



# The Plains Wind Farm

Amendment Report

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# The Plains Wind Farm

## Amendment Report

0667692



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## ACRONYMS AND ABBREVIATIONS

Acronym	Description
ABN	Australian Business Number
ACHAR	Aboriginal Cultural Heritage Assessment Report
ACHMP	Aboriginal Cultural Heritage Management Plan
AEMO	Australian Energy Market Operator
AEP	Annual Exceedance Probability
AGL	Above Ground Level
AHD	Australian Height Datum
AIA	Agricultural Impact Assessment
ALA	Aircraft Landing Area
Amendment	A change in what the applicant is seeking consent for made during the assessment. It requires changes to the project description in the EIS or modification report and amendments to the associated development application or modification application.
Amendment Report	A report prepared by the applicant to support amendments to a development application or modification application.
AMSL	Above Mean Sea Level
APZ	Asset Protection Zone
AVIA	Aviation Impact Assessment
BAL	Basic Left Turn
BAM	Biodiversity Assessment Method
BAR	Basic Right Turn
BBAMP	Bird and Bat Adaptive Management Plan
BDAR	Biodiversity Development Assessment Report
BESS	Battery Energy Storage System
BUS	Bird Utilisation Survey
CASA	Civil Aviation Safety Authority
CEF	Community Enhancement Fund
CEMP	Construction Environmental Management Plan
CHR	Channelised Right Turn
CO <sub>2</sub> -e	Carbon Dioxide Equivalent
COP28	Conference of Parties 28
CPI	Consumer Price Index
Cwlth	Commonwealth
DC	Direct Current
DCCEEW	Department of Climate Change, Energy, the Environment and Water

Acronym	Description
DPHI	Department of Planning, Housing and Infrastructure
DPI	Department of Primary Industries
DPIE	Department of Planning, Industry and Environment
EIA	Economic Impact Assessment
EIS	Environmental Impact Statement
EMF	Electromagnetic Field
EMS	Environmental Management System
ENGIE	Engie Australia Pty Ltd
EP&A Act	Environmental Planning and Assessment Act 1979
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
ESCP	Erosion and Sediment Control Plan
ESD	Ecologically Sustainable Development
ESoO	Electricity Statement of Opportunities
FFMP	Flora and Fauna Management Plan
ft	Feet
FTE	Full Time Equivalent
GHG	Greenhouse Gas
GW	Gigawatts
ha	Hectares
HSC	Hay Shire Council
HV	High-voltage
ICNG	Interim Construction Noise Guideline
ICNIRP	International Commission on Non-Ionizing Radiation Projection
IPC	Independent Planning Commission
km	Kilometres
kV	Kilovolt
LEP	Local Environmental Plan
LGA	Local Government Area
LOS	Level of Service
LSALT	Lowest Safe Altitude
LVIA	Landscape and Visual Impact Assessment
m	Metres
MSA	Minimum Sector Altitude
Mt	Million Tonnes

Acronym	Description
MW	Megawatts
NASF	National Airports Safeguarding Framework
NBSP	Neighbour Benefit Sharing Program
NEM	National Electricity Market
NIA	Noise Impact Assessment
nm	Nautical Miles
NML	Noise Management Level
NPI	Noise Policy for Industry
NPWS	National Parks and Wildlife Service
NSW	New South Wales
O&M	Operation and Maintenance
OLS	Obstacle Limitation Surfaces
OSOM	Oversize and/or Overmass
pa	Per Annum
PAMP	Pest Animal Management Plan
PBP	Planning for Bush Fire Protection
PCT	Plant Community Type
PMF	Probable Maximum Flood
PNTL	Project Noise Trigger Level
RAPs	Registered Aboriginal Parties
REZ	Renewable Energy Zone
RFS	Rural Fire Service
RtS	Response to Submissions
SAII	Serious and Irreversible Impact
SEPP	State Environmental Planning Policy
SES	Stakeholder Engagement Strategy
SSD	State Significant Development
Telco Assessment	Telecommunications Impact Assessment
TfNSW	Transport for NSW
TIA	Traffic Impact Assessment
UFP	Unexpected Finds Procedure
UNFCCC	United Nations Framework Convention on Climate Change
VPA	Voluntary Planning Agreement
WMT	Wind Monitoring Tower





## Acknowledgement of Country

ENGIE Australia and New Zealand acknowledge the Traditional Custodians of all of these lands and waters upon which we work, live and play.

We particularly acknowledge the Wiradjuri, Wemba-Wemba and Nari-Nari peoples who are the Traditional Custodians of the lands proposed for The Plains Renewable Energy Park. We recognise that for many thousands of years, the Traditional Custodians of this Country cared for and lived harmoniously with this place, and we pay our respects to Elders past, present and emerging.

ENGIE is committed to a just, equitable and reconciled Australia and recognise that we all have a role to play in achieving this vision.

### The Artwork

One of Hay's local First Nations artists, Emma Johnston of Wiradjuri Country, celebrates a connection to culture, Country and the wind in this piece titled '*Blue Winds*.'

"*Blue Winds* represents the cool breeze that comes from the skies, the different shades of blue create a cold tone feeling of comfort and peace. Using different sized dots to create dimension and level to this piece. White shows the wind and the blue represents the cold feeling."

– Emma Johnston, artist



## EXECUTIVE SUMMARY

# Plains Wind Farm

### Project Amendment Report

This summary provides a non-technical overview of the project and assessment outcomes only and should be read in conjunction with the environmental impact statement (EIS) and supporting technical reports.

**Sustainability is our business**





# What is the project?

The Plains Wind Farm (the Project) is part of the broader Plains Renewable Energy Park that aims to harness wind and solar energy to provide cheap, reliable and clean electricity for homes and businesses in NSW. The renewable energy park will include the construction of an integrated wind and solar farm and will operate alongside agricultural activities.

The Wind Farm will provide significant economic benefits to the Hay region and will supply 4309 GW hours per year of clean, renewable energy, enough to power more than 759,475 NSW homes on average annually.

The Wind Farm is located on land predominately used for agricultural activities and is located approximately 15 kilometres (km) (by road) south of the Hay town centre and 10 km (by road) north of the Booroorban village via the Cobb Highway (refer to Figure S1).

The Project is located within the South-West Renewable Energy Zone (REZ), one of five areas identified by the NSW Government with an abundance of high-quality wind and solar resources, proximity to transmission infrastructure, relative land use compatibility.

The Project has gone through a comprehensive design process since the exhibition of the EIS in May 2024. In doing so, ENGIE has further considered community and stakeholder feedback, as well constraints identified during detailed environmental, heritage, hazard and biodiversity studies.

Consistent with the EIS, the Project will connect to the existing 220 kV transmission line or the approved and under construction Project EnergyConnect 330 kV transmission line, both owned by TransGrid and located south of the Project Area.

*Note: The Plains Solar Farm and BESS, located to the east of the Cobb Highway, will form part of a separate development application and approval process.*



Capacity



Footprint

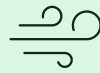


## Who we are?

ENGIE specialises in the development, operation and maintenance of large-scale assets, predominantly focusing on wind, solar and industrial-scale battery storage. ENGIE has been driving innovation in the energy sector for over 180 years globally. Today, ENGIE operates in over 70 countries with 101,504 employees worldwide. ENGIE was founded in Australia in 1964 and currently employs over 337 staff locally.

ENGIE's purpose is to act to accelerate the transition towards a carbon neutral economy, through reduced energy consumption and more environmentally friendly solutions.

## Amended Project Description



**Development Footprint covers 1887 ha**



**171 Wind Turbine Generators (WTGs) with an estimated capacity of up to 1,230 MW**



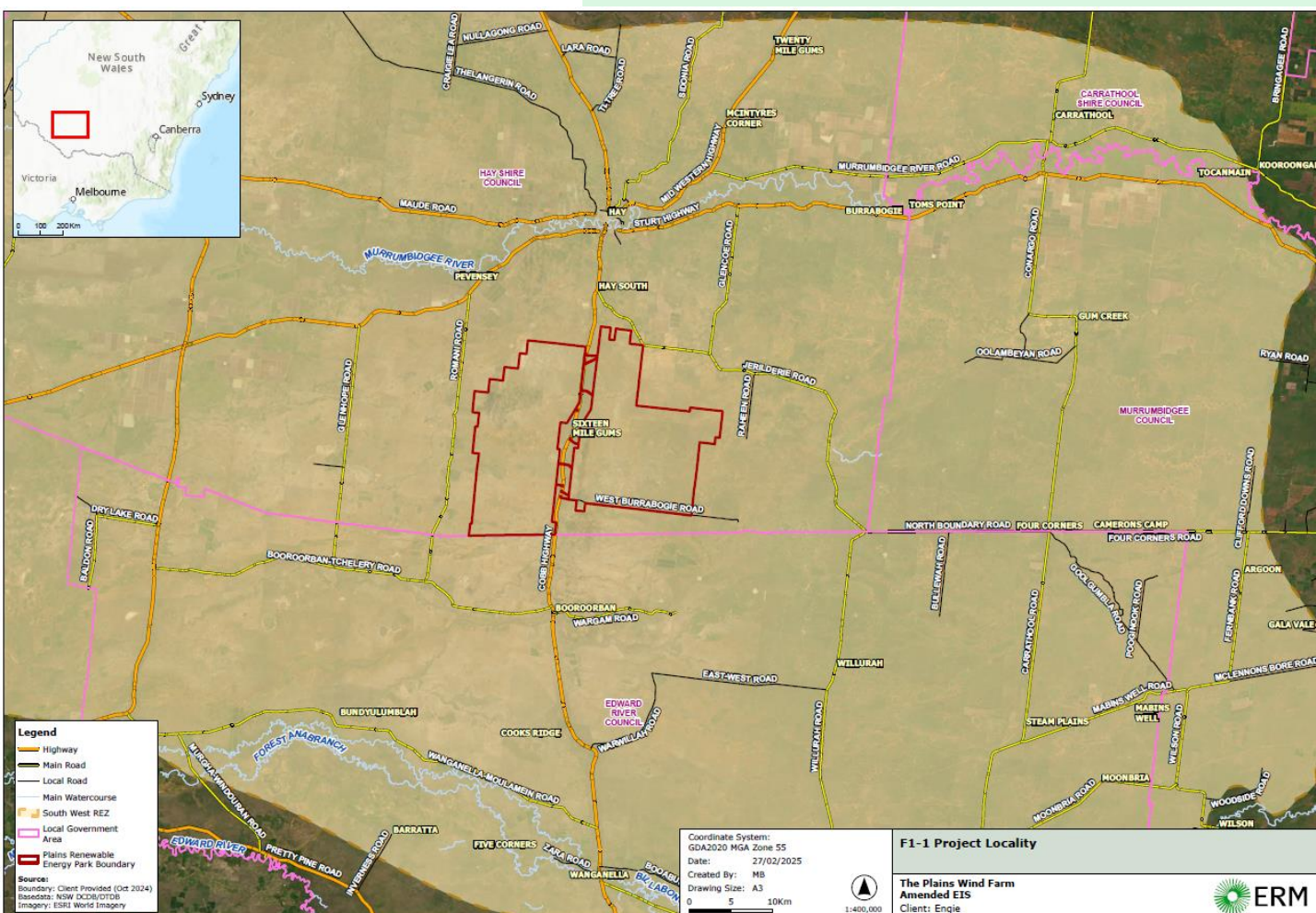
**Local road network upgrades**



**Temporary construction facilities**



**Electrical infrastructure to connect the Project to the electricity grid, including underground cables and overhead powerlines, substations and transmission lines**





# Why is the project needed?

Both the Commonwealth and NSW Governments have made commitments to increase renewable energy generation and reduce carbon emissions. The Plains Wind Farm will help provide cleaner, cheaper and reliable electricity while also reducing greenhouse gas emissions and the impacts of climate change.

## The long-term, regional benefits of the Project:

-  Minimise adverse environmental impacts;
-  Ensure quality, safety and environmental standards are maintained;
-  Employment of approximately 700 jobs annually during peak construction (40 months), plus 46 direct and indirect operational jobs;
-  Economic benefits to the local economy, through procurement of local goods and services and community benefit programs;
-  Recycle and reuse materials where practical and economically feasible;
-  Providing an additional income stream for rural landowners connected to the Project; and
-  Benefits to local and regional infrastructure and services, such as Community Enhancement Fund (CEF), Neighbour Benefit Sharing Program (NBSP) and Voluntary Planning Agreement (VPA) options.



# What is the planning process?

**The Plains Wind Farm requires approval under both NSW and Commonwealth environmental and planning legislation. Under NSW planning legislation, the Project is a State Significant Development (SSD) and therefore requires approval under Part 4 of the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act).**

The Project also requires assessment and approval under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) due to potential impacts on Commonwealth listed threatened species and communities and Commonwealth listed migratory species. The Project was referred under the EPBC Act (EPBC Ref:2022/09404) and was determined to be a controlled action on 20 March 2023.

An EIS has been prepared to outline the Project, its potential impacts (positive and negative), how these impacts are proposed to be mitigated, managed and offset. The EIS was publicly exhibited between 8 May 2024 and 4 June 2024 by the NSW Department of Planning, Housing and Infrastructure (DPHI).

During the public exhibition period, 64 submissions (excluding duplicates) were received for further considered by the Applicant. These submissions were received from government agencies, organisations and members of the public. The Plains Wind Farm Response to Submissions Report has been prepared and lodged (concurrently with this Amendment Report) to respond to matters raised during public exhibition of the EIS.

The NSW Minister for Planning (or delegate) will decide if the Project is approved.



# What is the planning process?



01

## Early Consultation

Prior to lodging a development application (DA) for an SSD project, the Applicant must consult with the Department of Planning, Housing and Infrastructure (DPHI). Following consultation, the Applicant must prepare a Scoping Report to request the environmental assessment requirements (SEARS) for the Project.

The SEARS will identify the information to be included in the Project’s Environmental Impact Statement (EIS) and the stakeholder engagement that must be undertaken.



02

## Prepare EIS

The Applicant must prepare the EIS in accordance with the SEARS.

The purpose of the EIS is to assess the economic, environmental and social impacts of the project and help the community, government agencies and the consent authority provide feedback on the merits of the project.



03

## Exhibit DA

All SSD DAs must be exhibited publicly for at least 28 days.

This acknowledges the importance of stakeholder and community participation in the SSD process and provides an opportunity for people to make submissions on the Project before a final decision is made.



04

## Respond to submissions

After exhibition, the Department will publish all submission and ask the applicant to prepare a Submissions Report.

The purpose of the Submissions Report is to give the Applicant a chance to respond to the issues raised in submissions and help the consent authority evaluate the merits of the DA.



05

## Assess DA

After publishing the Submissions Report, the Department will assess the merits of the DA and prepare an Assessment Report. During this assessment process the DPHI may request the Applicant undertake further community engagement, they may request additional information from the Applicant, and/or seek advice from Government agencies and independent experts and preparing recommended conditions of consent.



06

## Determine DA

The IPC or a delegate of the Minister of Planning will be the consent authority for the DA.

They must evaluate the merits of the DA against the matters in section 415 of the EP&A Act and may approve the DA (subject to modifications or conditions) or refuse it.

# Key strategies to avoid, minimise or offset impacts



The Project has been designed and the layout refined in consideration of environmental, social and engineering constraints, including feedback from landowners and the surrounding community.

## Key drivers to minimise and avoid environmental and social impacts:

<b>Avoid</b> In the first instance, all efforts were made to avoid potential environmental and social impacts.	<b>Minimise</b> Where potential impacts could not be avoided, design principles aimed to minimise environmental and social impacts, as far as feasibly possible.	<b>Mitigate</b> Mitigation strategies will be implemented to manage the extent and severity of remaining environmental and social impacts.	<b>Offset</b> Environmental and social offsets will only be used following all efforts to first avoid, minimise and mitigate environmental impacts.
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## Key design principles:

- Minimise vegetation clearing – WTGs relocated to avoid impact to remnant woodland vegetation, threatened ecological communities and important habitat areas for the endangered Plains-wanderer.
- Protect cultural heritage values – cultural heritage values have been identified in consultation with the Hay Local Aboriginal Land Council and impacts avoided where practicable. Preservation and management of Aboriginal sites and heritage values will form a key objective of development controls for Project.
- Minimise land disturbance – site selection considered topographical features and proximity to the existing 220 kV line and Project EnergyConnect to ensure that construction and operation of the wind farm would require minimal earthworks / soil disturbance.
- Protect agricultural values – landowner and community feedback on agricultural values and land use have been considered during all phases of the design.
- Minimise direct and indirect impacts – reduction of the number of WTGs from 188 (EIS) to 171 to avoid sensitive Aboriginal cultural heritage, ecological areas, and to minimise potential visual and noise impacts to surrounding dwellings.
- Adopt a flexible approach to design – the design process has been iterative and has progressively responded to identified environmental, cultural and social impacts and constraints. This process will continue through the detailed design process for the Project.

As a result of this iterative design process and after detailed consultation, the development footprint has reduced from 1,997 ha in the EIS to 1,887 ha in the amended project layout.



# Biodiversity impacts

The design of the Project has evolved to minimise impact on biodiversity values, including minimising impacts to Important Mapped Areas for the Plains-wanderer. This has been achieved by using existing access tracks to reduce habitat clearing, further avoiding areas of remnant woodland and threatened ecological communities and retaining vegetation.

Potential residual impacts include habitat clearance, noise and disturbance associated with clearing and construction, increased risk of vehicle strike and presence of infrastructure which may create barriers to fauna movement.

Threatened species that may be subject to residual impact include:

Plains-wanderer (R)	Chariot Wheels (R)	A Spear Grass
Southern Myotis (R)	Mossgiel Daisy (R)	A Burr Daisy
Slender Darling Pea (R)	Southern Myotis (R)	Small Scurf-pea
Turnip Copperburr (R)	Red Darling Pea (R)	Grey Snake
Winged Peppergrass (R)	Lanky Buttons	Austral Pillwort

(R) = recorded on site during the surveys

The Plains-wanderer (*Pedionomus torquatus*) is considered present based on Important Mapped Areas and records within the broader Project Area. Areas of suitable habitat for this species have mostly been avoided by the Project disturbance footprint, with the potential area of impact of habitat for this species restricted to 0.18 ha.

Two of the threatened species listed above are also considered species at risk of Serious and Irreversible Impact (SAII); however, the assessment concluded that the Project would not result in a SAII to these species.



Red Darling Pea



Southern Bell Frog

Measures to mitigate potential impacts to biodiversity values will be outlined in a Construction Environmental Management Plan (CEMP), Bird and Bat Adaptive Management Plan (BBAMP) and Pest Management Control Programs. The CEMP will include clearing protocols, construction timing, and measures to minimise soil disturbance, runoff and sediment transfer, artificial light, noise, dust, and vibrations as a result of the Project. The Pest Management Control Programs will be developed and implemented to minimise the impacts of introduced predators on existing native fauna, with a particular focus on the Plains-wanderer. The BBAMP will detail a long-term approach to the mitigation and management of potential impacts on listed threatened, migratory and resident bird and bat species as a result of turbine strike. Monitoring will also be incorporated into the BBAMP to identify any potential changes to the species' utilisation of the Subject Land and the surrounding landscape.

Where impacts to biodiversity can't be avoided, any residual impacts will be offset through the Biodiversity Offset Scheme. The No Net Loss standard involves the retirement of ecosystem and species credits for Project related direct impacts in accordance with the BOS. The Applicant is developing a biodiversity offset strategy in parallel with the EIS. This strategy will detail the offset approach to be undertaken to retire credit obligations

# Noise



## **A Supplementary Noise Impact Assessment has prepared for the Project.**

Based on assessment against noise criteria specified in the Noise Policy for Industry and the Interim Construction Noise Guidelines, the amended Project will not result in noise impacts to nearby sensitive receivers. As such, specific noise management measures are not required for the amended Project.

Regardless, and as outlined in the EIS, general good practice environmental noise management measures are recommended for the Project, including (but not limited to):

- Development of a construction noise management plan (CNMP);
- Avoidance of unnecessary noise due to idling diesel engines or fast speeds;
- Establishment of a complaints management system for construction works and site operations;
- Ensure all machines used on the site are in good condition, with particular emphasis on exhaust silencers, covers on engines and transmissions and squeaking or rattling components;
- Revised noise modelling following the finalisation of selected equipment; and
- Implementation of an operational noise management plan to confirm that the noise levels achieve the requirements.





# Landscape and visual

The Landscape and Visual Assessment (LVIA) prepared for the EIS has been updated to assess potential impacts relating to landscape and viewshed associated with the amended Project layout.

Changes to the landscape character because of the Project were noted to be low to moderate, with the assessment concluding the Project is likely to become a landscape feature; however, the landscape has been determined to be of low scenic quality and devoid of significant landscape features.



## Visual impact assessment on non-associated dwellings

The number of non-associated dwellings within the black line of visual magnitude has been reduced to nil. The revised assessment determined there will be a reduction of dwellings requiring mitigation, as two dwellings that were assessed as moderate in the EIS have now returned a 'low' visual impact rating. As a result of the amended layout, only two non-associated dwellings would have a moderate visual impact rating. Mitigation measures incorporated into the design process, as well as landscape and visual screening, can reduce visual impacts at non-associated dwellings (in further consultation with relevant landowner).

## Revised Aviation Lighting Requirements

The Civil Aviation Safety Authority (CASA) has reviewed the Project EIS and recommended that obstacle lighting with a 200-candela intensity be installed on the nacelle of turbines. As such, the Amended LVIA has assessed the visibility of WTGs from nearby dwellings. Due to the isolated location of the Project, the visual impact resulting from proposed Aviation Lighting is likely to have minimal visibility from publicly accessible areas in the landscape. The lighting of turbines and ancillary infrastructure will be designed to minimise potential amenity impacts by using the lowest intensity lighting suitable for the site, in accordance with the NSW Wind Energy Guideline.

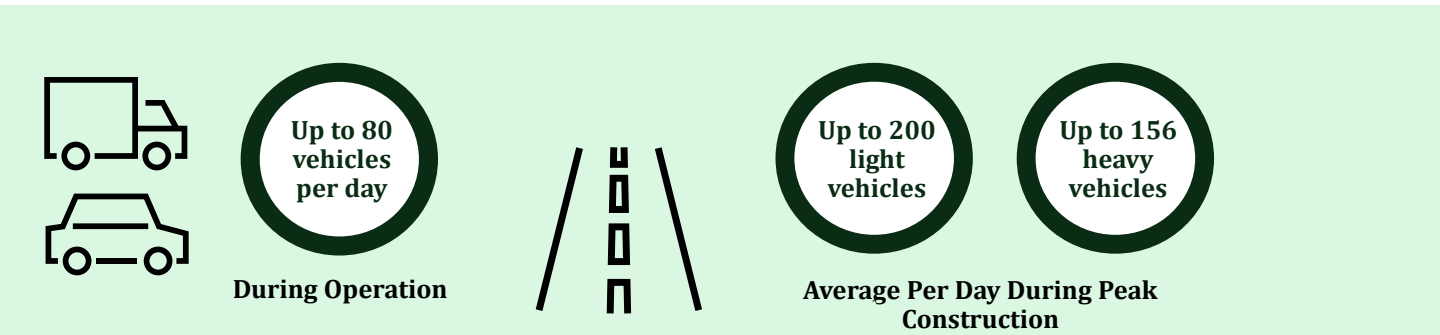
# Transport

The updated assessment of the transport of major project components to the wind farm site has considered transport routes from the Port of Geelong (for general project components) and the Port of Adelaide (for larger wind turbine components). Traffic will access the wind farm via five access points along Cobb Highway, with some vehicles also utilising a short section of West Burrabogie Road.

**No changes to the local road traffic volumes were identified in the assessment of potential transport impacts for the Amended Project. The Project may result in a small increase in traffic volumes for the local road network; however, these were considered well within its operating capacity.**

To minimise disruptions to the local and regional road network and maintain road safety, OSOM vehicle movements will primarily occur during off-peak hours. The assessments of transport for the Amended Project concluded that the OSOM vehicle route is suitable for the delivery of wind turbine components and related equipment, provided several upgrades are undertaken and recommended mitigation measures are implemented. Upgrades include widening gates, relocating poles, signs and other structures, trimming or removing trees, constructing new temporary gravel bypass tracks, gravel tracks, and hardstand areas to accommodate OSOM vehicles.

The upgrades and recommended management strategies ensure that the road network, including Cobb Highway and West Burrabogie Road, can safely accommodate the OSOM traffic while maintaining efficient operations.



Road upgrades will be undertaken prior to construction commencing. Required upgrades include:

- Widening (to a minimum of 7.0m ) of West Burrabogie Road between Cobb Highway and Site Access G to allow two trucks to pass.
- Providing Channelised Right Turns (CHR(s)) and Basic Left Turns (BAL) turn treatments at the intersection of Cobb Highway and West Burrabogie Road.
- Provide Basic Right Turn (BAR) and BAL turn treatments at all site access locations along Cobb Highway (Site Access A, B, C, D and E).
- Minor adjustments along preferred route from port of Adelaide.

# Hazards



## Bushfire

Bushfires have occurred in most years in the region surrounding the Project. Natural ignitions such as lightning strikes are likely and historically common, and human induced ignitions (both accidental and arson) are also known to occur.

The risk that the wind farm itself will cause a fire is considered low given Project infrastructure will include appropriate protection measures. While the Project Area is not identified as a bushfire prone vegetation community within the current NSW RFS bushfire prone land mapping, fires within grasslands and arid shrublands should not be underestimated and can start and spread quickly. For this reason, we have considered these areas as a bushfire hazard and the following mitigation measures will be implemented:

- A Bushfire Emergency Management and Operations Plan will be prepared in conjunction with relevant stakeholders, including NSW RFS, NSW Fire and Rescue, landowners and adjoining property owners.
- A minimum 10 m APZ is to be established around the perimeter of WTGs, and on all sides of the substations, switching station, and O&M Buildings.
- For the Accommodation Compounds, a minimum APZ of 24 m is required.
- The APZ and access road will be constructed prior to the installation of any WTGs or related infrastructure.
- Vegetation fuels throughout the wind farm are to be maintained in a minimal condition by grazing, or with additional slashing or mowing if required.



## Aviation

The Aviation Impact Assessment has been updated to assess potential impacts to airspace and aviation safety associated with the Amended Project.

An Aeronautical Impact Study and a qualitative risk assessment were conducted to determine the need for obstacle lighting on WTGs and/or WMTs.

The minimum obstacle clearances of three air routes would need to be increased to 2,200 ft in accordance with the *Manual Standards 173 Standards Applicable to Instrument Flight Procedure Design* to minimise impacts of the Project.

Mitigation measures to be adopted (among others) include designed air routes and grids, notification and reporting when constructing WTGs, lighting of met masts and obstacle lighting on wind turbines based on the NSW Wind Energy Guideline, 2024.



## Blade Throw

The theoretical and conservative maximum distance a Project WTG blade could travel is 390 m. The closest dwelling to the Project is 2.7 km and therefore no dwellings are at risk of blade throw impacts. Blade throw presents a very low, manageable risk for internal infrastructure including substations and the O&M facilities, and to some areas of the Cobb Highway.

A comprehensive maintenance program will be implemented to ensure that WTG faults are prevented, minimising the risk of occurrence of a blade throw event.

# Hazards



## Telecommunications

WTGs have the potential to interfere with radiocommunication services. Two services that have the greatest potential to be affected are television broadcast signals and fixed point-to-point signals. The assessment concluded that:

- No material near-field effects to point-to-point links are expected because of the Project;
- It is unlikely that the Project will cause significant reflection and scattering impacts on the nearby transmitter/receivers;
- Turbines will not cause diffraction impact to point to the point link that crosses the Project Area; and
- The Project is unlikely to cause adverse performance of wireless and satellite internet services, broadcast and digital radio, broadcast, digital and satellite television, trigonometry stations, and GPS.

Given the distance from the WTGs, impacts to identified survey marks can be avoided during construction.



## Human health

EMFs associated with the generation, distribution and use of electricity is classed as extremely low frequency (ELF) EMF or power frequency EMF, which corresponds to a frequency of 50 Hertz (Hz). Globally, concerns have been raised that EMFs associated with electrical equipment might have adverse human health effects.

A human health and EMF assessment found that EMF impacts are expected to be negligible as:

- The design observations show that the magnetic field strength should be within the International Commission on Non-Ionizing Radiation Protection (ICNIRP) Guidelines at locations where personnel do not risk breaching AS 2067 requirements; and
- Boundary conditions have been provided to enable electric and magnetic fields to comply to ICNIRP guidelines at the specified locations.

The Project has been designed to implement prudent avoidance by ensuring appropriate setbacks. Transmission lines for the Project may be built at a height of 8 m, which is below the height recommended in the ICNIRP guidelines for general exposure (12 m). However, this height does meet the occupational guidelines for a person standing below the transmission lines. The EMF risk posed by 8 m high transmission can be managed by restricting access beneath the transmission lines.



# Aboriginal Cultural Heritage

**ERM and ENGIE would like to acknowledge the Traditional Owners of the Hay region and pay respects to their Elders past, present, and emerging. We acknowledge and respect their Indigenous knowledge systems and recognise continuing connection to lands, waters, culture, and community.**

The Project Site is located within the Hay Local Aboriginal Land Council (LALC) area. The Aboriginal cultural heritage assessment has been amended to assess the potential impacts of the Amended Project on Aboriginal cultural heritage. Cultural heritage values for the Project Area were identified through a combination of desktop assessment, consultation undertaken and field surveys. During field surveys, archaeologists were accompanied by registered Aboriginal parties (RAPs), including representatives from Hay LALC.

A total of 130 sites were discovered during the field surveys for the development of the Project ACHAR. Survey programs in 2023 recorded 93 new sites, and an additional 37 sites were identified in 2024. Based on the current development footprint, 85 recorded artefact sites within the Project area will require no mitigation measures as they have low potential to be impacted by the disturbance footprint. Potential or known harm to 19 sites has been identified. Seven of these 19 sites will be directly impacted (high impact) by the disturbance footprint and collection and reburial is advised for these sites. Twelve of the 19 sites will be indirectly impacted (moderate impact to buffer zone surrounding the site extent) by the disturbance footprint. There are no potential archaeological deposits (PADs), or earth mounds whose recorded extents are within the disturbance footprint; however, there are nine recorded PAD sites which have buffers that intersect with the disturbance footprint. These sites have unknown heritage significance, therefore, test excavation to the buffer zone is recommended to assess if the potential deposit extends into the buffer zone. Any artefacts uncovered during test excavation should be salvaged.

Proposed key measures to manage and mitigate impacts to the identified heritage sites include:

- Development of an Aboriginal Cultural Heritage Management Plan (ACHMP) to record and describe the processes and procedures required to be implemented prior and during the construction and operation of the wind farm. This will be developed in partnership with the Traditional Owners and should include:
  - Any required archaeological test or salvage excavations;
  - Care of any archaeological material that is removed from the development site;
  - Measures to protect archaeological material that will not be impacted by development activities;
  - Heritage training and inductions for employees and contractors;
  - Monitoring of ground disturbance activities by Traditional Owners;
  - Development and provision of cultural awareness training by Traditional Owners;
  - An Unexpected Finds Protocol.



# Hydrology and Flooding



The Project Area is located approximately 15 km south of the Murrumbidgee River. A series of waterways drain in a generally south-westerly direction to the south of the river, which includes the Project Area. Key findings of the amended flooding and hydrology assessment include:

- The Project will not alter the landform of the floodplain and, therefore, is unlikely to lead to measurable changes in flood levels or flood behaviour.
- Parts of the Project Area would be impacted by local catchment flooding to depths not exceeding 0.3 metres during storms up to 1% AEP in intensity.
- The flood hazard in the Project Area is generally classified as H1 (generally safe for vehicles, people and buildings) based on modelled shallow depths and slow surface water velocities; however, there are small areas classified as H2 flood hazard around Curtains Creek, and areas classified as H3 flood hazard and above associated with flow in the inbank areas of Telegraph, Abercrombie, Curtains and Nyangay Creeks. H3+ flood hazard areas are unsafe for vehicles, children and the elderly.
- The assessment found that the greatest potential construction related flood risk is associated with the construction of the project infrastructure within the inbank areas of Telegraph Creek, Abercrombie Creek and Curtains Creek. Although no wind turbines or substation infrastructure is situated within inbank areas, access tracks, underground and overhead 33 kV and 330 kV transmission lines cross major drainage lines.
- Increases in localised 1% AEP rainfall intensities associated with future climate change may result in a minor encroachment of floodwater along the eastern boundary of the Project Area.

As the Project will not have a measurable impact on flood behaviour, it can be concluded that it will not:

- Impact the flood planning levels both internal and external to the Project Area;
- Increase the overall flood hazard both internal and extent to the Project Area; and.
- Have an adverse impact on the NSW State Emergency Service's emergency response arrangements as set out in the *Hay Shire Local Flood Plan* (NSW SES, 2014).

Environmental management measures that would be implemented to manage flood related impacts during the construction and operation of the Project include:

- The impact of the Project on flood behaviour would be confirmed during detailed design. This would include consideration of future climate change;
- The Project would be designed to minimise adverse flood related impacts in Telegraph, Abercrombie, Curtains and Nyangay Creeks;
- Access tracks will be designed to have a minimum hydrologic standard of 10% AEP;
- Access track connections would be designed to ensure that the existing level of flood immunity of the Cobb Highway is maintained and increases in flood depths and hazards along the road network are minimised;
- Localised increases in flow velocities at drainage outlets and waterway crossings would be mitigated through the provision of scour protection and energy dissipation measures;
- Spoil stockpiles would be located outside the 10% AEP flood extent;
- Construction compounds would be located outside high flood hazard areas based on a 1% AEP flood; and
- Flood emergency management measures for construction of the project would be prepared and incorporated into relevant environmental and/or safety management documentation.

# Soils and Agriculture



The Project Area is located on land zoned RU1 –Primary Production. The impact of the Project on the local and regional agricultural industry was assessed. The area of agricultural production lost during construction and operation was estimated to be a small fraction of the total agricultural land available in the Hay LGA; therefore, the impacts of the Project at a regional scale would be minimal. Potential impacts include:

- The potential loss of grazing income during construction (36 months) was estimated at approximately \$531,600.
- Grazing can continue across most of the Project Area during operations, except for some permanent infrastructure areas. This may result in a loss of agricultural income during operation of about \$32,598 per year. There is no cropping land within the Project Area.
- Other potential impacts include disturbance of livestock by noise. However, these impacts are expected to be relatively small and would have a minor effect on productivity.
- The potential spread of weeds by vehicles, machinery, personnel and movement of soil and water is the highest biosecurity risk; however, this can be managed through the introduction of appropriate biosecurity controls.
- Effective mitigation measures would be implemented to reduce the impacts of the Project on the agricultural industry.

