management Plan will be developed which will outline a range of traffic management measures to minimise any impact due to the project's construction. Mitigation measures which apply to traffic impacts are provided in **Attachment 7**.

The TIA concluded that the proposed access arrangements for the Amended Project are suitable to accommodate the expected construction vehicle types and traffic volumes during the construction, operation, and decommissioning phases of the Project.

Contamination

A Preliminary Site Investigation (PSI) was undertaken by EMM Pty Ltd May 2025. The locations considered within the scope of the PSI included:

- The Baldon Wind Farm Project Area including the site access intersection at Sturt Highway
- Intersection upgrade at Sturt Highway, McCabe Street and Market Street, Balranald
- Intersection upgrade at Murray Valley Highway and Sturt Highway, Euston

The scope of the PSI was to identify potential sources of contamination and assess contaminants of potential concern. The risk to human health and the environment was evaluated based on the assessment of contaminants.

A Conceptual Site Model (CSM) was developed for the areas investigated. It was concluded that potential contamination sources at the Sturt Hwy /McCabe Street /Market Street presented a moderate contamination risk associated with offsite sources related to:

- Potential Fire & Rescue for PFAS contamination associated with historical training; and
- A nearby transport depot above ground storage tank and other possible fuel/chemical storage areas.

The PSI recommended the development of a Construction Environmental Management Plan (CEMP) which identifies the potential sources of contamination and provides recommendations regarding unexpected finds. It also provided recommendations regarding appropriate storages of soil and equipment and appropriate characterization required for offsite disposal. Mitigation measures applicable to contamination management are provided in **Attachment 7**.

Groundwater Impacts

A Groundwater Impact Assessment (GIA) was prepared by Groundwater Check Pty Ltd in April 2025, to provide further assessment of groundwater impacts associated with the proposed use of existing bores and installation of new bores to meet the water demands of the Project.

The project's non-potable construction water demand is estimated to be 250 ML/year, which equates to a constant demand (i.e. sustained flow rate) of about 8 L/s. This estimate covers all construction activities, including any dust suppression needs around the Project Area including the potential quarry area. The assessment assumed the project would abstract groundwater from one existing bore and

another four newly installed bores.

Impacts to groundwater of the Amended Project were assessed as likely to be minimal, low risk and compliant with the assessment criterion that was applied. With the implementation of recommended mitigation measures as provided in Attachment 7, material impacts to groundwater due to the project were not anticipated.

Flooding

The Hydrology and Flooding Assessment was prepared by BMT Pty Ltd for the EIS to provide a quantitative flood assessment for the Project.

The flood assessment was undertaken in accordance with Australian Rainfall and Runoff data and methodology to establish baseline and post development flood behavior for the Project site. Events assessed include the 5% AEP, 1% AEP, 0.5% AEP and PMF for the local catchment along breakout of the 0.05% for the regional Murrumbidgee catchment.

It was determined that turbines are located in low hazard areas for events from the 5% to 0.2% AEP. Three turbines were located in high hazard areas along Abercrombie Creek during the Probable Maximum Flood (PMF). A total of three turbines in the high hazard areas were removed (WTG 12, 13 and 88).

The assessment concluded that for all modelled events, no offsite impacts were observed and no predicted detrimental increase to flood impacts to other properties due to the Amended Project.

Noise

A Noise and Vibration Impact Assessment (NVIA) was undertaken for the Project as exhibited by Sonus and included as Appendix F6 of the EIS. The NVIA was prepared in accordance with:

- Interim Construction Guideline
- NSW Road Noise Policy
- NSW Wind Energy: Noise Assessment Bulletin

The original project did not include the following intersections upgrades and were therefore not included in the NVIA:

- Market St / McCabe St, Balranald
- Murray Valley Way / Sturt Hwy

The upgrades are identified in the BWF Route Study, which allows for the safe passage of Over Size Over Mass (OSOM) vehicles to the Project site.

As the two locations were not originally included within the Original Project NVIA prepared for the BWF, supplementary NVIA's were prepared for each location.

For construction works proposed at Market St / McCabe St, the NVIA concluded:

- 8 receivers are predicted to experience highly intrusive construction noise levels of 75 dBA or greater during the brief construction period and would therefore be consulted individually prior to works commencing and respite offers would be considered. •
- 4 receivers are predicted to experience highly intrusive construction noise levels less than 75 dBA but up to 24 dBA above the Noise Management Level (NML). Based on the proposed construction works being planned to be completed within a week during standard daytime construction hours, the additional mitigation measures stipulated for these and other affected receivers are advance notification letters outlining the works details and contact information should they have any questions, and validation (monitoring) of predicted noise levels in response to any complaints.

For construction works proposed at Murray Valley Way / Sturt Hwy the following conclusions were made

with regard to construction noise:

- The nearest receivers are industrial uses and while the construction noise impacts may be perceived as moderately-highly intrusive based on noise levels above background noise, the predicted construction noise levels do not exceed the NML and no additional mitigation measures are therefore required

Operational impacts were assessed as part of the EIS and were found to be acceptable.

Safeguards and management measures for both intersections include:

- Reasonable and feasible standard mitigation measures recommended by the CNVG (TfNSW, 2024) will be implemented. These include:
 - Using low noise level plant and equipment wherever possible and ensuring plant and equipment is maintained and operated in a proper and efficient manner.
 - Reducing throttle settings and switching off equipment when it is not being used.

Additional management measures specific to Market St / McCabe St include:

- Highly affected receivers will be consulted with individually (e.g. by phone call, meeting or email) prior to works commencing and respite offers would be considered.
 - The purpose of a respite offer is to provide residents with respite from an ongoing impact. As a guide, work will be carried out in continuous blocks that do not exceed three hours each with a minimum respite period of one hour between each block. The actual duration of each block of work and respite should be flexible to accommodate the usage of, and amenity at, nearby receivers.
- Other affected receivers will be provided with advance notification letters outlining the works details and contact information should they have any questions, and validation (monitoring) of predicted noise levels in response to any complaints.
- Vibration intensive machinery will be limited to a small vibratory roller maximum 6 tonnes to avoid any potential building damage caused by construction vibration.
- The following properties within 40 metres of the works will receive individual consultation addressing potential human discomfort from construction vibration:
 - Balranald ambulance station (47 Court Street)
 - 49 Market Street (Animal rescue shelter)
 - 54 Market Street
 - 53 Market Street
 - 55 Market Street
 - 57 Market Street

The Amended Project would not result in any material change to offsite noise impacts, particularly given the removal of five WTGs.

Aboriginal Heritage

An Aboriginal Cultural Heritage Assessment Report (ACHAR) was prepared by NGH Pty Ltd and was included as Appendix F.2 of the EIS. The ACHAR was subsequently updated to incorporate the changes in the Amended Project.

The ACHAR identified 107 newly identified Aboriginal sites along with the 10 previously registered AHIMS sites. With the removal of five turbines and associated access tracks, the Development Footprint was reduced to 795 ha. This resulted in avoiding one hearth site and one cultural heritage tree located to the south of the Project Area previously associated with the development of WTG 169.

The updated report provided additional information as well as updated mapping to support the recommendations provided to mitigate any potential impacts to Aboriginal heritage.

A Cultural Heritage Management Plan is to be developed which will provide comprehensive protocols for managing both known Aboriginal sites and unexpected finds during the construction period. This is to be developed in consultation with Aboriginal parties.

An addendum to the ACHAR was also provided which includes the offsite road intersections located at Balranald and Murray Valley Way / Sturt Hwy, which are to be upgraded as part of the Amended Project. No known Aboriginal objects were identified within the proposed road upgrade areas.

The ACHAR provided a series of recommendations for the Amended Project which are to be implemented if the Project is to proceed. These are provided in **Attachment 7**.

Aviation

An Aviation Impact Assessment (AIA) was prepared for the EIS and was included as Appendix F.9 of the EIS. An Aviation Obstacle Lighting Plan (AOLP) was subsequently developed for the Amended Project in accordance with the following references:

- Advisory Circular (AC)139.E-05 Obstacles (including wind farms) outside the vicinity of a CASA certified aerodrome
- Civil Aviation Safety Regulation (CASR) 1998 Part 139: Aerodromes, Manual of Standards
- Department of Planning, Housing and Infrastructure – Wind Energy Guideline (November 2024)
- National Airports Safeguarding Framework (NASF) Guideline D: Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation

The installation of obstacle lighting is proposed on a select number of wind turbines for the Amended Project in accordance with a Turbine Lighting Plan for aviation safety purposes. These turbines are identified in Table 1 of the AOLP and are located around the perimeter of the wind farm.

Over Size Over Mass Route Study

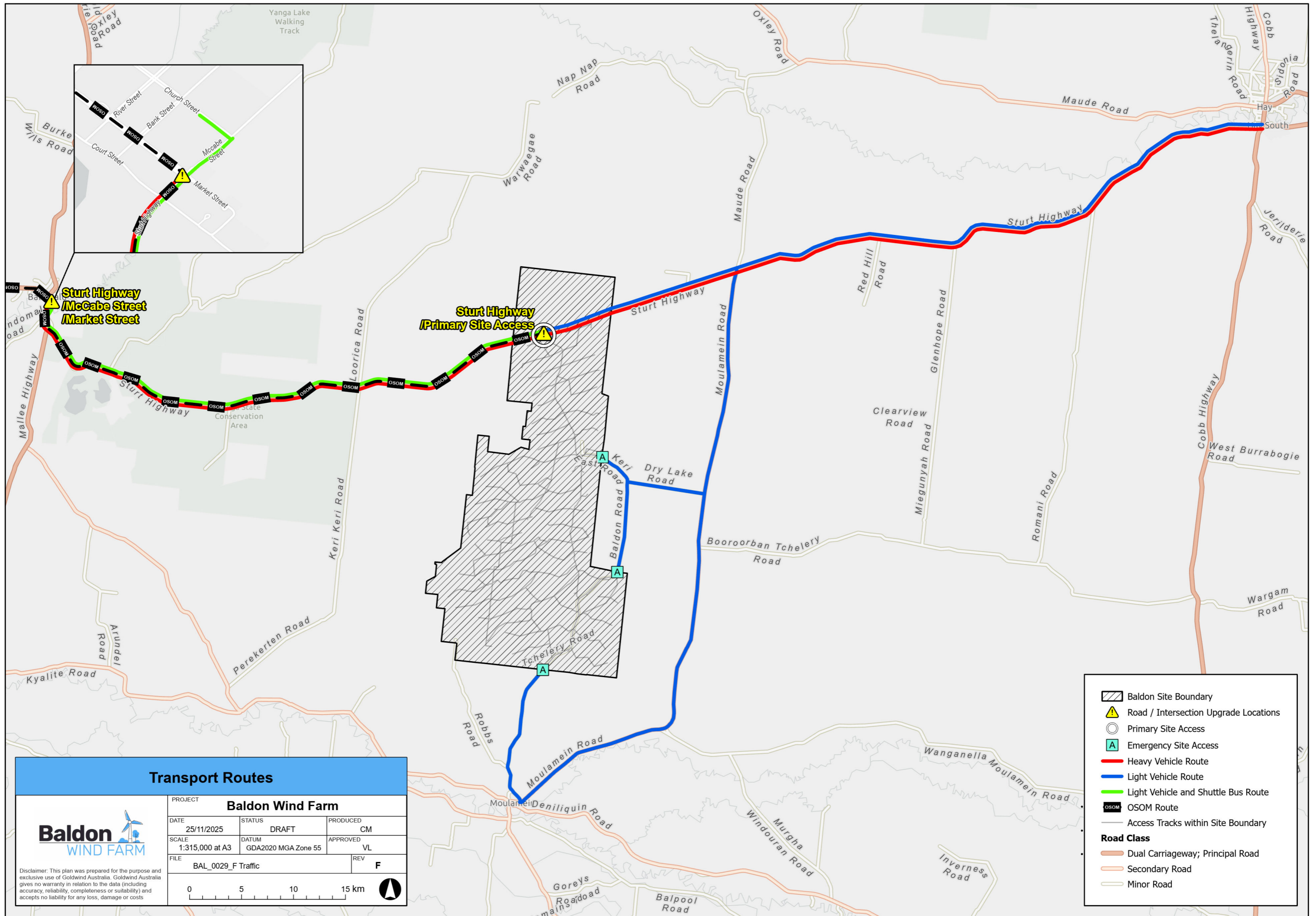
An updated Over Size Over Mass (OSOM) Route Study was prepared by Rex J Andrews Engineered Transportation for the EIS and was incorporated within the TIA as Appendix F.5 The OSOM Route Study was subsequently updated to reflect the Amended Project which proposes to use the route from Port of Adelaide to the Project site only. The route from the Port of Newcastle to the project site was no longer considered an option for the delivery of OSOM components.

The route study was amended to reflect a single route (except for an alternate route between Port Adelaide and Moorook South for high loads) rather than four which were presented in the EIS. The OSOM route study identified any intersection upgrades or road modifications which may be required to allow for the passage of OSOM. The updated study also provided updated swept path sketches for all road modification as well as loaded dimensions of proposed transport combinations.

The OSOM route, along with the heavy and light vehicle routes which will be utilised to access the Project Area is provided in **Figure 5-1**.



