Appendix C Updated table of consolidated mitigation measures

Mitigation measures have been summarised below. As stated in Section 6.3, **no updated mitigation measures are required** for the Modified Project as presented in this report.

Mitigation number	Mitigation measure	Project stage
B1	Completion of Biodiversity Management Plan to minimise impacts on biodiversity. The Biodiversity Management Plan needs to include the following: • Hollow-bearing tree protocol (Appendix E of the BDAR). • Pink-tailed Legless Lizard management plan. • Superb Parrot management plan. • Identification of temporary fencing location based on the development footprint. • Unexpected Finds Protocol. • Staff training and induction measures which include Maked Owl, Pink-tailed Legless Lizard, Superb Parrot and Grey-headed Flying Fox, Diamond Firetail and Turquoise Parrot. Management of biodiversity mitigation measures for indirect and prescribed impacts.	Pre-Construction
B2	Timing works to avoid critical life cycle events such as breeding or nursing. • Hollow bearing tree removal should be timed to avoid breeding season for the highest number of species such as Superb Parrot. • Rock removal to be completed when Pink-tailed Legless Lizard is not breeding.	Pre-clearance surveys prior to construction
B3	Superb Parrot management plan to include: • Pre-clearance surveys of HBTs to determine if Superb Parrot are breeding on site. • Avoid HBT removal if any Superb Parrot breeding on site	Pre-construction

Mitigation number	Mitigation measure	Project stage
	• Ecologist present during tree removal • Threatened species protocol	
B4	Pink-tailed Legless Lizard management plan • Consultation with the species expert to determine timing for relocation of this species prior to construction. • Any proposed relocation undertaken by an appropriately qualified ecologist. • Pre-clearance surveys. • Relocation of scattered rocks in the development site from the development footprint by an experienced ecologist. • Threatened species protocol for managing individuals if construction occurs when species are likely to be underground. • Avoid creation of rock piles. Rocks should be loosely scattered in the development site • Avoid any relocation during breeding season (December -March).	Sept-Nov Autumn (warmer months)
B5	Pre-clearing protocols • Instigating clearing protocols including pre-clearing surveys, daily surveys and staged clearing, the presence of a trained ecological or licensed trained spotter catcher during clearing events. • Staged clearing, supervised by Ecologist or trained spotter catcher to allow for resident fauna to relocate or be relocated where required. • A hollow bearing tree clearing protocol has been included for the 37 HBTs. The clearing protocol includes pre-clearance surveys and a protocol for managing fauna during clearing or if any harm or injury may occur but also how to avoid and minimise harm to wildlife.	Construction
B6	Relocation of habitat features (fallen timber, hollow logs and rock) from within the Development Site. • All rock, fallen timber and hollow logs should be relocated outside of the construction area under the supervision of an Ecologist or spotter catcher.	Construction
B7	Staff inductions	Prio to and during

Mitigation number	Mitigation measure	Project stage
	• Induct all staff prior to construction to identify vegetation to be retained, prevent inadvertent damage and reduce soil disturbance.	construction
B8	Clearing protocols • Clearing protocols that identify vegetation to be retained, prevent inadvertent damage and reduce soil disturbance; for example, removal of native vegetation by chainsaw, rather than heavy machinery, is preferable in situations where partial clearing is proposed. • Documented clearance protocols to mark and protect vegetation to be retained. • Use handheld machinery where possible and have elevated work platform check hollows prior to tree felling.	Pre-construction
B9	Install temporary fencing to protect significant environmental features such as riparian zones. Prior to construction commencing, exclusion fences and signage would be installed around habitat to be retained.	Construction
B10	Hygiene protocols to prevent the spread of weeds or pathogens between infected areas and uninfected areas. Ensure machinery and equipment as clean and free from pathogens and weeds prior to entering site.	Construction
B11	Preparation of a Biodiversity Management Plan (BMP) for the site to include: • How to remove and dispose of vegetation and topsoil containing weeds declared under the Biosecurity Act 2015 during and after construction. • Reporting any occurrences of pathogens such as Myrtle Rust and Phytophthora.	Construction, operation
B12	Sediment barriers and spill management procedures to control the quality of water runoff released from the site into the receiving environment. • An erosion and sediment control plan would be prepared and implemented.	Construction