The agricultural income loss during operation does not consider the non-agricultural rental income from the Project which would result in an overall net increase in income to the host landowners.

The overall Project impact would also have a negligible impact on agricultural support services, processing and value adding industries.

The Project disturbance footprint is dominated by moderate fertility vertosols.

Land and soil capability measures give an indication of the land management practices that can be applied to a parcel of land without causing degradation. They also inform strategic placing of developments. The assessment determined:

- The Project Area is predominantly rated Land and Soil Capability (LSC) Class 5 (moderate – low capability), with smaller areas of LSC Class 4 and Class 6 land.
- Four WTGs and associated access tracks, electrical reticulation and hardstand blocks would be located on areas mapped as draft State Significant Agricultural Land (SSAL).
- No biophysical strategic agricultural land (BSAL) is located within or near the Project Area.

Effective mitigation measures that would be implemented to manage soil and agriculture related impacts during the construction and operation of the project include:

- Permanent structures and temporary construction compounds will be located to avoid or minimise impacts where possible.
- Landowners will be consulted regarding the timing of any adjustment to property infrastructure, and any damages will be repaired in a timely manner.
- The use of existing roads, tracks and other existing disturbed areas will be prioritised.
- Biosecurity protocols will be implemented in accordance with the *Biosecurity Act 2015*.

# Air quality

The Project will generally contribute to positive air quality outcomes through the displacement of emissions that would otherwise be generated through the burning of fossil fuels used to generate electricity from traditional coal fired power stations. The Project would abate the production of up to 2.24 million tonnes CO<sub>2</sub>-e per annum which is a substantial contribution towards a cleaner atmosphere.

**Air emissions from the Project are predominantly associated with construction activities which will be temporary and limited to:**

- Localised dust emissions generated by land disturbance; and
- Exhaust emissions of civil construction and vehicle, plant and from the Project Area would mostly be associated.



During operations, the Project will generate electricity without directly emitting air pollutants that are known to affect the climate and human health. However, ongoing maintenance will result in minor, localised vehicle emissions and generation of dust from vehicles travelling along unsealed internal access roads.

**Potential impacts to air quality would be managed through:**

- Using water carts during construction for dust suppression
- Preparing roadways with coarse gravel or other road coverings
- Covering and/or stabilising material loads which may generate dust (such as aggregates) during transport
- Managing soil stockpiles
- Minimising vegetation clearance
- Managing vehicle speed when travelling on unsealed roads
- Minimising vehicle movements
- Cleaning and washing of vehicles, plant and equipment
- Progressive revegetation and stabilisation of disturbance areas no longer required for construction, and
- Regular monitoring of environmental conditions during construction (such as wind) that may result in dust generation and implementation of control measures as specified above.

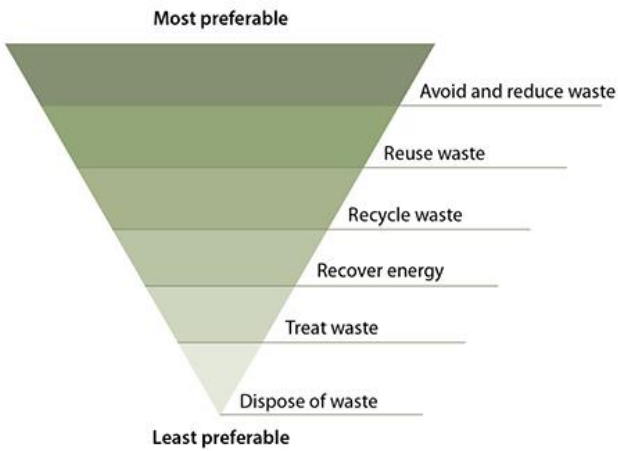




# Waste

**The generation of electricity by the Project will result in minimal waste.**

Waste generated during the construction of the Project will include green waste and soil from site establishment and earthworks, packaging materials (e.g., cardboard, plastics, wooden pallets), and excess construction materials such as electrical cabling, metals. Most of the waste generated during the construction phase will be classified as general solid waste. Some types of waste, such as hazardous chemicals, cannot be safely recycled and direct treatment or disposal is the most appropriate management option.

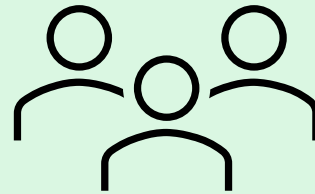
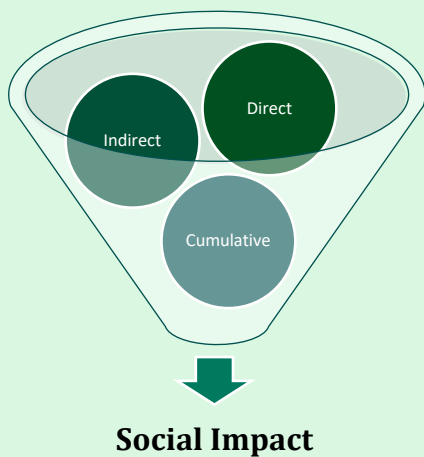


A Waste Management Plan (WMP) will be prepared and will describe the measures to be implemented to manage, reuse, recycle and safely dispose of waste. All waste management on the Project will be carried out in accordance with relevant legislation and guidelines and based on the principles of the waste hierarchy. A waste management agreement will be obtained by the Applicant.

At Project retirement, infrastructure and facilities will be decommissioned with the various structures, plant, equipment and buildings de-energised, disconnected, dismantled, demolished and removed. At the end of the infrastructure life, most materials are likely to be recycled or reused in accordance with waste hierarchy principles. Items that cannot be reused or recycled, would be classified and disposed of at suitable facilities following applicable regulations. Batteries would be disposed in accordance with the hazardous waste policies active at the time of decommissioning.



# Social Impacts



**The key drivers of social change that may result from Project are generally positive and include:**

- The establishment of the Community Enhancement Fund (CEF) to fund a broad range of projects and programs for the benefit of the residents and the broader community;
- Increased demand for goods and services stimulating the local economy;
- Procurement opportunities for local businesses and employment opportunities for the local workforce;
- Opportunities for diversification of income streams for host landowners;
- Disruptions due to construction related activities (noise, dust, transportation of materials and workers, etc.);
- Accommodation arrangements for construction workforce in Hay as well as the provision on site workers accommodation; and
- Amenity (noise, visual) and other land use and landscape changes due to altered landscapes.

**A range of social management and mitigation measures to be adopted for the Project will include:**

- Develop and implement the Stakeholder Engagement Plan (SEP);
- Develop and implement a Grievance Mechanism;
- Investigate creating awareness of job opportunities amongst the community (in partnership with the relevant Councils and other partner organisations);
- Develop and implement a Local Employment Plan (LEMP);
- Monitor for skills shortages within the region and take this into consideration with EPC recruitment objectives;
- Develop and implement a CEF, consulting with key stakeholders and potential partner and publish to the wider community; and.
- Develop and implement a Legacy Fund, which will be administered by independent community groups following cessation of the Project.

# Economics

**The construction and operation of the Project will have a net positive impact on the level of economic activity in the regional and NSW economy. ENGIE proposes to work in partnership with local councils and the local community so that, as far as possible, the benefits of the projected economic growth in the region are maximised and impacts minimised.**

Annual direct construction employment (full time equivalent) from the Project is estimated at 700 workers during peak construction. The annual construction impacts of the Project on the regional economy (during the 40-months construction phase) are estimated at up to:



- \$200M in direct output and \$128M in indirect output.
- \$80M in direct value-added and \$40M in indirect value-added.
- \$42M in direct household income and \$18M in indirect household income.
- 550 direct jobs and 298 indirect jobs.

The construction of the Project will create demand for regional labour resources and regional inputs to production. However, this is not expected to lead to any significant impacts on regional wages or prices. The Project is estimated to have the following maximum total annual contribution to the regional economy during operation:



- \$322M in direct output and \$19M in indirect output.
- \$295M in direct value-added and \$9M in indirect value-added.
- \$2M in direct household income and \$3M in indirect household income.
- 40 direct jobs and 42 indirect jobs.

## Conclusion

**The Project is of the scale and generating capacity that will support Australia’s transition to cleaner forms of energy production and contribute significantly to reducing greenhouse gas emissions, which are implicated in human induced climate change. The Project has been carefully designed and sited to minimise environmental impacts and in consultation with the local community and relevant stakeholders.**

The Project will not result in significant impacts on the environment, or the local community and any residual impacts will be outweighed by the strong strategic and economic benefits which the Project will deliver. The Project will:

- Assist the Federal and NSW Governments to fulfil their targets and policies to increase renewable energy supply and reduce greenhouse gas emissions;
- Assist in meeting energy demand as part of the nations transition from traditional energy sources; and.
- Deliver economic benefits to regional and local communities.

The Project represents a positive addition to the local and wider NSW economy and the National Electricity Market. With the implementation of proposed mitigation and management measures, it is considered that this Project is consistent with the objects of the EP&A Act and is in the public interest.

# 1. INTRODUCTION

## 1.1 BACKGROUND

Engie Australia Pty Ltd ('ENGIE' or the 'Applicant') is seeking approval to construct, operate, maintain and decommission The Plains Wind Farm (the 'Project') located south of Hay in the Riverina Murray Region of New South Wales (NSW).

The Project is entirely located within the Hay Shire Local Government Area (LGA), in the Riverina Murray Region of NSW, on land predominately used for agricultural activities. Figure 1-1 shows the regional context of the Project and Figure 1-2 shows the Project locality.

Approval for the Project is sought under Part 4, Division 4.7 of the *Environmental Planning & Assessment Act 1979* (EP&A Act) as the Project is State Significant Development (SSD) pursuant to Part 2.2, clause 2.6 and Schedule 1 of the *State Environmental Planning Policy (SEPP) (Planning Systems) 2021*.

The Project was referred (EPBC Ref: 2022/09404) under Part 9 of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) (Cwlth.) to the Department of Climate Change, Energy, the Environment and Water (DCCEEW) (Cwlth.). The Project was determined to be a controlled action on 20 March 2023 and therefore approval under Part 9 of the EPBC Act is being sought under the Agreement Bilateral Assessment.

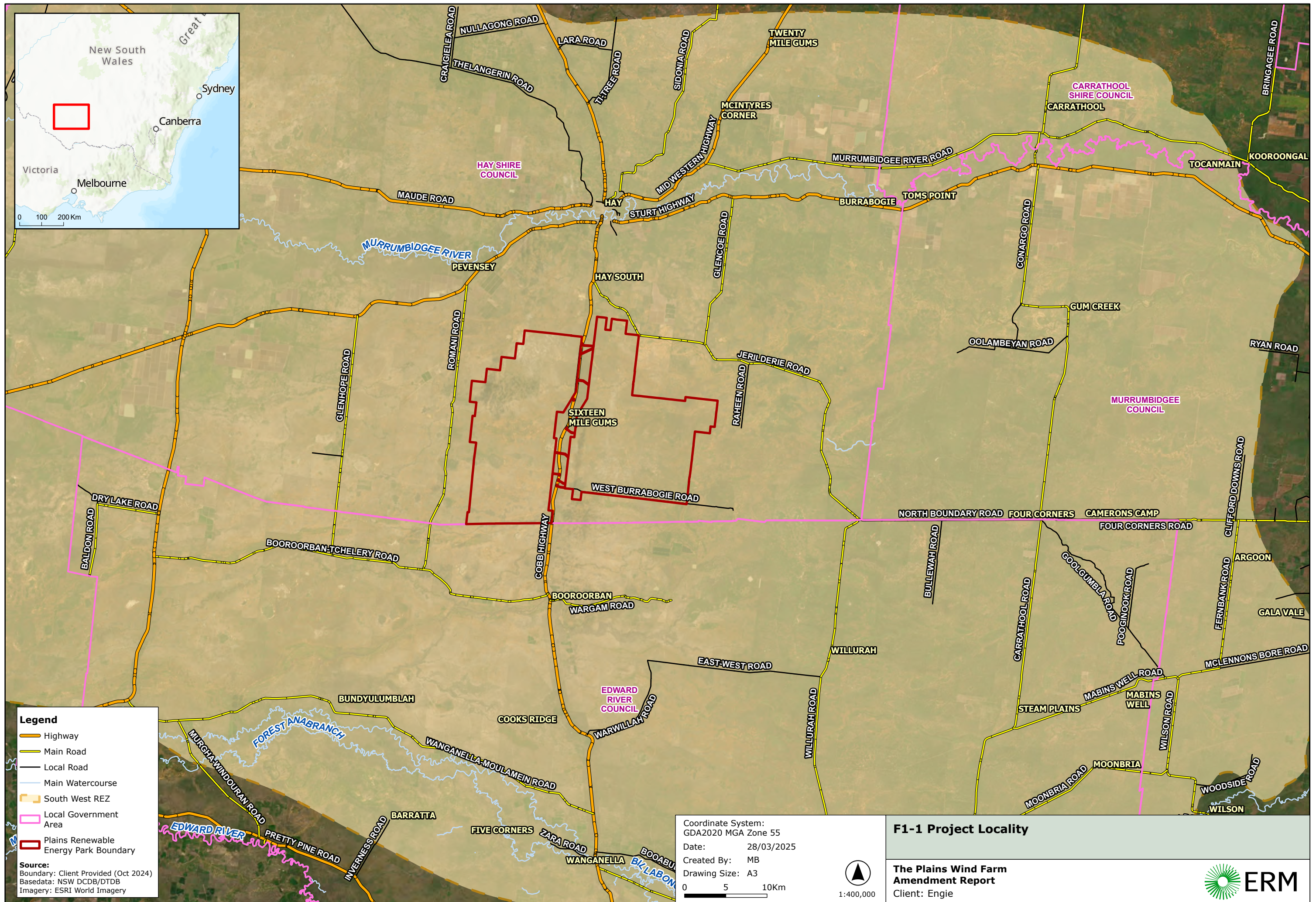
In support of the SSD application (SSD-50629707), an Environmental Impact Statement (EIS) was prepared for the Project (ERM, 2024a). The EIS was publicly exhibited between 8 May 2024 and 4 June 2024 by the NSW Department of Planning, Housing and Infrastructure (DPHI).

During the public exhibition period, 70 submissions were received (including duplicates). These submissions were received from government agencies, organisations and members of the public and were categorised as follows:

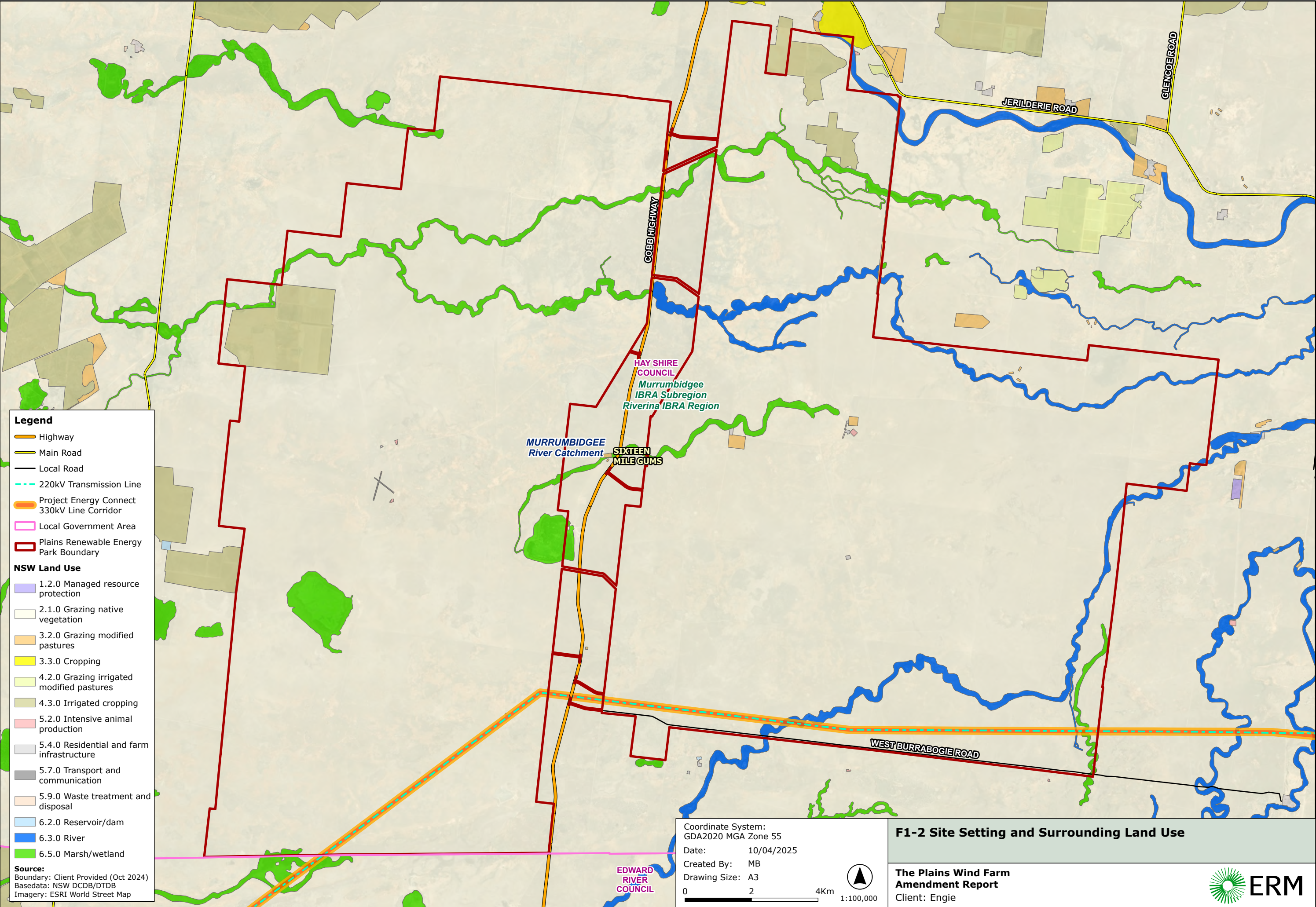
- 46 public submissions;
- Eight organisation submissions;
- Two local council submissions; and
- 14 agencies advice.

After duplicate submissions, and submissions referring to other projects were removed, 64 submissions were considered in The Plains Wind Farm Submissions Report (ERM, 2025a). The Submissions Report has lodged (concurrently with this Amendment Report) to respond to matters raised during public exhibition of the EIS. This Amendment Report should be read in conjunction with the Submissions Report, the Plains Wind Farm EIS (ERM, 2024a) and supporting documentation. This Amendment Report assesses the potential impacts of the Project's improved design, as well as additional or revised mitigation measures, as required. The Amendment Report has been prepared having regard to the *State Significant Development Guidelines – Preparing an Amendment Report* (Appendix D of the *State Significant Development Guidelines* (DPIE, 2022a)).











## 1.2 THE APPLICANT

ENGIE is a French multinational organisation that specialises in the development, operation and maintenance (O&M) of large-scale assets, predominantly focusing on wind, solar and industrial-scale battery storage. ENGIE has been driving innovation in the energy sector for over 180 years. Today, ENGIE operates in over 70 countries worldwide, and employs over 101,000 people. ENGIE has been operating in Australia since 1996 and employs over 330 people.

ENGIE's purpose is to act to accelerate the transition towards a carbon neutral economy, through reduced consumption of carbon-intensive energy sources and development of more environmentally friendly energy solutions. Their purpose brings together the company, its employees, its clients and its shareholders, and reconciles economic performance with a positive impact on people and the planet. ENGIE is committed to a long-term sustainable growth and an ambitious net-zero carbon emissions target by 2045. They have also set a global target to have 80 gigawatts (GW) of installed renewable energy capacity and achieve annual emissions reduction by their clients of 45 million tonnes (Mt) of carbon dioxide equivalent (CO<sub>2</sub><sup>e</sup>) emissions by 2030.

In Australia, ENGIE is a critical part of the low-carbon energy transition. They currently have more than 2,000 megawatts (MW) of wind, solar and industrial-scale battery storage projects under development, plus a 10 MW green hydrogen to ammonia project under construction. Their current operating renewable energy generation is 165 MW, comprising the Canunda and Willogoleche wind farms in South Australia.

ENGIE has also recently announced the construction of Australia's largest private-owned battery, the 150 MW Hazelwood Battery Energy Storage System (BESS). The Hazelwood BESS is located at the former Hazelwood Mine and Power Station in the Latrobe Valley, Victoria, forming part of ENGIE's commitment to repurposing the site, which has been under rehabilitation since 2017.

ENGIE's long-term focus in Australia is to develop utility scale renewable energy that provides benefits to all Australian regions and communities.

The Australian Business Number (ABN) and address of International Power (Australia) Pty Limited (trading as ENGIE ANZ) are listed below:

- **ABN:** 59 092 560 793
- **Address:** Level 23, 2 Southbank Boulevard, Southbank VIC 3006.

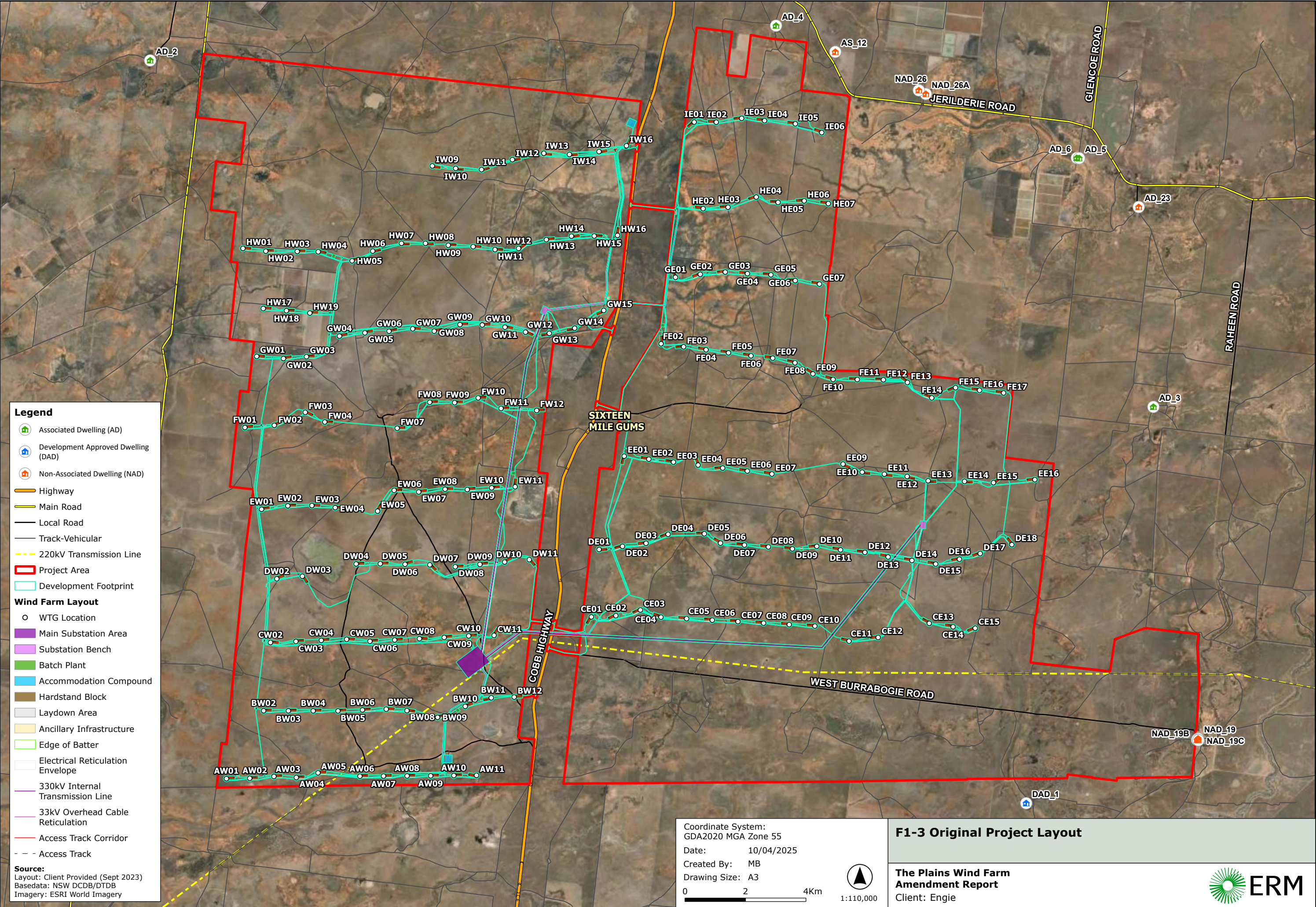
### 1.3 ORIGINAL PROJECT

The Project as originally proposed (EIS Project layout) involved the construction, operation, maintenance and decommissioning (where applicable) of a wind farm and associated infrastructure. The key components of the Project as described in the EIS (ERM, 2024a) included:

- 188 wind turbine generators (WTGs), with each having a hub height of up to 180 metres (m) and tip height of up to 270 m, and a total maximum capacity of up to 1,350 MW;
- Electrical reticulation:
  - One main 330 kV substation including switchyard, transformers, voltage controls, storage units, control room and potentially power quality control equipment;
  - Up to two 132 kV collector substations;
  - 33 kV medium-voltage underground and overhead lines;
  - 330 kV high-voltage (HV) overhead lines; and
  - Direct grid connection to existing 220 kV or Project Energy Connect;
- Up to 10 permanent met masts;
- On-site supporting infrastructure:
  - Accommodation compound, O&M compound, and access tracks; and
  - Asset protection zones (APZs), landscaping works, drainage and access point;
- Off-site supporting infrastructure:
  - Waste and wastewater disposal facilities;
  - Existing public road network and communications network;
  - Visual screening mitigation at non-associated dwellings; and
  - Accommodation housing for workers in Hay; and
- 24 hours a day, seven days per week operation with up to 40 Full Time Equivalent (FTE) onsite and 6 FTE offsite jobs personnel.

The Project layout as presented in the EIS is provided in **Figure 1-3**.







## 1.4 AMENDED PROJECT

Following exhibition of the EIS, the Applicant has made further amendments to the Project which has resulted in a reduction in both the Project and Development Footprint area (refer Appendix A).

These amendments comprise changes to the number and location of the WTGs, and the location of ancillary infrastructure including the substation, O&M compound, internal roads, construction compound and laydown areas. The amended Project layout has addressed relevant matters raised in submissions, and was informed by stakeholder and community engagement, further consideration of environment and social constraints, and civil design constructability.

The key amendments to the Project include:

- A reduction in the Project area from 53,894 hectares (ha) to 46,431 ha (-7,463 ha, or 14% reduction);
- A reduction in WTGs from 188 to 171 (-17, or 9% reduction);
- A reduction in Development Footprint from 1,997 ha to 1,887 ha (-110 ha, or 6% reduction); and
- An increase in the distance of the closest non-associated dwelling to a WTG, from 2,700 m to 3,633 m.

Throughout the planning and response to submissions (RtS) phase of the Project, a range of alternate Project designs were considered in the context of technical, environmental, social and commercial constraints. The amended Project has:

- Further avoided and/or minimised adverse environmental impacts;
- Protected sensitive areas and receivers identified through specialist assessments including biodiversity, noise, visual, heritage, hazards and risks, and water;
- Addressed matters raised in submissions of the exhibited Project EIS and outcomes of ongoing engagement with the community, landowners, government agencies, local council and other stakeholders;
- Maximised the yield of wind power generation through suitable positioning of WTGs on-site and in consideration of environmental constraints;
- Maintained Project generation capacity to achieve commercial viability of the Project in the context of the cost required to connect to the existing electrical grid; and
- Optimised accessibility of Project elements through identifying constructability constraints and strategically positioning Project elements to minimise earthworks required during construction and thereby further reduce potential biodiversity impact.

The amended Project provides environmental and social benefits as summarised in Table 1-1.



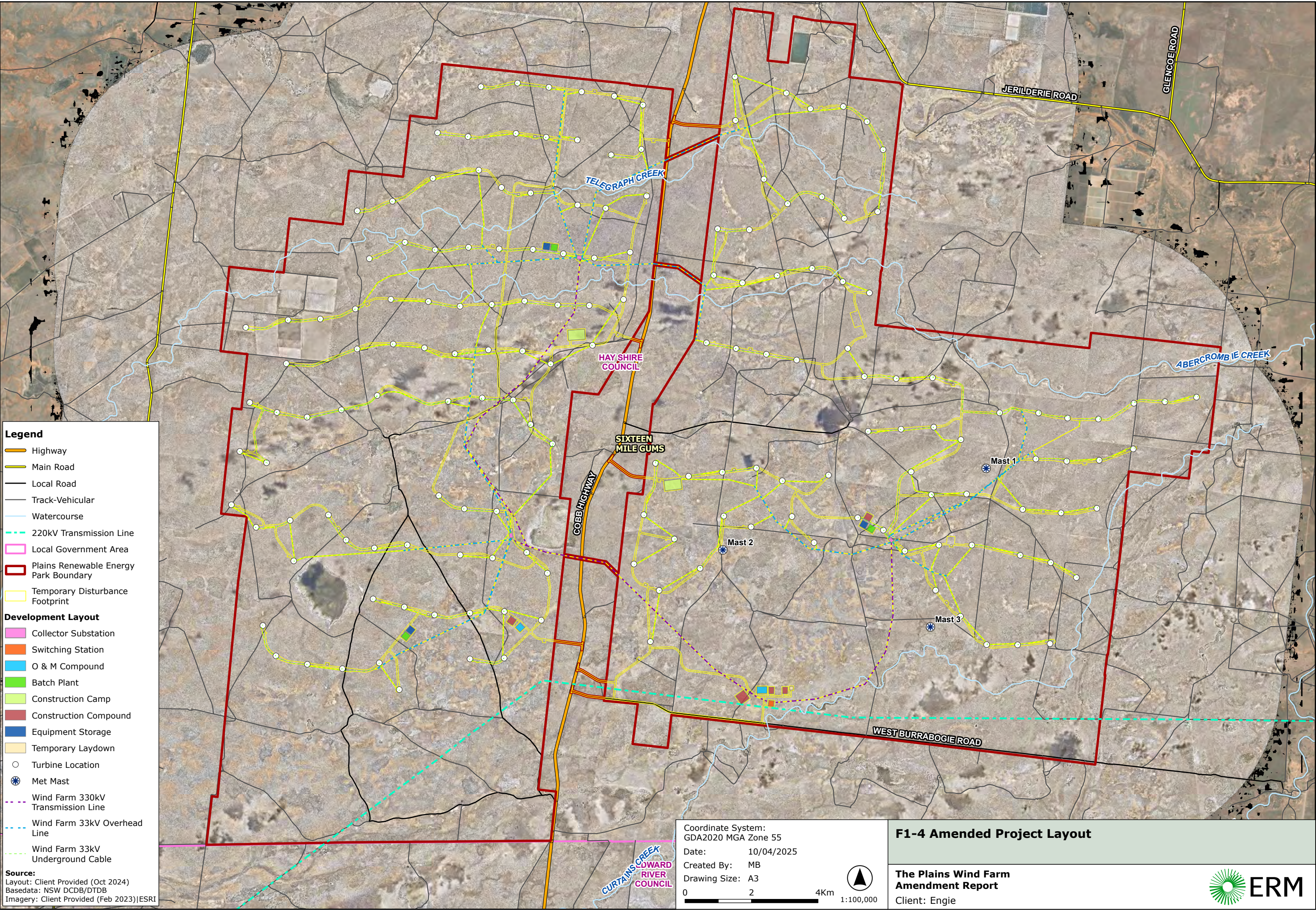




TABLE 1-1 ENVIRONMENTAL AND SOCIAL BENEFITS OF THE AMENDED PROJECT

Aspect	Justification of Amendments	Amendments
Biodiversity	Refinements to the development footprint and relocation of project infrastructure has reduced the impacts to biodiversity values ( <b>Appendix G</b> ). Additional survey and assessment has been undertaken to respond to agency submissions and to support the updated assessment of potential impacts. Amended Biodiversity Development Assessment Report (BDAR) includes detailed assessment and offset obligations for the proposed transport route.	<ul style="list-style-type: none"> <li>• Reduced development footprint and relocation of 171 WTGs.</li> <li>• The Project continues to largely avoid Plains-wanderer and <i>Swainsona viridis</i> habitat</li> <li>• Provide refined offset credit liabilities.</li> </ul>
Noise	Noise impacts of the Project on sensitive receivers remain similar to that assessed in the EIS and the WTG noise predictions show compliance with the criteria at all locations. Road noise, vibration and cumulative impacts remain unchanged from the EIS Noise assessment ( <b>Appendix H</b> ).	<ul style="list-style-type: none"> <li>• Reduced development footprint and relocation of 171 WTGs.</li> <li>• Three associated receivers are closer to the amended project layout.</li> <li>• No increased impacts to any non-associated sensitive receivers.</li> <li>•</li> </ul>
Visual	The amended project layout results in a reduction of dwellings requiring visual impact mitigation, as two dwellings that were assessed as moderate in the EIS have now returned a 'low' visual impact rating (NAD_13 and NAD_14) and only two non-associated dwellings would have a moderate visual impact rating (NAD_26 and NAD_26A). Lighting associated with the Project is also deemed to be negligible ( <b>Appendix I</b> ).	<ul style="list-style-type: none"> <li>• Reduced development footprint and relocation of 171 WTGs.</li> <li>• The number of non-associated dwellings within the black line of visual magnitude has been reduced.</li> </ul>
Traffic	The proposed access arrangements for the amended project layout are suitable to accommodate the expected construction vehicle types and traffic volumes during the construction, operation, and decommissioning phases of the Project. Mitigation measures including Basic Right Turn (BAR) and Basic Left Turn (BAL) turn treatments at access points remain consistent with those identified in the EIS ( <b>Appendix J</b> ).	<ul style="list-style-type: none"> <li>• Reduced development footprint and relocation of 171 WTGs.</li> <li>• Vehicular access is proposed via seven site access points, including five along Cobb Highway and two along West Burrabogie Road.</li> <li>• An additional dedicated emergency access location is proposed on the eastern side of Cobb Highway.</li> </ul>
Aviation	No changes were identified in relation to the impacts of the amended Project on aviation safety ( <b>Appendix K</b> ).	<ul style="list-style-type: none"> <li>• Reduced development footprint and relocation of 171 WTGs.</li> <li>• Includes a qualitative risk assessment to determine the need for obstacle lighting on WTGs and/or wind monitoring towers.</li> </ul>

Aspect	Justification of Amendments	Amendments
Bushfire	Bushfire risks and mitigation measures are consistent with those assessed in the EIS ( <b>Appendix L</b> ).	<ul style="list-style-type: none"> <li>• Reduced development footprint and relocation of 171 WTGs.</li> <li>• Relocation of the proposed accommodation compounds.</li> <li>• Mitigation measures remain consistent with the EIS.</li> </ul>
Heritage	An amended Aboriginal Cultural Heritage Assessment Report (ACHAR) is provided in ( <b>Appendix O</b> ) and includes additional survey and assessment to respond to agency submissions and to support the updated assessment of potential impacts. A new Transport Haul Route ACHAR is also provided in ( <b>Appendix P</b> ) as requested by Heritage NSW.	<ul style="list-style-type: none"> <li>• Reduced development footprint and relocation of 171 WTGs.</li> <li>• Avoidance of recorded heritage sites and Potential Archaeological Deposits (PADs), where possible.</li> </ul>
Agriculture	The amended footprint will result in a reduced impact on agricultural activities and recommended mitigation measures remain consistent with the original EIS assessment ( <b>Appendix S</b> ).	<ul style="list-style-type: none"> <li>• Reduced development footprint and relocation of 171 WTGs.</li> <li>• The potential loss of grazing income has been reduced from \$115,700 to \$32,598 per annum (pa) based on the refined permanent development footprint.</li> </ul>
Flood Assessment	The amended project layout has been designed to relocate the transmission line footings outside of the Curtains Creek inbank area. Consistent with the EIS, some project infrastructure will remain within identified flood storage and flood fringe areas. This includes the base of several wind turbines, as well as numerous access tracks. The proposed switching station is also located on land that would be inundated during local catchment floods as frequent as 5% Annual Exceedance Probability (AEP), as well as an extreme flood on the Murrumbidgee River. Due to the spatial extent of the wind farm infrastructure, flood events could result in isolation of workers and equipment ( <b>Appendix T</b> ).	<ul style="list-style-type: none"> <li>• Reduced development footprint and relocation of 171 WTGs.</li> <li>• Relocation of transmission line footings outside of the Curtains Creek inbank area.</li> <li>• No increase in flood risk.</li> </ul>
Economic Assessment	The amended Project will continue to provide economic activity to the regional economy during both the construction and operation phase. Consistent with the EIS, it would also result in a minor and insignificant contraction in regional economic activity from agricultural activity within the Project boundary ( <b>Appendix U</b> ).	<ul style="list-style-type: none"> <li>• Reduced development footprint and relocation of 171 WTGs.</li> <li>• The construction and operation of the Project will have net positive impacts on the level of economic activity in the regional and NSW economy.</li> </ul>



## 2. STRATEGIC CONTEXT

### 2.1 STRATEGIC FRAMEWORK

The strategic framework relative to the Project remains consistent with the discussion provided in Section 2 of The Plains Wind Farm EIS (ERM, 2024a). The amended Project remains aligned with international, Australian Government and NSW climate change commitments and various strategies, policies, and plans across regional and local contexts, including:

- United Nations 2030 Agenda for Sustainable Development;
- United Nations Framework Convention on Climate Change (UNFCCC) Conference of Parties 28 (COP28) and UNFCCC 21;
- Renewable Energy Target;
- Australian Government *Climate Change Act 2022*;
- NSW Government Net Zero Plan Stage 1: 2020–2030;
- NSW Electricity Strategy;
- NSW Transmission Infrastructure Strategy;
- NSW Electricity Infrastructure Roadmap;
- South West Renewable Energy Zone (REZ);
- Riverina Murray Regional Plan 2041;
- Hay Local Environmental Plan (LEP) 2011;
- Hay Shire Council (HSC) Community Strategic Plan 2022-2032;
- Community and Settlement Sustainability Strategy – Hay LGA;
- Workforce Management Plan – HSC 2022-2026;
- Hay Structure Plan; and
- Delivery Program – HSC 2022-2026.