Figure 5-1: OSOM/ Heavy Vehicle / Light Vehicle Routes



Transport Routes

<p style="font-size: 8px; margin-top: 5px;">Disclaimer: This plan was prepared for the purpose and exclusive use of Goldwind Australia. Goldwind Australia gives no warranty in relation to the data (including accuracy, reliability, completeness or suitability) and accepts no liability for any loss, damage or costs</p>	PROJECT			Baldon Wind Farm		
	DATE	STATUS	PRODUCED	DATE	STATUS	APPROVED
	25/11/2025	DRAFT	CM	GDA2020 MGA Zone 55	VL	VL
	SCALE	1:315,000 at A3				
	FILE	BAL_0029_F Traffic	REV	F		

	Baldon Site Boundary
	Road / Intersection Upgrade Locations
	Primary Site Access
	Emergency Site Access
	Heavy Vehicle Route
	Light Vehicle Route
	Light Vehicle and Shuttle Bus Route
	OSOM Route
	Access Tracks within Site Boundary
Road Class	
	Dual Carriageway; Principal Road
	Secondary Road
	Minor Road

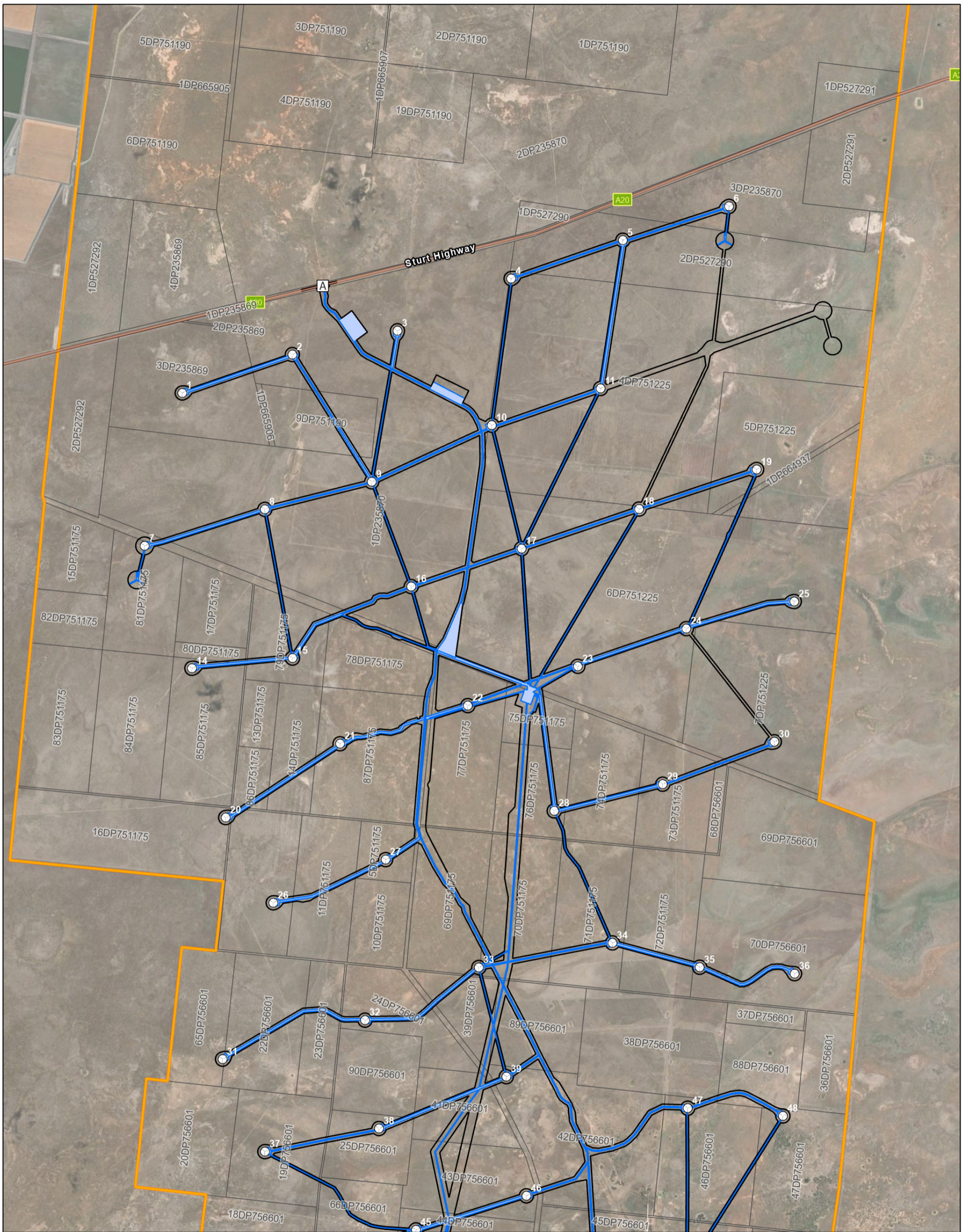
6. Project Justification and Conclusion

The environmental assessment undertaken for the Project as part of the EIS and the additional assessment undertaken for the Amended Project has determined that the Project would not result in significant adverse impacts to the environmental, cultural, social and economic values. Any residual impact can be appropriately managed with the recommended mitigation measures. Furthermore, the project is consistent with the principles of Ecologically Sustainable Development and the objectives of the EP&A Act. Development of this significant renewable energy generation and storage infrastructure aligns with government policies, contributing to the 2030 renewable energy targets.

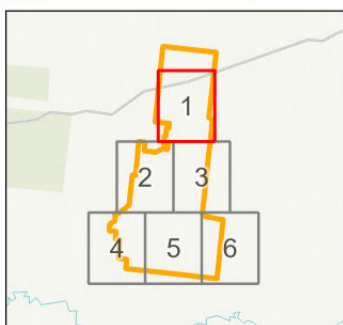
The Amended Project is a response to issues which were raised during the response to submissions phase of the assessment. Five wind turbines were removed due to potential risks to eagles and flooding impacts. Access tracks and cabling was also reduced in specific areas to reduce impacts to threatened species. The amendments to the Project have not resulted in additional impacts and has in fact reduced impacts due to the reduction of the development footprint. Therefore, the justification of the Project as presented in Section 8.0 of the EIS remains valid.



Attachment 1: Disturbance Area and Development Corridor Map Set

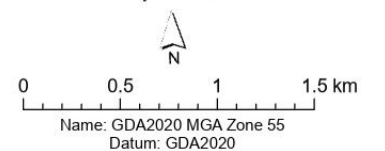


Disclaimer:
This plan was prepared for the purpose and exclusive use of Goldwind Australia. Goldwind Australia gives no warranty in relation to the data (including accuracy, reliability, completeness or suitability) and accepts no liability for any loss, damage or costs (including consequential damage) relating to any use of the data in this map.



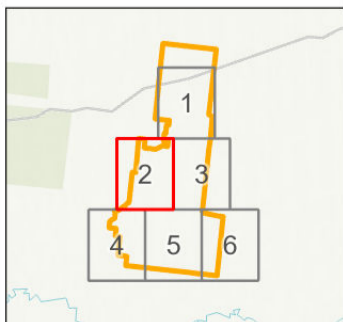
- Project Area
- Development Corridor (Subject Land)
- Wind Turbine
- Disturbance Area
- Primary access
- Cadastral Boundary







Baldon Wind Farm
Project Layout
Map 1 of 6





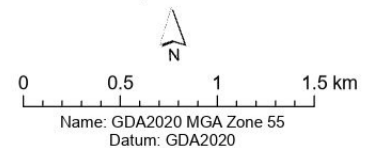
Disclaimer:
This plan was prepared for the purpose and exclusive use of Goldwind Australia. Goldwind Australia gives no warranty in relation to the data (including accuracy, reliability, completeness or suitability) and accepts no liability for any loss, damage or costs (including consequential damage) relating to any use of the data in this map.



-  Project Area
-  Development Corridor (Subject Land)
-  220kV/Project Energy Connect (PEC)
-  Wind Turbine
-  Disturbance Area
-  Cadastral Boundary

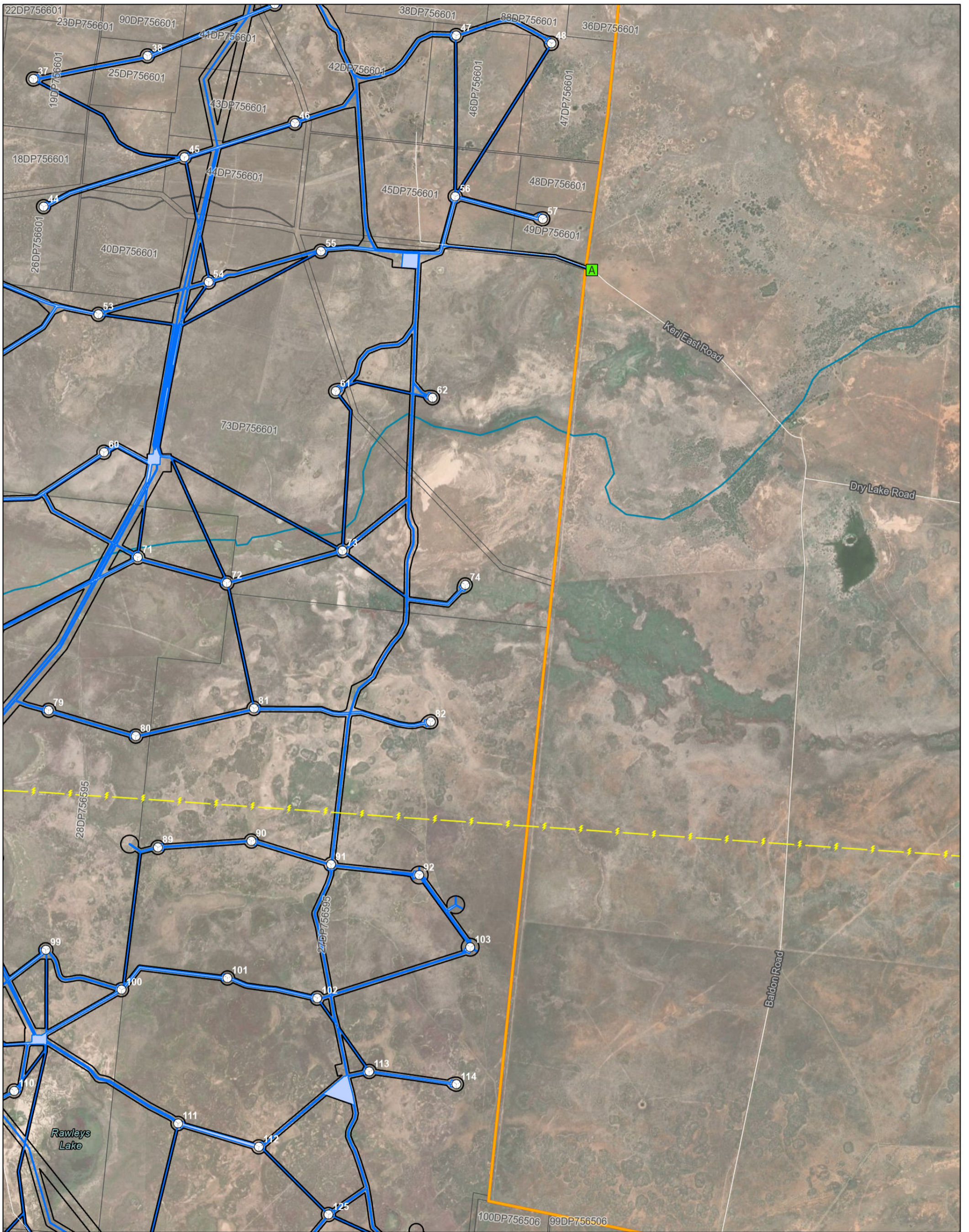
Baldon Wind Farm

Project Layout Map 2 of 6



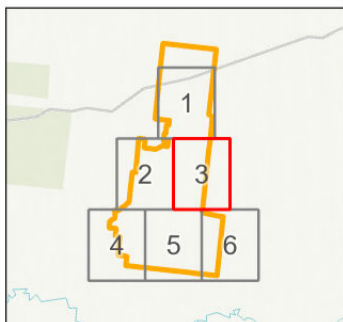
Rev D

Date: 25/11/2025
Doc: BAL_0040_D Layout DD



Baldon WIND FARM

Disclaimer:
 This plan was prepared for the purpose and exclusive use of Goldwind Australia. Goldwind Australia gives no warranty in relation to the data (including accuracy, reliability, completeness or suitability) and accepts no liability for any loss, damage or costs (including consequential damage) relating to any use of the data in this map.