Mitigation number	Mitigation measure	Project stage
B13	Use of temporary fencing to protect significant environmental features.	Pre-construction Construction
B14	Introduce speed limits to reduce vehicle strike.	Pre-construction Construction
B15	Clearing of hollow bearing trees within the additional development footprint areas will be avoided where possible. In particular, hollow bearing trees protection in areas outside the BESS infrastructure layout will be prioritised.	Pre-construction Construction
B16	All native vegetation outside the development footprint will be marked as no-go zones to ensure no additional impacts to the HBTs which have been identified to be retained	Pre-construction
AH1	Works must not impact the CMT sites to the south of the Development Site. If works are to extend outside of the indicative Development Footprint in close proximity to the modified trees (AHIMS#36-4-0117, 36-4-0118, 36-4-0223, 36-4-0224 and 36-4-0225) then a “no-go zone” with a 10 m buffer within the Development Site should be established to ensure there are no inadvertent impacts to these CMTs (see area in Figure 11-1 of the ACHA). The “no go zone” fence should be hi-visibility mesh and be in place for the duration of the construction.	Design Construction Operation Decommissioning
AH2	Aboriginal heritage will be included within the Construction Environment Management Plan (CEMP) or equivalent for the Project. This will include an unexpected finds protocol and will include an onsite induction and be developed in consultation with the RAPs for the Project. Site personnel will be advised that there are registered Aboriginal heritage sites within the vicinity of the Development Site and ground disturbance is not allowed outside of the approved areas.	Construction

Mitigation number	Mitigation measure	Project stage
AH3	In the unlikely event that human remains are discovered during the development works, all work must cease in the immediate vicinity and follow the protocol provided in Appendix B of the ACHA. Heritage NSW and the police should be notified. Further assessment shall be undertaken to determine if the remains were Aboriginal or non-Aboriginal.	Construction
AH4	Further archaeological assessment will be required if the proposal activity extends beyond the area of the current investigation. This will include consultation with the RAPs and may include further field survey.	Pre-construction Construction
AH5	Consultation with the RAPs for the Project will be maintained through the approvals process and post-approval construction.	Pre-construction Construction
AH6	A copy of the final ACHA will be lodged with AHIMS and provided to each of the RAPs for their records.	Pre-construction

T1	A Construction Traffic Management Plan (CTMP) will be prepared and implemented. The CTMP will include additional information not available at this stage in the planning process including:
	• Road transport volumes, distribution and vehicle types broken down into:
	  ○ Hours and days of construction
	  ○ Schedule for phasing/staging of the Project.
	• The origin, destination and routes for:
	  ○ Employee and contractor light traffic.
	  ○ Heavy vehicle traffic.
	  ○ Oversize and overmass traffic.
	Specific mitigation measures that will be implemented and included in the CTMP are as follows:
		Construction

Mitigation number	Mitigation measure	Project stage

	• OSOM movements will be defined by further route assessment. If substantial road upgrade is required due to excessive OSOM size requirements, the Applicant would select smaller plant.
	• Ensure that 80% of the construction workforce travel to the site via shuttle bus.
	• Neighbours, stakeholders and major Projects nearby the of the BESS will be consulted and notified regarding the timing of major deliveries which may require additional traffic control and disrupt access.
	• All heavy vehicle movements are recommended to occur outside of school times when school buses are expected on Goolma Road.
	• Loading and unloading will occur within the Development Footprint. No street or roads will be used for material storage at any time.
	• All vehicles will enter and exit the site in a forward direction.
	• The following code is to be implemented as a measure to maintain safety within the site:
	  ○ Utilisation of only the designated transport routes.
	  ○ Construction vehicle movements are to abide by finalised schedules as agreed by the relevant authorities.
	• Implementation of a proactive erosion and sediment control plan for on-site roads, hardstands and laydown areas.
	• All permits for working within the road reserve must be received from the relevant authority prior to works commencing.
	• A map of the primary haulage routes highlighting critical locations.
	• An induction process for vehicle operators and regular toolbox meetings.
	• A complaint resolution and disciplinary procedure.
	• Local climatic conditions that may impact road safety of employees throughout all Project phases (e.g. fog, wet and significant dry, dusty weather).
	• Any construction outside of normal working hours would only be undertaken with prior approval from relevant authorities.	