Since preparation of the EIS, the Australian Energy Market Operator (AEMO) has released the 2024 Electricity Statement of Opportunities (ESoO) (AEMO, 2024). The 2024 ESoO indicates that the reliability outlook for power systems has significantly improved compared to the 2023 ESoO report. This was driven by the addition of 5.7 GW of grid-scale renewable energy generation and storage. This capacity comprised 3.9 GW/13.5 GW hour of battery storage, 1.2 GW of large-scale solar, 0.4 GW of wind and 0.2 GW of hydrogen generation, along with 365 km of new transmission infrastructure. Other factors contributing to the improved reliability outlook for power systems included:

- The extension (from 2025 to 2027) of the scheduled closure date of the Eraring Power Station in NSW
- An increase in rooftop solar capacity; and
- Revised projections indicating lower growth in energy consumption and maximum demand across most National Electricity Market (NEM) regions than previously anticipated.

The forecasts concluded that there will be no reliability gap for power systems in any state within the NEM until 2034, *unless* there are delays in the implementation of replacement capacity projects, including pumped hydro energy storage, grid developments, and new REZs. These reliability gaps for power systems are now projected to be smaller than those forecast previously.

The ESoO demonstrates that there is a clear need for the rapid approval and development of additional renewable energy generation, with a focus on utility-scale projects. The Australian government's target of 82% renewable energy by 2030 aims to meet this need, particularly in light of the impending closure of NSW existing coal-firing power plants.

The Project will assist the Australian and NSW governments' regional and local commitments by:

- Supporting the transition in the energy sector away from a centralised system of large fossil fuel generation, towards a decentralised system of widely dispersed, renewable energy generation;
- Contributing 1,230 MW Direct Current (DC) to assist in meeting the increasing energy demand in NSW and throughout the NEM;
- Contributing to greenhouse gas (GHG) emissions reductions in the order of 2.24 Mt-CO<sub>2</sub><sup>e</sup> pa, supporting the NSW and Australian Government commitments of net zero by 2050;
- Delivering economic benefits to NSW, regional and local communities, including approximately:
  - Up to \$328 million in direct (\$200M) and indirect (\$128M) output to the regional economy and up to \$599 million in direct (\$200M) and indirect (\$399M) outputs to the NSW economy during construction of the Project;
  - Up to \$341 million in direct (\$322M) and indirect (\$19M) output to the regional economy and up to \$384 million in direct (\$322M) and indirect (\$61) output to the NSW economy during operations of the Project;
  - Material employment of up to 700 FTE jobs during peak construction and up to 40 FTE onsite and offsite jobs during operations;
  - Providing a diversified income stream for associated landowners through payments to host infrastructure; and
  - Providing benefits to local and regional infrastructure and services through the establishment of a Community Enhancement Fund (CEF), Neighbour Benefit Sharing Program (NBSP), First Nations Benefit Sharing and Voluntary Planning Agreement (VPA).
- Recycling and reusing materials where practical and economically feasible; and
- Liaising and working proactively with the community and all potentially affected stakeholders in the identification, mitigation and/or monitoring of environmental impacts.

## 2.2 SITE SETTING

Key early considerations in site selection for the Project were suitable wind resource, topography, proximity and access to existing or proposed transmission infrastructure, site accessibility, land ownership, community and stakeholder acceptance, and minimal environmental and social constraints.

Since submission of the EIS, the Project remains well suited to its regional and local context. The Project Area is located on land currently used for grazing. Wind farms and agricultural production, specifically grazing, can co-exist, and it is the intent of the Applicant that the majority of the Project Area will remain available for grazing during operation. The impact on agricultural land use during construction would be limited by the relatively small area affected and the relatively low productivity of the native pastures within the Project area.

Thus, the development of the amended Project does not present any conflicts with its current, or potential future land uses.

## 2.3 CONTRIBUTIONS AND AGREEMENTS

Since lodgment of the EIS, the Applicant has maintained dialogue with HSC regarding the VPA for the Project. The Applicant has now signed a letter of intent for this.

The financial contributions in the VPA are commensurate to the DPHI Benefit Sharing Guideline - \$1,050/MW annual contribution. The Applicant has also agreed to an initial contribution of \$12,000,000 to the HSC. The annual contributions will be subject indexation equivalent to the Consumer price index (CPI). The Applicant has also set up an additional neighbour offer for \$1,000 off energy bills within 20 km of the Project.

### 3. DESCRIPTION OF AMENDMENTS

#### 3.1 OVERVIEW

In response to matters raised in submissions, ongoing engagement with the community, landholders, local council and government agencies, constructability considerations and environmental and social constraints, the Applicant has made amendments to the Project. These amendments have further minimised the impact the Project may have on environmental, social and economic aspects. Specifically, the amendments have been made in consideration of biodiversity, visual, heritage, noise, traffic, soils, flooding, social impacts and cumulative impacts.

The amended Project layout includes a micro-siting corridor to allow the design the ability to respond to identified social and environmental constraints and further avoid or minimise impacts during detailed design and early-stage construction works. The amended Project Layout is shown in Figure 1-3 and Appendix F.

In addition to the above, the amendments to the Project are intended to:

- Protect sensitive areas and receivers identified through specialist assessments discussed in Section 6;
- Maintain minimum Project generation capacity to achieve commercial viability of the Project in the context of the cost required to connect to the existing 220 kV transmission line located along the southern boundary of the Project Area or Project Energy Connect (under future access rights tender); and
- Optimise the accessibility of Project elements through identifying constructability constraints and strategically positioning Project elements to minimise earthworks required during construction, and thereby further reduce potential environmental impact.

### 3.2 AMENDED PROJECT SUMMARY

Table 3-1 provides a comparison between the Project as presented in the EIS and the amended Project. A full description of the amended Project is provided in Appendix A.

**TABLE 3-1 AMENDED PROJECT SUMMARY**

Project Elements	EIS (original) Project	Amended Project	Difference between EIS and Amended Project
Project Area	<ul style="list-style-type: none"> <li>53,894 ha</li> </ul>	<ul style="list-style-type: none"> <li>46,431 ha</li> </ul>	<ul style="list-style-type: none"> <li>Reduction by 7,463 ha (14%)</li> </ul>
Development Footprint	<ul style="list-style-type: none"> <li>1,996.9 ha</li> </ul>	<ul style="list-style-type: none"> <li>1,887 ha</li> </ul>	<ul style="list-style-type: none"> <li>Reduction by 109.9 ha (6%)</li> </ul>
Temporary Disturbance	<ul style="list-style-type: none"> <li>700.6 ha</li> </ul>	<ul style="list-style-type: none"> <li>1,539.84 ha</li> </ul>	<ul style="list-style-type: none"> <li>Increase by 839.24 ha</li> </ul>
Permanent Disturbance	<ul style="list-style-type: none"> <li>1,296.30 ha</li> <li>Note that this calculation included an easement to the OHL and broad footprint for all hardstands and operational buildings</li> </ul>	<ul style="list-style-type: none"> <li>347.16 ha</li> <li>Includes transmission line pole locations only</li> <li>Clearly defined access tracks and hardstands</li> <li>Clearly defined operational footprint</li> </ul>	<ul style="list-style-type: none"> <li>Reduction by 949.14 ha (73%)</li> </ul>
Wind Turbines	<ul style="list-style-type: none"> <li>188 WTGs</li> <li>1,350 MW DC</li> <li>180 m hub height</li> <li>270 m tip height</li> <li>90 m blade length</li> <li>Highest WTG EE15 with a maximum elevation of approximately 364.5 m Australian Height Datum (AHD) / 1,195.8 feet (ft) above mean sea level (AMSL)</li> </ul>	<ul style="list-style-type: none"> <li>171 WTGs</li> <li>1,230 MW DC</li> <li>180 m hub height</li> <li>270 m tip height</li> <li>90 m blade length</li> <li>Highest WTG with a maximum elevation of approximately 365.4 m AHD / 1,198.7 ft AMSL</li> </ul>	<ul style="list-style-type: none"> <li>Number of WTGs reduced by 17 (9%)</li> <li>DC capacity reduced by 120 MW (9%)</li> <li>No change in hub and tip height, and blade length</li> </ul>

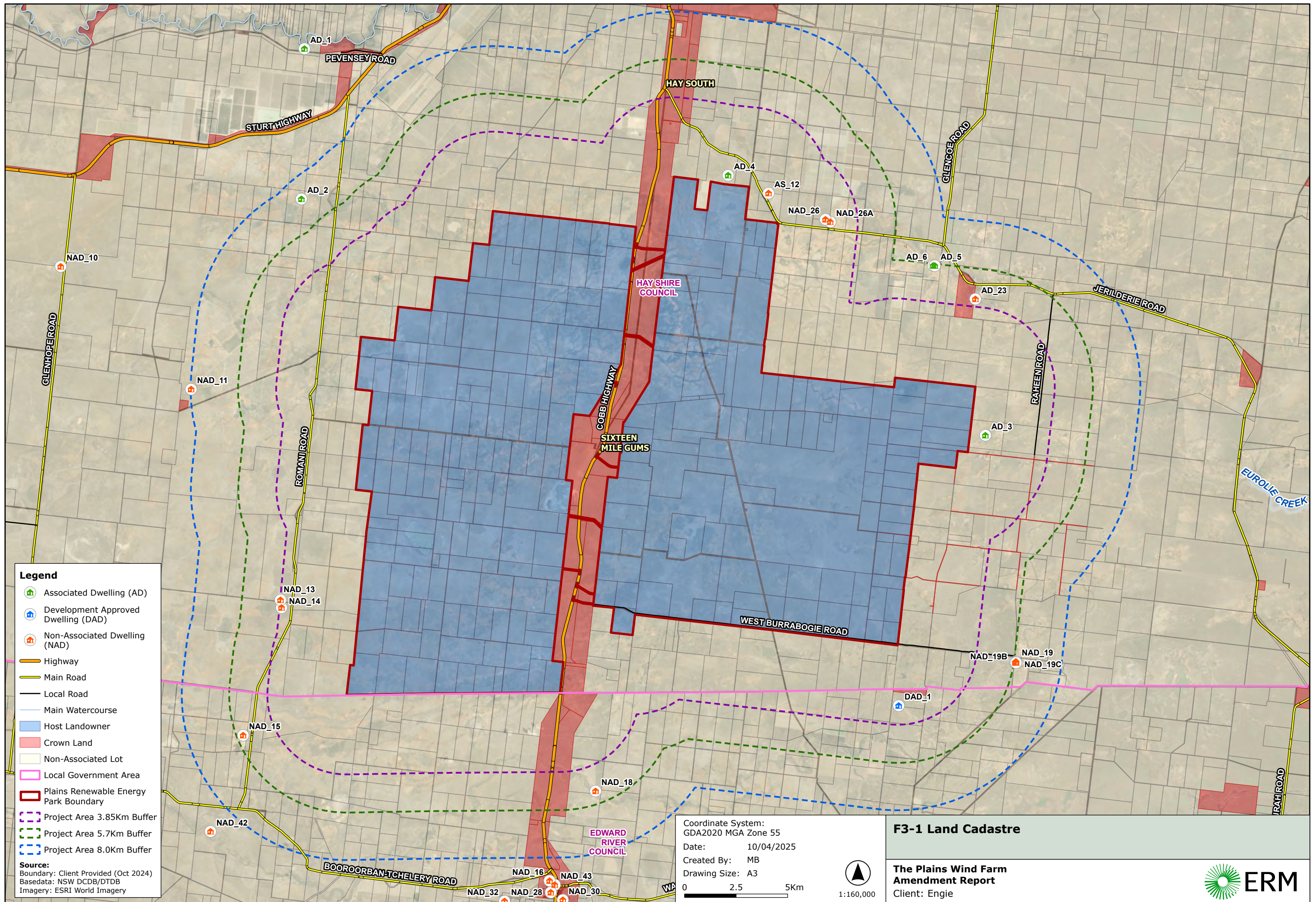


Project Elements	EIS (original) Project	Amended Project	Difference between EIS and Amended Project
Electrical Reticulation Infrastructure	<ul style="list-style-type: none"> <li>One main 330 kV substation, across 59 ha</li> <li>Up to two 132 kV collector substations across 4.5 ha each</li> <li>33 kV medium-voltage with approximately 222.6 km underground transmission and 81 km overhead line distance</li> <li>330 kV HV overhead lines with approximately 28 km distance</li> </ul>	<ul style="list-style-type: none"> <li>One main 330 kV substation, across 2.7 ha</li> <li>Up to three 132 kV collector substations across 1.5 ha each</li> <li>33 kV medium-voltage with approximately 215.5 km underground transmission and 58.8 km overhead line distance</li> <li>330 kV HV overhead lines with approximately 27 km distance</li> </ul>	<ul style="list-style-type: none"> <li>Relocation and reduced area required to accommodate the Electrical Reticulation Infrastructure</li> </ul>
Meteorological (met) Masts	<ul style="list-style-type: none"> <li>Three permanent met masts (up to 10 in project description)</li> <li>Maximum height of approximately 150 m above ground level (AGL)</li> </ul>	<ul style="list-style-type: none"> <li>Three permanent met masts</li> <li>Maximum height of approximately 150 m AGL</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>
	<ul style="list-style-type: none"> <li>APZ of minimum 10 m (operational footprints of the WTGs, substation and associated infrastructure)</li> </ul>	<ul style="list-style-type: none"> <li>APZ of minimum 10 m (operational footprints of the WTGs, substation and associated infrastructure)</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>
	<ul style="list-style-type: none"> <li>Access tracks, drainage and access point with 237 km total distance</li> </ul>	<ul style="list-style-type: none"> <li>Relocation of internal access tracks to align with existing tracks where possible.</li> </ul>	<ul style="list-style-type: none"> <li>Relocation of internal access tracks to align with existing tracks where possible.</li> </ul>
	<ul style="list-style-type: none"> <li>Four access points off Cobb Highway and a portion of West Burrabogie Road</li> </ul>	<ul style="list-style-type: none"> <li>Five access points off Cobb Highway and two off West Burrabogie Road</li> <li>One dedicated emergency access location</li> </ul>	<ul style="list-style-type: none"> <li>Additional three access points provided</li> <li>Traffic would generally be distributed evenly across the access locations during the peak construction period</li> </ul>

Project Elements	EIS (original) Project	Amended Project	Difference between EIS and Amended Project
<b>Construction</b>			
Construction Duration	<ul style="list-style-type: none"> <li>Approximately 40 months</li> <li>Peak period of 24 months</li> <li>Estimated date of commencement Q1, 2027</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 40 months</li> <li>Peak period of 24 months</li> <li>Estimated date of commencement Q1, 2027</li> </ul>	<ul style="list-style-type: none"> <li>No Change</li> </ul>
Construction Workforce	<ul style="list-style-type: none"> <li>Average of 550 FTE jobs</li> <li>Peak workforce of approximately 700 FTE jobs during peak period of 24 months</li> </ul>	<ul style="list-style-type: none"> <li>Average of 550 FTE jobs</li> <li>Peak workforce of approximately 700 FTE jobs during peak period of 24 months</li> </ul>	<ul style="list-style-type: none"> <li>No Change</li> </ul>
On-site Temporary Infrastructure	<ul style="list-style-type: none"> <li>Two accommodation compounds, one located to the north (Lot 23 DP 756797), and one to the south (Lot 23 &amp; 24 DP 756778) of the western portion of Project Area</li> <li>Approximately 6.4 ha each</li> </ul>	<ul style="list-style-type: none"> <li>Two Accommodation compounds, one located to the north (Lot 11&amp; 12 DP 756737) of the western portion of the Project Area, and one to the south (Lot 45 DP DP756737) of the eastern portion of Project Area</li> <li>Approximately 15 ha each.</li> </ul>	<ul style="list-style-type: none"> <li>New Locations</li> <li>Larger footprint</li> </ul>
	<ul style="list-style-type: none"> <li>Concrete batching plants and onsite borrow pits, laydown and storage areas</li> <li>Approximately 5.2 ha in total, located within the Development Footprint</li> </ul>	<ul style="list-style-type: none"> <li>Construction compounds, concrete batching plants and onsite borrow pits, laydown and storage areas</li> <li>Approximately 42.8 ha in total, located within the Development Footprint.</li> <li>There are also two O &amp; M buildings; one in the west approximately 4ha and one in the east approximately 6ha in area.</li> <li>No onsite quarries are proposed.</li> </ul>	<ul style="list-style-type: none"> <li>New Locations</li> <li>Temporary construction footprint more clearly defined</li> </ul>
Ancillary Activities	<ul style="list-style-type: none"> <li>Delivery of Project components</li> <li>Installation of underground and overhead cabling, maintenance and environmental management processes and equipment</li> <li>Access roads upgrade</li> <li>Earthworks required to establish hardstand and laydown areas for turbines</li> </ul>	<ul style="list-style-type: none"> <li>Delivery of Project components</li> <li>Installation of underground and overhead cabling, maintenance and environmental management processes and equipment</li> <li>Access roads upgrade</li> <li>Earthworks required to establish hardstand and laydown areas for turbines</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>

Project Elements	EIS (original) Project	Amended Project	Difference between EIS and Amended Project
Services and Utilities	<ul style="list-style-type: none"> <li>Adjustment, protection or relocation of existing utilities</li> </ul>	<ul style="list-style-type: none"> <li>Adjustment, protection or relocation of existing utilities</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>
Transport Route	<ul style="list-style-type: none"> <li>Main equipment deliveries via Port of Geelong and WTG components from Port of Adelaide</li> <li>310 heavy and 350 light vehicle movements per day during peak construction</li> <li>Associated external road upgrades (also used for operational maintenance or decommissioning activities)</li> </ul>	<ul style="list-style-type: none"> <li>Main equipment deliveries via Port of Geelong and WTG components from Port of Adelaide</li> <li>310 heavy vehicles and 350 light vehicles movements per day during peak construction</li> <li>Associated external road upgrades (also used for operational maintenance or decommissioning activities)</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>
Operations			
Duration	<ul style="list-style-type: none"> <li>Development Consent in perpetuity</li> <li>Infrastructure life minimum of 30 years</li> </ul>	<ul style="list-style-type: none"> <li>Development Consent in perpetuity</li> <li>Infrastructure life minimum of 30 years</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>
Hours of Operation	<ul style="list-style-type: none"> <li>24 hours a day, seven days a week</li> </ul>	<ul style="list-style-type: none"> <li>24 hours a day, seven days a week</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>
Operational Workforce	<ul style="list-style-type: none"> <li>Up to 40 FTE jobs onsite and 6 FTE jobs offsite</li> </ul>	<ul style="list-style-type: none"> <li>Up to 40 FTE jobs onsite and 6 FTE jobs offsite</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>







## 4. STATUTORY CONTEXT

The statutory context of the Project remains consistent with and as described in Section 4 of The Plains Wind Farm EIS (ERM, 2024a).

Under Section 4.5(a) of the EP&A Act the consent authority for SSD is either the NSW Independent Planning Commission (IPC) or the NSW Minister for Planning.

The IPC is the consent authority for this Project under the provisions of Section 2.7 (1) of the Planning Systems SEPP, which states:

*"(b) development in respect of which at least 50 submissions (other than from a council) have duly been made by way of objection under the mandatory requirements for community participation in Schedule 1 to the Act"*

An updated statutory compliance table for the amendments to the Project is included in Appendix D, which identifies all relevant statutory requirements for the amended Project and indicates where they have been addressed in this amendment report or in The Plains Wind Farm EIS.



## 5. CONSULTATION AND ENGAGEMENT

### 5.1 ENGAGEMENT CARRIED OUT

ENGIE continues to implement the Stakeholder Engagement Strategy (SES) prepared for the Project at the scoping phase. The SES is regularly monitored, reviewed and adapted to ensure it remains effective and encourages community participation. The SES has been developed consistent with relevant guidelines including the 'Undertaking Engagement Guidelines for State Significant Projects' (Engagement Guidelines), which requires upfront and ongoing engagement for all State Significant Projects (DPHI, 2024). It ensures that stakeholders are afforded multiple opportunities to consult, comment and provide feedback on the Project.

Since lodgment of the EIS in April 2024, the Applicant has developed communication materials and an extensive engagement program to actively engage with stakeholders to discuss the amendments to the Project and to build an understanding of potential concerns, opportunities and mitigation strategies. It also aimed to gather information that could inform the broader communication required to support future stages of the Project including during the delivery stage.

Engagement activities used in the engagement process with the community, local council and government agencies since EIS exhibition include:

- Project website: The dedicated Project website is continually updated as the Project progresses ([Home - The Plains - Renewable Energy Park | The Plains | Engie](#)). During the EIS public exhibition period, the website also directed visitors to head to the DPHI Portal to complete a submission. The Project status will continue to be updated on website for community members to stay informed on the Project development;
- Community Information Hub: A space for community members (open every Thursday from 9am to 5pm) to be informed about the Project, including the proposed amendments, and a venue to discuss any queries, issues or feedback with the Project team;
- Project newsletters in May and December 2024 were delivered to all residences in the Hay, South Hay and Boorooban localities which totaled 1,395 households and included updates to the Project;
- Project site visits, including emails, meetings and phone calls were undertaken to discuss the amendments to the Project, answer questions and address concerns on a range of technical, environmental, and social aspects;
- EIS Summary booklets: A summary of the EIS in non-technical language was prepared and presented as a booklet, available at the Community Information Hub;
- Community hotline: The Project team have continued to run a dedicated phone and email address where members of the community can clarify any questions or concerns and provide feedback, creating a channel for two-way communication;
- Business briefings were held in Griffith, Hay and Deniliquin on 20 August 2024 and 22 August 2024 to provide local businesses and individuals information about the types of roles and work packages available during construction and operation of the project; and
- A Youth Careers Night was held in Hay on 29 October 2024 to provide local high school students with an overview of the types of careers available in the renewable energy industry.

All immediate neighbours (landholders that border the Project) were contacted post the EIS exhibition period and presented with a summary of the amendments to the Project, highlighting the reduced impacts in relation to biodiversity, visual amenity and Project size. Engagement was undertaken face to face where possible, otherwise via phone and/or email. Overall, the immediate neighbours expressed support for the Project, and no further concerns were raised regarding the amended Project.

Since origination of the Project in 2022, a total of 709 interactions have taken place across various communication channels. These have all been recorded via a dedicated Project Stakeholder Engagement software system (Consultation Manager).

Specific engagement and issues raised relating to the proposed amendments are summarised in Table 5-1. Engagement undertaken in relation to feedback provided during the EIS public exhibition period is documented within the Submissions Report (ERM, 2025a).

## 5.2 FUTURE ENGAGEMENT

Ongoing engagement with stakeholders will be undertaken during the RtS and determination phase of the SSD application for the Project. This engagement will include (but not be limited to):

- Engagement with Council regarding the VPA;
- Ongoing meetings with relevant regulators in accordance with planning and design, especially required intersection upgrade, and construction programming;
- Ongoing consultation with community and regulatory stakeholders via various methods;
- Ongoing monitoring of community phone, email and post box for complaints and other feedback from the community;
- Maintaining the Project website with regular updates during development and construction period of the Project;
- Ongoing media relations to ensure community awareness around the Project; and
- Create a factsheet based on community feedback received during the EIS exhibition.

Should the Project be approved, ongoing engagement with stakeholders will continue in the lead up to construction and throughout the construction, operational and decommissioning phases of the Project. Additionally, a Construction Environmental Management Plan (CEMP) will be prepared prior to the commencement of construction for the Project, which will include a process for receiving and responding to community complaints.

TABLE 5-1 SUMMARY OF COMMUNITY CONSULTATION SINCE EIS SUBMISSION

Stakeholder	Date and Tool	Purpose and Outcomes
Community		
Landowners (including both neighbouring properties and neighbours proposing to host infrastructure)	Emails: <ul style="list-style-type: none"> <li>• 24 July 2024</li> <li>• 25 September 2024</li> <li>• 14 October 2024</li> <li>• 5 November 2024</li> <li>• 8 January 2025</li> <li>• 7 February 2025</li> <li>• 17 February 2025</li> <li>• 19 February 2025</li> </ul>	<ul style="list-style-type: none"> <li>• 2024 The Plains Community Sponsorship Program</li> <li>• Email with revised agreement for neighbour access agreement</li> <li>• Email about Youth Careers Night</li> <li>• Email about extension of installation of garden sculptures with host landowner</li> <li>• Meeting request with host landowner</li> <li>• Sub lease agreement and biodiversity stewardship offer with landowner</li> <li>• Biodiversity Stewardship Agreement discussions with landowner</li> <li>• Meeting request with landowner</li> </ul>
	Meetings: <ul style="list-style-type: none"> <li>• 21 August 2024</li> <li>• 20 January 2025</li> <li>• 21 January 2025</li> </ul>	<ul style="list-style-type: none"> <li>• Meetings to provide project updates to all landholders whilst in Hay</li> </ul>
Aboriginal stakeholders (ACHAR)	Various emails, advertisements and phone calls to support ACHAR.	All RAPs were informed of the project amendments and additional survey and assessment undertaken. A full outline of the consultation and engagement is provided in Appendix O. Full consultation in accordance with the relevant guidelines was also completed to support the Transport Route ACHAR. Refer to Appendix P.
Perilya Pty Ltd	Emails: <ul style="list-style-type: none"> <li>• 1 October 2024 to 4 November 2024</li> <li>• 18 October 2024</li> </ul>	<ul style="list-style-type: none"> <li>• To organise logistics and entry into Perilya mine for ERM and RAPs to undertake Cultural Heritage surveys for the Transport Route.</li> <li>• To highlight and inform of the proposed OSOM transport route that will go through the Perilya Mine land. Included was a letter of offer which highlighted the transport movements, land and upgrades required, and a commercial deal.</li> </ul>
Bon Accord Hotel	Email: <ul style="list-style-type: none"> <li>• 18 October 2024</li> </ul>	<ul style="list-style-type: none"> <li>• To highlight and inform of the proposed OSOM transport route that will go across Bon Accord land as part of the swept path.</li> </ul>
APC	Emails: <ul style="list-style-type: none"> <li>• 18 October 2025</li> <li>• 20 November 2024</li> <li>• 4 December 2024</li> </ul>	<ul style="list-style-type: none"> <li>• To inform APC about the Plains energy park and the proposed OSOM transport route where the blade overhangs the parcel of land managed by APC.</li> <li>• Following up on the letter and seeking feedback.</li> </ul>

Stakeholder	Date and Tool	Purpose and Outcomes
Regulator		
DCCEEW	<b>Meeting:</b> <ul style="list-style-type: none"> <li>14 November 2024</li> </ul>	<ul style="list-style-type: none"> <li>ERM confirmed that the Project is now the response to submission phase and following exhibition of the EIS, the Project layout has been revised with a reduced number of turbines.</li> <li>It was noted that all other aspects of the project description provided within the EIS remain unchanged.</li> <li>Importantly, no additional sensitive receivers have been identified specific to the new layout.</li> <li>DCCEEW confirmed that the requirements for requesting a project variation are set out in s156A of the EPBC Act.</li> <li>Requests for a project variation are to be uploaded via the EPBC Business Portal.</li> </ul>
DPHI	<b>Meeting:</b> <ul style="list-style-type: none"> <li>9 December 2024</li> </ul> <b>Email:</b> <ul style="list-style-type: none"> <li>10 January 2025</li> </ul>	<ul style="list-style-type: none"> <li>To discuss DPHI requirements and expectations regarding submissions and to outline proposed refinements to the Project in response to submissions received, the need for an Amendment Report and Project submission timeline.</li> <li>During the meeting it was highlighted by the Department that The Project's footprint was observed to be larger than the other projects proposed in the SW REZ.</li> <li>Letter confirming the amendments made compared to the EIS.</li> <li>Technical memo from the civil designer highlighting the temporary and permanent disturbance footprint.</li> <li>A biodiversity comparison table (with a focus on key impacts to critically endangered and threatened ecological community) which compares The Project's Amendment to other projects in the SW REZ (information sourced from Major Projects Portal). Confirmation that the actual impact to threatened ecological communities and critically endangered species and vegetation is one of the lowest in the SW REZ.</li> <li>Copies of the consistency letters are provided in Appendix E.</li> </ul>
BCS	<b>Meeting:</b> <ul style="list-style-type: none"> <li>19 August 2024</li> </ul>	<ul style="list-style-type: none"> <li>ERM confirmed that upcoming survey effort will be on the amended layout and will include Spring 2024.</li> <li>Confirmation that new layout will avoid woodland areas and impacts to cultural heritage.</li> <li>Introduced an amended methodology for targeted flora surveys using a grid-based approach with consideration to microhabitats.</li> <li>BCS confirmed that solar and wind must be assessed independently.</li> <li>BCS confirmed additional survey and reporting required for the proposed haul route.</li> </ul>
Crown Lands	<b>Meeting:</b> <ul style="list-style-type: none"> <li>29 July 2024</li> </ul>	<ul style="list-style-type: none"> <li>A meeting between ENGIE and Crown Lands to understand the pathway to secure a license over the Crown Land from a Native Title and Aboriginal Lands Rights perspective. Crown land outlined that an agreement would come under the future act.</li> </ul>

Stakeholder	Date and Tool	Purpose and Outcomes
Hay Shire Council	Emails: <ul style="list-style-type: none"> <li>05 April 2024 – 5 June 2024</li> </ul>	<ul style="list-style-type: none"> <li>To provide an overview of Aviation Impact Assessment (AVIA) (Appendix K) undertaken for the Project and request assessment.</li> <li>HSC has stated that it lacks the expertise to assess the matter and will rely on Civil Aviation Safety Authority (CASA) for their evaluation. No issues were raised.</li> </ul>
	Emails: <ul style="list-style-type: none"> <li>31 October 2024</li> <li>8 January 2025</li> </ul>	<ul style="list-style-type: none"> <li>Email copy of Youth Careers Night presentation</li> <li>Meeting request</li> </ul>
	Campaign email: <ul style="list-style-type: none"> <li>14 August 2024</li> </ul>	<ul style="list-style-type: none"> <li>Promotion of ENGIE Business Briefings held in Riverina on 20-22 August 2024</li> </ul>
	Meetings: <ul style="list-style-type: none"> <li>30 October 2024</li> <li>20 January 2025</li> </ul>	<ul style="list-style-type: none"> <li>To discuss responses to submission, specifically road upgrades on Cobb Hwy, bridge assessment and decommissioning. ENGIE and Council to have another meeting in Q1/Q2 2025 following Access rights outcome.</li> <li>To give the council a project update and discuss the progress the council has made for the short-term accommodation.</li> </ul>
Broken Hill Shire Council	Meeting: <ul style="list-style-type: none"> <li>1 August 2024</li> <li>24 October 2024</li> </ul>	<ul style="list-style-type: none"> <li>Response to Submission meeting. Discussion around transport route and vegetation removal/replacement.</li> <li>Meeting with council to discuss next steps for transport route. Discussed strategic concept designs and impacted lots. Council shared road specifications for network. ENGIE to share proposed civil design with details of route.</li> </ul>
Goyder Regional Council	Meeting: <ul style="list-style-type: none"> <li>13 November 2024</li> </ul>	<ul style="list-style-type: none"> <li>Discussion with the local government around oversize and/or overmass (OSOM) permits and outlining a pathway to OSOM transport approval on roads.</li> </ul>
First Nations Groups	Emails: <ul style="list-style-type: none"> <li>14 August 2024</li> <li>14 August 2024</li> <li>2 October 2024</li> <li>18 October 2024</li> <li>21 November 2024</li> <li>21 November 2024</li> <li>13 January 2025</li> <li>15 January 2025</li> <li>23 January 2025</li> <li>30 January 2025</li> <li>12 February 2025</li> </ul>	<ul style="list-style-type: none"> <li>Business Briefing Information</li> <li>Youth Careers Night invitation</li> <li>Meeting request with Local Aboriginal Land Council</li> <li>Sought opportunity to meet with Local Aboriginal Land Council whilst visiting Broken Hill.</li> <li>Requesting feedback on benefit sharing agreement</li> <li>Requesting signing of benefit sharing agreement</li> <li>To assist with supplier onboarding process in order to pay for RAP's time for the OSOM Transport Route Cultural Heritage survey.</li> <li>Confirmation of meeting on 20th January with Local Aboriginal Land Council</li> <li>Following up on a time for ENGIE to present the Project to the Local Aboriginal Land Council board.</li> <li>Email attaching presentation for Local Aboriginal Land Council</li> <li>Email attaching business briefing presentation</li> </ul>



Stakeholder	Date and Tool	Purpose and Outcomes
	Meetings: <ul style="list-style-type: none"> <li>16 January 2025</li> <li>20 January 2025</li> <li>12 February 2025</li> </ul>	<ul style="list-style-type: none"> <li>Meeting to discuss terms of benefit sharing and procurement opportunities</li> <li>Meeting to provide project update with Local Aboriginal Land Council</li> <li>Meeting to discuss business and procurement opportunities</li> </ul>
Aurizon (South Australia Rail Authority)	Meeting: <ul style="list-style-type: none"> <li>12 November 2024</li> </ul>	<ul style="list-style-type: none"> <li>To inform the authority about the proposed OSOM route for The Plains and where the rail crossings would be.</li> </ul>
NSW Rural Fire Service (RFS)	Email: <ul style="list-style-type: none"> <li>21 August 2024</li> </ul>	<ul style="list-style-type: none"> <li>To provide an overview of the AVIA (<b>Appendix K</b>) undertaken for the Project and request assessment. The RFS has stated that it does not have specific requirements regarding aviation safety and that CASA's specifications would apply.</li> <li>No issues were raised.</li> </ul>
Transport for NSW (TfNSW)	Meeting: <ul style="list-style-type: none"> <li>7 August 2024</li> </ul> Emails: <ul style="list-style-type: none"> <li>September 2024 to March 2025.</li> </ul>	<ul style="list-style-type: none"> <li>To discuss the options for transporting OSOM equipment to the SW REZ. ENGIE willing to work with TfNSW on shared upgrades and land tenure discussions for the OSOM Route.</li> <li>Outcomes included topics to address in the Response to Submissions report and update in the Traffic Impact Assessment report.</li> <li>On behalf of ENGIE, ARES Group has liaised with UGL Rail (Who have been nominated by TfNSW to manage the railways) to understand if there are any limitations for the OSOM transport across the Lachlan St (discontinued) intersection.</li> </ul>
CASA and AirServices Australia	Email: <ul style="list-style-type: none"> <li>23 July 2024</li> </ul>	<ul style="list-style-type: none"> <li>To engage Airservices Australia to review and amend the YHAY MSA for the construction of a 150m met mast within the project boundary following a DA Determination.</li> </ul>
Airservices Australia	Emails: <ul style="list-style-type: none"> <li>05 April 2024 – 23 May 2024</li> </ul>	<ul style="list-style-type: none"> <li>To provide an overview of the AVIA undertaken for the Project and request for an Airservices assessment of the Project.</li> <li>Airservices has expressed concerns that the Project may impact airspace procedures at Hay aerodrome. Specifically, it has been noted that the Project could affect the current Grid Lowest Safe Altitude (LSALT), which would require an increase from 1,700 feet to 2,200 feet.</li> </ul>
Department of Defence	Email: <ul style="list-style-type: none"> <li>05 April – 10 September 2024</li> </ul>	<ul style="list-style-type: none"> <li>As wind turbines meet the requirement for reporting tall structures, the Department of Defence requested that an Air Services Australia (AsA) with vertical obstacle notification is provided.</li> <li>No issues were raised.</li> </ul>

## 6. ASSESSMENT OF IMPACTS

### 6.1 BIODIVERSITY

#### 6.1.1 BACKGROUND

The Biodiversity Development Assessment Report (BDAR) prepared for the EIS (ERM, 2024b) has been updated to assess the amended Project footprint and is supported by additional surveys, collision risk modelling and the refined ground verified vegetation mapping associated with the amended Project (Amended BDAR; Appendix G). The amended BDAR has also been revised, as necessary, in response to relevant matters raised in submissions received for the EIS.