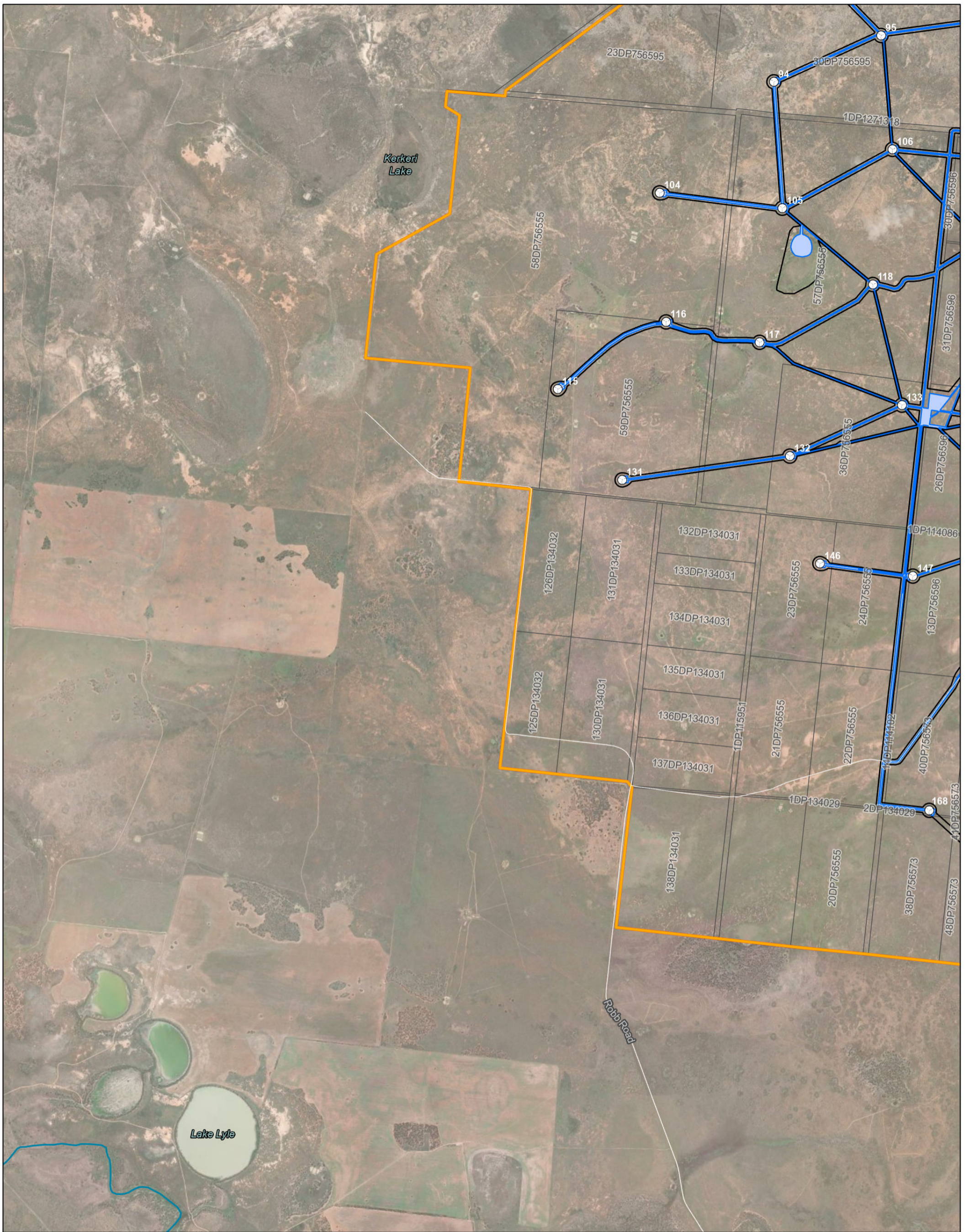


- Project Area
- Development Corridor (Subject Land)
- 220kV/Project Energy Connect (PEC)
- Wind Turbine
- Disturbance Area
- Secondary access
- Cadastral Boundary

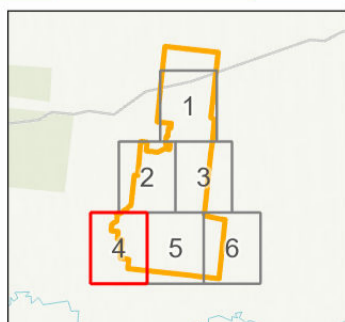
Baldon Wind Farm

Project Layout Map 3 of 6





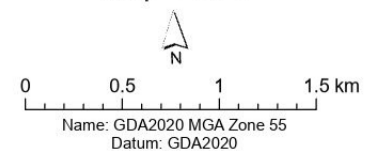
Disclaimer:
This plan was prepared for the purpose and exclusive use of Goldwind Australia. Goldwind Australia gives no warranty in relation to the data (including accuracy, reliability, completeness or suitability) and accepts no liability for any loss, damage or costs (including consequential damage) relating to any use of the data in this map.



- Project Area
- Development Corridor (Subject Land)
- Wind Turbine
- Disturbance Area
- Cadastral Boundary

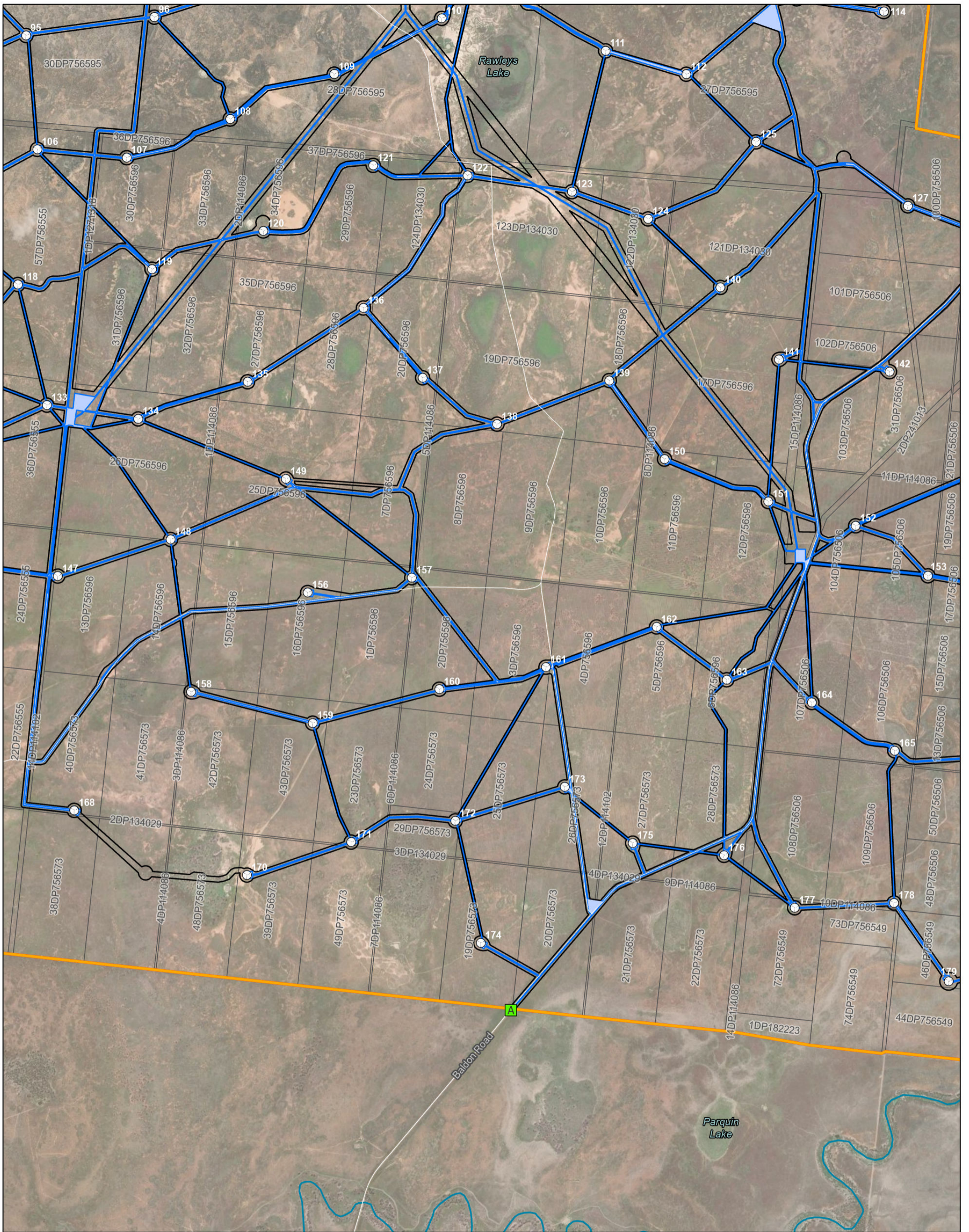
Baldon Wind Farm

Project Layout Map 4 of 6

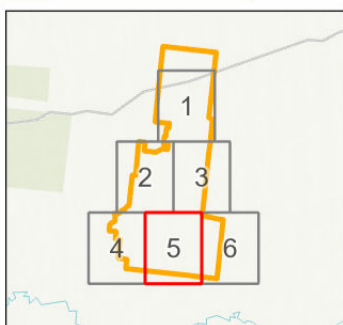


Rev D

Date: 25/11/2025
Doc: BAL_0040_D Layout DD



Disclaimer:
This plan was prepared for the purpose and exclusive use of Goldwind Australia. Goldwind Australia gives no warranty in relation to the data (including accuracy, reliability, completeness or suitability) and accepts no liability for any loss, damage or costs (including consequential damage) relating to any use of the data in this map.

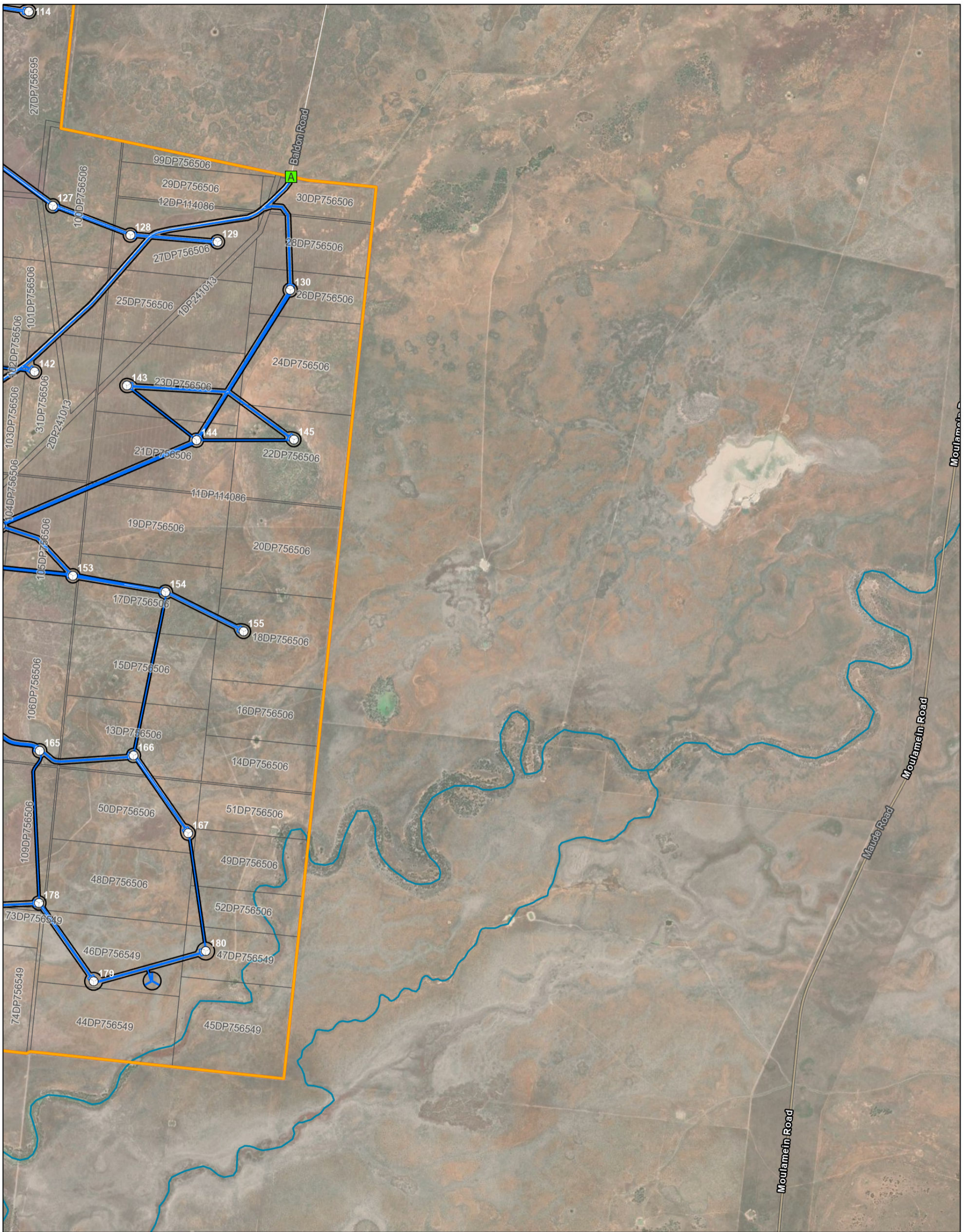


- Project Area
- Development Corridor (Subject Land)
- Wind Turbine
- Disturbance Area
- Secondary access
- Cadastral Boundary

Baldon Wind Farm

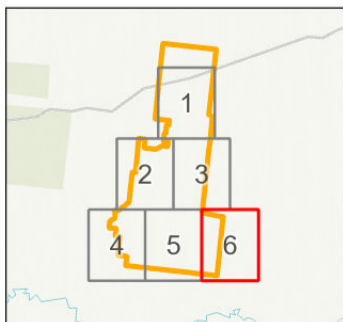
Project Layout
Map 5 of 6





Baldon WIND FARM

Disclaimer:
This plan was prepared for the purpose and exclusive use of Goldwind Australia. Goldwind Australia gives no warranty in relation to the data (including accuracy, reliability, completeness or suitability) and accepts no liability for any loss, damage or costs (including consequential damage) relating to any use of the data in this map.