T2	An Operational Traffic Management Plan will be implemented in consultation with the relevant roads authority prior to any additional major material deliveries requiring large vehicle movements during operation.	Operation

Mitigation number	Mitigation measure	Project stage
T3	A Decommissioning Traffic Management Plan will be implemented in consultation with the relevant roads authority prior to decommissioning of the Project.	Decommission
E1	All electrical equipment will be designed in accordance with relevant codes and industry best practice standards in Australia.	Design
E2	All design and engineering will be undertaken by qualified and competent person/s with the support of specialists as required.	Design
E3	Design of electrical infrastructure will minimise EMFs.	Design
H1	Locate the O&M building appropriate distance from the closest BESS enclosure to correspond with the minimum safety perimeter in the event of an emergency specified in Powin's Battery Emergency Response Guide.	Design Construction Operation
H2	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: • 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
H3	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: • Type of firefighting or control medium. • Demand, storage, and containment measures for the medium.	Design Construction Operation

Mitigation number	Mitigation measure	Project stage
	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. The FSS is to be developed in accordance with the requirements of the Hazardous Industry Planning Advisory Paper (HIPAP) No.2 and is to meet the operational requirements of FRNSW. In addition: • A comprehensive Emergency Response Plan (ERP) is developed for the site in accordance with HIPAP No.1. • An Emergency Services Information Package (ESIP) be prepared in accordance with FRNSW fire safety guideline – Emergency services information package and tactical fire plans. • An Emergency Responders Induction Package is developed for the site in consultation with, and to the satisfaction of FRNSW (and RFS as a relevant agency) prior to commissioning of the site.	
BF1	Dangerous or hazardous materials shall be stored and handled in accordance with AS1940-2004: *The storage and handling of flammable and combustible liquids*.	Construction Operation Decommissioning
BF2	Develop a BFEMOP to include but not be limited to: • Detailed measures to prevent or mitigate fires igniting. • Construction work that should not be carried out during total fire bans. • Availability of fire-suppression equipment, access and water. • Storage and maintenance of fuels and other flammable materials. • 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 • Appropriate bush fire emergency management planning. In developing the BFEMOP, NSW RFS and FRNSW will be consulted on the volume of water supplies, fire-fighting	Construction Operation Decommissioning

Mitigation number	Mitigation measure	Project stage
	equipment maintained on-site, fire truck connectivity requirements, proposed APZ and access arrangements, communications, vegetation fuel levels and hazard reduction measures.	
BF3	An APZ of minimum 10m will be maintained between remnant or planted woody vegetation and the BESS and ancillary infrastructure. Average grass height within the APZ will be maintained at or below 5cm on average throughout the October to March fire season. Average grass height outside the APZ, will be maintained at or below 10cm throughout the fire season.	Construction Operation
BF4	Non-combustible (steel or concrete) water storage tanks should be installed adjoining the main internal access road, or nearby the BESS, for fire-fighting and other non-potable water uses, with a 65mm Storz outlet, a metal valve and a minimum of 20,000 litres reserved for fire-fighting purposes, in accordance with PBP. The final location/s of water tanks will be determined in agreement with NSW RFS and FRNSW recommendations.	Construction
BF5	Appropriate fire-fighting equipment will be held on site to respond to any fires that may occur at the site during construction. This equipment will include fire extinguishers, a 1000 litre water cart (fitted with suitable hosing, fittings and diesel firefighting pump) retained on site on a precautionary basis. Equipment lists would be detailed in Work Method Statements.	Construction
BF6	The NSW RFS and Fire and Rescue NSW will be provided with a contact point for the BESS, during construction and operation.	Construction Operation
BF7	Following commissioning of the BESS, the local NSW RFS and Fire and Rescue brigades will be invited to an information and orientation day covering access, infrastructure, firefighting resources on-site, fire control strategies and risks/hazards at the site.	Operation
BF8	The access track will comply with the requirements of property access roads in accordance with Table 5.3b of the PBP. All	Construction