Proposed amendments relevant to the BDAR are:

- Reduced number of WTGs from 188 WTGs to 171 WTGs (-17 WTGs);
- Relocation of WTGs within the Development Footprint, resulting in revised Subject Land mapping; and
- Relocation of ancillary equipment.

#### 6.1.2 ADDITIONAL FIELD SURVEYS

Additional survey effort has been completed since submission of the EIS and has been used to inform the Amended BDAR including:

- Wind Farm:
  - 10 – 13 June 2024: Autumn Bird Utilisation Survey (BUS) and anabat deployment;
  - 4 – 11 August 2024: Winter BUS;
  - 1 – 13 September 2024: Spring BUS, targeted bird censuses, threatened flora surveys and habitat mapping;
  - 21 October – 1 November 2024: Spring BUS, targeted bird censuses, threatened flora surveys and habitat mapping; and
  - 6 – 20 December 2024: Vegetation mapping, habitat mapping, threatened flora surveys, Biodiversity Assessment Method (BAM) plots, rapid vegetation assessment and targeted amphibian and reptile surveys.
- Haul Route:
  - 2 – 13 September 2024: Targeted flora transects, targeted bird censuses, habitat assessment, BAM plots and land category assessment transects; and
  - 18 – 22 November 2024: Targeted flora transects, nocturnal reptile surveys, targeted bird censuses, habitat assessment, BAM plots and land category assessment transects.

Additional surveys were also conducted in 2024 to inform assessment of the EPBC Act listed Grey Snake (*Hemiaspis damelii*) and Plains-wanderer (*Pedionomus torquatus*) habitat in accordance with the EPBC Act controlled actions' assessment approach.

### 6.1.3 BIODIVERSITY VALUES

The biodiversity values within the revised Subject Land are detailed in the Amended BDAR and have been used as the basis for the revised impact assessment including:

- Nine Plant Community Types (PCTs) have been recorded naturally occurring within the Subject Land. Each assigned to a single vegetation zone based on consistent condition and form throughout the area. The exception is PCT 164, which has been delineated into three vegetation zones: good, moderate, and Malacocera;
- Three PCTs have been recorded within the Haul Route Disturbance Footprint, with a single vegetation zone established for each;
- No threatened species have been recorded within the Haul Route Disturbance Footprint;
- Nine ecosystem credit species have been recorded within or near the Subject Land;
- Nine species credit species have been observed within the Subject Land, with species polygons created to represent their distribution;
- Six species credit species have been assumed present (in part) within the Subject Land, with species polygons also created for these species;
- Three named waterways are situated within the Subject Land, with the Project intersecting the ephemeral creeks; and
- No key fish habitat is present, and it is considered unlikely that any threatened aquatic species, as listed under the *NSW Fisheries Management Act 1994*, would be impacted by the Project.

A detailed analysis of potential threatened ecological communities has confirmed their absence within both the Subject Land and the Haul Route Disturbance Footprint. Serious and Irreversible Impact (SAII) entities were identified for further assessment under the BAM including the Plains-wanderer (*Pedionomus torquatus*) and A Burr Daisy (*Calotis moorei*).

### 6.1.4 AVOID, MINIMISE AND MITIGATE

The Project design has evolved throughout the course of preparing the BDAR to minimise impact on biodiversity features. Amendments to the Project elements maximise the use of existing public and internal access tracks and minimise vegetation clearance required where possible. The Project continues to avoid locations of raptor nesting site, remnant woodland habitat and ephemeral wetlands as outlined in Table 6-1 below. The Project also continues to largely avoid Plains-wanderer (*Pedionomus torquatus*) and Creeping Darling Pea (*Swainsona viridis*).

Following the completion of required targeted survey effort for Creeping Darling Pea (*Swainsona viridis*) during the response to submission phase, all areas of associated PCT (PCT 155) within the Haul Route Disturbance Footprint have undergone sufficient survey effort to exclude species presence. As such, total avoidance of Creeping Darling Pea (*Swainsona viridis*) has been achieved under the current transport route.

TABLE 6-1 PROJECT AMENDMENTS AND AVOIDANCE, SUBJECT LAND

Project Element	Initial Scoping Layout	Layout presented in EIS	Current Layout
Subject Land	8,382.19 ha	8,178.43 ha	2,079.22 ha
WTGs	226	188	171
Development Footprint	2,959.71 ha	1,996.91 ha	1,887 ha
Plains-wanderer Important Mapped Areas	23.33 ha	5.35 ha	0.18 ha
Woodland PCTs	51.447 ha	2.702 ha	0 ha
Sandhill Pine TEC	18.67 ha	0.694 ha	0 ha
Wetland Habitat	126.92 ha	88.26 ha	13.21 ha
Native Vegetation	1,676.44 ha	1,965.34 ha	1,835.81 ha
SAII Entities	-		
A Burr Daisy	-	46.29 ha	10.12 ha
Plains-wanderer	-	5.35 ha	0.18 ha
Creeping Darling Pea	-	0.53 ha	0 ha

Impacts will be mitigated by measures designed to protect retained and adjacent vegetation and habitat during the construction, operation and decommissioning phases. A Biodiversity Management Plan (BMP) will be prepared in consultation with the relevant bodies prior to construction. The Bird and Bat Adaptive Management Plan (BBAMP), prepared as part the Amended BDAR, will enable the implementation of a long-term approach to the mitigation and management of potential impacts on listed threatened and migratory species and other avian species at risk of turbine strike and / or barotrauma.

ENGIE have also committed to continuing to progress design optimisation in the post approval detailed design process which is expected to further reduce impacts.

### 6.1.5 IMPACT ASSESSMENT

#### 6.1.5.1 PRESCRIBED IMPACTS

The prescribed impacts outlined in the Amended BDAR are generally consistent with those assessed for the EIS, with some additional prescribed impacts relevant to the proposal including:

- Removal or disturbance of non-native vegetation;
- Increased habitat fragmentation/impacts on habitat connectivity; and
- Impacts on water quality, water bodies and hydrological processes.

The Project continues to include prescribed impacts as outlined below:

- Increased presence of mammalian predatory species;
- Wind turbine strikes; and
- Vehicle strikes.



Measures to mitigate these impacts are consistent with the EIS and will be implemented through the CEMP, BBAMP, BMP, Erosion and Sediment Control Plan (ESCP), and Pest Animal Management Plan (PAMP).

#### 6.1.5.2 SERIOUS AND IRREVERSIBLE IMPACTS (SAII)

The SAIIs outlined in the Amended BDAR differ to those assessed for the EIS and updated assessments under Section 9.1 of the BAM 2020 have been provided for:

- Plains-wanderer (*Pedionomus torquatus*); and
- A Burr Daisy (*Calotis moorei*).

The updated assessments take into consideration the impacts of the amended Project layout and the avoidance, minimisation and mitigation measures proposed, and concluded that the severity of the Project's impact is not of the kind that would contribute to an increase in the decline of the species such that they would become extinct. It is anticipated that these species would likely respond to the management proposed (e.g., weed control to avoid impacts on threatened flora and pest management to control predators of the Plains-wanderer).

#### 6.1.5.3 RESIDUAL IMPACTS AND BIODIVERSITY OFFSET LIABILITY

The Project has been assessed to have a direct impact to PCTs 17, 24, 44, 153, 157, 160, 163, 164, 216, 123, 155, and 158. Table 6-2 provides the PCTs impacted by the Project and an estimate of the ecosystem credit liability.

**TABLE 6-2 DIRECTLY IMPACTED PCTS**

<b>Vegetation Zone</b>	<b>PCT</b>	<b>Condition</b>	<b>TEC</b>	<b>Impact area (ha)</b>	<b>Ecosystem credits required</b>
VZ01	17	Moderate	No	1.02	30
VZ02	24	Moderate	No	3.77	75
VZ03	44	Moderate	No	54.50	1544
VZ04	153	Good	No	4.67	152
VZ05	157	Good	No	13.65	493
VZ06	160	Good	No	27.61	751
VZ07	163	Moderate	No	28.82	692
VZ08	164	Good	No	756.17	25382
VZ09	164	Malacocera	No	5.47	205
VZ10	164	Moderate	No	938.95	15372
VZ11	216	Low	No	1.18	15
VZ12*	123	Moderate	No	0.29	7
VZ13*	155	Low	No	0.69	11
VZ14*	158	Moderate	No	0.22	7

\*Vegetation Zones 12, 13 and 14 are related to the Haul Route DF only.

Additionally, the Project is expected to directly impact on species credit species identified in the Amended BDAR. The residual impact on these species reflects the extent of their known presence, based on survey results that confirm species absence or, where applicable, assume presence. No species credit species are required to be offset for the Haul Route DF.

The affected species that are directly impacted by the Project are provided in **Table 6-3** below, along with the amount of area impacted.

**TABLE 6-3 DIRECTLY IMPACTED SPECIES**

Common Name	Scientific Name	Notes	Loss of habitat (ha)	Number of species credits required
A Spear Grass	<i>Austrostipa wakoolica</i>	Assumed present	1.02	34
Mossgiel Daisy	<i>Brachyscome papillosa</i>	Detected	662.26	18425
A Burr Daisy	<i>Calotis moorei</i> *	Assumed present	10.12	635
Small Scurf-pea	<i>Cullen parvum</i>	Assumed present	18.56	526
Grey Snake	<i>Hemiaspis damelii</i>	Assumed present	32.40	1136
Winged Peppergrass	<i>Lepidium monoplacoides</i>	Detected	26.95	905
Lanky Buttons	<i>Leptorhynchus orientalis</i>	Assumed present	15.28	39
Southern Bell Frog	<i>Litoria raniformis</i>	Detected	8.84^	180
Chariot Wheels	<i>Maireana cheelii</i>	Detected	643.09	17600
Southern Myotis	<i>Myotis macropus</i>	Detected	339.18	8858
Plains-wanderer	<i>Pedionomus torquatus</i> *	Detected	0.18	11
Austral Pillwort	<i>Pilularia novae-hollandiae</i>	Assumed present	18.56	526
Turnip Copperburr	<i>Sclerolaena napiformis</i>	Detected	58.76	138
Slender Darling Pea	<i>Swainsona murrayana</i>	Detected	685.46	19231
Red Darling Pea	<i>Swainsona plagiotropis</i>	Detected	14.62	20

^ includes 1.86 ha of non-native vegetation. \* Serious and Irreversible Impact (SAII) entities.

### 6.1.6 UPDATED MITIGATION AND MANAGEMENT

The mitigation and management measures to minimise impacts to biodiversity values have been updated and are presented in the Amended BDAR and include:

- **Harm to or displacement of resident fauna during construction activities:** The Flora and Fauna Management Plan (FFMP), implemented in conjunction with the CEMP, will include clearing protocols, such as the specification of timing of construction activities to minimise harm to resident fauna, pre-clearing surveys, daily fauna surveys, staged clearing and the provision that any vegetation or habitat clearing must be supervised by a trained ecologist or licensed fauna handler;
- **Removal or reduction in quality of habitat features due to construction activities:** The FFMP must include specifications for the relocation of habitat features, such as hollows, hollow logs, timber, bush rocks, to suitable areas in adjacent retained vegetation;
- **Removal of hollow-bearing trees:** For every hollow-bearing tree that must be removed for the Project, a replacement nest box, replicating the removed hollow, will be installed (under the supervision of a suitably qualified ecologist) within retained trees (that do not already contain a hollow) which will not be indirectly impacted by construction activities;
- **Human activity (including agricultural impacts, wood collection, rubbish dumping):** Protocols will be outlined in the CEMP and operational guidelines to minimise any rubbish / infrastructure / material dumping during construction and operational activities;
- **Changed fire regimes:** Protocols will be outlined in the CEMP and operational guidelines to minimise fire risk and outline any fire management strategies. Communication must be undertaken with landholders, including adjacent landholders such as the National Parks and Wildlife Service, on fire management and associated protocols;
- **Inhibition of soil processes and function:** A site-specific ESCP will be developed and implemented in conjunction with the CEMP to minimise erosion and sediment control risks;
- **Removal or disturbance of non-native vegetation:** Vegetation, including areas of non-native vegetation which are providing habitat, which must be removed during construction will be undertaken in accordance with specifications provided in the FFMP, implemented in conjunction with the CEMP;
- **Increased habitat fragmentation/impacts on habitat connectivity:** Habitat connectivity should be enhanced through the installation of habitat structures which facilitate connectivity, where practicable (FFMP);
- **Impacts on water quality, water bodies and hydrological processes:** A site-specific ESCP will be developed and implemented in conjunction with the CEMP to minimise erosion and sediment control risks; and
- **Mortality and injury of native fauna from vehicle strike:** The CEMP and operational guidelines for the Project will contain driving protocols and measures to improve the knowledge of staff and contractors about fauna movements. The FFMP should include provisions for ongoing monitoring of impacts to fauna by vehicle strike.

The amended BBAMP has defined environmental objectives for the proposed development that will enable:

- An improved understanding of the risk of turbine collision and barotrauma impacts on listed bird and bat species;
- An improved understanding of whether project site usage changes and, if so, how it changes as a result of wind farm construction and operation;
- An improved monitoring approach for the timely identification of turbine collisions and collection and analysis of data;
- An improved approach to the timely and regular validation and update to the CRM using monitoring data, and a robust adaptive management approach; and
- Development of management and corrective actions to minimise risk of turbine collision and other impacts on threatened bird and bat species.



▲ BAM Plot

PCT ID - PCT Name - Vegetation Zone

0 - Not Native

17 - Lignum shrubland wetland of the semi-arid (warm) plains (mainly Riverina Bioregion and Murray Darling Depression Bioregion) - VZ01 - moderate

24 - Canegrass swamp tall grassland wetland of drainage depressions, lakes and pans of the inland plains - VZ02 - moderate

44 - Forb-rich Speargrass – Windmill Grass – White Top grassland of the Riverina Bioregion - VZ03 - moderate

153 - Black Bluebush low open shrubland of the alluvial plains and sandplains of the arid and semi-arid zones - VZ04 - good

157 - Bladder Satlbush shrubland on alluvial plains in the semi-arid (warm) zone including Riverina Bioregion - VZ05 - good

160 - Nitre Goosefoot shrubland wetland on clays of the inland floodplains - VZ06 - good

163 - Dillon Bush (Nitre Bush) shrubland of the semi-arid and arid zones - VZ07 - moderate

164 - Cotton Bush open shrubland of the semi-arid (warm) zone - VZ08 - good/ VZ09 - malacocera/VZ10 - moderate

216 - Black Roly Poly low open shrubland of the Riverina Bioregion and Murray Darling Depression Bioregion - VZ11 - low

Subject Land

Plains Renewable Energy Park Boundary

Source:

Basedata: NSW DCDB/DTDB

Imagery: Client Provided (Feb 2023)|ESRI

Coordinate System:  
GDA2020 MGA Zone 55

Date: 10/04/2025

Created By: MB

Drawing Size: A3

0 1.5 3Km

1:90,000

**F6-1 PCTs and Vegetation Zones within the Subject Land**

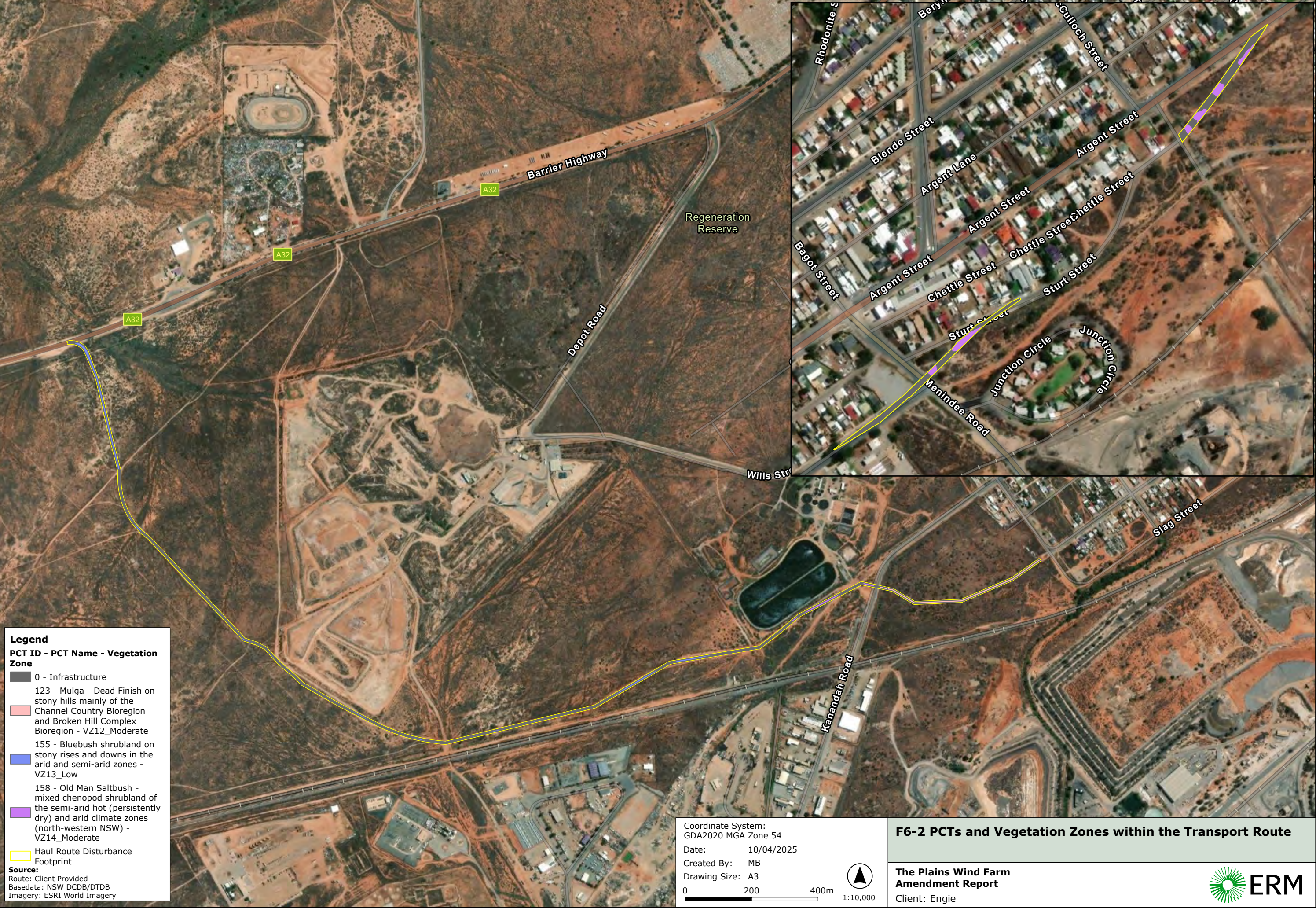
**The Plains Wind Farm  
Amendment Report**

Client: Engie

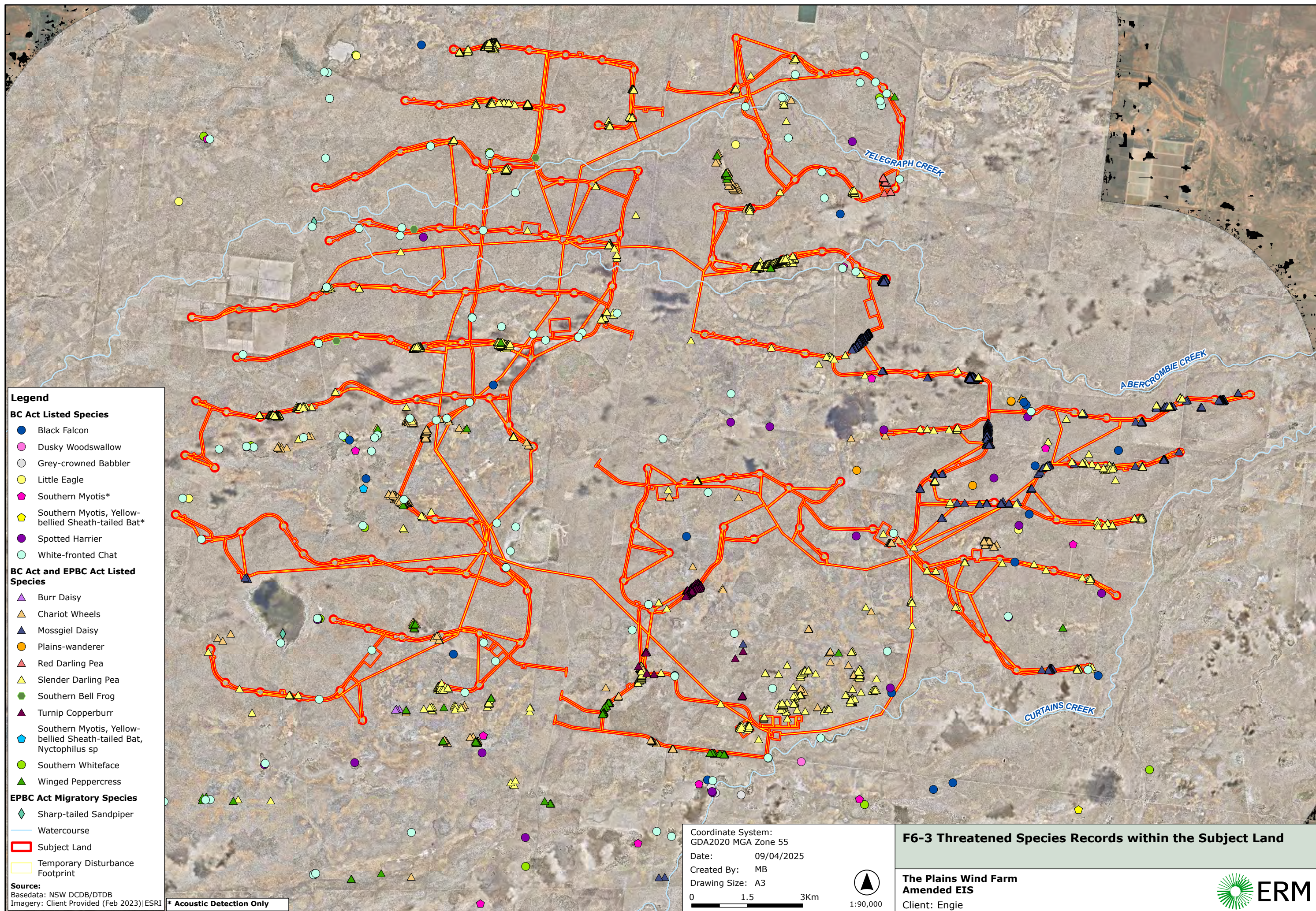
ERM

0667692\_PlainsWF\_AmendRep\_R01.aprx

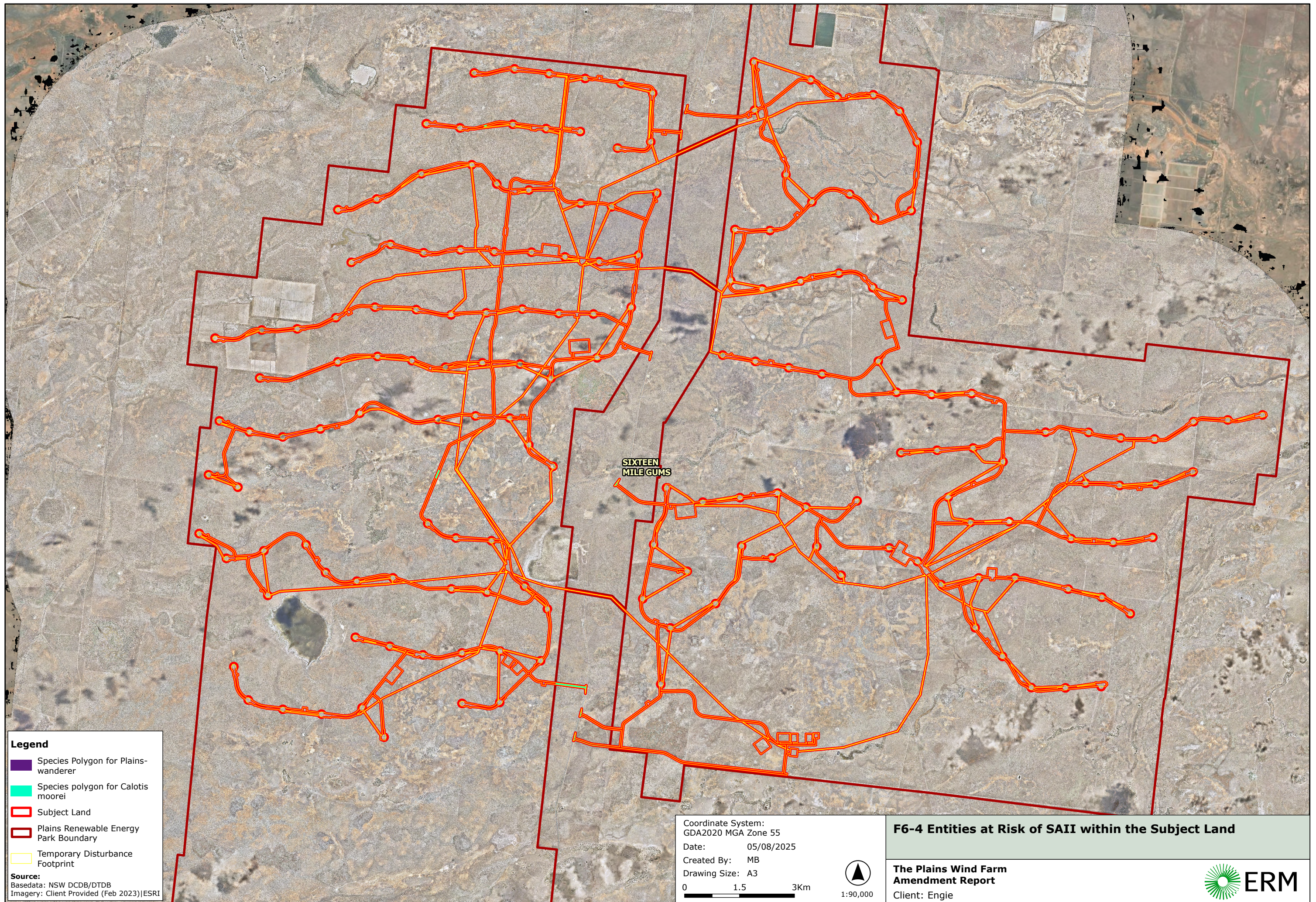












**Legend**

- Species Polygon for Plains-wanderer
- Species polygon for Calotis moorei
- Subject Land
- Plains Renewable Energy Park Boundary
- Temporary Disturbance Footprint

**Source:**  
Basedata: NSW DCDB/DTDB  
Imagery: Client Provided (Feb 2023)|ESRI

Coordinate System:  
GDA2020 MGA Zone 55

Date: 05/08/2025

Created By: MB

Drawing Size: A3


0 1.5 3Km

1:90,000

**F6-4 Entities at Risk of SAII within the Subject Land**

**The Plains Wind Farm  
Amendment Report**

Client: Engie

 **ERM**



## 6.2 NOISE

### 6.2.1 BACKGROUND

A Supplementary Noise Assessment (Appendix H) has been prepared to assess the amended Project layout. This assessment serves as a supplement to the Noise Impact Assessment (NIA) conducted for the EIS (SONUS, 2024) and addresses, as necessary, relevant matters raised in submissions received for the EIS.

Proposed amendments relevant to the Supplementary Noise Assessment are:

- Reduced number of WTGs from 188 WTGs to 171 WTGs (-17 WTGs);
- Relocation of WTGs within the Development Footprint; and
- Relocation of ancillary equipment.

The Supplementary Noise Assessment was prepared in accordance with the 'Interim Construction Noise Guideline 2009' (NSW ICNG, 2009) (ICNG), 'Noise Policy for Industry 2017' (NSW NPI, 2017) (NPI) and 'Wind Energy: Noise Assessment Bulletin for State Significant Wind Energy' Development (DPE, 2016) (Noise Bulletin).

### 6.2.2 IMPACT ASSESSMENT

#### 6.2.2.1 NOISE CRITERIA

The ICNG (2009) sets out project-specific Noise Management Levels (NMLs), for works within the recommended standard hours for construction, for all identified residential dwellings and other sensitive (non-residential) receivers. No changes to the NMLs as presented in the EIS are required.

Assessment of Project-specific noise criterion needs to consider intrusive noise levels, amenity noise levels, and sleep disturbance noise levels. Collectively these set out the Project noise trigger levels (PNTLs). No changes to the maximum PNTLs as presented in the EIS are required.

No changes to the road traffic noise assessment criteria for residences near public roads were required.

#### 6.2.2.2 OPERATIONAL NOISE IMPACTS

The Supplementary Noise Assessment for the amended Project layout shows the highest predicted noise levels are 31 dB(A) at associated receiver AD\_3, located 1.5 km from the nearest WTG, and 29 dB(A) at the associated receivers AD\_4 and AD\_12, now over 2.5 km from the nearest WTG. The highest predicted noise level at a Non-Associated Dwelling (NAD\_26, 3600m from nearest turbine is 26 dB(A). These results show compliance with the 35 dB(A) baseline criterion at all locations.

Additionally, noise levels at the nearest national parks are predicted to remain below 20 dB(A), demonstrating compliance with noise criteria in these sensitive receivers.

## Low Frequency Noise

The Supplementary Noise Assessment for the amended Project concluded that no adjustments to the predicted noise levels were necessary for 'annoying' noise characteristics, such as low-frequency noise or tonality. The analysis confirmed that the operational noise from the amended Project, based on the predicted levels, does not warrant any modifications to account for these characteristics. This suggests that the Project will not exceed the criteria for any additional noise types that could be considered particularly intrusive or annoying to nearby receivers. The results indicate that the noise characteristics remain within acceptable limits, consistent with the EIS.

### 6.2.2.3 CONSTRUCTION AND DECOMMISSIONING NOISE IMPACTS

Potential for construction and decommissioning noise impacts remain unchanged from the EIS. The proposed changes to the layout generally do not result in reducing the distance between WTGs and non-associated noise sensitive receivers.