- Project Area
- Development Corridor (Subject Land)
- Wind Turbine
- Disturbance Area
- Secondary access
- Cadastral Boundary

Baldon Wind Farm

Project Layout Map 6 of 6



Attachment 2: Wind Turbine Coordinates

WTG NO.	X GDA2020M	Y GDA2020M	Stage
65	225414.2	6139897	stage1
66	226559.9	6140258	stage1
75	227128	6139452	stage1
76	228316.3	6139999	stage1
77	229221.6	6139735	stage1
78	230372.7	6140137	stage1
83	225620.1	6138685	stage1
84	227320.6	6138233	stage1
85	228298.5	6138141	stage1
86	229460	6138557	stage1
87	230598.9	6138936	stage1
88	231661.1	6139549	stage1
89	233484.2	6139670	stage1
90	234539.1	6139742	stage1
91	235438.1	6139478	stage1
92	236433.1	6139358	stage1
95	227172	6136727	stage1
96	228619.9	6136934	stage1
97	229772.3	6137320	stage1
98	230970.2	6137880	stage1
99	232219.6	6138513	stage1
100	233073.8	6138064	stage1
101	234269.4	6138195	stage1
102	235282.3	6137968	stage1
103	237008.4	6138543	stage1
107	228307.7	6135347	stage1
108	229475.8	6135784	stage1
109	230649.7	6136291	stage1
110	231862.3	6136920	stage1
111	233712	6136553	stage1
112	234623	6136290	stage1
113	235869.7	6137141	stage1
114	236852.6	6136997	stage1
120	229849.3	6134520	stage1
121	231089.5	6135261	stage1
122	232153.4	6135147	stage1
123	233331.8	6134963	stage1
124	234191.8	6134656	stage1
125	235409.2	6135526	stage1

WTG NO.	X GDA2020M	Y GDA2020M	Stage
126	236400.3	6135343	stage 1
127	237123.3	6134803	stage1
128	237998.3	6134473	stage1
129	238981.8	6134397	stage1
136	230978.9	6133651	stage1
137	231647.2	6132863	Stage1
138	232486.8	6132340	Stage1
139	233754	6132831	Stage1
140	235007.3	6133883	stage1
1	231146.7	6156908	stage 2
2	232389.2	6157342	stage 2
3	233575.1	6157610	stage 2
4	234857.9	6158199	stage 2
5	236118.2	6158633	stage 2
6	237316.6	6159015	stage 2
7	230721.8	6155182	stage 2
8	232078.6	6155595	stage 2
9	233284.7	6155905	stage 2
10	234639.3	6156544	stage 2
11	235867.3	6156959	stage 2
12	237128	6157404	stage 2
13	238376.7	6157837	stage 2
14	231255.5	6153800	stage 2
15	232390.9	6153916	stage 2
16	233730.2	6154723	stage 2
17	234976.1	6155151	stage 2
18	236302.2	6155598	stage 2
19	237628.2	6156045	stage 2
20	231637	6152115	stage 2
21	232927.5	6152949	stage 2
22	234368.9	6153379	stage 2
23	235610.6	6153822	stage 2
24	236834.7	6154248	stage 2
25	238052.9	6154554	stage 2

WTG NO.	X GDA2020M	Y GDA2020M	Stage
26	232173.6	6151153	stage 2
27	233442	6151640	stage 2
28	235344.6	6152190	stage 2
29	236568.6	6152492	stage 2
30	237828.1	6152971	stage 2
31	231601.5	6149388	stage 2
32	233209	6149828	stage 2
33	234493	6150423	stage 2
34	236000.9	6150700	stage 2
35	236985.5	6150425	stage 2
36	238056.3	6150353	stage 2
37	232078.9	6148344	stage 2
38	233366.6	6148605	stage 2
39	234803.5	6149190	stage 2
40	226651.1	6144309	stage 2
41	228004.7	6145168	stage 2
42	229627.9	6145762	stage 2
43	230824.5	6146270	stage 2
44	232194.4	6146902	stage 2
45	233783.5	6147461	stage 2
46	235030.4	6147845	stage 2
47	236850.4	6148835	stage 2
48	237924.6	6148747	stage 2
49	227195	6143371	stage 2
50	228614.9	6143277	stage 2
51	230053.7	6144600	stage 2
52	231538.8	6145122	stage 2
53	232812.8	6145688	stage 2
54	234057.1	6146053	stage 2
55	235323.7	6146399	stage 2
56	236839.5	6147019	stage 2
57	237827.1	6146764	stage 2

WTG NO.	X GDA2020M	Y GDA2020M	Stage
58	230439.5	6143491	stage 2
59	231597	6143598	stage 2
60	232876.2	6144131	stage 2
61	235491.4	6144820	stage 2
62	236582.9	6144745	stage 2
63	226151.9	6141664	stage 2
64	227344	6141970	stage 2
67	228029.5	6141195	stage 2
68	229330.6	6141895	stage 2
69	230412.9	6141828	stage 2
70	231663.6	6142125	stage 2
71	233257.1	6142945	stage 2
72	234262.9	6142655	stage 2
73	235566.8	6143020	stage 2
74	236952.6	6142633	stage 2
79	232251.2	6141217	stage 2
80	233234.7	6140926	stage 2
81	234568.4	6141239	stage 2
82	236564	6141089	stage 2
93	226140.7	6137792	stage 2
94	225962.4	6136204	stage 2
104	224673	6134951	stage 2
105	226056.9	6134777	stage 2
106	227300	6135441	stage 2
115	223523.3	6132735	stage 2
116	224745.6	6133493	stage 2
117	225800.4	6133263	stage 2
118	227079.6	6133916	stage 2
119	228593.5	6134088	stage 2
130	239801.7	6133854	Stage 2
131	224249.4	6131710	stage 2
132	226141.8	6131979	stage 2

WTG NO.	X GDA2020M	Y GDA2020M	Stage
133	227406.8	6132554	stage 2
134	228437.7	6132398	stage 2
135	229672.4	6132818	stage 2
141	235668.7	6133068	stage 2
142	236916.3	6132931	stage 2
143	237959.2	6132776	stage 2
144	238744.3	6132158	stage 2
145	239843.4	6132164	stage 2
146	226481.4	6130766	stage 2
147	227529.7	6130624	stage 2
148	228803.3	6131038	stage 2
149	230103.9	6131721	stage 2
150	234377.3	6131944	stage 2
151	235548.2	6131466	stage 2
152	236533.6	6131192	stage 2
153	237349.5	6130627	stage 2
154	238395.1	6130443	stage 2
155	239275.4	6129999	stage 2
156	230349.6	6130438	stage 2
157	231524.4	6130606	stage 2
158	229034	6129318	stage 2
159	230406.6	6128964	stage 2
160	231836	6129348	stage 2
161	233039	6129596	stage 2
162	234287.4	6130050	stage 2
163	235079.3	6129454	stage 2
164	236039.8	6129197	stage 2
165	236974.8	6128652	stage 2
166	238033.3	6128600	stage 2
167	238650.7	6127722	stage 2
168	227715.5	6127979	stage 2
169	228521.6	6127274	stage 2

WTG NO.	X GDA2020M	Y GDA2020M	Stage
170	229664.2	6127249	stage 2
171	230841.1	6127621	stage 2
172	232015.8	6127861	stage 2
173	233250.5	6128245	stage 2
174	232303.5	6126483	stage 2
175	234017.7	6127609	stage 2
176	235048.3	6127472	stage 2
177	235845.7	6126880	stage 2
178	236966.5	6126934	stage 2
179	237583.8	6126050	stage 2
180	238848.5	6126391	stage 2

Attachment 3: Schedule of Lands

Lots	DP	Landowner
Project Area		
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15	114086	Landowner 1
12, 14	114102	Landowner 1
1	115951	Landowner 1
2, 3	134029	Landowner 1
121, 122, 123, 124	134030	Landowner 1
130, 131, 132, 133, 134, 135, 136, 137, 138	134031	Landowner 1
125, 126	134032	Landowner 1
1	182223	Landowner 1
1, 3, 4	235869	Landowner 1
1, 2, 3	235870	Landowner 1
1, 2	527290	Landowner 1
1, 2	527291	Landowner 1
1, 2	527292	Landowner 1
1	664937	Landowner 1
1	665905	Landowner 1
1	665906	Landowner 1
1	665907	Landowner 1
2, 5, 10, 11, 12, 13, 14, 15, 16, 17, 18, 50, 51, 52, 53, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87	751175	Landowner 1
1, 2, 3, 4, 5, 6, 9, 10, 12, 13, 14, 18, 19	751190	Landowner 1
4, 5, 6, 7	751225	Landowner 1
13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 48, 49, 50, 51, 52, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109	756506	Landowner 1
44, 45, 46, 47, 72, 73, 74	756549	Landowner 1
19, 20, 21, 22, 23, 24	756555	Landowner 1
19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 38, 39, 40, 41, 42, 43, 48, 49,	756573	Landowner 1
27, 28, 29	756595	Landowner 1
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17,	756596	Landowner 1

Lots	DP	Landowner
18, 19, 20, 25, 26, 27, 28, 29, 30, 30, 31, 32, 33, 34, 35		
1, 2, 12, 18, 19, 20, 22, 23, 24, 25, 26, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 65, 66, 68, 69, 70, 71, 72, 73, 88, 89, 90	756601	Landowner 1
23,30	756595	Landowner 2
36, 57, 58 ,59	756555	Landowner 2
1	1271318	Landowner 2
Off-Site Road Modifications (NSW)		
Road reserve: NSW Road modification 1: Euston: Murray Valley Hwy onto Sturt Hwy (Route 1 km index 546.0)		Crown / Council
Road reserve: NSW Road modification 2: Balranald: Sturt Hwy (Market Street) onto Sturt Hwy (Route 1 km index 623.7)		Crown / Council
54 Market Street Balranald (Lot 9 DP 658690) Corner of Market Street and Sturt Hwy, Balranald		Private
Road reserve: Site Access: Sturt Hwy into Project Area (Route 1 km index 676.0)		Crown / Council
Keri East Road: approximately 2 km section of road located within the project boundary		Council
Baldon Road : 13km section of the road located within the project boundary		Council

Attachment 4: Project Road Upgrades

Road/Intersection	Chainage	Treatment	Timing
Intersection of Murray Valley Highway / Sturt Highway, Euston	546.0 (OSOM Route 1)	<ul style="list-style-type: none"> Sealed hardstand to be provided on the northern side and southeastern corner of the intersection. Traffic sign to be relocated. 	Prior to use by OSOM vehicles.
Intersection of Sturt Highway / Market Street / McCabe Street, Balranald	623.7 (OSOM Route 1)	<ul style="list-style-type: none"> Traffic islands to be strengthened to accommodate OSOM transport. Sealed hardstand to be provided on the western corner and southern side of the intersection. Replace existing barrier kerb with dished crossing and convert existing side entry drainage pits to grates. Light/power poles, trees, and traffic signs to be removed/relocated. Traffic signs may be mounted in post sleeves and temporarily removed/reinstated as required. 	Prior to use by OSOM vehicles.
Sturt Highway through Balranald	647.0-648.0 (OSOM Route 2)	<ul style="list-style-type: none"> Traffic signs to be made removable with flush bases. 	Prior to use by OSOM vehicles.
Intersection of Sturt Highway / Site Access, Maude	676.0 (OSOM Route 1)	<ul style="list-style-type: none"> Construct CHR(s) and BAL turn treatments Construct additional road widening on the southeastern corner for OSOM vehicles. 	Prior to commencement of construction.

Road/Intersection	Chainage	Treatment	Timing
Sections of Baldon Road and Keri East Road within Project Area boundary	<p>10.3 - 23.3 (Baldon Rd from intersection with Robb Road to the south)</p> <p>3.6 – 5.25 (Keri East Road from intersection with Tchelery Road to the east)</p>	<ul style="list-style-type: none"> • Upgrade/maintenance works along Baldon Road and Keri East Road within the Project Area only to accommodate Project vehicles and ensure safe travel at all times, which may include the following activities: <ul style="list-style-type: none"> — Upgrade any unformed sections of road through the construction of new unsealed access track approximately 6-10m wide. — Initial and ongoing inspection/assessment of the road conditions. — Regular patrol grading of the roads and compaction by roller. — Importing of suitable road material to fill in potholes or road shoulders. — Upgrade of formed sections of Baldon Road and Keri East Road within the Project Area to enable those sections to be all weather roads (currently dry conditions only) and suitable for transport of heavy loads. This may include the treatment of the existing road materials and gravel-capping (subject to final design). <p>The specific requirements and activities will be confirmed after the completion of geotechnical investigations and detailed design (and in consultation with the local Council).</p>	Prior to and during construction (where required).