Mitigation number	Mitigation measure	Project stage
	access and egress tracks on the site would be maintained and kept free of parked vehicles to enable rapid response for firefighting crews and to avoid entrapment of staff in the case of bush fire emergencies.	Operation Decommissioning
BF9	A Hot Works Permit system shall be applied to ensure that adequate safety measures are in place. Fire extinguishers would be present during all hot works. Where practicable hot works would be carried out in specific safe areas (such as the Construction Compound temporary workshop areas).	Construction Operation Decommissioning
BF10	Protocols to manage activities in bushfire danger weather, including Total Fire Ban days, will be developed.	Construction Operation Decommissioning
BF11	Prior to operation of the BESS, an Emergency Response Plan (ERP) will be prepared in consultation with the RFS and FRNSW. This plan must include but not be limited to: • Specifically addresses foreseeable onsite and off-site fire events and other emergency incidents. • Risk control measures would include the level of personal protective clothing required to be worn, the minimum level of respiratory protection required, decontamination procedures, minimum evacuation zone distances and a safe method of shutting down and isolating the PV system (either in its entirety or partially, as determined by risk assessment). • Outline other risk control measures that may need to be implemented in a fire emergency due to any unique hazards specific to the site. • Two copies of the ERP are stored in a prominent 'Emergency Information Cabinet' which is located in a position directly adjacent to the site's main entry point. • Once constructed and prior to operation, the operator of the facility will contact the relevant local emergency management committee.	Design Construction Operation Decommissioning

Mitigation number	Mitigation measure	Project stage
BF12	Fire risks associated with the lithium-ion energy storage facility would include: • Locating the BESS as far as practicable from any sensitive receptors or large stands of vegetation. • Installing reliable automated monitoring (voltage and temperature), alarm and shutdown response systems. • Installing reliable integrated fire detection and fire suppression systems (inert gas). • Ensuring the battery containers are not vulnerable to external heat effects in the event of a bush fire. • Designing appropriate separation and isolation between battery containers and between batteries and other infrastructure, including gravel surfacing around the facility for a minimum 10m in accordance with APZ. • Compliance with all relevant guidelines and standards. • Preparation of a specific Battery Fire Response Plan, under the general BFEMOP, in consultation with fire authorities, fire suppression experts and in reference to relevant standards and guidelines. • Facilitation of first responder training in the management of Lithium-ion battery fires at the site for local brigades.	Design
V1	A Landscape Management Plan (LMP) will be developed for the Project to minimise views of infrastructure including: • Plant screening of native vegetation typical to the area along areas of Goolma Road lacking existing vegetation to further reduce impact of the Project. • Planting layout should avoid screening views of the broader landscape or increasing bush fire risk. • Avoid impacts on of existing vegetation outside of the Development Footprint.	Design Construction
V2	Consult with landowner at R1 where landscaping has been proposed, in order to receive their feedback and adjust the mitigation measures accordingly.	Design
V3	Consideration will be given to the colours, type and height of the facility to ensure minimal contrast and to help blend into the surrounding landscape to the extent practicable.	Design
V4	External lighting shall be installed to comply with Australian/New Zealand Standard AS/NZS 4282:2019 – Control of Obtrusive Effects of Outdoor Lighting, or its latest version.	Design

Mitigation number	Mitigation measure	Project stage
N1	A Noise Management Plan (NMP) would be developed as part of the CEMP. The plan would include, but not be limited to: • Use less noisy plant and equipment where feasible and reasonable. • Plant and equipment will be properly maintained. • Use and maintain 'noise control' or 'silencing' kits fitted to machines to ensure they perform as intended. • Strategically position plant on site to reduce the emission of noise to the surrounding neighbourhood and to site personnel. • Avoid any unnecessary noise when carrying out manual operations and when operating plant. • Any equipment not in use for extended periods during construction work will be switched off • Implement a complaints procedure to manage noise complaints that may arise from construction activities. Each complaint will need to be investigated and appropriate noise amelioration measures put in place to mitigate future occurrences, where the noise in question is in excess of allowable limits. • Establish good relations with people living in the vicinity of the site at the beginning of Project. Keep people informed, deal with complaints seriously and expeditiously. The community liaison member of staff should be adequately experienced.	Construction
N2	Manage potential noise impacts of construction works within approximately 700m of the dwelling / building of Receiver R1 by implementing feasible and reasonable time restrictions and/or providing periods of repose for the resident. For example, between 10am and 3pm (with one-hour break for lunch), noisy activities could occur with no noise level restrictions over a limited period. Allowing the construction activities to proceed despite the noise exceedance may be preferred for works to be completed expeditiously, with exceedances occurring over only 2-3 days. Residents would be consulted to determine appropriate respite periods and notified of the potential noise impacts so that they can organise their day around these noisy periods.	Construction Decommissioning
W1	General • Excavation to be confined to the Development Footprint. • Excavation depths to be informed during detailed design by further geotechnical information plus; works must avoid	Design