It is noted that the amended Project layout does result in the distance between WTGs and associated decreasing, as follows:

- Associated receiver (AD\_3): The closest WTG moves from 4.6 km to 1.5 km. This would result in an approximate 10 dB(A) increase in construction noise at this location. While this is a significant increase in construction noise, as the receiver is associated with the Project, the impacts would be managed accordingly in consultation with the receiver;
- Associated receiver (AD\_4): The closest WTG moves from 3.1 km to 2.8 km. This would result in an approximate 1 dB(A) increase in construction noise at this location, which does not change the outcome or conclusions of the construction noise assessment presented in the EIS; and
- Associated receiver (AD\_23): The closest WTG moves from 7.6 km to 5.8 km. This would result in an approximate 2 dB(A) increase in construction noise at this location, which does not change the outcome or conclusions of the construction noise assessment presented in the EIS.

While some construction and decommissioning noise increases are anticipated at these noise-sensitive receivers, the overall conclusions regarding construction noise impacts for all receivers remains unchanged. Changes to construction noise impacts at, for e.g., AD\_3 will be managed in consultation with the associated dwelling landowner.

### 6.2.2.4 TRAFFIC NOISE IMPACTS

The amended Project includes a reduction in the number of WTGs by 17. This will reduce the number of transport movements. While this will reduce the number of transport movements required for project components, this is unlikely to lead to a significant reduction in the road noise impacts that were presented in the EIS. Therefore, the conclusions relating to traffic noise impacts as presented in the EIS remain consistent for the amended Project.

Noise assessment has not been completed for the road upgrades. If required, the Applicant will commit to completing a noise assessment for road upgrades prior to the commencement of construction.

### 6.2.2.5 VIBRATION IMPACTS

The amended Project does not include any additional or different activities that may result in vibration; therefore, the potential for vibration impacts remains unchanged from that presented in the EIS.

#### 6.2.2.6 CUMULATIVE NOISE IMPACTS

Cumulative noise impacts were reassessed as part of the amended Project layout to ensure that the amendments did not introduce new concerns or exceed acceptable noise levels.

The revised layout continues to comply with the established criteria, and the overall cumulative noise impact remains consistent with the initial findings presented in the EIS, demonstrating that the amended Project maintains adherence to noise management standards.

#### 6.2.3 UPDATED MITIGATION AND MANAGEMENT

No additional mitigation measures have been recommended for the amended Project. Mitigation measures proposed in the EIS are sufficient to address impacts related to the amended Project.

### 6.3 LANDSCAPE AND VISUAL

#### 6.3.1 BACKGROUND

The Landscape and Visual Impact Assessment (LVIA) prepared for the EIS (Moir, 2024) has been updated to assess potential impacts relating to landscape and viewshed associated with the amended Project layout (Addendum LVIA; Appendix I). The Addendum LVIA has also been revised, as necessary, in response to relevant matters raised in submissions received for the EIS.

Proposed amendments relevant to the Addendum LVIA are:

- Reduced number of WTGs from 188 WTGs to 171 WTGs (-17 WTGs);
- Relocation of WTGs within the Development Footprint; and
- Relocation of ancillary equipment.

#### 6.3.2 OVERVIEW OF ASSESSMENT METHOD

Since the EIS was lodged, DPHI have released the new Wind Energy Guideline and associated Technical Supplement for Landscape Character and Visual Impact Assessment (referred to as the Technical Supplement). The Technical Supplement provides guidance for the assessment of visual impacts for state significant wind energy developments.

For consistency and comparison, the assessment tools from the Visual Assessment Bulletin (2016) have been prepared to provide a like for like assessment between the EIS and the amended Project layouts. However, the Visual Assessment Bulletin does not provide a methodology for determining the level of visual impact; therefore, the revised dwelling assessments have been undertaken in accordance with the Technical Supplement (2024).

#### 6.3.3 PRELIMINARY ASSESSMENT TOOL (VISUAL ASSESSMENT BULLETIN 2016)

The WTGs assessed in the LVIA and Amended LVIA are based on a worst-case scenario with a tip height of 270 m. Based on this tip height, the visual magnitude thresholds for the Project are:

- 'Black line' intersects at 3.5 km; and
- 'Blue line' intersects at 5.3 km.



A comparison of results of the preliminary assessment between the EIS Project layout and the amended Project layout is provided in Table 6-4 below:

**TABLE 6-4 COMPARISON OF THE PRELIMINARY ASSESSMENT RESULTS**

Initial Project Layout	Amended Project Layout
<ul style="list-style-type: none"> <li>Two non-associated dwellings were reported in black line of visual magnitude based on the previous EIS Project layout</li> <li>Eight dwellings located within the 8 km Study Area required an assessment using the Multiple Wind Turbine Tool. Of these eight non-associated dwellings, three had turbines in up to two 60° sectors, the remaining five non-associated dwellings had turbines located in one 60° sector</li> </ul>	<ul style="list-style-type: none"> <li>No non-associated dwellings are located within the black line of visual magnitude based on the amended Project layout</li> <li>The amended layout has resulted in a reduction of non-associated dwellings located within the 8 km Study Area requiring an assessment using the Multiple Wind Turbine Tool with only four non-associated dwellings having turbines located within one 60° sector. No non-associated dwellings have turbines located in more than one 60° degree sectors.</li> </ul>

#### 6.3.4 IMPACT ASSESSMENT (TECHNICAL SUPPLEMENT)

Under the Technical Supplement, the level of assessment for a dwelling is proportionate to the likely impacts. The assessment progresses through three phases – preliminary, intermediate and detailed. Only dwellings that return a moderate or higher visual impact in the preliminary assessment need to progress to the intermediate assessment and so on.

For the amended Project layout, two non-associated dwellings (NAD\_26 and NAD\_26A) were identified as having a moderate visual impact rating in the preliminary and intermediate assessments and, therefore, a detailed assessment was required. The detailed assessment provides an opportunity to refine the magnitude and visual sensitivity inputs using panoramic photomontages and field visits. Photomontages can be used to refine the visual magnitude by considering the mitigating effects of existing vegetation and scenic quality by considering specific attributes of individual views.

The assessment determined that no intervening elements reduce the visual magnitude from NAD\_26 and NAD\_26A. As a result, both these non-associated dwellings will have a visual impact rating of 'moderate'. This is consistent with the findings presented in the EIS. As required in the Technical Supplement, a dwelling with a moderate visual impact rating requires mitigation.

#### 6.3.5 REVISED AVIATION LIGHTING REQUIREMENTS

During the exhibition phase of the Project, Civil Aviation Safety Authority (CASA) provided a recommendation that obstacle lighting with a 200 candela intensity be installed on the nacelle of turbines. An aviation night lighting plan is provided in Appendix W.

As noted within the Addendum LVIA, aviation obstacle lighting is oriented upward to enhance visibility to aircraft. The Addendum LVIA concluded that due to the isolated location of the Project, the visibility of aviation lighting from publicly accessible areas in the landscape is likely to be limited. The nearest town is Hay South, which is over 12 km north of the Project and Booroorban, which is located 14 km south of the Project. At these distances and considering intervening vegetation and topography, the visual impact resulting from the aviation lighting is deemed to be negligible.

### 6.3.6 ASSESSMENT OF CONSTRUCTION CAMPS

Two (2) temporary Construction Camps are proposed as part of the Project to support construction activities. Both compounds are strategically located within or adjacent to the project area to minimise travel distances, reduce construction-related traffic on local roads, and enhance overall construction efficiency. All structures will be single-storey, modular in design, and selected for ease of installation and eventual removal.

The camps are set back approximately 1.7 km from Cobb Highway. While construction activity may be visible to passing motorists, the viewer sensitivity is considered low, and views will be brief due to the speed of travel. Any visual impact from the highway is expected to be short-term and intermittent.

The nearest non-associated dwelling is located more than 14 km from the proposed camps. At this distance, views are expected to be highly limited due to intervening vegetation and subtle topographical screening, meaning the compounds are unlikely to be visible from residential receptors. All temporary infrastructure will be fully decommissioned and the land rehabilitated upon completion of the construction phase.

### 6.3.7 UPDATED MITIGATION AND MANAGEMENT

Mitigation measures proposed in the EIS have been reviewed and are considered appropriate to address impacts related to the amended Project layout.

## 6.4 TRAFFIC

### 6.4.1 BACKGROUND

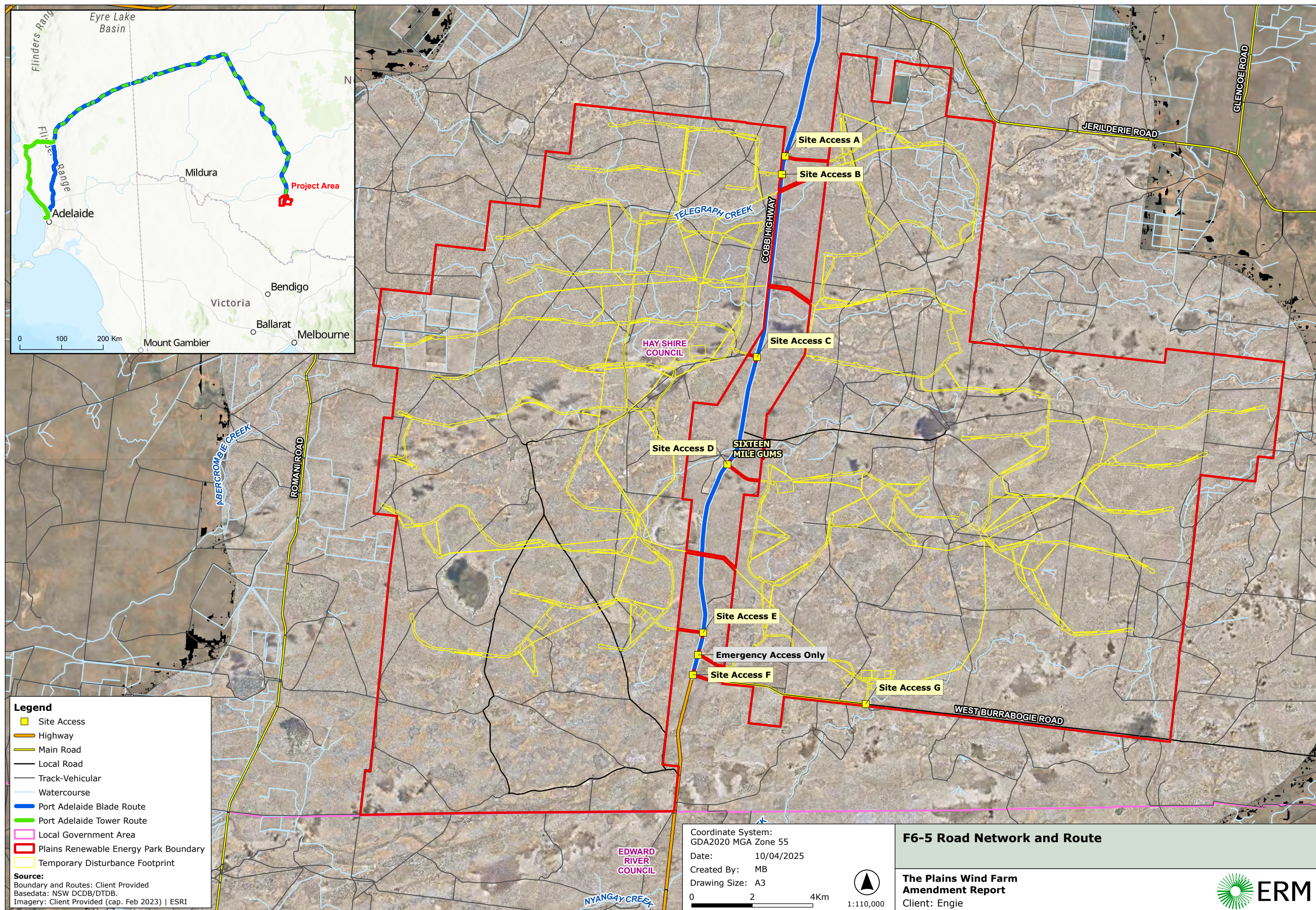
The Traffic Impact Assessment (TIA) prepared for the EIS (Amber Organisation, 2024) has been updated to assess potential impacts relating to transport and traffic associated with the amended Project (Amended TIA; Appendix J). A detailed Route Assessment for the transportation of the oversize and/or overmass (OSOM) turbine and tower components from the Port of Adelaide has been completed by Ares (2025) and is included as an Appendix to the Amended TIA.

The proposed amendments relevant to the Amended TIA are:

- Reduced number of WTGs from 188 WTGs to 171 WTGs (-17 WTGs); and
- Increased access points from four (three on Cobb Highway and one on West Burrabogie Road) to seven (five on Cobb Highway and two on West Burrabogie Road).

The Amended TIA has also been revised, as necessary, in response to relevant matters raised in submissions received for the EIS.







## 6.4.2 IMPACT ASSESSMENT

### 6.4.2.1 EXISTING ROAD NETWORK AND TRAFFIC VOLUMES

The existing road network, including Cobb Highway and West Burrabogie Road, remains unchanged from the description provided in the TIA for the EIS.

No changes to the local road traffic volumes were identified between that assessed in the EIS and the Amended TIA. A very low level of traffic was determined to use the local road network. Overall, the existing traffic volumes indicate that the local road network is currently operating well within its capacity and can accommodate an increase in traffic.

### 6.4.2.2 CRASH HISTORY

Crash history data has been updated to cover the five-year period from 2019 to 2023, using the same TfNSW Centre for Road Safety Crash and Casualty Statistics database as the TIA for the EIS (2018 to 2022). The updated search found no fatal crashes and no discernible trends, with incidents remaining similarly distributed across the network. Importantly, no crashes were recorded at the key intersection of Cobb Highway and West Burrabogie Road, reaffirming its safety. Furthermore, no new 'Black Spots' or concerning trends were identified in the updated crash history data. The Amended TIA therefore concludes that the road network continues to operate in a relatively safe manner.

### 6.4.2.3 TRAFFIC GENERATION AND DISTRIBUTION

#### **Regular Construction Traffic (Light and Heavy Vehicles)**

The assessment of regular construction traffic (light and heavy vehicles) for the amended Project remains consistent with the findings in the EIS, with no changes identified. Overall, the amended Project is expected to generate approximately 206 vehicles during the morning and evening peak hours of the peak construction period, which will reduce to 116 vehicles during average construction periods.

#### **OSOM vehicles**

Consistent with the EIS, OSOM vehicles will also be required for the delivery of large plant and equipment as follows:

- OSOM vehicles which exceed the Class 1 mass and/or dimension requirements and are subject to separate permit applications and regulations. This includes vehicles associated with the delivery of the turbine components and substation transformers; and
- Class 1 OSOM vehicles which can operate on the approved network subject to travel conditions.

The movement and impact of these vehicles, and the subsequent road upgrades required, are discussed within the amended TIA.

#### **Transmission Lines**

The Project includes construction of overhead electricity transmission lines which would cross above Cobb Highway. The traffic volumes associated with the construction of the transmission lines are included within the overall project traffic volumes outlined in the Amended TIA.



The final method of construction will be dependent on final design and site constraints. Once the final design is completed, a full construction methodology would be supplied for approval which outlines any traffic management impacts including temporary stoppages, closures and delays. The Applicant has advised that intermittent closures of Cobb Highway for works will not exceed 10 minute delays, with stoppages occurring outside of peak hours and not exceeding five minutes for up to six times per day only. Vehicular access for the construction of the transmission line corridor is expected to occur from internally within the site to avoid the creation of any new road/track connections (i.e., access points) along the Cobb Highway. It is noted that the access arrangements would be confirmed during detailed design and if additional access points are required for transmission lines or other infrastructure, strategic designs and swept path analysis would be provided for approval prior to construction.

### **Accommodation Compound**

The assessment of the accommodation compound remains unchanged in the Amended TIA compared to the TIA conducted for the EIS.

### **Operation and Decommissioning**

The assessment of traffic generation and distribution during the operation and decommissioning phases remains unchanged in the Amended TIA compared to the TIA conducted for the EIS.

#### **6.4.3 TRAFFIC ASSESSMENT**

The revised signalised and unsignalized intersection design and research aid (SIDRA) analysis confirms that the Cobb Highway and West Burrabogie Road intersection is expected to operate consistently with the findings presented in the EIS, specifically:

- The intersection is anticipated to operate with minimal queue lengths on all legs;
- The overall average delay at the intersection is 5.5 seconds in the morning peak hour and 5.3 seconds in the evening peak hour, primarily reflecting vehicles slowing to manoeuvre at the intersection; and
- The intersection is expected to continue to operate with a good level of service (LOS A).

The Project is expected to generate the highest level of traffic during the peak construction period. An assessment was carried out for intersection performance at the Cobb Highway and West Burrabogie Road intersection, as well as a mid-block level of service assessment for each road. The assessment indicates that the road network can accommodate the Project traffic during the peak construction period, including the cumulative traffic generated by other major projects within the surrounding area.

It is anticipated that up to 2,502 High Risk OSOM vehicles would access the site during the construction period. The vehicles would be able to be accommodated on the road network subject to the road upgrades identified within the route assessment (Ares, 2025) and the adoption of suitable road management strategies which would be confirmed as part of specific permits that would be applied for prior to construction.

Vehicles may be required to move around the Project Area daily which may include entering and exiting the road network through the various site access locations. The results of the assessment indicate there is ample capacity to accommodate vehicles moving around the Project Area for construction activities.

Accordingly, the road network can readily accommodate the traffic generated by the development during the construction and operational periods.

#### 6.4.4 HEAVY VEHICLE ROUTE ASSESSMENT

Consistent with the EIS, all equipment that can be transported in B-Doubles or shorter transport configurations is expected to be delivered from Port of Geelong.

The Amended TIA includes an updated forecast of traffic volumes on West Burrabogie Road during construction if both the Plains wind farm (this proposal) and the Plains solar farm (a separate SSD proposal) are approved. Using this precautionary approach, the road is now expected to accommodate up to 409 vehicles per day during peak construction periods and 218 vehicles per day during average construction periods, compared to the 178 and 102 vehicles per day outlined in the TIA for the EIS. These maximum volumes would occur only along a short section of West Burrabogie Road between Cobb Highway and Site Access F and only if both the solar farm and wind farm projects are constructed at the same time, with lower volumes expected along the remainder of the road.

To ensure the road network can safely accommodate these traffic volumes, West Burrabogie Road is proposed to be widened to a minimum of 7 m along the section between Cobb Highway and Site Access F. This widening will allow two-way truck traffic, ensuring that B-Doubles and other vehicles can safely pass each other along this key section of the route.

These upgrades, including turn treatments, are critical to ensuring the safe and efficient movement of B-Doubles and construction traffic. They also minimize disruptions to the local road network while maintaining a good level of service at key intersections.

#### 6.4.5 OSOM VEHICLE ROUTE ASSESSMENT

The OSOM vehicle route assessment examines the transport of wind turbine components, towers, and other OSOM loads to the Project. The breakdown of OSOM traffic volumes and vehicle configurations associated with these components has been updated to reflect changes to the Project. This update includes adjustments to the number and types of vehicles required for transporting oversized equipment, such as wind turbine components (e.g., nacelles, blades, towers) and other large plant. The revised traffic volumes and vehicle configurations are detailed in Section 6 of the Amended TIA, accounting for the additional access points and updated delivery schedules.

The preferred route for OSOM vehicles remains consistent with the EIS, originating from the Port of Adelaide and following designated OSOM-approved road networks. The route utilizes Cobb Highway as the primary state road leading to the Project Area, with access points connecting to West Burrabogie Road and internal site tracks.

A total of 18 rest areas have been identified along the blade route and 22 along the tower route, noting several rest areas are proposed as 'backup' locations which would only be utilised if the primary locations are unsuitable for any unforeseen reason. It is noted that one new rest area is proposed to be constructed along Cobb Highway north of Hay, and vehicles may also stop along the new private road bypass through Broken Hill.



OSOM vehicle movements will primarily occur during off-peak hours to minimize disruptions to regular traffic and ensure safety. The Amended TIA provides an updated Route Assessment prepared by Ares, which reflects the amended Project layout and access configurations, including the additional site access points introduced in the amended design. This Route Assessment identifies several road upgrades required to allow transport vehicles to successfully access the Project. These upgrades are consistent with those reported in the EIS and include widening gates, relocating poles, signs and other structures, trimming or removing trees, constructing new temporary gravel bypass tracks, gravel tracks, and hardstand areas to accommodate OSOM vehicles.

The Amended Report concludes that the proposed OSOM vehicle route remains suitable for the delivery of wind turbine components and related equipment, provided the recommended mitigation measures are implemented. These upgrades and management strategies ensure that the road network, including Cobb Highway and West Burrabogie Road, can safely accommodate the OSOM traffic while maintaining efficient operations.

#### 6.4.6 CUMULATIVE TRAFFIC IMPACTS

The Updated TIA provides an assessment of the cumulative impacts of major projects that are proposed within 100km of the site and have the potential to generate additional traffic along Cobb Highway and/or West Burrabogie Road during overlapping construction periods.

Pottinger Wind Farm and Bullawah Wind Farm were granted access rights in April 2025 for a maximum capacity of 831.2 MW and 262.3 MW, respectively. Construction of these projects is likely to commence much sooner than The Plains Wind Farm, however there is potential for some overlap in construction activities. The assessment presented in the Updated TIA indicates that the road network is able to accommodate the project traffic during the peak construction period, including the cumulative traffic generated by other major projects within the surrounding area.

#### 6.4.7 SITE ACCESS AND TURN TREATMENTS

Table 6-5 provides the reviewed assessment of the required turn treatments at the intersection of Cobb Highway / West Burrabogie Road and each of the access points:

**TABLE 6-5 SITE ACCESS ASSESSMENT RESULTS**

Element	Assessment Results		
	Cobb Highway / West Burrabogie Road	Site Access Points A, B, C, D and E	Site Access Points F and G
Turn Treatments	BAL and Channelised Right Turn (CHR) required	BAL and BAR required	Site access suitably designed to accommodate traffic
Sight Distance	Exceeds Austroads requirements – no further upgrades required		

To confirm each site access can accommodate B-Double vehicles, a swept path assessment has been provided in the Amended TIA and demonstrates that the vehicle is able to suitably turn to/from Cobb Highway with the inclusion of the proposed road upgrades. Accordingly, it is concluded that each site access along Cobb Highway has been suitably designed and is able to accommodate the vehicles expected to access the site.

#### 6.4.8 EMERGENCY ACCESS

All seven primary site access locations would also facilitate access for emergency vehicles. Each access has been designed for B-Doubles which are larger than any emergency service vehicle which would access the site and can therefore accommodate the relevant vehicles.

An additional dedicated emergency access location is proposed on the eastern side of Cobb Highway near West Burrabogie Road. A strategic concept design and swept paths are included in the Amended TIA which demonstrates the emergency access has been suitably designed to accommodate a Heavy Rigid Truck (12.5 m) representing a specialist fire truck.

#### 6.4.9 UPDATED MITIGATION AND MANAGEMENT

The mitigation and management measures outlined in the Amended TIA are generally consistent with those assessed for the EIS, with some updates and changes including:

- A pre-condition survey of the relevant sections of the relevant section of West Burrabogie Road will be undertaken in consultation with Council prior to construction;
- Development of seven primary site access locations one additional dedicated emergency access location;
- Widen Site Access G to a minimum of 7 m to allow two trucks to pass;
- CHR and BAL treatments at the intersection of Cobb Highway and West Burrabogie Road as shown in Appendix I of the Amended TIA; and
- BAR and BAL treatments at Site Access Points A – E as shown in Appendix J of the Amended TIA.

### 6.5 HAZARDS AND RISKS

#### 6.5.1 AVIATION

##### 6.5.1.1 BACKGROUND

The Aviation Impact Assessment (AVIA) prepared for the EIS (Aviation Projects, 2024) has been updated to identify and assess aviation constraints associated with the amended Project (Updated AVIA; Appendix K). The updated AVIA has also been revised, as necessary, in response to relevant matters raised in submissions received for the EIS.

Proposed amendments relevant to the Updated AVIA are:

- Reduced number of WTGs from 188 WTGs to 171 WTGs (-17 WTGs); and
- Relocated highest WTG increasing maximum overall height of the WTG from 364.5 m AHD to 365.4 m AHD (+0.9 m).

The following references apply to the Updated AVIA:

- *Civil Aviation Safety Regulations 1998*;



- National Airports Safeguarding Framework Guideline D Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation (Australian Government, 2012); and
- ISO 31000:2018 Risk Management –Guidelines (ISO, 2018) (for the risk assessment).

#### 6.5.1.2 IMPACT ASSESSMENT

The Updated AVIA assesses the potential aviation impacts, provides aviation safety advice in respect of relevant requirements of air safety regulations and procedures, and informs and documents consultation with relevant aviation agencies. It also includes a qualitative risk assessment to determine the need for obstacle lighting on WTGs and/or wind monitoring towers (WMT)s. Figure 6-6 provides an overview of the aerodromes and Aircraft Landing Areas (ALAs) with proximity to the Project Area.

The Project satisfies relevant provision of both the Hay LEP 2011 and Deniliquin LEP 2013. It will not create incompatible intrusions, adversely affect or compromise the safety of existing airports and associated navigation and communication facilities.

- One certified airport, Hay Airport (YHAY), is located within 30 nautical miles (NM) (55.56 km) of the Project area. The impact analysis of the amended Project on Hay Airport's Minimum Sector Altitude (MSA) shows that:
  - **10 NM MSA:** The amended Project's highest WTG will exceed the 10 NM MSA by 582.7 ft, compared to an infringement of 579.8 ft in the EIS. As a result, the 10 nm MSA will need to be increased by 600 ft to 2,200 ft, which is consistent with the assessment in the EIS;
  - **25 NM MSA:** The amended Project's highest WTG will infringe the 25 NM MSA by 482.7 ft, while in the EIS, the highest WTG would infringe by 479.8 ft. Therefore, the 25 NM MSA will need to be increased by 500 ft to 2,200 ft, which is also consistent with the EIS assessment; and
- As assessed in the Project's EIS, the closest WTGs are located outside the horizontal extent of the Obstacle Limitation Surfaces (OLS) of the existing and future proposed extended runway of Hay aerodrome, and will not impact the OLS of Hay Airport;
- The amended AVIA identified three ALAs in proximity to the amended Project. No WTGs are located within a 3 NM radius of the closest ALA. Therefore, aircraft operations will not be impacted by the amended Project's WTGs;
- As assessed in the EIS, no impact from wake turbulence on the ALAs will result from the amended Project, given the distance;
- An impact analysis of the following surrounding air routes Lowest Safe Altitudes (LSALTs) was conducted for the highest WTG of the amended Project:
  - **Air route Q60:** The amended Project's highest WTG will exceed the protection surface by 489.3 ft, compared to 488.5 ft for the highest WTG in the EIS, representing an increase of 0.8 ft. As a result, the Grid LSALT will need to be raised by 500 ft to 2,200 ft, which is similar to the assessment in the EIS;
  - **Air route W247:** The amended Project's highest WTG will not impact on this air route. In the EIS the highest WTG would have exceeded the protection surface by 167.8 ft, requiring the Grid LSALT to be increased by 200 ft to 2,200 ft. Therefore, the amended Project represents a reduction in impact on this air route;

- **Air route W762:** The amended Project's highest WTG is now only 0.3 ft below the protection surface; however, the conclusions in the EIS remain consistent, the highest WTG does not impact on the protection surface;
- **Air routes W639 and W675:** The amended Project's highest WTG will not impact on this protection surface, similarly to that assessed in the EIS; and
- **Air route W466:** The amended Project's highest WTG will exceed the protection surface by 90.4 ft, compared to 95.8 ft in the EIS, indicating a decrease of 5.4 ft. As a result, the Grid LSALT will need to be raised by 100 ft to 2,200 ft, which remains consistent with the EIS assessment.
- A detailed assessment of the PANS-OPS surfaces at Hay Airport associated with the published instrument approach procedures has been conducted for the amended Project, which remains consistent with the EIS assessment. Hay Airport has not raised any issues with the changes listed below:

RNP RWY 04 approach:

- Initial approach fix start altitude needs to increase from 2,000 ft to 2,200 ft;
- Initial segment minimum safe altitude needs to increase from 1,700 ft to 2,200 ft;
- The missed approach climb altitude needs to increase from 1,700 ft to 2,200 ft; and
- The holding pattern minimum altitude needs to increase from 2,000 ft to 2,200 ft.

RNP RWY 22 approach:

- Initial approach fix start altitude needs to increase from 2,000 ft to 2,200 ft;
- The missed approach climb altitude needs to increase from 1,700 ft to 2,200 ft; and
- The holding pattern minimum altitude needs to increase from 2,000 ft to 2,200 ft.
- The amended Project remains outside controlled airspace (wholly within Class G airspace) and is not within any Prohibited, Restricted, or Danger areas. As a result, the amended Project will not impact controlled airspace;
- The amended Project is located at a sufficient distance from nearby certified airports and aviation facilities and will not have an impact;
- As the amended Project remains outside the range of Mount Bobbara Route Surveillance Radar, the serviceability of this facility will not be impacted by the amended Project; and
- Based on NSW Wind Energy Guideline, if turbines are 150 m or more above ground, lighting is required for the most critical turbines (e.g., turbines at highest elevations and/or around the project perimeter). Lighting of turbines and ancillary infrastructure should be designed to minimise potential amenity impacts by using the lowest intensity lighting suitable for the site.

#### 6.5.1.3 UPDATED MITIGATION AND MANAGEMENT

Mitigation measures proposed in the EIS are sufficient to address impacts related to the proposed amendments. The only additional mitigation measure is:

- Based on NSW Wind Energy Guideline, if turbines are 150 m or more above ground, lighting is required for the most critical turbines (e.g., turbines at highest elevations and/or around the project perimeter). Lighting of turbines and ancillary infrastructure should be designed to minimise potential amenity impacts by using the lowest intensity lighting suitable for the site.



## 6.5.2 BUSHFIRE

### 6.5.2.1 BACKGROUND

The Bushfire Risk Assessment prepared for the EIS has been updated to identify and assess potential risk associated with the amended Project (Appendix L). The report contains management and mitigation measures designed to address obligations consistent with the NSW RFS guidelines including Planning for Bush Fire Protection (PBP) (2019). The Bushfire Risk Assessment also addresses, as necessary, relevant matters raised in submissions received for the EIS.

Proposed amendments relevant to the Bushfire Risk Assessment include (but not limited to):

- Reduced number of WTGs from 188 WTGs to 171 WTGs (-17 WTGs);
- Relocation of WTGs within the Development Footprint;
- Provision of seven primary access and one dedicated emergency access location; and
- Relocation of ancillary equipment.

### 6.5.2.2 IMPACT ASSESSMENT

Consistent with the EIS, it is noted that despite the mitigation measures and treatments that are put in place, some bushfire risk will always remain and that some of the infrastructure may be subject to direct flame contact. The absence of any identified hazard or asset in the Project Area should not be interpreted as a guarantee that such hazards or impacts do not exist.

Descriptions of the vegetation types including species composition and structural diversity are provided in The Plains Wind Farm BDAR (ERM, 2025). The dominant vegetation types across the Project Area that would influence fire behaviour are Chenopod shrublands and Riverine grasslands, with isolated pockets of Sandhill woodlands. Chenopod shrublands are less flammable than most other vegetation and are fire sensitive.

The smaller patches of woodland, whilst recognized as a higher hazard vegetation, are not the dominant vegetation type that would carry a fire across this site.

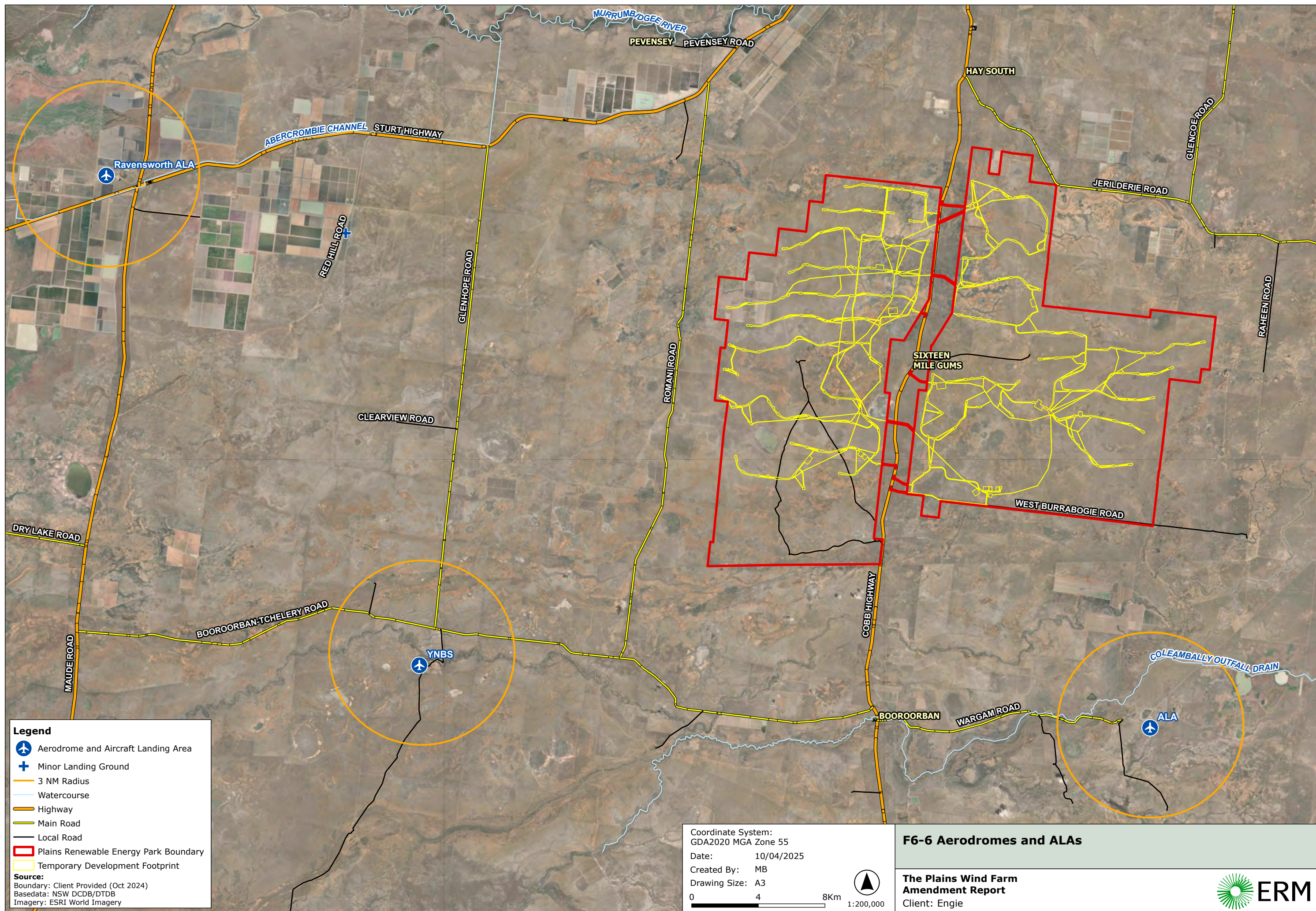
The proposed Accommodation Compounds are located greater than 1 km to areas of mapped woodland vegetation and the dominant vegetation affecting this infrastructure is also noted to be grazed grassland and Chenopod Shrubland.