Attachment 5: Consultation Summary Table

Agency /stakeholder	Engagement method and date	Matters discussed
Government Agencies		
Department of Planning Infrastructure and Heritage (DPHI)	12 November 2024 (Teams meeting)	Timeframes for responses to agencies. Proposed Project changes. Route options and road upgrades. BCS requirements and surveys.
Balranald Shire Council (BSC)	15 November 2024 (In-person meeting during public info drop-in session)	General council update. Water management system. Community benefit funds and including access and housing initiatives
Transport for NSW	27 November 2024 (Teams meeting)	Peak traffic for accommodation options. Preconstruction activities. Site access. Powerline heights. OSOM rest areas and swept paths. Landowner consents.
Biodiversity Conservation and Science	4 December 2024 (Teams meeting)	Development of draft Bird & Bat Adaptive Management Plan (BBAMP). Updates to BDAR to address BCS comments, including mapping. Supplementary surveys. Updates to TEC assessment and MNES.
NSW Rural Fire Service	6 December 2024 (Teams meeting)	Overview of project including BESS technology. Fire risks and mitigations. Further engagement at detailed design stage. Bushfire Emergency Management Operations Plan to be developed with detailed design approval
Fire and Rescue NSW	11 December 2024 (Phone call and email)	Agreed that the FRNSW recommendations outlined in their submission can be considered post-approval. Further consultation with FRNSW to occur post-approval.
Heritage NSW	19 December 2024 (Teams meeting)	Clarifications around Heritage NSW submission and presentation of proposed response strategy, including attendance by NGH heritage consultants.
Department of Climate Change, Energy, the Environment and Water (Federal)	16 January 2025 (In-person and Teams meeting)	Plains Wanderer habitat and mitigation measures. Avoidance and minimisation of impacts. Migratory species. Plains Wanderer research project.
NSW Department of Climate Change, Energy, the Environment and Water (Water)	17 January 2025 (Teams meeting)	Waterfront land and water crossings. Hydrology and geomorphic impacts to waterways
Balranald Shire Council (BSC)	19 February 2025 (Phone call)	Waste management, waste disposal options across shire and council's capacity regarding housing/accommodation
Hay Shire Council (HSC)	23 January 2025 (In-person)	Project update. HSC responses aviation obstacle lighting; Shire renewables

Agency /stakeholder	Engagement method and date	Matters discussed
	meeting)	initiatives; BESS opportunities; waste management; housing/accommodation initiatives
Department of Planning Infrastructure and Heritage (DPHI)	28 February 2025	TfNSW submission and response strategy, BCS submission (biodiversity) response strategy, Overview of progress on Submissions Report, Agency consultation completed, Project refinements, Additional assessments
Energy Corporation of NSW (EnergyCo)	13 February 2025 Several follow-up conversations	Requested clarification on the proposed SWREZ road upgrades (especially Cnr Market St and McCabe St Balranald)
Hay Shire Council (HSC)	7 March 2025 Email	Enquiry by Baldon Wind Farm regarding potable water supply for the Project, and Council response.
Hay Shire Council (HSC)	25 March 2025 In-person meeting	Update on project status and response to queries submitted especially: <ul style="list-style-type: none"> - Community BESS opportunities - Accommodation camp planning in Hay
Hay Shire Council (HSC)	25 April 2025 Phone call	Project update SW REZ and Stage One Grid Connection Application on track to access to existing 220kV transmission line
Murray River Council (MRC)	27 March 2025 In-person meeting	Met with Executive and Planning teams to provide an update on the Project including BWF's responses to the Submission received by MRC; VPA and s.138 next steps.
Balranald Shire Council	26 March 2025 In-person meeting	Update on project status and request for clarification on Road Owner Consent required at proposed road upgrades (Euston and Balranald). BESS initiatives; critical services.
Balranald Shire Council	15 April 2025 In-person meeting	Met with Shire Councillors incl Mayor, Deputy Mayor and GM. Discussed: Project update; Project Transportation Route; Shire's potential for project accommodation. Local supply chain and healthcare resources. BESS initiatives for shire; disaster and critical event management and resources
Balranald Shire Council	15 April 2025 In-person meeting	Met with Shire Economic Development Manager. Discussed: Project Update; Jobs/Training and Skills development through project activity; BESS initiatives with support through Shire's upcoming funding allocations and grants. Shire wide issues including business development and support for small

Agency /stakeholder	Engagement method and date	Matters discussed
		businesses and tourism industry.
Balranald Shire Council	16 April 2025 In-person meeting	Met with Balranald Shire Council - General Manager, Director of Infrastructure and Planning, and Shire's Planning and Engineering teams. Discussed Project proposed transportation route; community benefits; council assets and roads and future developments.
NSW State Emergency Service	Email 26 March 2025	Baldon Wind Farm invited NSW SES for consultation regarding the Project flood study, proposed mitigations and emergency management. NSW SES responded indicating that they prefer to arrange any consultation via DPHI (the Submissions Report process). A final copy of the Project flood study is provided in Appendix G.
Community		
<p>Public information drop-in sessions Balranald Shire; Hay Shire and Murray River Council areas.</p> <p>Drop-in session locations:</p> <p>BSC: Visitor Information Centre precinct, and Market Street Balranald.</p> <p>MRC: Moulamein Art Gallery, Morago Street precinct, Moulamein.</p> <p>HSC: Lachlan Street precinct, Hay.</p>	<p>14-15 November 2024</p> <p>In-person meetings</p>	<p>The team conducted conversations and recorded feedback from 40 people, including representatives from local government, government agencies as well as community members.</p> <p>The sessions were supported with Project maps; FAQ documents/fact sheets; survey forms - while names and contact details of people that were interested in further updates were recorded for the project's database.</p> <p>Balranald: Topics discussed included local job creation and training; decommissioning of windfarm and recycling; water management; local housing issues across region; cultural heritage surveys and local First Nations stakeholders. Spoke to local business owners regarding potential supply chain needs of project and construction phase and local accommodation providers.</p> <p>Murray River Council: Engagement focused on local volunteerism and community benefits including use of local services; support for schools and aged care centres including improvements to local infrastructure that supports the community. Discussion points also included local accommodation and hospitality providers.</p> <p>Hay Shire Council: Key points raised included community benefits; project legacy; political aspects including the power market/prices; cultural heritage and decommissioning of windfarm. Focused discussions also on Indigenous stakeholders, local history, attitudes and</p>

Agency /stakeholder	Engagement method and date	Matters discussed
		Hay's Aboriginal culture; local schools and potential engagement for project through youth/students. Discussions also ranged from local business community job creation and local training; project's waste management; small business support through project; local housing issues across region; and local NFP groups.
Website update and issue of newsletter	15 December 2024	Update of project issued through published newsletter issued to stakeholder database and posted on Baldon Wind Farm website
Hay Local Aboriginal Corporation and Nari Nari Tribal Council	18 January 2025 In-person meeting	General update on project and discussion regarding current community issues; with explanation of progress of project and benefits of project across project phases.
Hay Local Aboriginal Corporation and Nari Nari Tribal Council	25 March 2025 In-person meeting	Project update and BESS initiatives; power reliability for remote and rural communities; community benefits
Hay Local Aboriginal Corporation and Nari Nari Tribal Council	29 April 2025 Phone call	Project update: topics included SW REZ and Stage One Grid Connection Application
Wamba Wamba Aboriginal Corporation	29 April 2025 Phone call	Project update: topics included SW REZ and Stage One Grid Connection Application
Moulamein community	18 January 2025 In-person meeting	Targeted discussions at local gallery regarding update on community issues and seeking information for BWF to plan benefits and community funding across Project phases,
Key stakeholder meeting in Murray River Council area	27 March 2025 In-person meeting	Met with local community influencer with regards to shire activities, projects and issues to support the planning of community benefits.
Key Stakeholder meeting in Balranald Shire Council area	15 & 16 April 2025	Met with the Councilors and the GM to discuss project update, transport route, obtain Landowner consent for Market/McCabe street intersections.
Introduction to the new CEO of Murray Shire Council	9 May and 16 June 2025 Email and In person meeting	A project introduction was arranged with the new CEO, during which community benefits under the VPA structure, Section 138 approvals for council roads within the project boundary, updates on current initiatives, and the shire's strategic priorities for benefit sharing were discussed.
Nari Nari Tribal Council/Hay LALC	15 May 2025 Phone call meeting	Discussed broad aspects of community benefits for Hay Aboriginal community; targeted initiatives to be part of a broader consultation with Board Members, Elders and operational teams once confirmed

Agency /stakeholder	Engagement method and date	Matters discussed
		project approval and benefit fund amount is confirmed.
Hay Shire Council executive team (GM/Econ Dev)	15 May 2025 Online Meeting	Meeting to discuss and follow-up in more detail, BESS Community Battery initiatives with Hay Shire Council stakeholders
Nari Nari Tribal Council/Hay LALC	23 May 2025 Phone call meeting	Sponsorship discussions for NAIDOC Week, opportunities in July and August 2025
Edward River Shire	4 June 2025- Email	Discussion with Mayor to introduce the project and suggest a meeting with the exec team and councillors to further past engagement and discuss community benefits
Murray River Shire Economic Development Department	1 July 2025	Discussions about upcoming key person contact and VPA community benefits
DCCEEW	30 June 2025	Met with DCCEEW to clarify whether the Project Variation covers SA and Vic road upgrade works and how this aligns with the bilateral assessment, including whether separate local approvals are required.
Meeting with DPHI to discuss Agency advice on Subs report	3 July 2025	Engaged with DPHI to discuss our proposed response strategy to the agency advice on the submissions report, including feedback from TfNSW, CPHR and DCCEEW Water.
CPHR- SAIL considerations	9 July 2025	Met with CPHR to discuss our response to the SAIL considerations
TfNSW & DPHI- Advice on the submissions report	23 July 2025	A meeting was held with TfNSW to discuss the Baldon Wind Farm response.
DPHI	20 Aug 2025	Met with DPHI to gather their feedback on SAIL considerations for the project.
Met with Private Landowner at Market/McCabe street intersection	9-10 September	Met with the landowner at the Market Street / McCabe Street intersection in Balranald to discuss options for accessing the easement.
TfNSW & DPHI- further advice on updated TIA Rev E	24 Sep 2025	Met with TfNSW & DPHI to discuss submissions and agree on the response strategy.
TfNSW & DPHI – Additional Pull over bays	29 Sep 2025	A follow-up discussion was held with TfNSW & DPHI to close out the time-delay analysis for the additional pullover bays.
Engagement with IEPET	20-21 October 2025	IEPET panel was taken to project site where the Plains-wanderer presence and habitat had been identified, including surveyed locations, areas flagged as potential habitat and parts of the development footprint containing associated PCTs. A formal response to RFI was submitted to IEPET on 28 Oct 2025 following the site visit and is currently under review.

Agency /stakeholder	Engagement method and date	Matters discussed
Discussion with Hay Shire Council	22 October 2025	Met briefly with the Executive Manager – Economic Development and Tourism at HSC via an online meeting to provide a project update and a brief update on the forthcoming revised VPA offer letter. A follow-up phone call was also made to the HSC General Manager to update him on the VPA offer letter.
Phone conversation with Murray River Council	22 Oct 2025	Discussed the forthcoming VPA proposal with MRC, outlining the proposed structure and next steps for submission.
Meeting with DPHI	28 Oct 2025	Alignment meeting was held with DPHI to discuss approach to responding to the RFIs.
Meeting with DPHI	19 Nov 2025	Held a meeting with DPHI to obtain their feedback on the draft VPA offer letters proposed for HSC and MRC.