Mitigation number	Mitigation measure	Project stage
	physical impacts to the groundwater resource. Buildings and structures • Finished floor level of all buildings would be designed to ensure an appropriate freeboard above the 1%AEP flood level and outside flood hazard areas, incorporating future climate change intensity estimates should be provided. This is to be informed by further hydrologic and hydraulic analysis in the catchments studied. Electrical infrastructure • All electrical infrastructure including power conversion stations and substation located above the 1% AEP flood level *plus* an appropriate freeboard. Works in waterways • Designed to minimise any hydraulic impact in accord with Laying Pipes and Cable in Watercourses on Waterfront Land (Office of Water, 2010). • Design in accordance with the Guidelines for controlled activities on waterfront land Riparian corridors (NRAR, 2018) Access roads • Floodplain – keep as close to natural ground levels as possible. • Surface treatment – give regard to velocity of floodwaters to minimise potential for souring during flood events.	
W2	Detailed construction Soil and Water Management Plan (SWMP), and construction Erosion and Sediment Control Plan (ESCP), based on soil surveys and geotechnical surveys to be completed in alignment with the Blue Book (Landcom 2004), to include: Detailed understanding of soil properties across the site • Construction sequencing strategy. • Management of upslope flows.	Pre-construction

Mitigation number	Mitigation measure	Project stage
	• Detailed erosion and sediment controls, including sediment basins in accordance with relevant standards.	
W3	Erosion and sediment controls during construction could include but will not be limited to the following: General • Additional erosion and sediment control measures must be implemented and a revised ESCP must be prepared in the event that site conditions or Project design change significantly. • The construction schedule must aim to minimise the duration that any and all areas of soil are exposed to the erosive effects of wind, rain and surface water. • Land-disturbing activities must not cause unnecessary soil disturbance if an alternative construction process is available that achieves the same or equivalent outcomes at an equivalent cost. Site access • All site access points will be stabilised in accordance with SD 6-14 or a cattle grid installed. • The primary site access point exiting onto Goolma Road will be monitored for sedimentation, particularly after rainfall. Any sedimentation on sealed, public roads must be removed via sweeping or washing into an installed sedimentation control. Clearing and groundcover removal • Clearing is to be delayed as long as possible prior to the commencement of works, particularly within 50m of drainage lines. • All reasonable and practicable efforts must be taken to delay the removal of, or disturbance to, existing groundcover (organic or inorganic) prior to the commencement of works. • Groundcover removal and clearing is to be staged in a way that minimises ground exposure timeframes. • Where practicable, clearing and grubbing must be immediately followed by specified temporary stabilisation measures prior to commencement of construction. • Sedimentation controls must be installed, where practicable, prior to the commencement of clearing and grubbing.	Pre construction Construction

Mitigation number	Mitigation measure	Project stage
	Erosion control • Prevention of erosion will be prioritised above sediment control at all times. • Dust suppression will occur when visible dust is sited. Sediment-laden runoff from dust suppression must not run off site, cause a traffic hazard or environmental issues. • All temporary earth bunds and flow diversion systems must be machine-compacted and, if in place for the lifetime of the Project, stabilised with polymer or landscaping techniques (seeding, hydromulch etc.). • Where ground is disturbed and works are not likely to commence within 20 days, or less if a significant rainfall event is forecast, polymer spray (P-47 or similar) should be applied at 5% dilution. Alternate groundcover materials may be utilised for areas not within site drainage lines or adjacent banks. • Where initial disturbance reflects final levels and access is not required for adjacent construction works, landscaping should occur as soon as practicable. Sediment control • All reasonable and practicable measures must be taken to prevent the release of sediment from the site. • Suitable access must be provided to all sediment control devices for maintenance purposes. • Sediment control devices must be de-silted and made fully operational as soon as reasonable and practicable after a sediment-producing event. • Dirty water sumps will be dewatered as soon as practicable following a rain event, with water to be utilised as dust suppression as first preference. If water is to be discharged into a drainage line or waterway it must comply with water quality parameters outlined in the SWMP. Stockpile management • Stockpiling on site is to be limited where practicable and no stockpiling is to be sited within or adjacent drainage lines. • All stockpiles must have sediment controls (earth bund, sediment fence) installed on the downslope side immediately following material placement, unless they are of a temporary nature (<5 days) and no rain is forecast. • All stockpiles must have flow diversion controls (earth bund or similar) installed on the upslope side to minimise	