Consistent with the EIS, a minimum 10 m APZ is required to comply with Section 8.3.5 of PBP 2019 and must be established on all sides of the WTG, substations, switching station, and O&M Buildings. For the accommodation compounds, a minimum APZ of 24 m is required in accordance with Table 6.8a and Table A1.12.1 of PBP 2019. This will ensure that radiant heat levels do not exceed critical limits for firefighters and other emergency services personnel undertaking operations, including supporting or evacuating occupants. Construction standards for BAL-12.5 apply.

### 6.5.2.3 UPDATED MITIGATION AND MANAGEMENT

No additional mitigation measures were recommended in the Amended Bushfire Risk Assessment. Mitigation measures proposed in the EIS are sufficient to address impacts related to the proposed amendments.







### 6.5.3 TELECOMMUNICATIONS

#### 6.5.3.1 BACKGROUND

The Telecommunications Impact Assessment (Telco Assessment) (Middleton Group Engineering, 2024) prepared for the EIS has been updated to assess impacts to telecommunications services associated with the Amended Project (refer Appendix M).

Amendments relevant to the Telco Assessment are:

- Reduced number of WTGs from 188 WTGs to 171 WTGs (-17 WTGs); and
- Relocation of WTGs within the Development Footprint.

The potential telecommunications-related impacts for the amended Project were assessed in accordance with the Wind Energy Guideline (DPE, 2024), and the Draft National Wind Farm Development Guideline (Draft National Guidelines) (DPE, 2023).

#### 6.5.3.2 IMPACT ASSESSMENT

One point-to-point communication link, owned by the NSW Government Telecommunications Authority, was identified within 2 km of a WTG in the Project. The closest WTG is 231 m outside of the 2<sup>nd</sup> Fresnel zone and effectively avoids influence on the link. This 231 m margin considers offset from link line of sight to turbine nacelle (345 m), less the rotor diameter (100 m) and the extent of maximum 2<sup>nd</sup> Fresnel Zone (31 m). Notwithstanding, link owner NSW Government Telecommunications Authority has been informed of the planned wind farm and has stated that there shouldn't be any issues with the proposed layout. In the EIS, Link 1 was assessed to pass through the site with a margin of at least 300 m from the nearest WTG.

The assessment of the trigonometrical stations and survey marks remains similar to that presented in the EIS, except for the updated distances of the amended WTG layout. The closest survey mark in the amended Project is approximately 440 m, compared to 390 m in the EIS.

No changes have been identified in the 5 meteorological radars noted in the Telco Assessment for the EIS, all of which are located more than 30 km from the Project. Similarly, there are no changes to mobile voice-based communications, wireless and satellite services, GPS, or broadcast and digital radio and television systems.

Overall, the amended Project's impact on telecommunications services is consistent with that assessed in the EIS.

#### 6.5.3.3 UPDATED MITIGATION AND MANAGEMENT

No changes have been made to the recommendations for mitigating potential impacts on telecommunications compared to those outlined in the EIS.

### 6.5.4 HEALTH AND ELECTRIC AND MAGNETIC FIELDS

#### 6.5.4.1 BACKGROUND

The Electromagnetic Field (EMF) and Human Health Assessment prepared for the EIS (Middleton Group Engineering, 2024) has been updated to evaluate the electric and magnetic fields that will be emitted by the conductors and assess the impact on human health associated with the amended Project (Appendix N).

Amendments relevant to the EMF and Human Health Assessment include the 330 kV transmission line, 33 kV overhead wires and underground cables.

The assessment references 'International Commission on Non-Ionizing Radiation Protection (ICNIRP) Guidelines for limiting exposure to Time-varying Electric, Magnetic and Electromagnetic Fields' (ICNIRP, 2010).

#### 6.5.4.2 IMPACT ASSESSMENT

Consistent with the assessment in the EIS, the updated assessment concludes that the design observations of the amended Project indicate the magnetic field strength will comply with INCIRP guidelines at locations where personnel do not risk breaching AS 2067 requirements. The boundary conditions remain unchanged for the amended Project, ensuring compliance with INCIRP guidelines at all specified locations. The design observations also align with those in the EIS. Specifically, when the 330 kV transmission line is at a height of 8 m, it does not meet INCIRP guidelines for public exposure. However, it complies with occupational guidelines for individuals standing directly beneath the transmission lines. To meet INCIRP guidelines for public exposure, the transmission lines must be constructed at a minimum height of 12 m. The summary of the worst-case scenarios remain unchanged from the EIS.

#### 6.5.4.3 UPDATED MITIGATION AND MANAGEMENT

This study finds the risk to human health due to emitted EMF is negligible when the recommended clearance to the 330 kV transmission line is maintained. No additional mitigation measures are required for the amended Project. The mitigation measures outlined in the EIS are sufficient to address the impacts associated with the proposed amendments.

#### 6.5.5 BLADE THROW

A blade throw assessment was conducted in the EIS for each wind turbine across the Project Area. This included assessing the risk of a blade throw event to main and local roads, easements, cadastral boundaries, areas of significant cultural heritage, area of significant biodiversity values, landowners and neighbours, and any temporary onsite facilities such as the O&M facility and TWA facility. No additional risks or mitigation measures have been identified because of the project amendments.

The closest WTG to the accommodation compounds is 255 m (east of Cobb Highway) and 288 m (west of Cobb Highway). The EIS assessment determined that there is an overall low likelihood of a blade throw event occurring and, in the event a blade did detach and was thrown, there is a low likely it would be thrown a significant distance. However, it is acknowledged that in the unlikely event of a blade throw during the construction and commissioning phase of the project (noting that the accommodation compound is a temporary facility only), the consequence could be significant (e.g., damage to human life or property).

Mitigation measures outlined in the EIS also apply to the TWA facility including:

- Inspection and testing procedures will be initiated and audited during the construction and commissioning phase. Once testing finds all WTG components including the blades are passed, the WTG will be commissioned for operation;
- A high quality, comprehensive and robust operations and maintenance program will be implemented to ensure that WTG faults are prevented or detected and rectified quickly, minimising the risk of occurrence of a serious or dangerous problem; and
- The International Electrotechnical Commission (IEC) standards for WTGs will be used for the design and construction of the Project to reinforce the confidence that blade throw will present a very low risk.



## 6.6 ABORIGINAL HERITAGE

### 6.6.1 BACKGROUND

The ACHAR prepared for the EIS (ERM, 2024c) has been updated to assess potential impacts relating to Aboriginal cultural heritage associated with the amended Project (Appendix O). The Revised ACHAR has been updated to respond to the Agency Advice Letter from Heritage NSW (dated 2 May 2024 Item 3 of the Heritage NSW RTS letter also included a request for the development of a Test Excavation Methodology, and Item 6 requested an Unexpected Finds Procedure (UFP) which have been completed and are appended to this report as Appendix Q and Appendix R.

Proposed project amendments relevant to the Revised ACHAR are:

- Decreased Project Area from 55,894 ha to 46,431 ha (-4,463 ha);
- Relocation of WTGs within the Development Footprint; and
- Reduced Disturbance Footprint from 1,997 ha to 1,887 ha (-110 ha).

The Revised ACHAR was prepared in accordance with the with:

- *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010* (DECCW 2010a) (Consultation Requirements);
- *Code of Practice for the Archaeological Investigation of Aboriginal Objects in NSW* (DECCW 2010b) (Code of Practice);
- *Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW* (OEH 2011) (ACHAR Guide);
- *Leading Practice Principles: First Nations and Renewable Energy Projects* (Clean Energy Council 2024); and
- *The Australia International Council on Monuments and Sites, Charter for Places of Cultural Significance* (also known as the Burra Charter, Australia ICOMOS 2013) and relevant Practice Notes.

The Revised ACHAR was provided to Registered Aboriginal Parties (RAPs) on 19 December 2024, via email (refer Appendix O). Two emails were received from RAPs during the statutory 28 day review period. One email notified ERM of the new contact for Southern West Yiradyuri Clan (Land, Water and Sky Country Aboriginal Corporation), and the second email received was from Yarkuwa Indigenous Knowledge Centre Aboriginal Corporation agreeing with all draft revised documents.

### 6.6.2 IMPACT ASSESSMENT

The Project design was amended following each of the heritage surveys conducted across the Project area. In each instance, design refinements were made to avoid PADs and minimise impact to any other Aboriginal heritage sites, wherever possible. Any remaining site identified as having high potential for impact due to their location within the clearing corridor may also be able to be further avoided by micro-siting of infrastructure within the Development Footprint.

In July 2024, ENGIE undertook substantial design refinements, involving micro-siting Project infrastructure within the survey area to avoid impacting Aboriginal heritage sites.

A total of 130 new sites were discovered during the field surveys for the development of the Project ACHAR (comprising Artefacts, Hearths, PADs, Culturally Modified Trees, Burial and Earth Mounds). Survey programs in 2023 recorded 93 new sites, and an additional 37 sites were identified in 2024. See Appendix J of Appendix O for details of all new site details, and Table 11-2 of Appendix O for information regarding the potential impacts to Aboriginal cultural heritage sites associated with the proposed Disturbance Footprint.

Based on the current Disturbance Footprint, potential or known harm to 19 sites (both site extents and their buffer, if applied) has been identified. Detailed figures illustrating these sites, as requested by Heritage NSW are provided in Appendix N of Appendix O:

- Seven of these 19 sites will be directly impacted (High impact) by the Disturbance Footprint:
  - PREP SU2 01 - Artefact
  - PREP SU6 04 - Artefact
  - PREP SU7 05 - Artefact
  - PREP SU5 03 - Artefact
  - PREP SU5 04 - Artefact
  - PREP SUG 03 - Artefact
  - PREP SUF 10 – Artefact.
- 12 of the 19 sites will be indirectly impacted (Moderate impact to buffer zone surrounding site extent) by the Disturbance Footprint:
  - Buffer of PREP SU I 03 - Artefact; Hearth
  - Buffer of PREP SU E 07 - Artefact; Hearth
  - Buffer of PREP SU H 03 - Artefact; Hearth
  - Buffer of PREP SU2 05 - PAD; Artefact; Hearth
  - Buffer of PREP SU C 12 - Artefact; PAD
  - Buffer of PREP SU C 13 - Artefact; Hearth; PAD
  - Buffer of PREP SU D 08 - Artefact; PAD
  - Buffer of PREP SU E 06 - Artefact; PAD
  - Buffer of PREP SU E 11 - Artefact; PAD
  - Buffer of PREP SU F 11 - Artefact; PAD
  - Buffer of PREP SU D 04 – Artefact; Hearth; PAD
  - Buffer of PREP SU F 08 - Artefact; PAD.
- There are no PADs or earth mounds whose recorded extents are within the current proposed disturbance footprint; and
- There are nine recorded PAD sites which have buffers that intersect with the current proposed disturbance footprint. These sites have unknown heritage significance:
  - Buffer of PREP SU2 05 - PAD; Artefact; Hearth;
  - Buffer of PREP SU C 12 – Artefact, PAD;
  - Buffer of PREP SU C 13 – Artefact, Hearth, PAD;
  - Buffer of PREP SU D 08 – Artefact, PAD;
  - Buffer of PREP SU E 06 – Artefact, PAD;
  - Buffer of PREP SU E 11 – Artefact, PAD;



- Buffer of PREP SU F 11 – Artefact, PAD;
- Buffer of PREP SU D 04 – Artefact, Hearth, PAD; and
- Buffer of PREP SU F 08 – Artefact, PAD.

### 6.6.3 UPDATED MITIGATION AND MANAGEMENT

#### ***Aboriginal Cultural Heritage Management Plan:***

An Aboriginal Cultural Heritage Management Plan (ACHMP) should be developed to record and describe the processes and procedures required to be implemented regarding Aboriginal cultural heritage prior and during the construction and operational phases of the Project. It should include impacts and mitigation from the Transport Route ACHAR (ERM, 2024). This should be developed in partnership with the Traditional Owners and should at a minimum include:

- Procedures for making changes to the location of infrastructure within the Development Footprint;
- Where harm to sites is unavoidable through micro-siting of turbines and other infrastructure, archaeological test excavation and/or salvage excavation should be undertaken of site extents or buffers for PADs or earth mounds which may be subject to harm as part of clearing of the Disturbance Footprint. A detailed test and salvage excavation methodology would be included within the ACHMP;
- Measures to manage archaeological material that needs to be relocated away from development activities;
- Temporary and permanent protection measures such as fencing, or signage should be installed during and possibly post the construction phase to protect and conserve archaeological material that will not be impacted by development activities;
- The requirements regarding heritage training and inductions for employees and contractors;
- Any requirements regarding monitoring of ground disturbance activities by Traditional Owners;
- The development and provision of cultural awareness training by Traditional Owners; and
- A UFP that includes mechanisms for managing the expected finds of additional Aboriginal cultural material being found during construction activities.

## 6.7 TRANSPORT ROUTE HERITAGE ASSESSMENT

### 6.7.1 BACKGROUND

Item 7 of the Agency Advice Letter received from Heritage NSW requested the development of a Transport Route ACHAR to assess the impacts of the road upgrades required to transport the project infrastructure to site. The Transport Route ACHAR was prepared in accordance with the following legislation requirements and is appended as Appendix J to this amendment report:

- *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010* (DECCW 2010a) (Consultation Requirements);
- *Code of Practice for the Archaeological Investigation of Aboriginal Objects in NSW* (DECCW 2010b) (Code of Practice);
- *Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW* (OEH 2011) (ACHAR Guide);
- *Leading Practice Principles: First Nations and Renewable Energy Projects* (Clean Energy Council 2024); and
- *The Australia International Council on Monuments and Sites, Charter for Places of Cultural Significance* (also known as the Burra Charter, Australia ICOMOS 2013) and relevant Practice Notes.

The draft Transport Route ACHAR was provided to RAPs on 20 December 2024 via email. Each of the RAPs was provided 28 days to provide comments on the report and any recommended management and mitigation measures, prior to finalization (Appendix J of Appendix J). During the 28-day waiting period no comments were received from RAPs on the report, including the mitigation measures and recommendations.

### 6.7.2 IMPACT ASSESSMENT

The transportation of the blades and tower components from the Port of Adelaide to the Project Site will play an important role in the feasibility of the Project. Due to the large and specific nature of equipment required to transport these loads, 'pinch points' were identified along the transport route. These 'pinch points' are areas identified where modifications are required to either private or government owned land to facilitate transport of the wind farm components, refer to Table 1-2 Appendix J. These modifications, including removal of signage and/or light poles, tree trimming and/or removal, and road and intersection upgrades were assessed for cultural heritage in the Transport Route ACHAR.

During the assessment undertaken to inform the Transport Route ACHAR, no potential for harm to archaeological or cultural heritage sites was identified. It was assessed that some of the 'pinch points' do contain landscape features of moderate cultural heritage sensitivity; however, the road upgrades associated with the Transport Route will be minimal and it was assessed that they would not negatively affect the cultural and scientific values across the region.

### 6.7.3 MITIGATION AND MANAGEMENT

The following is a summary of the findings of the Transport Route ACHAR:

- No previously registered sites are located within the Project Area;
- No new Aboriginal sites were identified within the Project Area; and
- Areas of low to moderate archaeological sensitivity were identified within the Project Area.



Proposed key measures to manage and mitigate impacts to potential unidentified heritage sites are summarised below:

**Recommendation 1: Cultural Heritage Awareness Induction**

All personnel involved with construction activities within the Transport Route Activity Areas should undertake a cultural awareness induction prior to commencing any activities on the works site.

**Recommendation 2: Unexpected Finds Procedure**

If cultural heritage sites or materials (or suspected cultural sites or materials) are discovered during earthworks at the open and close borehole locations or open trenching location, development operations or similar activities within proximity to the ground works location, the UFP is to be implemented.

## 6.8 SOILS AND AGRICULTURE

### 6.8.1 BACKGROUND

The Agricultural Impact Assessment (AIA) prepared for the EIS (Tremain Ivey Advisory, 2024) has been updated to identify and evaluate the impacts associated with the construction and operation of the amended Project on agricultural resources and agricultural production (Amended AIA; Appendix S). The Amended AIA has also been revised, as necessary, in response to relevant matters raised in submissions received for the EIS.

Proposed amendments relevant to the Amended AIA are:

- Reduced Project Area from 53,894 ha to 46,431 ha (-7,463 ha);
- Reduced Development Footprint from 1,996.9 ha to 1,887 ha (-109.9 ha); and
- Decreased Permanent Disturbance Footprint from 1,296.30 ha to 347.16 ha (-949.14 ha).

Consistent with the EIS, the Amended AIA was prepared in accordance with the following:

- 'Land and Soil Capability Assessment Scheme' (LSC Scheme) (OEH, 2012);
- 'Infrastructure Proposals on Rural Land' (DPI, 2013)';
- 'Interim Protocol for Site Verification and Mapping of Biophysical Strategic Agricultural Land' (OEH, 2013);
- CIA Guidelines (DPIE, 2021d); and
- 'Riverina Murray Regional Plan 2041' (DPE, 2023c).

A Preliminary Site Investigation (PSI) is provided in Appendix X and confirms that the relative level of risk of contamination associated with current and historical land use practices across the Project Area is low.

### 6.8.2 IMPACT ASSESSMENT

The amendments to the Project have led to changes in the extent and intensity of agricultural impacts during both construction and operational phases.

Impact on agricultural land use is one of the most significant changes highlighted in the amended AIA. During construction, the potential loss of grazing income has been revised to approximately \$531,600 over the construction period, lower than the \$535,000 estimate in the EIS. During the operational phase, the annual loss of grazing income has decreased from \$115,700 in the EIS to \$32,600 in the Amended AIA. This adjustment reflects the refined Permanent Disturbance Footprint and acknowledges that grazing can continue in much of the area within the WTG buffer zone. Importantly, the non-agricultural rental income from the Project is expected to offset the losses, resulting in a net income increase for host landowners.

At the regional scale, the loss of agricultural production remains minimal compared to the total agricultural land in the Hay LGA, consistent with the findings of the EIS.

Biosecurity risks, including the spread of weeds and potential introduction of pests or diseases remain consistent with the EIS. These risks will continue to be managed through mitigation measures and compliance with landowner biosecurity protocols. This includes:

- All project vehicles are to be washed down prior to entering any agricultural areas;
- All vehicles are to be washed down when moving between paddocks with known weed infestations;
- Temporary fencing will be installed around facilities;
- New or existing infestations of any priority weed or unidentified weed would be reported to the appropriate weeds authority; and
- Weeds would be appropriately managed on the Project area during construction and operation.

Other potential impacts, such as disturbance to livestock due to noise and fire risks, are expected to remain minor, with little to no effect on agricultural productivity. Additionally, there are no significant impacts anticipated on ground or aerial agricultural operations.

A Land Use Conflict Risk Assessment has also been provided in the amended AIA. The high-risk activities identified with potential land use conflicts include:

- Temporary disruption to cropping and grazing due to construction;
- Impact of dust on growth of rangeland pastures;
- Impact of dust on neighbouring properties;
- Introduction or spread of agricultural weeds due to project activities;
- Impact of restricted movement;
- Impact of noise on livestock;
- Risk of fire starting on the Project area and spreading to adjoining land and infrastructure;
- Damage to infrastructure;
- Gates left open; and
- Long term loss of agricultural land during operation.

Appropriate mitigation measures to avoid or minimise these impacts were recommended in the EIS. Upon completion of the construction works, all temporary facilities, including the accommodation camp, will be removed, and the site will be rehabilitated. This rehabilitation process will restore the land and help minimize any long-term impact on agricultural operations.

### 6.8.3 UPDATED MITIGATION AND MANAGEMENT

No additional mitigation measures were recommended in the Amended AIA. Mitigation measures proposed in the EIS are sufficient to address impacts related to these amendments to the Development Footprint and Permanent Disturbance.



## 6.9 WATER RESOURCES, HYDROLOGY AND FLOODING

### 6.9.1 BACKGROUND

The Updated Flooding Technical Paper has been prepared to assess potential impacts relating to hydrology and flooding associated with the amended Project (Updated Flooding Paper; Appendix T). The Updated Flooding Technical Paper has also been revised, as necessary, in response to relevant matters raised in submissions received for the EIS.

The proposed amendments relevant to the Amended Flooding Paper are:

- Decreased Project Area from 53,894 ha to 46,431 ha (-7,463 ha);
- Reduced Disturbance Footprint from 1,997 ha to 1,887 ha (-110 ha); and
- Relocated 171 WTGs to the north and east of the Project Boundary.

The Updated Flooding Technical Paper includes hydraulic modelling (TUFLOW) of 5%, 1%, 0.5% and 0.2% Annual Exceedance Probability (AEP) and Probable Maximum Flood (PMF) events with regards to the proposed amendments. Additionally, updates were made to the existing set of hydrologic (rainfall-on-grid) and riverine hydraulic models of the catchments that are located within the study area. Assessments were undertaken in relation to the potential impact of the Project (including construction and operation) on flood behaviour for the design events; the impact future climate change would have on flood behaviour under operational conditions; and potential measures that are aimed at mitigating the risk of flooding to the project and its impact on existing flood behaviour.

#### 6.9.1.1 WATER SUPPLY ENTITLEMENTS

Water volumes that will be required during construction and operation of the Project have been estimated based on an understanding of the construction requirements and operational parameters and remain consistent with the EIS. Figure 6-7 provides an overview of the waterways and resources within the Project Area.

Water demand for construction will be approximately 263.33 ML/year, mostly sourced from existing groundwater bores or dams through licensing arrangements with landowners. The Council has shared with the Applicant the availability of water carting and associated pricing. Council also confirmed that expected water usage is not an issue. The feasibility and reliability of these will be confirmed to ensure a secure water supply can be obtained for the Project.

Potable or drinking water will be required for the workforce associated with the construction and operation of the Project and will be collected in rainwater tanks or imported during construction as needed.

Water required during the operation of the Project will be from potable water that is trucked into site.

### 6.9.2 IMPACT ASSESSMENT

Potential flood impacts within the Project Area resulting from the amended Project were found to be generally consistent with the EIS Project layout - there would be no measurable changes in flood levels or flood behaviour as a result of the Project. It was also concluded that the Project would not have a measurable impact on flood behaviour under future climate change conditions.

In summary, the Project is expected to have no impact on peak flood levels during a 1% AEP design storm event (refer to Figure 6-8), as well as the Extreme Flood/PMF. Specific areas of increased flood depths were generally associated with the wind farm infrastructure in localised areas and several elements of the Project subject to relatively shallow inundation during local catchment flood events and extreme river-based flood events.

While none of the construction compound or accommodation locations that have been identified are affected by either Murrumbidgee River or local catchment flooding, shallow surface water ponding may occur during localised rainfall events.

The construction of access roads may result in localised ponding of floodwaters and altered drainage pathways adjacent to the constructed tracks. However, broadscale flood behaviour is unlikely to be impacted.

While the positioning of the wind farm infrastructure is unlikely to influence flood levels or velocities in the waterway due to the relatively small sectional area of the infrastructure, several elements of the Project would be subject to relatively shallow inundation during local catchment flood events and extreme river-based flood events. Deeper, faster moving floodwater would also be experienced at the location where access tracks cross the defined waterways of Telegraph Creek and Abercrombie Creek. While the vertical alignment and transverse drainage requirements for the new access tracks have yet to be determined, it may be necessary to consider a minimum hydrologic standard of 10% AEP to permit access to the key elements of the project during relatively frequent local catchment flood events.

### 6.9.3 UPDATED MITIGATION AND MANAGEMENT

Existing mitigation and management measures prevent flooding impacts and risks to the project during operational and construction stages. No additional mitigation measures were recommended in the Updated Flooding Technical Paper. Mitigation measures proposed in the EIS are sufficient to address impacts related to these amendments to the Project Area and Disturbance Footprint.

## 6.10 WASTE MANAGEMENT

Waste generated by the Plains Wind Farm was assessed in the EIS (ERM, 2024a) and the outcomes of this assessment are still applicable to the amended Project. ENGIE proposes to dispose of sewage and wastewater at the nearest waste management facility in accordance with the relevant regulations and guidelines approved by HSC. With a peak workforce of 700 FTE, it is estimated that two sewage/grey water trucks would be required twice per week during the construction phase.

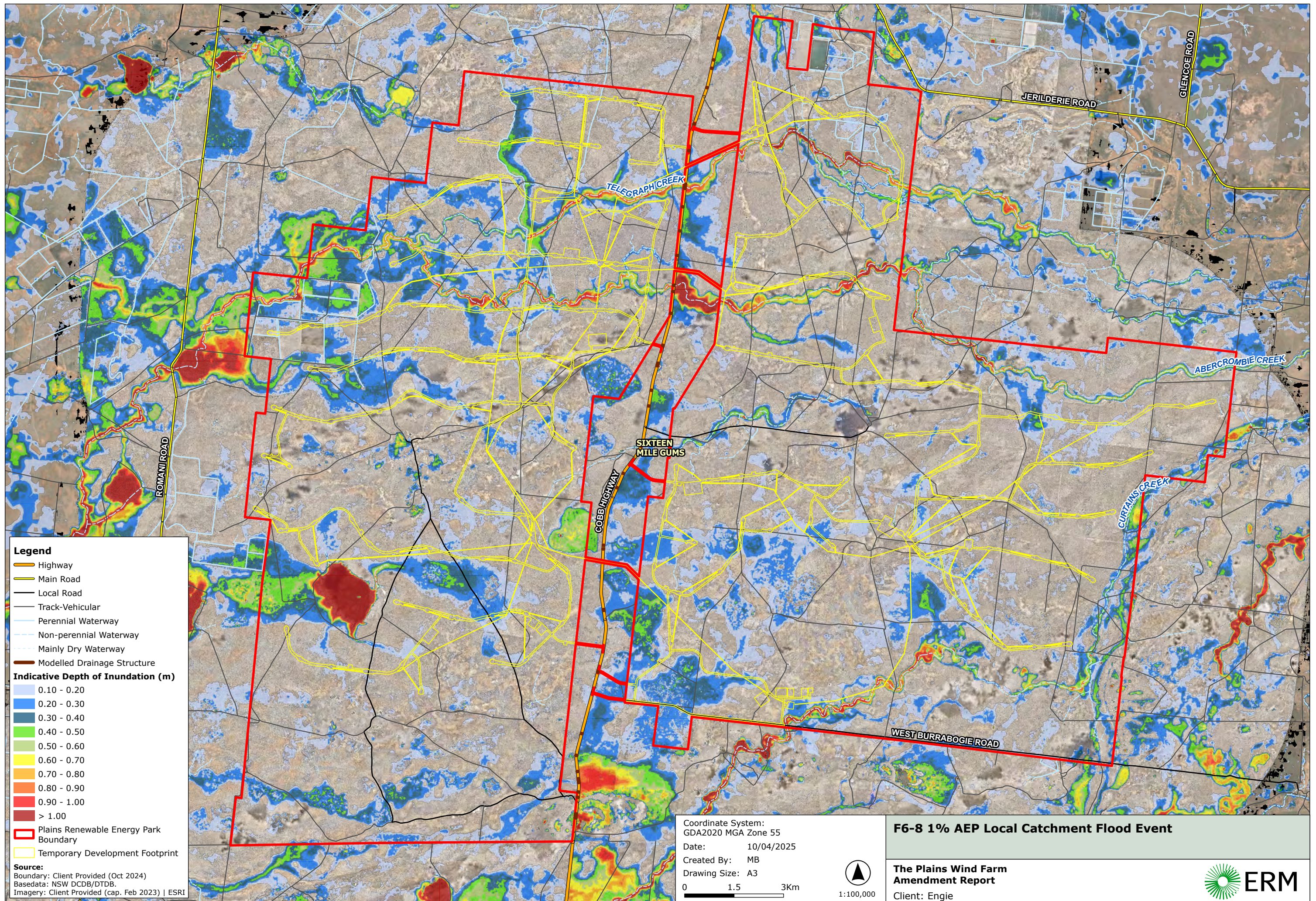
The wind turbines mainly comprise recyclable materials, and therefore most of the materials will not be disposed of in landfill. Any hazardous waste will be classified in accordance with the relevant regulations and guidelines. ENGIE will obtain a waste management agreement in response to the HSC submissions.

Waste management mitigation measures have been updated to include engagement with HSC to discuss the options for disposal and reuse of the identified waste streams likely to be generated, to ensure that any use of local waste management facilities does not exhaust available capacity, nor disadvantage the local community. No further additional mitigation measures were determined in the waste assessment. Mitigation measures proposed in the EIS are sufficient to address impacts related to these amendments to the Project Area and Disturbance Footprint.











## 6.11 ECONOMIC

### 6.11.1 BACKGROUND

An Economic Impact Assessment (EIA) was prepared as part of the EIS and was updated to respond to the amended Project layout (Appendix U). The Amended Economic Assessment addresses matters raised during the public exhibition which related to the economic impacts the Project may have on nearby properties and the local and regional community. It further evaluates the potential economic impacts of the construction and operation of the amended Project on the regional and NSW economy. Key changes to the Project that are relevant to the economic assessment include refinements to the Project Area, Development Footprint and Project elements, such as WTGs, substation.

### 6.11.2 IMPACT ASSESSMENT

#### 6.11.2.1 IMPACT ON ECONOMY

The Project will provide economic activity to the regional and NSW economy during construction and operation as summarised in Table 6-6.

**TABLE 6-6 ANNUAL ECONOMIC IMPACTS OF THE PROJECT**

Impacts	Total Effect				Phase
	Study Area		NSW		
	Direct	Indirect	Direct	Indirect	
Output	\$200M	\$128M	\$200M	\$399M	Construction
	\$322M	\$19M	\$322M	\$61M	Operation
Value-added	\$80M	\$40M	\$80M	\$176M	Construction
	\$295M	\$9M	\$292M	\$31M	Operation
Household income	\$42M	\$18M	\$59M	\$105M	Construction
	\$2M	\$3M	\$3M	\$16M	Operation
Jobs	550	298	550	1,177	Construction
	40	42	40	170	Operation

The amended Project does not result in any significant changes to the economic outcomes outlined in the EIS. Overall, the Project would provide economic activity to the regional and NSW economy during both the construction and operation phase.

#### 6.11.2.2 AGRICULTURAL IMPACTS

The Project operation will result in 347.16 ha being unavailable for agriculture. Tremain Ivey Advisory (2024) identified that the predicted annual loss of income during operation has decreased from \$115,700 in the EIS to \$32,600 due to the amended Project. This adjustment reflects the refined permanent disturbance footprint and acknowledges that grazing can continue in much of the area within the 100 m WTG buffer zone. Using revenue, expenditure and employment ratios in the *sheep, grain, beef and dairy cattle* sector of the regional and NSW Input-Output Tables, the agricultural impacts from the operation of the Project are reported to be negligible.

### 6.11.2.3 OTHER IMPACTS

The operation of the Project will create a very small demand for regional labour resources and regional inputs to production. Consequently, no “crowding out” effects on other industry sectors are anticipated.

### 6.11.3 UPDATED MITIGATION AND MANAGEMENT

No additional mitigation measures were recommended in the Amended EIA. Mitigation measures proposed in the EIS are sufficient to address impacts related to the amended project.

## 6.12 CUMULATIVE IMPACTS

### 6.12.1 BACKGROUND

Cumulative impacts for the Project were assessed within the EIS in accordance with the ‘Cumulative Impact Assessment Guidelines for State Significant Projects’ (CIA Guidelines) (DPIE, 2022b).

This Amendment Report provides an updated cumulative impact assessment that considers, as necessary, the amended Project and changes to impacts associated with environmental and social aspects (**Section 6**). The ‘planning status’ of projects considered in the cumulative impact assessment in the EIS has also been updated where necessary. Similarly, relevant future projects that have been added to, or withdrawn, or removed from the planning system have been considered.

### 6.12.2 IMPACT ASSESSMENT

The commencement of construction of the amended Project is now anticipated in Q1 2027. Potential overlap of construction periods with other projects in the region will remain; however, the distance between these sites is not expected to warrant significant cumulative impacts. Any cumulative impact would be minor. Refer to Table 6-7 for the updated list and status of other projects declared to be SSD, and Figure 6-9 for additional context.

Since the exhibition of the EIS, the Keri Keri Solar Farm and Southdown Solar Farm submissions have been removed from the planning system. As no publicly available information regarding the cumulative impacts of these projects is available, they have been excluded from the cumulative impact assessment.

### 6.12.3 UPDATED MITIGATION AND MANAGEMENT

Mitigation measures proposed in the EIS and those superseded by this Amendment Report are sufficient to address any cumulative impacts.



TABLE 6-7 PROXIMATE SSD WITH CUMULATIVE POTENTIAL

Project / Status	Description	Distance (km) <sup>1</sup> / LGA	Potential Cumulative Impacts	Relevant Future Development
Wind Energy Developments				
Pottinger Wind Farm  (In Planning – Under Assessment)	<ul style="list-style-type: none"> <li>Nominal generating capacity of 1.3 GW.</li> <li>Up to 247 WTGs, BESS and ancillary infrastructure.</li> <li>Peak construction workforce 600 FTE.</li> <li>Operational workforce 50 FTE.</li> <li>Temporary workers accommodation is located within the Project Area or located offsite.</li> <li>Construction is estimated to commence Q1 2026.</li> <li>Construction period is about 55-months.</li> <li>Commissioning expected Q3 2027.</li> </ul>	Adjacent to The Project  Hay and Edward River LGAs	<ul style="list-style-type: none"> <li>Traffic</li> <li>Visual</li> </ul>	<ul style="list-style-type: none"> <li>Likely relevant – The construction periods for the projects could potentially overlap.</li> <li>The traffic generated from both projects may interact along Cobb Highway.</li> <li>Likely that both projects would be visible in the same viewshed due to the topographic character of the region.</li> </ul>
Bullawah Wind Farm  (In Planning – Response to submissions)	<ul style="list-style-type: none"> <li>Nominal generating capacity of 2.5 GW.</li> <li>Up to 143 WTGs, 359 MW/ 718 MWh BESS and ancillary infrastructure.</li> <li>Peak construction workforce 350 FTE.</li> <li>Operational workforce 40 FTE.</li> <li>Temporary workers accommodation is located within the Project Area.</li> <li>Construction estimated to commence Q4 2025.</li> <li>Construction period is about 3.5 years.</li> <li>Commissioning is expected in 2029.</li> </ul>	4 km east  Hay Shire, Murrumbidgee and Edward River LGAs	<ul style="list-style-type: none"> <li>Traffic</li> <li>Visual</li> </ul>	<ul style="list-style-type: none"> <li>Likely relevant – The construction periods for the projects could potentially overlap.</li> <li>The traffic generated from both projects may interact along Cobb Highway.</li> <li>Likely that both projects would be visible in the same viewshed due to the topographic character of the region.</li> </ul>

<sup>1</sup> Indicative direct-line distances from the Project boundary.