Attachment 6: Biodiversity summary table

Ecosystem credit requirements – Stage 1

Plant Community Type	Condition	Conservation status		SAIL Entity	Impact Area (ha)	Credit Liability
		BC Act	EPBC Act			
PCT 15: Black Box open woodland wetland with chenopod understorey mainly on the outer floodplains in south-western NSW (mainly Riverina Bioregion and Murray Darling Depression Bioregion)	High	-	-	No	0.95	14
PCT 28: 'White Cypress Pine open woodland of sand plains, prior streams and dunes mainly of the semi-arid (warm) climate zone'	Derived Grassland Moderate	-	-	No	0.24	4
PCT 46: 'Curly Windmill Grass - speargrass - wallaby grass grassland on alluvial clay and loam on the Hay Plain, Riverina Bioregion'	High	-	-	No	20.53	738
PCT 57: Belah/Black Oak -Western Rosewood – Wilga Woodland of central NSW including the Cobar Peneplain Bioregion	High	-	-	No	0.01	1
PCT 153: 'Black Bluebush low open shrubland of the alluvial plains and sandplains of the arid and semi-arid zones'	Moderate	-	-	No	0.68	13
	Low (Euston Intersection)	-	-	No	0.16	5
PCT 159: 'Old Man Saltbush shrubland mainly of the semi-arid (warm) climate zone (south western NSW)'	Planted	-	-	No	0.55	32
PCT 160: 'Nitre Goosefoot shrubland wetland on clays of the inland floodplains'	High	-	-	No	7.58	251
PCT 163: 'Dillon Bush (Nitre Bush) shrubland of the semi-arid and arid zones'	High	-	-	No	2.53	84
	Moderate	-	-	No	3.35	82
PCT 164: 'Cotton Bush open shrubland of the semi-arid (warm) zone'	High	-	-	No	174.70	6,142
	Moderate	-	-	No	0.19	3

Plant Community Type	Condition	Conservation status		SAII Entity	Impact Area (ha)	Credit Liability
		BC Act	EPBC Act			
				Scattered trees	N/A	-
				Total		7,364

Ecosystem Credit requirements – Stage 2

Plant Community Type	Condition	Conservation status		SAII Entity	Impact Area (ha)	Credit Liability
		BC Act	EPBC Act			
PCT 15: Black Box open woodland wetland with chenopod understorey mainly on the outer floodplains in south-western NSW (mainly Riverina Bioregion and Murray Darling Depression Bioregion)	Woodland_High	-	-	No	2.72	87
	Woodland_Low	-	-	No	1.78	43
	Derived Grassland Moderate	-	-	No	4.84	72
PCT 17: Lignum shrubland wetland of the semi-arid (warm) plains (mainly Riverina Bioregion and Murray Darling Depression Bioregion)	High	-	-	No	0.57	21
PCT 28: 'White Cypress Pine open woodland of sand plains, prior streams and dunes mainly of the semi-arid (warm) climate zone'	Woodland_Moderate	-	-	No	0.98	11
	Derived Grassland Moderate	-	-	No	4.95	91
PCT 46: 'Curly Windmill Grass - speargrass - wallaby grass grassland on alluvial clay and loam on the Hay Plain, Riverina Bioregion'	High	-	-	No	20.14	717
	Moderate	-	-	No	1.30	28
	TEC- <i>Natural Grasslands of the Murray Valley Plains</i>	-	CE	No	1.12	59

Plant Community Type	Condition	Conservation status		SII Entity	Impact Area (ha)	Credit Liability
		BC Act	EPBC Act			
PCT 57: Belah/Black Oak -Western Rosewood – Wilga Woodland of central NSW including the Cobar Peneplain Bioregion	Moderate	-	-	No	0.27	5
PCT 153: 'Black Bluebush low open shrubland of the alluvial plains and sandplains of the arid and semi-arid zones'	High	-	-	No	6.72	250
	Moderate	-	-	No	59.51	1,322
	Low	-	-	No	2.38	38
PCT 159: 'Old Man Saltbush shrubland mainly of the semi-arid (warm) climate zone (south western NSW)'	Planted	-	-	No	6.45	371
PCT 160: 'Nitrate Goosefoot shrubland wetland on clays of the inland floodplains'	High	-	-	No	19.13	513
	Moderate	-	-	No	1.11	19
PCT 163: 'Dillon Bush (Nitrate Bush) shrubland of the semi-arid and arid zones'	High	-	-	No	1.13	38
	Moderate	-	-	No	1.87	37
PCT 164: 'Cotton Bush open shrubland of the semi-arid (warm) zone'	High	-	-	No	417.92	14,861
	Moderate	-	-	No	2.99	58
Scattered trees					N/A	-
Total						18,641

Fauna species credit requirements – Stage 1

Fauna Species		Conservation status		SAII Entity	Impact on habitat (ha)			Credit Liability
		BC Act	EPBC Act		Known	Assumed	Total	
<i>Litoria raniformis</i>	Southern Bell Frog	E	V	No	5.99		5.99	262
<i>Myotis macropus</i>	Southern Myotis	V	-	No	5.37		5.37	249
							Total	511

Fauna species credit requirements – Stage 2

Fauna Species		Conservation status		SAII Entity	Impact on habitat (ha)			Credit Liability
		BC Act	EPBC Act		Known	Assumed	Total	
<i>Hieraaetus morphnoides</i>	Little Eagle	V	-	No	0.74		0.74	23
<i>Litoria raniformis</i>	Southern Bell Frog	E	V	No	31.06		31.06	1,347
<i>Myotis macropus</i>	Southern Myotis	V	-	No	27.74		27.74	1,235
							Total	2,605

Flora species credit requirements – Stage 1

Flora Species		Conservation status		SAII Entity	Impact on habitat (ha)			Credit Liability
		BC Act	EPBC Act		Known	Assumed	Total	
<i>Brachyscome papillosa</i>	Mossgiel Daisy	V	V	No	91.79		91.79	4,292

Flora Species		Conservation status		SAII Entity	Impact on habitat (ha)			Credit Liability
		BC Act	EPBC Act		Known	Assumed	Total	
<i>Convolvulus tedmoorei</i>	Bindweed	E		Yes		0.17	0.17	5
<i>Eleocharis obicis</i>	Spike-rush	V	V	No		14.65	14.65	577
<i>Maireana cheellii</i>	Chariot Wheels	V	V	No	27.22		27.22	1,273
<i>Swainsona murrayana</i>	Slender Darling Pea	V	V	No		0.17	0.17	8
							Total	6,155

Flora species credit requirements – Stage 2

Flora Species		Conservation status		SAII Entity	Impact on habitat (ha)			Credit Liability
		BC Act	EPBC Act		Known	Assumed	Total	
<i>Brachyscome papillosa</i>	Mossgiel Daisy	V	V	No	203.62		203.62	9,240
<i>Eleocharis obicis</i>	Spike-rush	V	V	No		39.08	39.08	1,164
<i>Maireana cheellii</i>	Chariot Wheels	V	V	No	35.44		35.44	1,608
<i>Swainsona murrayana</i>	Slender Darling Pea	V	V	No		0.21	0.21	10
							Total	12,022



Attachment 7: Updated Mitigation Measures

ID	Safeguards and mitigation measures	Project stage
Biodiversity		
B1	<p>Detailed design will:</p> <ul style="list-style-type: none"> • Ensure turbine locations will be microsituated around Little Eagle (<i>Hieraetus morphnoides</i>) and Wedge Tail Eagle (<i>Aquila audax</i>) nests identified in the BDAR to provide a minimum 300 m buffer from turbines. • Ensure no dams will be removed to minimise impacts to Southern Bell Frog (<i>Litoria raniformis</i>) • Utilise existing survey data for Mosgiel Daisy (<i>Brachyscome papillosa</i>) and Chariot Wheels (<i>Mairena cheelii</i>) to minimise footprint in areas of core habitat, such as micrositeing for cabling routes or reducing track width. 	Design / pre-construction
B2	<p>An adaptive Biodiversity Management Plan (BMP) will be developed with input from BCD and DCCEEW prior to commencement of the action. Measures will include all mitigation measures established in the BDAR, including but not limited to the following:</p> <p>Fauna management, including:</p> <ul style="list-style-type: none"> • Staged clearing procedures for hollow bearing trees • Relocation of habitat features • Vehicle hygiene, movement and parking protocols • Southern Bell Frog mitigation • Pre-clearing surveys and protocols for Plains-wanderer nesting sites • Trenching protocols to minimise fauna impacts <p>Vegetation management, including:</p> <ul style="list-style-type: none"> • Rehabilitation protocols with consideration to native revegetation requirements • Weed, pest animal and pathogen management • Staff training requirements with respect to understanding the sites sensitive environmental features 	Pre-construction / construction

ID	Safeguards and mitigation measures	Project stage
B3	Finalise, in consultation with BCS, and implement the Bird and Bat Adaptive Management Plan (BBAMP).	Pre-construction and Construction
B4	<p>The Project’s offset obligation will be met in accordance with the NSW Biodiversity Offsets Scheme (BOS), and may include the following options:</p> <ul style="list-style-type: none"> Retiring credits under the Biodiversity Offsets Scheme based on the like-for-like rules, or Making payments into the Biodiversity Conservation Fund using the offset payments calculator, or Funding a biodiversity action that benefits the threaten entities impacted by the development. 	Prior construction to
B5	Implement the Plains-wanderer Management Plan	Prior construction to
B6	Implement the Southern Bell Frog Adaptive Management Plan.	Construction
Aboriginal heritage		
AH1	All sites identified in the Project area must be managed in accordance with the site specific mitigation and management recommendations provided in the site impacts table included in Appendix D of the Archaeological Technical Report (Appendix F of the updated ACHA report.	Construction
AH2	<p>Cultural Heritage Management Plan (CHMP) will be prepared to address the potential for finding additional Aboriginal stone artefacts and objects during the construction of the Project and for the management of known sites within the Development corridor in accordance with the ACHA.</p> <p>The CHMP should include at a minimum the following items:</p> <ul style="list-style-type: none"> An unexpected finds procedure to manage any objects suspected to be Aboriginal in origin during the construction, maintenance, operation and decommissioning. The unexpected finds procedure must also include a procedure to manage suspected human remains. 	Prior construction to

ID	Safeguards and mitigation measures	Project stage
	<ul style="list-style-type: none"> • Include requirements for heritage matters and an Aboriginal Cultural Awareness element to be included as part of the site inductions for all employees, contractors and utility staff working on site. • Include requirements for management of sites during construction including demarcation and signage, monitoring of initial ground disturbing activity in higher sensitivity areas and any ongoing auditing of site condition if necessary. • Include a methodology for surface collection, storage and relocation of collected material. <p>Preparation of the CHMP should be undertaken in consultation with the registered Aboriginal parties.</p>	
AH3	<p>Specific micrositing recommendations and further assessment stipulated in the ACHA must be implemented during detailed design, not limited to:</p> <ul style="list-style-type: none"> • Buffer zones to protect BWF – 24 and BWF – 195, as well as any others that need to be fenced or avoided once detailed design is confirmed. • The gypsum extraction works area (a lower sensitivity area has been defined). • A program of subsurface test excavation for areas of PAD and Mounds that are unable to be avoided by ground disturbing works (specific locations to be confirmed post final design and prior to construction). • Installation of overhead cabling (specific locations have been identified in the ACHA). 	Prior construction to
AH4	All works for the Baldon Wind Farm Project must stay within the area assessed in the ACHA or further assessment and consideration of impacts will be required. This may include additional Aboriginal consultation and survey and/or subsurface testing.	Prior construction to
Landscape and visual		
V1	The turbines will have a matte white finish and consist of three blades which is consistent with the current turbine models being considered.	Construction Operation
V2	Site specific planting for the purposes of visual screening is offered to landholders of receivers R13 and R24 (if the dwelling is planned	Operation

ID	Safeguards and mitigation measures	Project stage
	<p>to be occupied in the future). The following principles will be adhered to when implementing vegetation screening:</p> <ul style="list-style-type: none"> • Planting is recommended post construction in consultation with the landowner. • Planting should remain in keeping with existing landscape character. • Species selection is to be typical of the area. • Planting layout should avoid screening views of the broader landscape. • Avoid the clearing of existing vegetation. Where appropriate reinstate any lost vegetation. 	
V3	<p>The following night lighting design principles will be implemented for ancillary infrastructure (including switching stations, collector substations and facilities buildings):</p> <p>1. Control the level of lighting:</p> <ul style="list-style-type: none"> • Only use lighting for areas that require lighting i.e. paths, building entry points • Switch off lighting when not required • Consider the use of sensors to activate lighting and timers to switch off lighting <p>2. Lighting Design:</p> <ul style="list-style-type: none"> • Use the lowest intensity required for the job • Use energy efficient bulbs and warm colours • Direct light downwards • Ensure lights are not directed at reflective surfaces • Use non-reflective dark coloured surfaces to reduce reflection of lighting • Keep lights close to the ground and / or directed downwards • Use light shield fittings to avoid light spill 	Operation

ID	Safeguards and mitigation measures	Project stage
V4	<p>Access roads will be designed and constructed to have reduced residual visual impacts by applying the following mitigations:</p> <ul style="list-style-type: none"> • Where possible utilise or upgrade existing roads, trails or tracks to provide access to the proposed turbines to reduce the need for new roads • Allow for the provision for down sizing roads or restoring roads to existing condition following construction where possible • Any new roads must minimise cut and fill and minimise the loss of vegetation. 	Construction and Operation
Social impacts		
SE1	<p>The Community and Stakeholder Engagement Strategy will be adaptive and updated as needed to respond to emerging community and stakeholder concerns. It will be updated in accordance with the recommendations of the Social Impact Assessment and the EIS community and stakeholder engagement program. The CSES will:</p> <ul style="list-style-type: none"> • Facilitate open, transparent, timely and accessible communication of Project information with the aim of minimising uncertainty and to addressing concerns. • Address concerns about potential environmental, amenity and safety impacts (e.g., traffic, noise, visual). • Continue regular engagement with Councils. • Develop accessible, adequate and responsive grievance and remedy mechanisms in the event of complaints. • Provide ongoing opportunities for the local community (particularly the Moulamein community) to be involved in decision-making processes relating to the Project, the Community Consultative Committee, and the Community Benefit Sharing Program. • Ensure representation of Traditional Owners and other key local Aboriginal stakeholders. • Communicate workforce accommodation plans • Engage with accommodation providers to avoid negatively impacting on tourism opportunities and vulnerable populations who are utilising temporary accommodation. 	Prior to construction