Mitigation number	Mitigation measure	Project stage
	erosion of material unless they are of a temporary nature (<5 days) and no rain is forecast. • All stockpiles of erodible material, particularly topsoil and general fill, will be stabilised with polymer spray, rock or similar if material is not to be disturbed for >10 days. • Handling of topsoil shall be undertaken when the topsoil is moist (not wet or dry) to avoid structural decline and avoid stockpiles greater than 2 m in height to prevent structural decline. It shall be stripped and stockpiled separately. Stockpiles shall be stabilised with a groundcover (i.e., geo-textile or similar) if stockpiling is required for more than 6 weeks. Waterway protection • If temporary waterway crossings are required, they will be constructed with hard, sound, durable rock free of fine particles and not contaminated with foreign materials. Crossings will be constructed in accordance with SD 5-1. • All chemicals, including fuel, will be stored outside of the drainage lines. If any chemicals or fuels are required within the work area they will be stored in an impervious, bunded container and removed and covered prior to rainfall. Drip trays will be used for refuelling. • Clean water diversions will be implemented along the boundary of the BESS area to divert clean water from up-gradient around the site and into the 1st order waterway via a controlled discharge point, downstream of the site. Landscaping • No completed earthwork surface will remain exposed for longer than 20 days. • The type of groundcover applied to completed earthworks will be compatible with the anticipated long-term land use, environmental risk and site rehabilitation measures. • A minimum of 70% ground cover must be achieved within 20-30 days of topsoiling. Site maintenance • All erosion and sediment control measures, including drainage control measures, must be maintained in proper working order at all times during their operational lives. • All drainage, erosion and sediment controls must be inspected: o At least daily (when work is occurring on site).	

Mitigation number	Mitigation measure	Project stage
	○ At least weekly (when work is not occurring on site). ○ Within 24 hours of expected rainfall; and within 18 hours of a rainfall event of sufficient intensity and duration to cause runoff on site.	
W4	Asbestos Management Plan to be prepared and implemented if soil surveys confirm its presence in excavation areas.	Pre construction
W5	An Emergency Response Plan incorporating a Flood Response Plan would be prepared prior to construction covering all phases of the proposal. In relation to flooding the plan will: • 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.	Construction Operation Decommissioning
L1	A Rehabilitation and Decommissioning Management Plan is to be prepared in consultation with NSW Department of Primary Industries prior to decommissioning. The Rehabilitation and Decommissioning Management Plan is to include: • Removal of all above ground infrastructure • Reverse any compaction by mechanical ripping. • Verification of a safe, stable and non-polluting site.	Design Decommissioning
S1	A construction Erosion and Sediment Control Plan (ESCP) shall be prepared for the Project in accordance with Landcom's *Soils and Construction: Managing Urban Stormwater* (2004).	Construction

Mitigation number	Mitigation measure	Project stage
S2	The design, construction and decommissioning of the Project shall minimise the extent and duration of ground disturbance and avoid ground disturbance near waterways.	Construction Decommissioning
S3	Where ground disturbance is required the vegetation (organic matter) shall be retained and reused during rehabilitation where possible.	Construction Decommissioning
S4	Handling of topsoil shall be undertaken when the topsoil is moist (not wet or dry) to avoid structural decline and avoid stockpiles greater than 2 m in height to prevent structural decline. It shall be stripped and stockpiled separately. Stockpiles shall be stabilised with a groundcover (i.e., geo-textile or similar) if stockpiling is required for more than 6 weeks.	Construction Decommissioning
S5	A Revegetation Plan (operation) and Rehabilitation Plan (decommissioning) shall be prepared and include stabilisation and topsoil amelioration (e.g., incorporation of organic matter to improve soil structure or gypsum to improve structure, reduce hard-setting surfaces and reduce soil dispersion).	Construction Operation Decommissioning
S6	Subsoils disturbed during construction and with an exchangeable sodium percentage above 6% shall be treated with gypsum to increase the levels of calcium and magnesium, and thus lowering the exchangeable sodium percentage and the dispersiveness of the soil.	Construction Decommissioning
S7	Avoid altering the groundwater and surface water regime to prevent mobilisation of any salt stores, however low, in the soil.	Construction