Project / Status	Description	Distance (km) <sup>1</sup> / LGA	Potential Cumulative Impacts	Relevant Future Development
Tchelery Wind Farm  (In Planning - Prepare EIS)	<ul style="list-style-type: none"> <li>Nominal generating capacity of 800 MW.</li> <li>Up to 120 WTGs, ancillary infrastructure and future BESS.</li> <li>Peak construction workforce 500 FTE.</li> <li>Operational workforce: up to 20 FTE.</li> <li>Temporary workforce accommodation to be investigated.</li> <li>Construction is expected to commence in 2026.</li> <li>Construction period is about 30-months.</li> <li>Commissioning expected in late 2028 or early 2029.</li> </ul>	25 km west  Edward River LGA	<ul style="list-style-type: none"> <li>Traffic</li> </ul>	<ul style="list-style-type: none"> <li>Potentially relevant – The construction periods for the projects could potentially overlap.</li> <li>The traffic generated from both projects may interact.</li> </ul>
Dinawan Wind Farm  (In Planning – Response to submissions)	<ul style="list-style-type: none"> <li>Nominal generating capacity of 1,200 MW.</li> <li>Up to 200 WTGs and ancillary infrastructure.</li> <li>Peak construction workforce 600 FTE.</li> <li>Operational workforce up to 50 FTE</li> <li>Workforce accommodation is expected to rely on available rental, motel and other accommodation in surrounding townships and regional centres.</li> <li>Construction expected to commence in 2025.</li> <li>Construction period is about 60 months.</li> <li>Commissioning expected 2027-2028.</li> </ul>	28 km southeast  Murrumbidgee and Edward River LGAs	<ul style="list-style-type: none"> <li>Traffic</li> </ul>	<ul style="list-style-type: none"> <li>Potentially relevant – The construction periods for the projects could potentially overlap.</li> <li>The traffic generated from both projects may interact.</li> </ul>



Project / Status	Description	Distance (km) <sup>1</sup> / LGA	Potential Cumulative Impacts	Relevant Future Development
Yanco Delta Wind Farm  (Approved – December 2023)	<ul style="list-style-type: none"> <li>Nominal generating capacity of 1,500 MW.</li> <li>Up to 208 WTGs, BESS and ancillary infrastructure.</li> <li>Peak construction workforce 300 FTE.</li> <li>Operational workforce up to 30 FTE.</li> <li>Workforce accommodation is expected to rely on available rental, motel and other accommodation in surrounding townships and regional centres.</li> <li>Construction expected to commence 2024-2025.</li> <li>Construction period is about 36 months.</li> <li>Commissioning is expected in 2028.</li> </ul>	42 km southeast  Edward River LGA	<ul style="list-style-type: none"> <li>Traffic</li> </ul>	<ul style="list-style-type: none"> <li>Potentially relevant – The construction periods for the projects could potentially overlap.</li> <li>The traffic generated from both projects may interact.</li> </ul>
Baldon Wind Farm  (In Planning – Response to submissions)	<ul style="list-style-type: none"> <li>Nominal generating capacity 1,400 MW.</li> <li>Up to 180 WTGs, 200 MW / 400 MWh BESS and ancillary infrastructure.</li> <li>Peak construction workforce 400 FTE.</li> <li>Operational workforce 25 FTE.</li> <li>Temporary workers accommodation will be established within the Project Area.</li> <li>Construction expected to commence Q4 2025.</li> <li>Construction period is about 36 months.</li> <li>Commissioning expected Q2 2029.</li> </ul>	45 km west  Murray River and Hay Shire LGAs	<ul style="list-style-type: none"> <li>Traffic</li> </ul>	<ul style="list-style-type: none"> <li>Potentially relevant – The construction periods for the projects could potentially overlap.</li> <li>The traffic generated from both projects may interact.</li> </ul>
Keri Keri Wind Farm  (In Planning – Response to submissions)	<ul style="list-style-type: none"> <li>Nominal generating capacity of 883.5 MW.</li> <li>Up to 155 WTGs, 200 MW / 800 MWh BESS and ancillary infrastructure.</li> <li>Peak construction workforce 650 FTE.</li> <li>Operational workforce is approximately 12FTE.</li> <li>Construction is expected to commence in 2027.</li> <li>Construction period about 24 months.</li> <li>Commissioning is expected in 2027.</li> </ul>	55 km west  Murray River LGA	<ul style="list-style-type: none"> <li>Traffic</li> </ul>	<ul style="list-style-type: none"> <li>Potentially relevant – The construction periods for the projects could potentially overlap.</li> <li>The traffic generated from both projects may interact.</li> </ul>

Project / Status	Description	Distance (km) <sup>1</sup> / LGA	Potential Cumulative Impacts	Relevant Future Development
Wilan Wind Farm  (In Planning - Prepare EIS)	<ul style="list-style-type: none"> <li>Nominal generating capacity of up to 800 MW.</li> <li>Up to 138 WTGs, BESS and ancillary infrastructure.</li> <li>Peak construction workforce 400 FTE.</li> <li>Operational workforce 10-15 FTE.</li> <li>Temporary workers accommodation will be established; the location is subject to Project design and community consultation.</li> <li>Construction expected to commence early 2025.</li> <li>Construction period is about 24 to 30 months.</li> <li>Commissioning is expected from 2027 or 2028.</li> </ul>	57 km west  Murray River and Hay Shire LGAs	<ul style="list-style-type: none"> <li>Traffic</li> </ul>	<ul style="list-style-type: none"> <li>Potentially relevant – The construction periods for the projects could potentially overlap.</li> <li>The traffic generated from both projects may interact.</li> </ul>
Argoon Wind Farm  (In Planning - Prepare EIS)	<ul style="list-style-type: none"> <li>Installed generating capacity of up to 901 MW.</li> <li>Up to 106 WTGs, BESS (460 MW/2300 MWh, up to 5-hour battery).and ancillary infrastructure.</li> <li>Peak construction workforce 340 FTE.</li> <li>Operational workforce between 6 and 12 FTE.</li> <li>Temporary workforce accommodation will be included if required.</li> <li>Construction is estimated to commence within one year of project approval.</li> <li>Construction period is about 24-36 months.</li> </ul>	70 km southeast (estimate only)  Murrumbidgee LGA	<ul style="list-style-type: none"> <li>Traffic</li> </ul>	<ul style="list-style-type: none"> <li>Potentially relevant – The construction periods for the projects could potentially overlap.</li> <li>The traffic generated from both projects may interact.</li> </ul>



Project / Status	Description	Distance (km) <sup>1</sup> / LGA	Potential Cumulative Impacts	Relevant Future Development
Junction Rivers Wind Farm  (In Planning – Response to submissions)	<ul style="list-style-type: none"> <li>Nominal generating capacity 750 MW.</li> <li>Up to 96 WTGs, 200 MW/800 MWh BESS and ancillary infrastructure.</li> <li>Peak construction workforce 400 FTE.</li> <li>Operational workforce 15 FTE.</li> <li>Existing facilities in Balranald and other options in Kyalite and surrounding region will be utilised for construction staff accommodation.</li> <li>No current information is available regarding construction.</li> <li>Construction is expected to commence following approval.</li> <li>Construction period is about 48 months.</li> </ul>	86 km west  Murray River LGA	<ul style="list-style-type: none"> <li>Traffic</li> </ul>	<ul style="list-style-type: none"> <li>Potentially relevant – The construction periods for the projects could potentially overlap.</li> <li>The traffic generated from both projects may interact.</li> </ul>
Conargo Wind Farm  (In Planning – Prepare EIS)	<ul style="list-style-type: none"> <li>Nominal generating capacity 300 MW.</li> <li>Up to 53 WTGs, 150 MW/1,200 MWh BESS and ancillary infrastructure.</li> <li>No current information available regarding workforce.</li> <li>Construction period about 24 months.</li> <li>Construction is expected to commence in 2027.</li> </ul>	78 km southeast  Edward River LGA	<ul style="list-style-type: none"> <li>Traffic</li> </ul>	<ul style="list-style-type: none"> <li>Potentially relevant – The construction periods for the projects could potentially overlap.</li> <li>The traffic generated from both projects may interact.</li> </ul>
Wanganella Wind Farm  (In Planning – Prepare EIS)	<ul style="list-style-type: none"> <li>Nominal generating capacity 840 MW.</li> <li>Up to 105 WTGs, 600 MW / 2,400 MWh BESS and ancillary infrastructure.</li> <li>Peak construction workforce 420 FTE.</li> <li>Operational workforce 19 FTE.</li> <li>No current information is available regarding the construction period.</li> <li>Construction is expected to commence in 2027.</li> </ul>	47 km south  Edward River LGA	<ul style="list-style-type: none"> <li>Traffic</li> </ul>	<ul style="list-style-type: none"> <li>Potentially relevant – The construction periods for the projects could potentially overlap.</li> <li>The traffic generated from both projects may interact.</li> </ul>

Project / Status	Description	Distance (km) <sup>1</sup> / LGA	Potential Cumulative Impacts	Relevant Future Development
Saltbush Wind Farm  (In Planning – Prepare EIS)	<ul style="list-style-type: none"> <li>Nominal generating capacity 400 MW.</li> <li>Up to 70 WTGs, 600 MW / 1,200 MWh BESS and ancillary infrastructure.</li> <li>Peak construction workforce 280 FTE.</li> <li>Operational workforce 28 FTE.</li> <li>Construction period of about 30 months.</li> <li>Construction is expected to commence in 2028.</li> </ul>	9 km south  Edward River LGA	<ul style="list-style-type: none"> <li>Traffic</li> <li>Visual</li> </ul>	<ul style="list-style-type: none"> <li>Likely relevant – The construction periods for the projects could potentially overlap.</li> <li>The traffic generated from both projects may interact along Cobb Highway.</li> <li>Likely that both projects would be visible in the same viewshed due to the topographic character of the region.</li> </ul>
Abercrombie Wind Farm  (In Planning – Prepare EIS)	<ul style="list-style-type: none"> <li>Nominal generating capacity of 2,500MW.</li> <li>Up to 348 WTGs, 500 MW / 2,000 MWh BESS and ancillary infrastructure.</li> <li>Peak construction workforce of 600 FTE.</li> <li>Operational workforce of 30-40 FTE.</li> <li>Construction is expected to commence in 2028.</li> </ul>	28 km west  Hay Shire LGA and Edward River LGA	<ul style="list-style-type: none"> <li>Traffic</li> </ul>	<ul style="list-style-type: none"> <li>Potentially relevant – The construction periods for the projects could potentially overlap.</li> <li>The traffic generated from both projects may interact.</li> </ul>
Solar Energy Developments				
The Plains Solar Farm (In Planning – Response to submissions)	<ul style="list-style-type: none"> <li>Nominal generating capacity of 500 MW peak (MWp) and 400 MWn.</li> <li>BESS with a capacity of up to 400 MW / 1.6 GW hour.</li> <li>Peak construction workforce: up to 150 FTE employees</li> <li>Operational workforce: up to 46 FTE employees</li> <li>Temporary workers accommodation to be utilised from this Project.</li> <li>Construction is estimated to commence in 2026.</li> <li>Construction period is approximately 18 months.</li> <li>Commissioning is expected in 2028.</li> </ul>	0 km (overlaps with the Project Area)  Hay LGA	<ul style="list-style-type: none"> <li>Traffic</li> <li>Noise</li> <li>Visual</li> <li>Agricultural</li> </ul>	<ul style="list-style-type: none"> <li>Likely relevant – The construction periods for the projects could potentially overlap.</li> <li>Projects will use shared infrastructure, resources, and transport routes.</li> <li>Cumulative noise impacts from construction (machinery, vehicle movements) and operation (substation, BESS, wind turbines) will be minor and managed through staging and a construction management plan.</li> <li>Likely both projects visible in the same viewshed.</li> </ul>



Project / Status	Description	Distance (km) <sup>1</sup> / LGA	Potential Cumulative Impacts	Relevant Future Development
				<ul style="list-style-type: none"> <li>The projects will result in a small loss of agricultural land, but given the vast areas of unimpacted agricultural land, the overall impact on agriculture will be low.</li> </ul>
Pottinger Solar Farm  (In Planning - Prepare EIS)	<ul style="list-style-type: none"> <li>Generating capacity 300 MW.</li> <li>BESS and ancillary infrastructure.</li> <li>Peak construction workforce of 220 FTE and operational workforce of at least 4 FTE.</li> <li>Temporary workforce accommodation to be investigated.</li> <li>Construction expected to commence in 2026.</li> <li>The construction period is estimated to take 24 months including commissioning.</li> <li></li> </ul>	5 km east  Hay LGA	<ul style="list-style-type: none"> <li>Traffic</li> <li>Visual</li> </ul>	<ul style="list-style-type: none"> <li>Likely relevant – The construction periods for the projects could potentially overlap.</li> <li>The traffic generated from both projects may interact along Cobb Highway.</li> <li>Likely that both projects would be visible in the same viewshed.</li> </ul>
Hay Solar Farm  (Approved - December 2017)	<ul style="list-style-type: none"> <li>Generating capacity 110 MW.</li> <li>300,000 panels.</li> <li>Area across 660 ha.</li> <li>Currently under construction.</li> <li>700 FTE during peak construction and between 2 and 5 FTE during operation.</li> <li>Construction period of about 12-months.</li> <li>No information is available regarding construction commencement.</li> <li></li> </ul>	15 km north  Hay LGA	<ul style="list-style-type: none"> <li>Traffic</li> </ul>	<ul style="list-style-type: none"> <li>Unlikely relevant – It is expected that the construction phase of the project would be completed before the start of construction of The Plains Solar Farm Project.</li> <li>During operation both projects are expected to generate a minimal level of traffic.</li> </ul>
Currawarra Solar Farm  (Approved -May 2018)	<ul style="list-style-type: none"> <li>Generating capacity 195 MW.</li> <li>Associated infrastructure.</li> <li>Workforce of approximately 200 FTE during construction and 3-4 FTE during operations.</li> <li>Construction period is about 18 months.</li> <li>Construction has not commenced.</li> </ul>	67 km south  Edward River LGA	<ul style="list-style-type: none"> <li>Traffic</li> </ul>	<ul style="list-style-type: none"> <li>Potentially relevant – The construction periods for the projects could potentially overlap.</li> <li>The traffic generated from both projects may interact.</li> </ul>

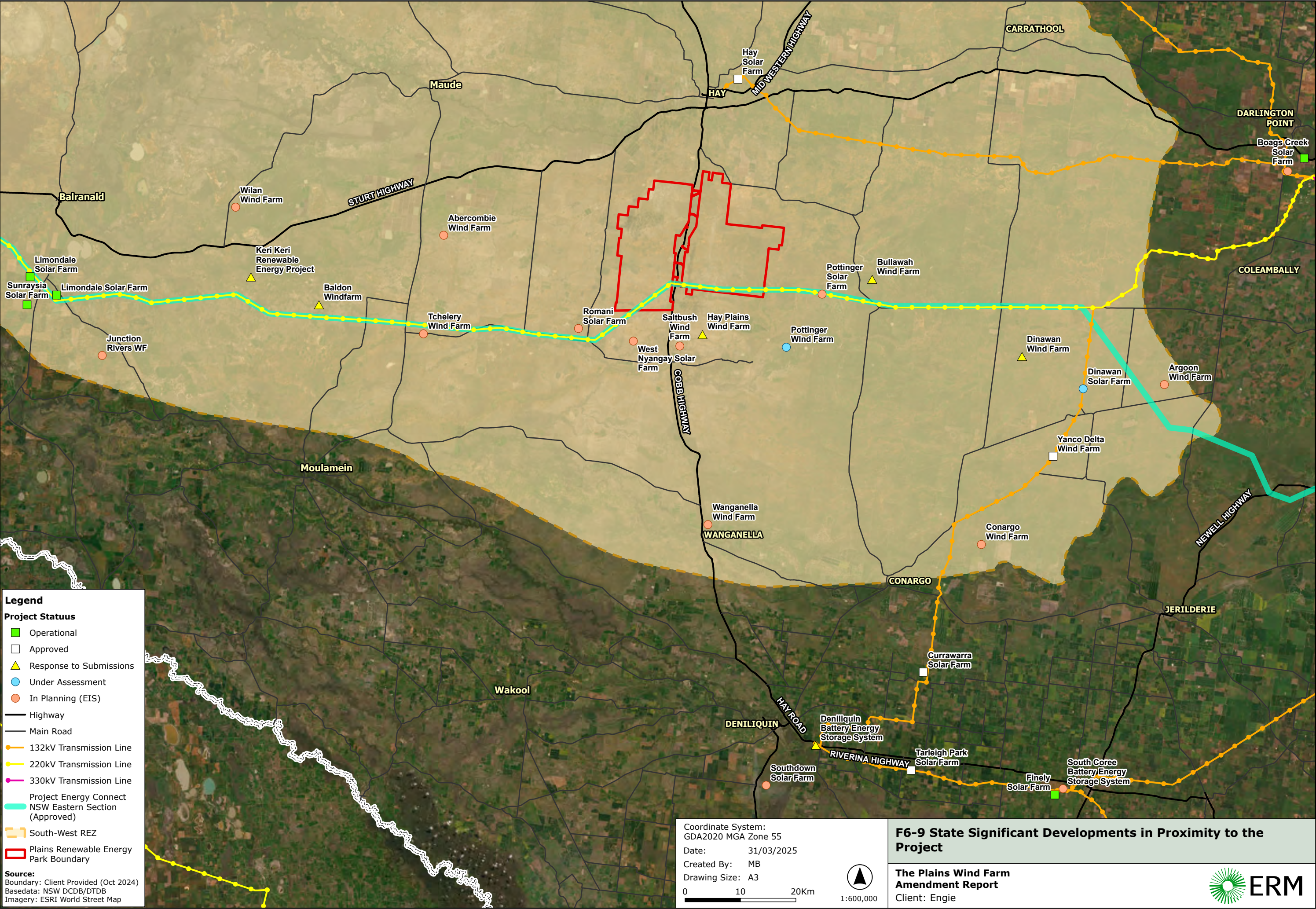
Project / Status	Description	Distance (km) <sup>1</sup> / LGA	Potential Cumulative Impacts	Relevant Future Development
Southdown Solar Farm  (SEARs expired – Submission removed)	<ul style="list-style-type: none"> <li>Generating capacity 70 MW.</li> <li>Associated infrastructure.</li> <li>Workforce of up to 200 FTE during construction.</li> <li>No current information available regarding construction commencement. Construction period is about 15 months.</li> </ul>	85 km south  Edward River LGA	<ul style="list-style-type: none"> <li>Not available</li> </ul>	<ul style="list-style-type: none"> <li>Not available</li> </ul>
Tarleigh Park Solar Farm  (Approved -May 2018)	<ul style="list-style-type: none"> <li>Generating capacity 90 MW.</li> <li>Associated infrastructure.</li> <li>Workforce of approximately 700 FTE during construction and 3-4 FTE during operations.</li> <li>Construction period is about 15 months.</li> <li>Construction has not commenced.</li> </ul>	85 km south  Edward River LGA	<ul style="list-style-type: none"> <li>Traffic</li> </ul>	<ul style="list-style-type: none"> <li>Potentially relevant – The construction periods for the projects could potentially overlap.</li> <li>The traffic generated from both projects may interact.</li> </ul>
Limondale Solar Farm  (Operational)	<ul style="list-style-type: none"> <li>Generating capacity 250 MW.</li> <li>BESS and ancillary infrastructure.</li> <li>Peak construction workforce of 40 FTE and an operational workforce of 20 FTE.</li> <li>Currently operational.</li> <li>Additional construction is expected to commence between Q3 2022 and Q4 2024.</li> <li>Construction period is about 15 months.</li> </ul>	100 km west  Balranald Shire LGA	<ul style="list-style-type: none"> <li>Traffic</li> </ul>	<ul style="list-style-type: none"> <li>Unlikely relevant – It is expected that the construction phase of the project would be completed before the start of construction of The Plains Solar Farm Project.</li> <li>During operation both projects are expected to generate a minimal level of traffic.</li> </ul>
Sunraysia Solar Farm  (Operational)	<ul style="list-style-type: none"> <li>Generating capacity 200 MW.</li> <li>Ancillary infrastructure.</li> <li>Peak construction workforce of 250 FTE and an operational workforce of at least 2 FTE.</li> <li>Currently operational.</li> </ul>	104 km west  Balranald Shire LGA	<ul style="list-style-type: none"> <li>Traffic</li> </ul>	<ul style="list-style-type: none"> <li>Unlikely relevant – It is expected that the construction phase of the project would be completed before the start of construction of The Plains Solar Farm Project.</li> <li>During operation both projects are expected to generate a minimal level of traffic.</li> </ul>



Project / Status	Description	Distance (km) <sup>1</sup> / LGA	Potential Cumulative Impacts	Relevant Future Development
West Nyangay Solar Farm  (In Planning – Prepare EIS)	<ul style="list-style-type: none"> <li>Generating capacity 800 MW.</li> <li>BESS and ancillary infrastructure.</li> <li>Workforce of approximately 300 FTE during construction and 20 during operations.</li> <li>Construction period of about 12-18 months.</li> <li>No information is available regarding construction commencement.</li> </ul>	8 km south  Edward River LGA	<ul style="list-style-type: none"> <li>Traffic</li> <li>Visual</li> </ul>	<ul style="list-style-type: none"> <li>Potentially relevant – The construction periods for the projects could potentially overlap.</li> <li>The traffic generated from both projects may interact along Cobb Highway.</li> <li>Likely that both projects would be visible in the same viewshed.</li> </ul>
Romani Solar Farm  (In Planning – Prepare EIS)	<ul style="list-style-type: none"> <li>Generating capacity 250 MW.</li> <li>BESS and ancillary infrastructure.</li> <li>Workforce of up to 200 FTE during construction.</li> <li>Construction period of about 12-18 months.</li> <li>Construction expected to commence late 2025.</li> </ul>	6 km west  Edward River LGA	<ul style="list-style-type: none"> <li>Traffic</li> <li>Visual</li> </ul>	<ul style="list-style-type: none"> <li>Likely relevant – The construction periods for the projects could potentially overlap.</li> <li>The traffic generated from both projects may interact along Cobb Highway.</li> <li>Likely that both projects would be visible in the same viewshed.</li> </ul>
Boags Creek Solar Farm  (In Planning – Prepare EIS)	<ul style="list-style-type: none"> <li>Generating capacity 300 MW.</li> <li>BESS and ancillary infrastructure.</li> <li>Peak construction workforce of approximately 350 FTE and an operational workforce of at least 5 FTE.</li> <li>Construction period of approximately 18 months.</li> <li>Construction expected to commence in FY 2027/2028.</li> </ul>	98 km east  Murrumbidgee Council LGA	<ul style="list-style-type: none"> <li>Traffic</li> </ul>	<ul style="list-style-type: none"> <li>Potentially relevant – The construction periods for the projects could potentially overlap.</li> </ul>
Finley Solar Farm  (Operational)	<ul style="list-style-type: none"> <li>Generating capacity 170 MW.</li> <li>Ancillary infrastructure.</li> <li>Peak construction workforce of 200 FTE and operational workforce of 4 FTE.</li> <li>Currently operational.</li> </ul>	114 km south  Berrigan Shire LGA	<ul style="list-style-type: none"> <li>Traffic</li> </ul>	<ul style="list-style-type: none"> <li>Unlikely relevant – It is expected that the construction phase of the project would be completed before the start of construction of The Plains Solar Farm Project.</li> <li>During operation both projects are expected to generate a minimal level of traffic.</li> </ul>

Project / Status	Description	Distance (km) <sup>1</sup> / LGA	Potential Cumulative Impacts	Relevant Future Development
Dinawan Solar Farm  (In Planning – Assessment)	<ul style="list-style-type: none"> <li>Generating capacity 800 MW.</li> <li>BESS and ancillary infrastructure.</li> <li>Peak construction workforce of 300 FTE and operational workforce of 10 FTE.</li> <li>Construction period of about 18-36 months.</li> <li>Construction is expected to commence in 2025.</li> </ul>	61 km east  Murrumbidgee LGA	<ul style="list-style-type: none"> <li>Traffic</li> </ul>	<ul style="list-style-type: none"> <li>Potentially relevant – The construction periods for the projects could potentially overlap.</li> <li>The traffic generated from both projects may interact.</li> </ul>
Other Developments				
Project Energy Connect (NSW – Eastern Section)  (Approved - September 2022)	<ul style="list-style-type: none"> <li>330kV transmission line.</li> <li>375 km of new transmission lines and associated infrastructure.</li> <li>Construction has commenced.</li> <li>Construction and remediation work expected to be completed in March 2025.</li> </ul>	0 km (within the Project Area)	<ul style="list-style-type: none"> <li>Nil</li> </ul>	<ul style="list-style-type: none"> <li>Unlikely relevant – It is expected that the construction phase of the project would be completed before the start of construction of The Plains Solar Farm Project.</li> </ul>
South Coree BESS  (In Planning – Prepare EIS)	<ul style="list-style-type: none"> <li>Capacity of 100 MW / 400 MWh and ancillary infrastructure.</li> <li>Peak construction workforce of 60 FTE.</li> <li>Operational workforce of 2 FTE.</li> <li>Construction period of about 12-15 months.</li> <li>Construction is expected to commence in 2027.</li> </ul>	106 km southeast  Berrigan Shire LGA	<ul style="list-style-type: none"> <li>Traffic</li> </ul>	<ul style="list-style-type: none"> <li>Potentially relevant – The construction periods for the projects could potentially overlap.</li> <li>The traffic generated from both projects may interact.</li> </ul>
Deniliquin BESS  (In Planning – Response to Submissions)	<ul style="list-style-type: none"> <li>Capacity of 120 MW / 480 MWh and ancillary infrastructure.</li> <li>Peak construction workforce of 90 FTE.</li> <li>Operational workforce of 1-2 FTE.</li> <li>Construction period of about 12 months.</li> <li>Construction is expected to commence in 2027.</li> </ul>	80 km south  Edward River LGA	<ul style="list-style-type: none"> <li>Traffic</li> </ul>	<ul style="list-style-type: none"> <li>Potentially relevant – The construction periods for the projects could potentially overlap.</li> <li>The traffic generated from both projects may interact.</li> </ul>







## 7. JUSTIFICATION AND CONCLUSION

### 7.1 AMENDED PROJECT DESIGN EVOLUTION

During the preparation of The Plains Wind Farm EIS, Submissions Report and this Amendment Report, an ongoing iterative design and siting process has been adopted for the Project. The objective of this was to develop an efficient Project that avoids and minimises environmental and social impacts to the greatest extent. The amended Project for which approval is sought has considered:

- Environmental, social and economic risks;
- Submissions made by the public and agencies during EIS exhibition; and
- Comments received during the comprehensive stakeholder engagement that has been conducted since EIS exhibition.

Throughout the Project amendment process the Applicant has undertaken additional surveys and design work to avoid and minimise potential environmental and social impacts and optimise the Project layout and constructability.

Where the potential for impacts could not be avoided, design principles were sought to minimise environmental impacts, and mitigation measures have been proposed to manage the extent and severity of any residual impacts. The mitigation and management measures have been updated based on the amended Project layout and are summarised in Appendix A.

The amended Development Footprint reflects the most appropriate area for the Project infrastructure. This was determined based on inputs provided during engagement with regulatory and community stakeholders, environmental assessments undertaken and the functional requirements of project infrastructure. The key amendments to the Project since exhibition of the EIS include:

- Reduced Project Area and Development Footprint;
- Reduction in number of WTGs; and
- Relocation of 171 WTGS.

The irregular shape of the amended Project Area, Development Footprint and removal of WTGs is a direct result of avoidance of impacts, largely to biodiversity values and existing farming operations and addressing concerns by stakeholders. These amendments provide the following key benefits:

- Reduced the impacts to the following biodiversity values (refer Appendix G of the Amendment Report):
  - Disturbance to native vegetation by 1,835.81 ha (6.6% reduction) from 1,965.34 ha.
  - Avoid impacts to *Swainsona viridis* habitat.
  - Impact on Plains Wanderer habitat reduced from 5.35 to 0.18 ha.
- Visual impact on sensitive receivers has been further reduced;
- Additional design work has allowed for the refinement of Project elements for more efficient construction and operation; and
- Retention and avoidance of existing farm dams to be used for ongoing agricultural practices.



During detailed design and prior to construction, it is expected that the placement of infrastructure and extent of construction activities will be further refined to provide additional avoidance and minimisation of environmental impacts.

## 7.2 CONSISTENCY WITH STRATEGIC CONTEXT

The strategic context of the amended Project remains consistent with and as described in Section 2 of the EIS (ERM, 2024a). The Project will support Australian Government and NSW climate change commitments to achieve their respective renewable energy and GHG emission reduction targets. Additionally, the Project will contribute to the continued growth of renewable energy generation and storage capacity in the South West REZ and contribute to reaching the target of 82% renewable energy by 2030.

The Project is also consistent with several regional community goals, including those in the Riverina Murray Regional Plan 2041, HSC Community Strategic Plan 2022-2032, Community and Settlement Sustainability Strategy, Workforce Management Plan – HSC 2022-2026, Hay Structure Plan and Delivery Program – HSC 2022-2026.

## 7.3 COMPLIANCE WITH RELEVANT STATUTORY REQUIREMENTS

The permissibility of the Project, compliance of the Project with other approvals, as well as mandatory matters for consideration are summarised in Appendix D. The consistency of the Project with the objects of the EP&A Act pursuant to Section 1.3 remains unchanged to that assessed and described in Appendix C of the EIS (ERM, 2024a).

Through the adoption of the updated management and mitigation measures for the amended Project, as described throughout **Section 6** and compiled in Appendix C, and appropriate design and site selection, the Project complies with statutory requirements.

## 7.4 CONSISTENCY WITH COMMUNITY VIEWS

Seventy submissions relating to the Project EIS were received from government agencies, local councils, organisations and members of the public during the exhibition period. Six submissions were excluded from analysis by reasoning of:

- Two duplicate public submissions (SE-71577211 and SE-71437209);
- One test public submission (SE-70628208);
- One public submission that referred to a solar farm and BESS project (SE-71571722);
- One Stakeholder Group that referred to The Plains Solar Farm project - subject to a separate SSD application (SE-71623227); and
- One duplicate agency advice from CASE (SE-71024709).

Therefore, 64 submissions have been considered in this Submissions Report. These are broken down as follows:

- 42 public submissions;
- Six submissions from Stakeholder Groups;
- Two local council submissions; and
- 14 government agencies providing advice;

A breakdown of the submissions by type (i.e., support, object, comment) is detailed in Table 7-1. These have been addressed in The Plains Wind Farm Submissions Report (ERM, 2024d).

**TABLE 7-1 NUMBER OF SUBMISSIONS RECEIVED**

Type	Support	Object	Comment	Total
Public	9	33	0	42
Stakeholder groups	3	3	0	6
Local council	0	0	2	2
Agency advice	0	0	14	14
TOTAL	12	36	16	64

Many of the submissions in support of the Project recognised the need to transition our energy sector to renewable energy generation. Other key benefits raised in public submissions of support included:

- The Project's design, including its comprehensive environmental investigations, is praised for being considerate of local flora, fauna, and community needs;
- The Project is recognised for having a minimal impact on agricultural land and productivity, with comprehensive assessments confirming its environmental viability. The land is suitable for the Project without significantly disrupting farming activities;
- The Project is recognized for its contribution to transitioning away from fossil fuels, with a focus on renewable energy sources like wind and solar. This is seen as crucial for Australia's long-term sustainability; and
- Many supporters emphasize the wind farm's role in helping to reduce GHG emissions. The Project is expected to provide green power for over 1 million homes, contributing to Australia's climate goals and energy security;
- Enhanced local infrastructure and business opportunities, contributing to Hay's economic growth; and
- Strengthening social cohesion via consistent community engagement, including forums and local events.

Submissions in objection to the Project generally reflect a mix of environmental, economic, and social concerns, emphasizing the perceived negative impacts of the Project on the local community, wildlife, and the broader environment. There were zero objecting submissions received from the local area, 10 submissions in objection from the region (5-100 km from the site), and 27 from the broader community. The key environmental, social and economic issues raised in submissions of objection were further broken down, as discussed below:

- High risk of bird and bat fatalities due to the large scale of the wind farm, with specific mention of threatened species like wedge-tail eagles;
- Impact on the landscape and views from local towns, roads, and rest areas (e.g., Hay Plains);
- Concerns over the construction phase, including the transportation of large turbine components over long distances, environmental disruption, and the strain on local infrastructure;



- Concerns about soil contamination, increased fire risks from turbines (especially during extreme conditions), and associated health risks to local communities;
- Impact on farming operations, including land access issues and reduced farming efficiency due to transmission lines and wind turbine placement; and
- Wind energy's short lifespan and lack of a recycling plan for decommissioned components raise concerns over waste management.

Throughout the development of the EIS, the Applicant has conducted engagement activities with a range of stakeholders including NSW and Federal Government agencies, the nearby community and community groups, Aboriginal groups, proximate landholders and infrastructure owners (refer Section 5 and Appendix E of the EIS). These engagement activities have continued since EIS exhibition to discuss the amendments to the Project layout and to address potential concerns, opportunities and mitigation strategies, as described in Section 5 of this report and Section 3 of the Submissions Report. The Applicant will continue to work with the community to address any concern (refer Section 5.2).

## 7.5 SCALE AND NATURE OF IMPACTS

The Project will primarily be developed on land which has been previously disturbed and historically cleared for agricultural purposes. The Project layout has been refined and amended to maximise the use of existing disturbed areas and to avoid and/or minimise impacts to identified biodiversity and Aboriginal cultural heritage values and surrounding receivers.

Progressive design iterations for the WTGs and associated infrastructure have continued throughout the development of the EIS and since its exhibition with key drivers being measures to avoid and minimise environmental and social impacts in line with the Avoid-Minimise-Mitigate-Offset design hierarchy.

**Table 7-2** provides a summary of the updated potential impacts of the amended Project on various environmental, economic and social aspects and cumulatively with other past, present and reasonably foreseeable future SSDs.