ID	Safeguards and mitigation measures	Project stage
	<ul style="list-style-type: none"> • Communicate transport routes and local traffic management plans. • Collaborate with local councils and other key regional economic or social development stakeholders to support regional economic and social development initiatives. • Work with economic development stakeholders to showcase the Project and the industry within the region. Tell the positive story of the Project's success. • Ensure adequate linkage between environmental management plans stemming from the EIS and community concerns relating to these matters. • Engage with medical and emergency services about the scale, timing and workforce arrangements for the Project's construction phase. 	
SE2	<p>Establish a Community Consultative Committee (CCC) in accordance with NSW Department of Planning, Housing and Infrastructure guidelines for State significant projects, with the intention to:</p> <ul style="list-style-type: none"> • Establish good working relationships and encourage the proponent, committee members and other relevant stakeholders to share information • Allow the proponent to seek feedback from community representatives, stakeholder groups and councils or respond to project-related matters • Give community representatives, stakeholder groups and councils a forum to ask for information or give feedback on a project. • Provide ongoing opportunities for the local community (particularly the Moulamein community) to be involved in the CCC. Ensure representation of Traditional Owners and other key local Aboriginal stakeholders. 	Pre construction and construction
SE3	<p>Develop an Industry and Aboriginal Participation Plan (IAPP) to achieve positive local employment and business outcomes for the Project. The IAPP will include the following components:</p> <ul style="list-style-type: none"> • Local Jobs and Training Program 	Pre construction and construction

ID	Safeguards and mitigation measures	Project stage
	<ul style="list-style-type: none"> • Local Procurement Policy and Local Business Participation Program • Aboriginal Participation Plan • Workforce Management and Accommodation Plan • See the SIA for more detail regarding specific measures that should be included within these plans. 	
SE4	<p>Development of a Community Benefits Sharing Program (CBSP) which would aim to provide meaningful contributions to social and economic outcomes within the local and regional areas.</p> <p>Baldon Wind Farm Pty Ltd intends to invest \$1,100 per MW / annum to fund Community Benefit programs over the life of the Project (indexed to CPI) commencing from the time the Project becomes operational.</p> <p>The program will include funding through two key streams:</p> <p>Voluntary Planning Agreements:</p> <ul style="list-style-type: none"> • Funding contributions to projects that meet strategic community need. • Managed as two distinct agreements/funds by a) Murray River Shire Council and b) Hay Shire Council. <p>Communities Fund:</p> <ul style="list-style-type: none"> • Strategic community partnerships and/or projects • Community sponsorships • Education and employment initiatives (including Scholarship Program) • First Nations Initiatives, e.g., funding for local initiatives for community and/or employment purposes, education opportunities, support for cultural awareness in the local school network, cultural heritage protection support, support for activities relating to protection and understanding of cultural assets and values, especially those potentially relating to raising community understanding of Aboriginal cultural heritage values found at the site <p>The communities Fund would be managed by Baldon Wind Farm in partnership with the community and key stakeholders. The First Nations component would be managed by an independent committee (yet to be determined) in partnership with the local Aboriginal</p>	Operation

ID	Safeguards and mitigation measures	Project stage
	<p>community.</p> <p>The CBSP will also include consideration of a pre-construction sponsorship fund as well as the potential for in-kind contributions.</p> <p>Recommendations for community investment received during the Social Impact Assessment and the EIS community and stakeholder engagement program will be considered.</p> <p>See the full SIA at Appendix E4 for more detail.</p>	
SE5	<p>The developer would cooperate with other developers and wind farm operators in the region as necessary to address any cumulative social impacts (and potential cumulative benefits) that emerge, including participating in public forums organised by community groups, local Councils or government agencies, where relevant.</p>	Construction and Operation
Traffic and transport		
T1	<p>A Construction Traffic Management Plan (CTMP) will be prepared and implemented. The TMP should be prepared in consultation with TfNSW and relevant councils and implemented in accordance with Australian Standard 1742.3 and the Work Health and Safety Regulation 2017.</p> <p>The TMP would provide additional information regarding the traffic volumes, distribution and vehicle types broken down into:</p> <ul style="list-style-type: none"> • Hours and days of construction. • Schedule for phasing/staging of the Project. • The origin, destination and routes for: <ul style="list-style-type: none"> • Employee and contractor light vehicles. • Heavy vehicles. • OSOM vehicles <p>The TMP will include but not be limited to the following key safety initiatives:</p> <ul style="list-style-type: none"> • Designated transport routes, access and delivery schedules, • Emergency access, • Driver Code of Conduct, 	Pre construction, construction and operation

ID	Safeguards and mitigation measures	Project stage
	<ul style="list-style-type: none"> • Implementation of the shuttle bus program, • OSOM vehicle haulage and operating protocols, • Heavy vehicle scheduling to avoid peak school bus times to limit the interaction of larger vehicles and vulnerable road users • Key information relating to road safety to be provided to all staff, • Consultation with neighbours and local authorities regarding heavy vehicle and OSOM deliveries, • Regular dilapidation reports to be provided to ensure the road network is kept in a safe condition, • Suitable signage on Sturt Highway and surrounding roads to advise road users of changed conditions, and <p>On-site requirements including:</p> <ul style="list-style-type: none"> • Parking • Loading, unloading and storage • Speed restrictions • Appropriate dust suppression measures • Maintenance program for access tracks to ensure safe access 	
T2	Provide turn treatments at the site access on Sturt Highway to accommodate construction traffic.	Prior to construction
T3	Implement road upgrades (and obtain relevant approvals) where required to facilitate OSOM transport vehicles successfully accessing the site from the Port of Adelaide.	Pre/during construction (prior to OSOM component delivery)
T4	Three identified secondary access points would only be used in the event of emergency, except for the southern secondary access point on Baldon Road which may be used by workers and local material deliveries (no major component deliveries) travelling to/from Moulamein (estimated up to 10 light vehicles per day).	Construction

ID	Safeguards and mitigation measures	Project stage
	All other vehicles associated with the Project construction and/or decommissioning will enter and exit the Project area via the designated primary site access location off the Sturt Highway.	
T5	Shuttle buses would be used to transport workers to and from the Project area from the existing accommodation camp in the nearby town of Balranald (if used).	Construction
T6	Where possible the movement of OSOM vehicles is timed to not coincide with other OSOM vehicles within the surrounding area to limit the impact to the road network.	Construction
Hydrology		
H1	<p>A Spill and Contamination Response Plan would be developed as part of the overall Emergency Response Plan to prevent contaminants affecting adjacent surrounding environments. The plan would include measures to:</p> <ul style="list-style-type: none"> • Manage the storage of any potential contaminants onsite. • Mitigate the effects of soil contamination by fuels or other chemicals (including emergency response and the EPA notification procedures and remediation. • Respond to the discovery of existing contaminants at the site (e.g., pesticide containers or asbestos), including stop work protocols and remediation and disposal requirements. • Requirement to notify the EPA for incidents that cause material harm to the environment (refer s147-153 of the POEO Act). • Ensure that machinery arrives on site in a clean, washed condition, free of fluid leaks. • Prevent contaminants affecting adjacent pastures, dams, water courses and native vegetation. • Monitor and maintain spill equipment. • Induct and train all site staff. 	All stages

ID	Safeguards and mitigation measures	Project stage
H2	The surface treatment of roads should be designed giving regard to the velocity of floodwaters to minimise potential for scouring during flood events.	Pre-construction
H3	<p>Detailed design will consider the results of the completed Flood Study, including the incorporation of any design refinements into updated modelling as necessary, to ensure hydrology and flooding outcomes remain suitable. Key considerations include:</p> <ul style="list-style-type: none"> • Access roads would be constructed to avoid or minimise obstruction to floodwaters or changes to local hydrology. • Waterway vehicle crossings preferably bed level crossings, constructed flush with the bed of the watercourse on first and second order watercourses to minimise hydraulic impacts. • Buildings and structures (including wind turbines) located outside high flood hazard areas (H5 and above) where they may be vulnerable to structural damage and have significant impact on flood behaviour. 	Pre-construction
H4	<p>To protect assets, the design of buildings, equipment foundations and footings for electrical componentry and wind turbine footings would be designed to take into account the 1% AEP flood level to minimise impacts from potential flooding including:</p> <ul style="list-style-type: none"> • The turbines would be designed to withstand the forces of floodwater (including any potential debris loading) up to the 1% AEP flood event plus 500mm freeboard, giving regard to the depth and velocity of floodwaters. • All electrical infrastructure, including inverters and batteries, would be located above the 1% AEP flood level plus 500mm freeboard. • Where electrical cabling is required to be constructed below the 1% AEP flood level it would be capable of continuous submergence in water. • Fencing would be constructed in a manner which does not adversely affect the flow of floodwater. • The finished floor level of all buildings should be a minimum of 500mm above the 1% AEP flood level. 	Pre-construction
H5	Flood warning signs and flood level indicators placed on each approach to any watercourse crossings subject to inundation.	Pre-construction

ID	Safeguards and mitigation measures	Project stage
H6	<p>Waterway crossings (vehicular or service) would be designed in accordance with the following guidelines:</p> <ul style="list-style-type: none"> • <i>Guidelines for Controlled Activities on Waterfront Land</i>; (NSW DPE, 2022) • Guidelines for Watercourse Crossings on Waterfront Land (DPI, 2018). • Guidelines for Laying pipes and Cables in Watercourses on Waterfront Land (NSW DPE, 2022) • <i>Why do fish need to cross the road? Fish Passage Requirements for Waterway Crossings</i> (Fairfull and Witheridge, 2003). • <i>Policy and Guidelines for Fish Friendly Waterway Crossings</i> (NSW DPI, 2003). 	Pre-construction Construction
H7	<p>An Emergency Response Plan incorporating a Flood Response Plan would be prepared in consultation with relevant Councils and the NSW SES prior to construction covering all phases of the proposal. The plan would:</p> <ul style="list-style-type: none"> • Be prepared in general accordance with the NSW SES “Business Floodsafe Toolkit and Plan” • Detail who would be responsible for monitoring the flood threat and how this is to be done. • Detail specific response measures to ensure site safety and environmental protection. • Outline a process for removing any necessary equipment and materials offsite and out of flood risk areas (i.e. rotate array modules to provide maximum clearance of the predicted flood level). • Consider site access in the event that some tracks become flooded. • Consider appropriate vehicles used to transport staff to and from site, with 4WDs being the preferred vehicle. • Establish an evacuation point. • Define communication protocols with emergency services agencies. 	Pre-Construction
Noise		

ID	Safeguards and mitigation measures	Project stage
N1	Develop and implement a construction noise management plan	Construction Decommissioning
N2	Establish and implement a complaints management system	Construction Operation Decommissioning
N3	Revised noise modelling following the finalisation of selected equipment.	Operation
N4	Implement an operational noise management plan inclusive of post construction testing at sensitive land uses, or representative locations to confirm the noise levels achieve the requirements predicted.	Operation
N5	If blasting is required, a blasting specialist would be engaged to achieve the project criterion of 115dB	Construction
Water and soils		
SW1	<p>A Soil and Water Management Plan (SWMP) including site specific progressive Erosion and Sediment Control Plan (ESCP) would be prepared, implemented and monitored during construction to minimise impacts to soil and surface water.</p> <p>They would be prepared in accordance with the 'Blue Book' Volume 1 Managing Urban Stormwater: Soils and Construction (Landcom 2004) and include the following specific provisions:</p> <ul style="list-style-type: none"> • Stage works to minimise the extent of ground disturbance at any one time. Areas of disturbed soil would be rehabilitated promptly and progressively during construction. • Prior to the commencement of ground disturbing works, and progressively during construction, install erosion and sediment control measures in accordance with the progressive ESCP. • Regular inspections and maintenance of erosion and sediment controls, particularly following rainfall, including maintaining 	Construction

ID	Safeguards and mitigation measures	Project stage
	<p>an inspection register.</p> <ul style="list-style-type: none"> • Ensure that machinery leaves the site in a clean condition to avoid tracking sediment onto public roads. • During all excavation activities, separate subsoils and topsoils and ensure that they are replaced in their natural configuration to assist revegetation. • Stockpile topsoil appropriately to minimise weed infestation, maintain soil organic matter, and maintain soil structure and microbial activity. • Manage stockpiles in accordance with the Blue Book (Landcom 2004). • Manage works in consideration of heavy rainfall events. • Refuelling of plant and machinery to occur in a bunded area and not within 50 m of a waterbody or drainage line. • Plant and machinery to be appropriately maintained. • Procedure to manage spills and requirement to provide spill kits. • No concrete wash-out will occur within 50 m of a waterbody or drainage line. Concrete washout will occur in a sealed and bunded area. • Unexpected Finds Procedure for contaminated soil. • Procedure for management of waste soil (spoil) including classification. 	
SW2	<p>Design and rehabilitation of works required within waterways will adhere to the following guidelines:</p> <ul style="list-style-type: none"> • <i>Guidelines for Controlled Activities on Waterfront Land</i> (NRAR, 2018); • <i>Why Do Fish Need to Cross the Road? Fish Passage Requirements for Waterway Crossings</i> (DPI (Fisheries), 2003) • <i>Policy & Guidelines for Fish Habitat Conservation & Management</i> (DPI, 2013) 	Construction