Mitigation number	Mitigation measure	Project stage
S8	Complete a soil survey according to the Australian Soil and Land Survey Field Handbook (CSIRO, 2009) and The Australian Soil Classification (Isbell, 2021) and the *Guidelines for Surveying Soil and Land Resources* (McKenzie, Grundy, Webster, & Ringrose-Voase, 2008) and reference it in the ESCP, SWMP and when rehabilitating the site.	Pre-construction
NAH1	Should an item of historic heritage be identified, the Heritage NSW would be contacted prior to further work being carried out in the vicinity in accordance with the Non-Aboriginal heritage unexpected finds procedure in Section 6.11.4 of the EIS.	Construction Operation Decommissioning
E1	The existing Community and Stakeholder Engagement Strategy (CSES) shall be developed and implemented in line with DPIE's *Undertaking engagement guidelines for State Significant Projects* (DPIE, 2021), and be guided by the SIA Guidelines and relevant frameworks (e.g. the International Association for Public Participation (IAP2) *Spectrum of Public Participation* (IAP2, 2018)).	Pre-approval
E2	An Industry Participation Plan shall be developed to ensure a focus on maximising the involvement of local people and businesses in the Proposal, as set out in the SIA. It will include a: • Local Procurement Policy (LPP). • Accommodation and Employment Strategy (AES).	Pre construction
E3	A Voluntary Planning Agreement to support very localised and meaningful community and environmental initiatives that have strong resident and broader community support, throughout the life of the Project would be developed as set out in the SIA.	Pre construction
R1	A Waste Management Plan (WMP) would be developed to minimise waste, including: • Identification of opportunities to avoid, reuse and recycle, in accordance with the waste hierarchy.	Construction/ Operation/

Mitigation number	Mitigation measure	Project stage
	• Quantification and classification of all waste streams. • Provision for recycling management on-site. • Provision of toilet facilities for on-site workers and identify that sullage would be disposed of (i.e., pump out to local sewage treatment plant). • Tracking of all waste leaving the site. • Disposal of waste at facilities permitted to accept the waste. • Requirements for hauling waste (such as covered loads).	Decommissioning
R2	A septic system would be installed and operated according to the Dubbo Regional Council regulations.	Construction/ Operation
R3	Where possible, waste would be removed on a daily basis, or as soon as reasonably practical, to maintain the Development Footprint being litter free.	Construction
R4	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 B-Cycle accredited, EPA permitted and licensed recycler of Li-Ion batteries.	Construction/ Operation/ Decommissioning
A1	Management protocols will include measures to minimise impacts on air quality including: • Identification of high-risk construction activities with potential to generate dust, and control measures for the activities. • A process for monitoring dust on-site and weather conditions, as well as procedures for altering management measures where required. • A map identifying locations of sensitive receivers. • Notification of relevant stakeholders to hours of work and duration of work. • An accessible complaints process with a timely response protocol.	All stages
A2	Dust generation by vehicles accessing the site and earthworks at the site will be suppressed using water applications or	Construction/

Mitigation number	Mitigation measure	Project stage
	other means as required, using visual cues. • Covering dirt, sand, soil, or any lose material while in transport. • Clean-up of any material spillage on the roads • Limiting construction vehicle speeds on unsealed roads. • Checking of weather conditions (such as wind strength and direction) prior to major potential dust emitting activities.	decommissioning
A3	Stockpiles will be covered or stored in areas not subject to high winds, and vehicle loads of material which may create dust would be covered while using the public road system.	Construction/ decommissioning
A4	All vehicles and machinery used at the site will be in good condition, fitted with appropriate emission controls and comply with the requirements of the POEO Act, relevant Australian standards and manufacturer's operating recommendations. Plant will be operated efficiently and turned off when not in use.	All stages
A5	Fires and material burning is prohibited on site.	All stages
A6	Works that disturb vegetation, soil or stockpiles will not be carried out during strong winds (over 40 km/h).	Construction
A7	The use of renewable fuels/power sources for construction will be investigated and implemented where appropriate.	Construction
A8	Materials will be delivered as full loads, and local suppliers utilised where possible, to minimise haulage emissions.	Construction