ID	Safeguards and mitigation measures	Project stage
SW3	Should access to groundwater and surface water be required, the Applicant will apply for a Water Access License (WAL) and any other relevant approvals.	Construction / operation / decommissioning
SW4	Disturbance to soils will be limited during operation by restricting vehicle movements to formed access tracks and roads.	Operation
SW5	<p>Following construction, all disturbed areas will be rehabilitated as agreed with the landowner. Consideration should be given to:</p> <ul style="list-style-type: none"> • Grazing restrictions until vegetation is established • Seed bank protection and seed collection protocols for rehabilitation where appropriate. • Forward planning for seasonal windows and contingencies to address risks identified to sourcing required materials. <p>Monitoring of rehabilitated areas until success criteria are achieved.</p>	Construction
Land		
L1	Stock fences, farm dams, and access tracks to be retained as agreed with the land owner to accommodate continued grazing and farm operations within the Project area and (where possible) the Disturbance area.	Operation
L2	<ul style="list-style-type: none"> • Agriculture land use will be re-established over the operational footprint (unless otherwise agreed with the landowner and/or regulatory authorities). • The operational footprint will be returned to an agricultural productivity potential that is approximately equivalent of pre-Project status. 	Decommissioning
L3	<p>A Decommissioning and Rehabilitation Management Plan will be prepared (approximately 18 months ahead of planned closure) that outlines the rehabilitation objectives and strategies to rehabilitate the wind farm site to pre-wind farm land and soil capability (or an appropriate standard in consultation with the landholder) during the decommissioning phase. The plan would include:</p> <ul style="list-style-type: none"> • Reinstating soil growth medium of disturbed land at a safe and stable depth in order to mitigate long term effects on the land and soil capability of the Project Disturbance area (except in areas otherwise agreed by the landowner). 	Decommissioning

ID	Safeguards and mitigation measures	Project stage
	<ul style="list-style-type: none"> • Soil capping material will be obtained from stripped and stockpiled topsoil from the construction phase of the Project. Soil capping material should be consistent with surrounding environment. • All remaining below ground infrastructure to be capped with minimum 0.5m of soil of suitable texture and preparation to mitigate long term wind erosion in order to restore pre-disturbance LSC classes. • The following re-spreading and seedbank preparation techniques are recommended to prevent excessive soil deterioration and dispersion over disturbed land . <ul style="list-style-type: none"> • Topsoil should be spread to a depth that reflects adjacent soil horizons, while also considering the surrounding landform. Soil stabiliser agents may need to be applied if adverse weather conditions and seasonal variation is not supportive of regrowth (e.g. drought conditions). • Where necessary soil should be treated with fertiliser and seeded in one consecutive operation, to reduce the potential for topsoil loss to wind and water erosion. Thorough seedbed preparation should be undertaken to ensure optimum establishment and growth of vegetation. 	
Historic heritage		
NAH1	Surveys must be completed by an archaeologist to ground validate the standing location of all telegraph poles within the Disturbance Area.	Detailed design
NAH2	No telegraph poles or the Dethridge wheel are to be impacted at any phase of the Project. Where appropriate, their locations should be noted in the field with flagging tape.	All phases
NAH3	Further historical significance assessment and site inspection will be undertaken if the final detailed design indicates proposed works impact any identified historic heritage items with heritage potential.	Detailed design
NAH4	In the event any heritage finds are identified, works must cease and the Unexpected Finds Procedure (refer to procedure in the ACHA) should be implemented	Construction Operation

ID	Safeguards and mitigation measures	Project stage
		Decommissioning
Hazards - Aviation		
AV1	<p>Notifications and reporting:</p> <ul style="list-style-type: none"> • As constructed' details of wind turbine and met masts exceeding 100 m AGL must 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). • As constructed' details of wind turbine and met mast coordinates and elevation will be provided to Airservices Australia, using the following email address: vod@airservicesaustralia.com. • 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: <ul style="list-style-type: none"> ○ The planned operational timeframe and maximum height of the crane; and ○ Either the general area within which the crane will operate and/or the planned route with timelines that crane operations will follow. • Details of the wind farm will be provided to local and regional aircraft operators prior to construction in order for them to consider the potential impact of the wind farm on their operations. • To facilitate the flight planning of aerial application operators, details of the Project, including the 'as constructed' location and height information of wind turbines, WMTs and overhead transmission lines should 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. 	Pre-construction, Construction

ID	Safeguards and mitigation measures	Project stage
AV2	The rotor blades, nacelle and the supporting towers of the wind turbines will be white. Aviation obstacle lighting will be installed on a select number of wind turbines (and operated if required) for aviation safety purposes. The lighting will be fully shielded from the view of any dwelling within 2 km in accordance with CASA regulations (<i>Part 139 (Aerodromes) Manual of Standards 2019</i>), unless otherwise agreed with associated land holders.	Design
AV3	<p>Met masts will be marked according to the requirements set out in MOS 139 Section 8.10 (as modified by the guidance in NASF Guideline D). Specifically:</p> <ul style="list-style-type: none"> • marker balls or high visibility flags or high visibility sleeves should be placed on the outside guy wires • paint markings to be applied in alternating contrasting bands of colour to at least the top 1/3 of the mast • ensuring the guy wire ground attachment points have contrasting colours to the surrounding ground/vegetation. 	Design
AV4	Overhead transmission lines and/or supporting poles that are located where they could affect aerial application operations will be identified in consultation with local aerial application operators and marked in accordance with CASR Part 139 MOS Chapter 8 Division 10 section 8.110 (7) and section 8.110 (8).	Pre-Construction Construction
AV5	<p>Contact with local fire agencies will be ongoing to facilitate that during a fire emergency nearby the Project:</p> <ul style="list-style-type: none"> • Access is available to the wind farm site 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. 	Pre-Construction Construction Operation
AV6	<p>Triggers for review of the Aviation Impact Assessment are provided for consideration:</p> <ul style="list-style-type: none"> • Prior to construction to ensure the regulatory framework has not changed. • Following any significant changes to the context in which the assessment was prepared, including the regulatory framework. • Following any near miss, incident or accident associated with operations considered in this risk assessment. 	Pre-Construction Construction Operation

ID	Safeguards and mitigation measures	Project stage
	<ul style="list-style-type: none"> Where layout changes have been made. 	
Hazards – telecommunications		
TC1	Maintain open communication lines for all notified stakeholders throughout the development of the Project so that any signal concerns can be addressed and if required the costs of modifications to telecommunication infrastructure would be bourn by the Applicant.	All phases
TC2	The Project commits to the following agreements with the BOM: <ul style="list-style-type: none"> Inform the BOM of any changes to the Project Design, including changes to the turbine locations or height Give the BOM at least two weeks’ notice of any planned shutdown of the Project Collaborate with the BOM in the event of a severe weather conditions in the interests of community safety. 	All phases
TC3	A review of fixed point to point links in the vicinity of turbines T115, T117 and T131, currently nearby but outside of current interference zones, should be undertaken during detailed design.	Pre construction
Hazards - EMF		
EMF1	All electrical equipment will be designed in accordance with relevant codes and industry best practice in Australia	Design
EMF2	The final detailed design of the Baldon WF will ensure cumulative EMF is within acceptable ICNIRP and WHO exposure limits where underground and overhead transmission is proposed.	Design
Hazards – blade throw		
BT1	Turbines will meet current best practice Australian and international (IEC 61400-23) safety standards and will be equipped with sensors that can shut down turbines if an imbalance in the rotor blades is detected.	Design

ID	Safeguards and mitigation measures	Project stage
BT2	Construction	
Hazards – battery		
BESS1	Review the required clearances between the BESS units and other structures to minimise fire propagation once UL 9540A unit level test for the GW-ESS-EBL01-0745-2H1 battery system has been completed.	Design Construction Operation
BESS2	Review the investigation reports on the Victorian Big Battery Fire (occurred on 31 July 2021) and implement relevant findings for the Project. The publicly available investigation reports include: <ul style="list-style-type: none"> • Energy Safe Victoria: Statement of Technical Findings on fire at the Victorian Big Battery. • Fisher Engineering and Energy Safety Response Group: Report of Technical Findings on Victorian Big Battery Fire. 	Design Construction Operation
BESS3	Consult with Fire and Rescue NSW (FRNSW) to ensure that relevant aspects of fire protection measures have been included in the design. This may include: <ul style="list-style-type: none"> • Type of firefighting or control medium. • Demand, storage, and containment measures for the medium. The above aspects will form an input to the Fire Safety Study, which may be required as part of the development consent conditions, for review and approval by FRNSW.	Design Construction Operation
BESS4	Apply the controls listed in the PHA HAZID register.	Design Construction Operation
Hazards – Bushfire		
BF1	The Project would apply relevant NSW RFS Planning for Bush Fire Protection 2019 guidance to the Project design, including:	Design

ID	Safeguards and mitigation measures	Project stage
	<ul style="list-style-type: none"> • Asset Protection Zones • Fuel hazard management • Site access specifications • Fire-fighting resources and preparedness 	
BF2	<p>Develop a Bush Fire Emergency Management and Operations Plan (BFEMOP) to include but not be limited to:</p> <ul style="list-style-type: none"> • Detailed 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 dangerous or hazardous materials in accordance with AS1940-2004: The storage and handling of flammable and combustible liquids • Notification of 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 fire danger period to ensure weather conditions are appropriate • Detail of automatic shutdown controls identified and implemented • A copy of the latest Yanga Precinct Fire Management Strategy • Appropriate bush fire emergency management planning. <p>In developing the BFEMOP, NSW RFS and FRNSW would be consulted on the volume of water supplies, fire-fighting equipment maintained on-site, fire truck connectivity requirements, proposed APZ and access arrangements, communications, vegetation fuel levels and hazard reduction measures.</p>	<p>Construction Operation Decommissioning</p>

ID	Safeguards and mitigation measures	Project stage
BF3	<p>An APZ of minimum 10m would be maintained around all buildings, turbines and BESS.</p> <p>Average grass height within the APZ would be maintained at or below 5cm on average throughout the October to April fire season.</p>	Operation
BF4	<p>Following commissioning of the wind farm, the local NSW RFS and Fire and Rescue brigades would be invited to an information and orientation day covering access, infrastructure, firefighting resources on-site, fire control strategies and risks/hazards at the site.</p>	Operation
Air quality		
A1	<p>Air quality management measures will be included in the CEMP for the Project and would include but not be limited to:</p> <ul style="list-style-type: none"> • Identification of high-risk construction activities with potential to generate dust, and control measures for the activities, specific to sensitive receivers; primarily at the site access / Sturt highway intersection. • A process for monitoring dust on-site and weather conditions, as well as procedures for altering management measures where required. • Protocols to notify relevant stakeholders regarding the nature and timing of works which may adversely impact them. • A protocol for responding to air quality-related complaints. • Watering and maintenance of haul routes in response to visual cues and vehicle speed restrictions entering, traveling within and leaving the site. 	Construction
A2	<p>Stockpiles:</p> <ul style="list-style-type: none"> • Will be covered or otherwise stabilised • Located sufficiently distant from haul routes, particularly the Sturt Highway access, to manage visual impacts from dust. 	Construction/ decommissioning
A3	<p>Works will be designed and programmed to minimise the extent and duration of disturbance.</p>	Pre-construction,

ID	Safeguards and mitigation measures	Project stage
		Construction
A4	Disturbed ground and exposed soils will be permanently stabilised and vegetated as soon as practicable following disturbance to minimise the potential for wind erosion.	Construction
A5	All plant and equipment used at the site will be maintained in accordance with the manufacturer’s specifications.	All stages
A6	All plant and equipment accessing and utilising the public road network will be registered.	All stages
A7	Fires and material burning will not be undertaken.	All stages
Waste		
R1	<p>A Waste Management Plan (WMP) would be developed to minimise waste, including:</p> <ul style="list-style-type: none"> • Identification of opportunities to avoid, reuse and recycle materials, in accordance with the waste hierarchy. • Quantification and classification of all waste streams. • Provision for recycling management on-site. • Tracking of all waste leaving the site and disposal of waste at facilities permitted to accept the waste. • Haulage requirements (such as covered loads / hazardous wastes). • An objective to ensure that any use of local waste management facilities does not exhaust available capacity nor disadvantage the local community 	Construction/ Operation/ Decommissioning
R2	Lithium-Ion Batteries would be kept, stored, managed and transported according to manufacturer’s instructions and the ADG Code. Any spent batteries would be recycled at a EPA permitted and licensed recycler of Li-Ion batteries.	Construction/ Operation/

ID	Safeguards and mitigation measures	Project stage
		Decommissioning
R3	Any septic system would be installed, operated and maintained according to the Hay Council and Murray River Council LGA's regulations.	Construction/ Operation/ Decommissioning
Contamination		
C1	<ul style="list-style-type: none"> The construction environmental management plan (CEMP) should be developed and implemented to address and manage the identified potential contamination sources presented in the conceptual site model (CSM) and is to include an unexpected finds protocol (UFP) outlining how to manage potential and/or identified contamination in the event of unexpected finds. 	Prior to construction
C2	<ul style="list-style-type: none"> Temporary construction laydown areas should be prepared to store materials, spoil and equipment as well as provide space for other ancillary facilities required during construction for the project. 	Construction
C3	<ul style="list-style-type: none"> Material requiring offsite disposal should be appropriately characterised prior to disposal to a suitably licensed facility in accordance with the NSW EPA (2014) Waste Classification Guidelines Part 1: Classifying waste. 	Construction