**TABLE 7-2 AMENDED PROJECT IMPACTS SUMMARY**

Aspects	Updated Environmental, Economic and Social Impacts
Biodiversity	<p>Additional survey effort has been completed since submission of the EIS and has been used to inform the Amended BDAR. This includes additional surveys to inform assessment of potential for impact to EPBC Act listed Grey Snake (<i>Hemiaspis damelii</i>) and Plains-wanderer (<i>Pedionomus torquatus</i>).</p> <p>Amendments to the Project have further minimise vegetation clearance, and the Project has continued to avoid known locations of raptor nesting sites, remnant woodland habitat and ephemeral wetlands. The amended Project also continues to largely avoid Plains-wanderer (<i>Pedionomus torquatus</i>) and Creeping Darling Pea (<i>Swainsona viridis</i>).</p> <p>The Amended BDAR also includes an updated assessment of potential biodiversity impacts along the transport route. This includes additional survey of potential habitat for the threatened species Creeping Darling Pea (<i>Swainsona viridis</i>) and A Burr Daisy (<i>Calotis moorei</i>). These surveys and project amendments have led to the total avoidance of potential habitat for the Creeping Darling Pea (<i>Swainsona viridis</i>).</p> <p>The Amended BDAR includes an updated assessment of entities that are at risk of SAI, including:</p>

Aspects	Updated Environmental, Economic and Social Impacts
	<ul style="list-style-type: none"> <li>• Plains-wanderer (<i>Pedionomus torquatus</i>);</li> <li>• A Burr Daisy (<i>Calotis moorei</i>); and</li> <li>• Bindweed (<i>Convolvulus tedmoorei</i>).</li> </ul> <p>The updated SAII assessments considered the impacts of the amended Project layout and the avoidance, minimisation and mitigation measures proposed, and concluded that the severity of the Project's impact is not of the kind that would contribute to an increase in the decline of the species such that they would become extinct.</p> <p>The amended Project may also directly impact habitat for species credit species, including:</p> <ul style="list-style-type: none"> <li>• The Plains-wanderer (<i>Pedionomus torquatus</i>) 0.18 ha;</li> <li>• Grey Snake (<i>Hemiaspis damelii</i>), 32.40 ha;</li> <li>• Southern Bell Frog (<i>Litoria raniformis</i>), 8.84 ha;</li> <li>• Southern Myotis (<i>Myotis Macropus</i>), 339.18 ha;</li> <li>• A Spear Grass (<i>Austrostipa wakoolica</i>), 1.02 ha;</li> <li>• Mossgiel Daisy (<i>Brachyscome papillosa</i>), 662.26 ha;</li> <li>• A Burr Daisy (<i>Calotis moorei</i>), 10.12 ha;</li> <li>• Bindweed (<i>Convolvulus tedmoorei</i>), 624.06 ha;</li> <li>• Small Scurf-pea (<i>Cullen parvum</i>), 18.56 ha;</li> <li>• Winged Peppercress (<i>Lepidium monoplocoides</i>), 26.95 ha;</li> <li>• Lanky Buttons (<i>Leptorhynchus orientalis</i>), 15.28 ha;</li> <li>• Chariot Wheels (<i>Maireana cheelii</i>), 643.09;</li> <li>• Austral Pillwort (<i>Pilularia novae-hollandiae</i>), 18.56 ha;</li> <li>• Turnip Copperburr (<i>Sclerolaena napiformis</i>), 58.76 ha;</li> <li>• Slender Darling Pea (<i>Swainsona murrayana</i>), 685.46 ha; and</li> <li>• Red Darling Pea (<i>Swainsona plagiotropis</i>), 14.62 ha.</li> </ul>
Noise	<p>The amended Project has marginally changed the potential for noise impacts for the benefit of nearby sensitive receivers.</p> <p>No change in construction noise impacts, construction noise is not expected to exceed relevant thresholds at nearby receivers.</p> <p>No change in operational noise impacts, operational noise will not exceed relevant thresholds at nearby receivers.</p> <p><b>Mitigation and management measures have been updated and incorporated into the amended Project design to enable NPI PTNL compliance to be achieved at all other Sensitive Receivers.</b></p>
Landscape and Visual	<p>The proposed amendments to the Project layout will not result in additional visual impacts on private or public viewpoints.</p> <p>The revised assessment determined there will be a reduction of dwellings requiring mitigation. Two dwellings that were assessed as moderate in the EIS <b>have now returned a 'low' visual impact rating (NAD_13 and NAD_14)</b>. The Revised Layout determined that two non-associated dwellings would have a moderate visual impact rating (NAD_26 and NAD_26A), which would require mitigation. If mitigation recommendations provided in the LVIA for the non-associated dwellings is implemented, the visual impact would be reduced.</p>
Traffic	<p>OSOM vehicles will be required to transport the transformer (largest component) and other larger elements (e.g. modular buildings) from Port of Adelaide. Route assessments undertaken from these ports to the Project indicate that the access routes can accommodate the OSOM vehicles required for the Project.</p> <p>The wind turbine blades would be transported on extendable trailers, jinker trailers or fixed length blade trailers with removable extension beams. The use of extendable trailers or jinker trailers would significantly reduce the vehicles turning envelopes on the return journey to the port. The wind turbine tower sections would be transported on bookend trailers, low loaders or platform trailers. Transformers would be transported on a large multi-axle modular</p>



Aspects	Updated Environmental, Economic and Social Impacts
	<p>platform trailer. The number of OSOM movements have significantly changed from the EIS, where 3,241 OSOM movements were anticipated to occur during the construction period. Based on the amended Project Layout, it is anticipated that up to 2,502 high-risk OSOM vehicles would be required to access the site for the delivery of the turbine components and transformers.</p> <p>The existing road network was shown to readily accommodate the traffic generated by the amended Project. Further assessment of the efficacy of shuttle buses concluded that this is recommended to achieve mobilisation of local workforces and to lower the potential impact on traffic generated during peak construction hours.</p> <p>Further, the cumulative impact of the Project and nearby SSDs on road traffic is expected to be minimal.</p> <p><b>A Traffic Management Plan will be prepared to mitigate the impacts of site traffic generated along the proposed transport route.</b></p>
Aviation	<p>The amended AVIA identified three ALAs in proximity to the amended Project. No WTGs are located within a 3 NM radius of the closest ALA. Therefore, aircraft <b>operations will not be impacted by the amended Project's WTGs. This is consistent with the EIS assessment.</b> As assessed in the EIS, no impact from wake turbulence on the ALAs will result from the amended Project, given the distance.</p> <p>An impact analysis of the following surrounding air routes LSALTs was conducted for the highest WTG of the amended Project and concluded that the impacts are consistent with the EIS statement.</p> <p>Obstacle lighting will be implemented as per the NSW Wind Energy Guideline and CASA advice. WMTs that are installed prior to WTG installation, and WMTs that are not near a WTG, will require obstacle lighting to maintain an acceptable level of safety. These WMTs should be lit with medium intensity steady red obstacle lighting at the top of the WMT mast.</p>
Telecommunications	<p>No changes have been identified in the 5 meteorological radars noted in the Telco Assessment for the EIS, all of which are located more than 30 km from the Project.</p> <p>The Telecommunications Impact Assessment further indicated that the Project would have no material impact on point-to-point links. It was further determined through stakeholder analysis and consultation conducted as part of the assessment, that the Project has no material impact on emergency services. Additionally, the Project was found to have been designed, located, and sited to avoid or minimise and mitigate electromagnetic interference to the pre-existing television, radar and radio transmission and reception.</p> <p>Hence, the amended Project's impact on telecommunications services is consistent with that assessed in the EIS.</p>
Health and Electric and Magnetic Fields	<p>The amended Project has not resulted in any material change to the outcomes of the health and electric and magnetic fields assessment. The assessment of the amended Project concluded that the Project would comply with the ICNIRP guidelines. The boundary conditions provided in Table 6-47 of the EIS remain unchanged for the amended Project, ensuring compliance with ICNIRP guidelines at all specified locations.</p>
Aboriginal Heritage	<p>The Project design was amended following each of the heritage surveys conducted across the Project area. In each instance, design refinements were made to avoid PADs and minimise impact to any other Aboriginal heritage sites, wherever possible. Any remaining site identified as having high potential for impact due to their location within the clearing corridor may also be able to be further avoided by micro-siting of infrastructure within the development footprint.</p> <p>A total of 37 new sites were discovered during the 2024 survey programs and 5 sites were present within the Solar Farm Project area, which are also located within the Wind Farm Project area. The additional survey work uncovered sites</p>

Aspects	Updated Environmental, Economic and Social Impacts
	<p>that were not known, and further optimisations will occur in 2025 to avoid impacting these newly recorded Aboriginal sites to be in line with the commitments made by ENGIE to avoid sites.</p> <p><b>Based on the current disturbance footprint, potential harm to 19 sites (both site extents and their buffer, if applied) has been identified.</b></p>
Soils and Agriculture	<p>Agricultural activities will be maintained within the amended Project Area (as much as possible) for the duration of the construction and operational phases of the Project. The impact of the Project on productivity of agricultural land remains minimal, temporary, and limited to the Project Area:</p> <ul style="list-style-type: none"> <li>• During construction, the potential loss of grazing income has been revised to approximately \$531,567 for the amended Project, compared to \$534,996 for the initial EIS layout over the 36-month construction period;</li> <li>• During the operational phase, the annual loss of grazing income has increased from \$115,700 in the EIS to \$32,600. This adjustment reflects the expanded permanent Disturbance Footprint but acknowledges that grazing can continue in much of the area within the 100 m WTG buffer zone;</li> <li>• The non-agricultural rental income from the Project is expected to offset the losses, resulting in a net income increase for host landowners.</li> </ul> <p>Overall, by adopting the principles of impact avoidance and minimisation during construction and operation of the Project and implementing effective decommissioning and rehabilitation at the end of the Project life, the Project will have no permanent negative impacts on agricultural resources or enterprises.</p>
Water Resources, Hydrology and Flooding	<p>The Amended Project is expected to have no impact on peak flood levels during a 1% AEP design storm event, as well as the Extreme Flood/PMF. Specific areas of increased flood depths were generally associated with the wind farm infrastructure in localised areas and several elements of the Project subject to relatively shallow inundation during local catchment flood events and extreme river-based flood events. Existing mitigation and management measures prevent flooding impacts and risks to the project during operational and construction stages.</p> <p>The construction of access roads may result in localised ponding of floodwaters and altered drainage pathways adjacent to the constructed tracks. However, broadscale flood behaviour is unlikely to be impacted.</p> <p>Several elements of the Project would be subject to relatively shallow inundation during local catchment flood events and extreme river-based flood events. Deeper, faster moving floodwater would also be experienced at the location where access tracks cross the defined waterways of Telegraph Creek and Abercrombie Creek.</p>
Waste Management	<p>The waste generated by the Plains Wind Farm remains consistent with that reported in the EIS.</p> <p>ENGIE proposes to dispose of sewage and wastewater at the nearest waste management facility in accordance with the relevant regulations and guidelines approved by HSC and will obtain a waste management agreement in accordance with HSC.</p> <p>WM4 waste management mitigation measure (refer Appendix C) has been updated to engage with HSC to discuss the options for disposal and reuse of the identified waste streams likely to be generated, in order to ensure that any use of local waste management facilities does not exhaust available capacity, nor disadvantage the local community.</p>



Aspects	Updated Environmental, Economic and Social Impacts
Economic	<p>As noted in Section 3 of the Amendment Report, no changes to the following are proposed as part of the amendments to the project:</p> <ul style="list-style-type: none"> <li>• Duration of construction (approximately 40 months);</li> <li>• Size of the construction workforce (up to 700 people);</li> <li>• Duration of the ongoing operations (minimum of 30 years);</li> <li>• Number of FTE jobs required during ongoing operations (up to 700); or</li> <li>• The capital investment value for the project.</li> </ul> <p>No changes to the direct and indirect regional economic impacts during construction and operations as presented in the EIS are expected due to the amended Project.</p> <p>The Project operation will result in between 1,761 ha being unavailable for agriculture. Tremain Ivey Advisory (2024) identified an annual loss of income during operation of \$32,598 pa.</p>
Social	<p>The social impacts remain the same as per the EIS and hence this amendment report does not require a standalone updated Social Impact Assessment. The submissions received from the public highlighted the positive social impacts that the Project would provide.</p>
Cumulative Impacts	<p>The assessment of cumulative impacts presented in the EIS remains unchanged for which no specific mitigation measures to minimise cumulative impacts were identified.</p>

## 7.6 COMPLIANCE AND MONITORING

An Environmental Management System (EMS) will be developed to provide the overall framework for environmental management during the construction, operation, decommissioning and rehabilitation of the amended Project to ensure that appropriate measures and processes are in place to manage identified environmental risks and provide for ongoing continual improvement. The EMS will incorporate mitigation measures that have been identified throughout this report, EIS and associated technical assessments and will include relevant management plans.

Appendix C provides a summary of the updated environmental management commitments of the Project which will be implemented to avoid, minimise and where necessary, offset the potential environmental impacts associated with the Project.

Prior to the commencement of construction, detailed design and layout plans will be finalised. Environmental mitigation and management measures outlined in the EMS and the associated environmental management plans will be prepared and submitted as required by the conditions of development consent.

## 7.7 ECOLOGICALLY SUSTAINABLE DEVELOPMENT

The principles of Ecologically Sustainable Development (ESD) are outlined in Part 8, Division 5, Section 193 of the EP&A Regulation.

Table 7-3 provides a summary of the evaluation of the amended Project against the principles of ESD.

**TABLE 7-3 UPDATED ESD PRINCIPLES CONSIDERATIONS**

ESD Principal	Evaluation of the amended Project
The Precautionary Principle	The environmental impacts of the amendments to the Project have been carefully evaluated in this report and where practicable have been avoided, mitigated, managed or offset. Various options have been considered for the WTGs and associated infrastructure having regard to environmental risks. Ultimately, options with lower environmental impacts and risks have been selected to avoid and minimise potential biodiversity, heritage and amenity impacts. Management measures have been proposed for all significant environmental impacts, and where uncertainty exists, measures have been suggested to address the uncertainty. As such, there is no threat of serious or irreversible damage to the environment.
Inter-generational Equity	The amended Project involves a new renewable energy resource which will result in estimated savings of approximately 2,244,911 t-CO <sub>2</sub> -e of GHG pa, which is an action against climate change that will benefit future generations. Other environmental benefits associated with the amended Project include reductions in air quality emissions and water use from wind power generation when compared to impacts from Projects which input to traditional coal fired power stations. Following decommissioning, the Project Area will be rehabilitated and made suitable for continued agricultural activities, or renewable energy generation, both of which would provide benefits for future generations.
Conservation of Biological Diversity and Ecological Integrity	Conservation of biodiversity has been a fundamental consideration throughout development of the Project. Extensive desktop, field assessment and additional design work have been undertaken to understand the anticipated biodiversity impacts. The findings of the biodiversity assessment have informed an ongoing iterative design for the layout of the amended Project and siting of solar arrays and other key infrastructure. Impacts to biodiversity will be avoided, mitigated and offset where necessary to ensure that there is no net loss in biological diversity and that ecological integrity is maintained (refer Section 6.1).
Improved Valuation, Pricing and Incentive Mechanisms	The Project enables the utilisation of a valuable resource, wind energy, which is otherwise lost if the Project does not proceed. The Project further contributes to the transition from fossil fuel generation sources, reducing air, water and land pollution from coal-fired power stations, which currently bear none of the external costs of such pollution. The environmental consequences of the amended Project with potential for adverse impacts have been considered and identified in this report (refer Section 6). Additionally, the Project will generate up to 700 FTE jobs during construction and 40 FTE jobs during operations and will provide economic benefits to the local community. It will also provide tangible and durable financial benefits to the community through the CEF and VPA.



## 7.8 CONCLUSION

The amended Project involves the construction, operation and decommissioning of a wind farm with up to 171 WTGs, capacity of approximately 1,230 MW DC and associated infrastructure.

The amended Project has been carefully designed and sited to further minimise environmental and social impacts in consultation with the community and relevant stakeholders. The residual environmental and social impacts identified throughout this report, EIS and technical assessments will be managed through the updated mitigation and management measures summarised in Appendix C.

The Project is located within the South West REZ and will help achieve the objectives of the REZ. Further, the amended Project will contribute significantly to reducing carbon emissions and human-induced climate change as part of the necessary and ongoing clean energy transition from fossil fuels.

The amended Project will not result in significant impacts on the environment or the local community and these impacts will be significantly outweighed by the strong strategic, environmental, economic and social benefits which the Project will:

- Assist the Federal and NSW Governments to fulfil their targets and policies to reduce GHG emissions of approximately 2,244,991t-CO<sub>2</sub>-e pa, and increase renewable energy supply, including achieving the objectives of the South West REZ;
- Assist in meeting energy demand as part of the market transition from traditional energy sources; and
- Deliver economic benefits to regional and local communities.

The amended Project represents a positive addition to the local and wider NSW economy and the NEM. Through the implementation of proposed mitigation and management measures, it is considered that the amendment to the Project is consistent with the objects of the EP&A Act and is in the public interest.

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## APPENDIX A      UPDATED PROJECT DESCRIPTION



## AMENDED PROJECT DESCRIPTION, OVERVIEW

The Project will involve the construction, operation, maintenance and decommissioning (where applicable) of a wind farm, with up to 171 WTGs, targeted electricity generating capacity of approximately 1,230 MW, and associated infrastructure.

The amended Project description is summarised in Table A.1 and layout shown in Figure 4.1. Further detail on the Project description is provided in the following sections.

**TABLE A-1 UPDATED PROJECT SUMMARY**

Project Terminology	Summary
Project	The Plains Wind Farm
Applicant	Engie Australia Pty Ltd
Project Area	The 46,431 ha Project Area includes temporary and permanent Project infrastructure with, generally, a 100 m micro-siting buffer applied.
Study Area	Subject area for individual assessments will differ commensurate with the relevant legislation and guidelines for individual aspects
Development Footprint	Maximum directly impacted area by Project construction and operation up to 1,887 ha
Temporary Disturbance	The area of land that will be temporarily disturbed during construction of the Project, and later rehabilitated up to 1,539.84 ha
Permanent Disturbance	The area of land that will be subject to permanent disturbance as a result of construction and operation of the Project until decommissioning which is estimated to be up to 347.16 ha
EDC	\$3,451 million
<b>Project Elements</b>	
Wind Turbines	<ul style="list-style-type: none"> <li>• 171 WTGs</li> <li>• 1,230 MW DC</li> <li>• 180 m hub height</li> <li>• 270 m tip height</li> <li>• 90 m blade length</li> </ul>
Electrical Reticulation Infrastructure	<ul style="list-style-type: none"> <li>• One main 330 kV substation including switchyard, transformers, voltage controls, storage units control room and potentially power quality control equipment</li> <li>• Up to three 132 kV collector substations of 1.5 ha each.</li> <li>• 33 kV medium-voltage with approximately 215.5 km underground transmission and 58.8 km overhead line distance</li> <li>• 330 kV HV overhead lines with approximately 27 km distance</li> <li>• Direct grid connection to the existing 220 kV transmission line located along the southern boundary of the Project Area or Project Energy Connect (under future access rights tender)</li> </ul>
Meteorological (met) masts	<ul style="list-style-type: none"> <li>• Three permanent met masts</li> <li>• The met masts consist of a buried concrete base foundation and guy wires which are attached to buried anchor points. These will be marked using three-dimensional coloured objects attached to the wire or cables (for example spheres or pyramids) if necessary.</li> </ul>
Onsite Supporting Infrastructure	<ul style="list-style-type: none"> <li>• Asset protection zones</li> <li>• Access tracks, drainage and access point</li> <li>• Two O &amp; M buildings; one in the west approximately 4ha and one in the east approximately 6ha in area</li> </ul>

Off-site Supporting Infrastructure	<ul style="list-style-type: none"> <li>• Waste and wastewater disposal facilities</li> <li>• Existing public road and communications network</li> <li>• Visual screening mitigation at non-associated dwellings</li> <li>• Accommodation housing for workers in Hay</li> </ul>
Construction	
Construction Duration	<ul style="list-style-type: none"> <li>• Approximately 40 months</li> </ul>
Construction Hours	<ul style="list-style-type: none"> <li>• As per standard daytime construction working hours</li> </ul>
Construction Workforce	<ul style="list-style-type: none"> <li>• 700 FTE during peak construction, with an average of 550 FTE</li> </ul>
Onsite Temporary Infrastructure	<ul style="list-style-type: none"> <li>• Two Accommodation compounds, one located to the north (Lot 11&amp; 12 DP 756737) of the western portion of the Project Area, and one to the south (Lot 45 DP DP756737) of the eastern portion of Project Area</li> <li>• Landscaping works</li> <li>• Construction compounds, concrete batching plants and onsite borrow pits, laydown and storage areas (Approximately 42.8 ha in total) located within the Development Footprint.</li> <li>• Water sourcing, power supply, access and communications</li> </ul>
Ancillary Activities	<ul style="list-style-type: none"> <li>• Delivery of Project components, including WTGs, substations, transformers and associated components</li> <li>• Installation of underground and overhead cabling, maintenance and environmental managements processes and equipment</li> <li>• Access roads upgrade</li> <li>• Earthworks required to establish hardstand and laydown areas for turbines</li> </ul>
Services and Utilities	<ul style="list-style-type: none"> <li>• Adjustment, protection or relocation of existing utilities</li> </ul>
Transport Route	<ul style="list-style-type: none"> <li>• Main equipment deliveries via Port of Geelong and WTG components from Port of Adelaide</li> <li>• Associated external road upgrades (also used for operational maintenance or decommissioning activities)</li> </ul>
Operations	
Duration	<ul style="list-style-type: none"> <li>• Development Consent in perpetuity</li> <li>• Infrastructure life minimum of 30 years</li> </ul>
Hours of Operation	<ul style="list-style-type: none"> <li>• 24 hours a day, seven days a week</li> </ul>
Operational Workforce	<ul style="list-style-type: none"> <li>• Up to 40 FTE onsite and 6 FTE offsite jobs during operations</li> </ul>

## PROJECT AREA

The Project Area presented in the EIS comprised 53,894 ha and has been reduced to 46,431 ha to accommodate the project constraints.

The Development Footprint presented in the EIS comprised 1996.9 ha and allowed for micro-siting flexibility as the Project's detailed design developed. Since exhibition of the EIS, the Applicant has undertaken additional design work that has allowed the Development Footprint to be reduced by 109.9 ha while still providing for flexibility in the detailed design phase prior to construction and maintaining commercial viability of the Project. This refinement reflects the Applicant's commitment to consider community values and concerns in the Project design, particularly to reduce key environmental impacts of the Project.



The Development Footprint now encompasses an area of 1,887 ha, this change in footprint is mainly associated with the amendments of the following Project elements:

- Removal of 17 WTGs
- Relocation of 171 WTGs

The amended Development Footprint is shown in Figure 1-4, and comprises:

- Temporary Development Footprint is the area of land that will be temporarily disturbed during construction of the Project with areas to be rehabilitated following construction. The amended temporary Development Footprint occupies an area of 1,539.84 ha, this represents an increase of 839.24 ha compared to the area presented in the EIS; and
- Permanent Development Footprint is the area of land that will remain disturbed throughout the operational life of the Project and rehabilitated following decommissioning. This will include infrastructure areas such as the WTGs hardstand areas, switchyard, substation and associated facilities. The amended Permanent Development Footprint occupies an area of 347.16 ha, this reflects a decrease of 949.14 ha from the area originally presented in the EIS.

It is important to note that the development footprint has been refined since the original EIS and permanent footprint now includes transmission line pole locations only and a more clearly defined operational footprint and hardstands as shown below (screenshot) and detailed in Appendix F.



A flexible approach has been adopted to design for elements of the Project to ensure that the final layout can continue respond to identified social and environmental impacts and constraints.

## PROJECT ELEMENTS

**A full project description is provided in the EIS. Only those elements that have been amended from the original project description have been outlined below.**

The location of electrical reticulation infrastructure, operations and maintenance facility, accommodation compounds and on-site temporary construction infrastructure have been amended and clearly outlined within Appendix F. A full description of their construction methodology is provided within the EIS.

A full description of site access locations and strategic designs are provided in Appendix J.

## RELOCATION OF WIND TURBINES

The Project will involve the construction and operation of up to 171 WTGs. Consistent with the EIS, the Project has a development envelope that provides optionality for a range of turbines. We have assumed a 'worst case' envelope and turbine operating parameters for the noise and visual assessment to assess impacts on nearby receivers and public viewpoints.

Each WTG consists typically of composite metals and individual flanged sections which are bolted together. The WTGs consist of a concrete foundation, tower, nacelle, rotor hub and blades. To achieve visual consistency through the landscape, the WTGs will include:

- Uniformity in the colour, design, height, rotational speed and rotor diameter;
- Use of simple muted colours and non-reflective materials to reduce visibility and avoid drawing the eye. Blades, nacelle and tower to appear as the same colour; and
- Avoidance of unnecessary lighting, signage and logos.

Table A.2 details specifications of the currently WTG model available and Table A.3 provides the central coordinates (GDA94 Zone 56). The typical components of a WTG are illustrated in Figure A-1.

**TABLE A-2 INDICATIVE WTG MODEL SPECIFICATIONS**

WTG Feature	Specification
Make / Model / Power	Model to be confirmed
Power Regulation arg	Pitch regulated with variable speed
<b>Operating data</b>	
Rated power	<b>7.2 MW</b>
Cut-in wind speed	3.0 m/s
Cut-out wind speed	25 m/s
Wind class	IEC S
Standard operating temperature range	-20 +45 C deg
Sound power (Maximum)	110.1 dBA
<b>Rotor</b>	
Rotor diameter	180 m
Swept area	38,013 square meters (m <sup>2</sup> )
Aerodynamic brake	Pitch system
Tip height	270 m
Hub height	180 m
<b>Blade</b>	
Length (incl. nacelle)	90 m
Minimum clearance (between ground and lowest point of blade)	90 m
Electrical frequency	50/60 Hz
Gearbox Type	Two planetary stages



TABLE A-3 WIND TURBINE GENERATOR COORDINATES

WTG No.	Coordinates		WTG No.	Coordinates	
	X	Y		X	Y
1	302263.385	6161432.847	87	292057.9186	6156361.827
2	301393.5142	6164506.879	88	291118.8314	6156477.285
3	286254.0037	6151647.154	89	290034.4911	6156329.585
4	288125.8477	6149959.902	90	290636.9146	6154929.959
5	301409.2328	6163195.067	91	287905.2339	6155889.574
6	305363.6476	6163159.886	92	295248.8129	6154060.463
7	300871.2774	6159939.87	93	294724.292	6154796.815
8	301825.1038	6159911.588	94	293792.441	6154855.583
9	302973.6993	6160692.817	95	292770.1312	6154757.136
10	304677.4848	6160252.525	96	289559.4259	6154498.818
11	305681.6389	6160454.512	97	288529.1463	6154281.465
12	300753.3868	6158544.486	98	287623.8804	6154420.035
13	301615.9612	6158317.132	99	295906.1076	6153478.899
14	302658.9233	6158533.853	100	294227.7745	6151450.882
15	303709.7892	6158747.885	101	293256.0665	6151525.197
16	304634.626	6158354.173	102	292490.0011	6151920.806
17	305436.8862	6158015.522	103	290551.7806	6150347.029
18	304783.4337	6156347.026	104	289702.5897	6150585.525
19	301428.4401	6156342.835	105	289170.7076	6151341.25
20	302337.8138	6156169.444	106	287309.4751	6152910.795
21	303248.1747	6155995.865	107	288018.3869	6151177.521
22	306239.9525	6155437.596	108	286996.2476	6150969.636
23	306385.9607	6153917.668	109	295132.4037	6150213.014
24	307370.4259	6153979.837	110	295753.9242	6149590.057
25	308185.3675	6153604.995	111	295569.1889	6148178.289
26	310439.9602	6153021.496	112	290514.5976	6148817.988
27	312343.4316	6152985.201	113	291452.0117	6148573.648
28	299004.878	6152893.178	114	292360.1966	6148336.927
29	299997.0621	6152503.264	115	293422.465	6148392.872
30	301010.1072	6152625.059	116	294460.9351	6148440.856

WTG No.	Coordinates		WTG No.	Coordinates	
	X	Y		X	Y
31	302034.3605	6152748.201	117	293425.7091	6147014.018
32	302815.1821	6152368.035	118	294453.098	6147039.906
33	304204.9612	6152537.931	119	287199.4492	6148017.238
34	298652.7444	6151347.365	120	287592.203	6147107.425
35	301055.2985	6151308.02	121	290699.2012	6146895.851
36	303105.8563	6151293.174	122	289591.1807	6146721.507
37	308356.7883	6151970.044	123	288536.5154	6146852.152
38	311195.0352	6151404.093	124	293132.7013	6150138.476
39	312272.8573	6151540.242	125	294104.7241	6150047.77
40	305081.9321	6151256	126	291540.3365	6150438.019
41	309967.329	6150129.777	127	291300.4775	6146092.767
42	310885.6096	6149908.676	128	305854.0378	6150884.632
43	311657.9872	6149459.334	129	304004.6038	6160901.254
44	298354.8095	6149866.139	130	300537.2724	6156512.747
45	299113.2006	6149073.275	131	305283.1646	6155500.099
46	300345.3429	6149737.411	132	307333.2201	6155464.127
47	298848.6993	6147535.398	133	309349.843	6154411.047
48	298626.8918	6163659.301	134	310521.457	6154405.231
49	297765.7607	6163925.454	135	305398.651	6153855.306
50	296782.9216	6164058.506	136	306689.6753	6152636.608
51	295798.999	6164191.705	137	311367.3259	6152956.324
52	294857.2439	6164319.195	138	310044.0819	6151507.09
53	298575.3714	6162330.587	139	307295.7897	6151949.781
54	294810.1255	6162806.207	140	301876.9919	6150981.347
55	293367.777	6162709.101	141	303770.9251	6150508.224
56	292450.7748	6162825.467	142	306498.7763	6150256.408
57	293692.7413	6161703.012	143	307522.6995	6150436.797
58	295250.3348	6161014.851	144	308515.3823	6150434.983
59	296661.4156	6160653.932	145	307425.8153	6149078.335
60	297506.8463	6160556.141	146	308172.8522	6148295.997
61	292312.9627	6161457.699	147	308959.3825	6147444.349



WTG No.	Coordinates		WTG No.	Coordinates	
	X	Y		X	Y
62	298239.3042	6159236.518	148	309891.197	6147437.946
63	297164.1719	6159060.969	149	310863.9732	6147473.141
64	296233.0855	6159191.822	150	297670.9583	6162159.048
65	295319.6778	6159320.191	151	293755.8597	6164209.208
66	294303.4746	6159334.247	152	296654.3529	6162609.979
67	293381.9981	6159382.921	153	295717.5452	6162691.057
68	292377.9869	6159306.304	154	303661.7015	6163546.501
69	291471.6822	6159532.984	155	298737.701	6160926.626
70	290402.5319	6159042.692	156	290038.663	6160478.426
71	298042.1784	6157817.067	157	291096.8223	6160769.684
72	297011.8334	6157633.872	158	302937.1041	6164018.451
73	296064.0573	6157649.992	159	304648.7381	6163612.774
74	295068.9678	6157767.71	160	299570.1359	6150617.273
75	294083.0639	6157665.309	161	294373.7041	6161181.406
76	293126.9988	6157611.753	162	297110.2607	6156438.671
77	292175.9942	6157753.325	163	305846.9438	6162318.115
78	291049.4634	6157820.287	164	286805.043	6154718.796
79	289981.0642	6157533.075	165	286508.0332	6153250.339
80	288927.7599	6157228.76	166	311392.94	6154252.097
81	287958.703	6157198.665	167	312320.7539	6154222.928
82	286687.1496	6156975.254	168	313366.4876	6153325.568
83	295851.385	6155880.005	169	313385.8086	6154697.624
84	295006.8749	6156267.744	170	314319.3934	6154745.766
85	293979.1687	6156301.94	171	315268.2245	6154880.339
86	292971.8987	6156183.691			

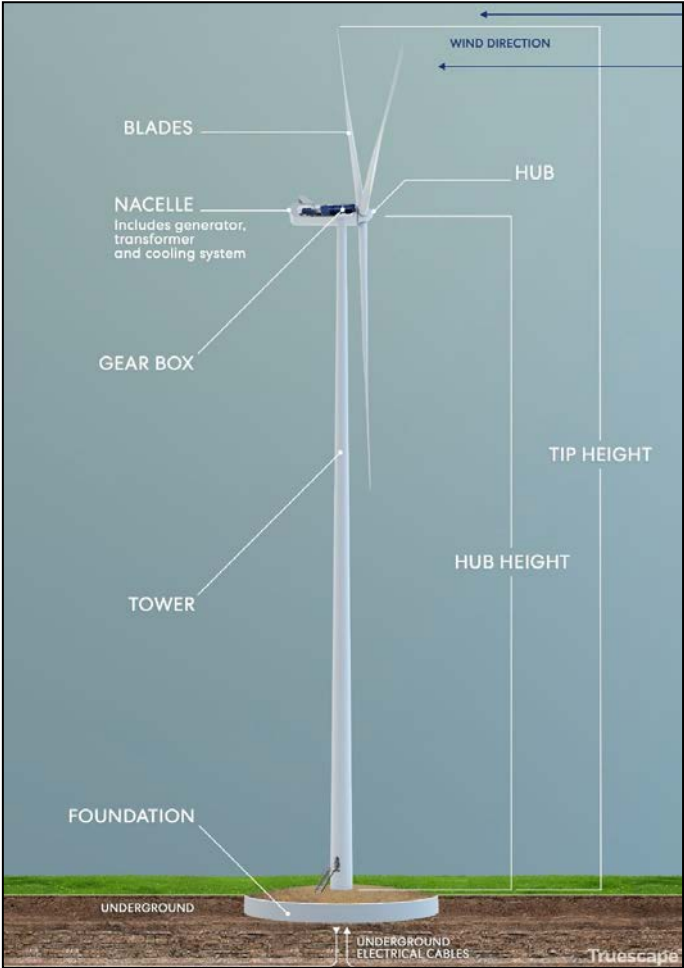


FIGURE A-1 INDICATIVE COMPONENTS OF A WTG



## MICRO-SITING

The layout presented in this Amendment Report may require refinement based on detailed geotechnical investigations and selection of the final WTG model. As such, the Applicant requires the ability to micro-site Project infrastructure. This will allow the design to be adjusted to, for example, avoid unnecessary excavation, vegetation clearing, or to benefit constructability, plant and equipment access.

To allow the Applicant to make general design refinements without the need to modify the application, the EIS has assessed impacts for an area that includes temporary and permanent Project infrastructure with, generally, a 100 m micro-siting buffer applied. This means that micro-siting does not jeopardise the assessment of impacts as the areas within which micro-siting will occur were assessed in this EIS.

## ACCOMMODATION COMPOUNDS

The Accommodation Camp conceptual layout is provided in Appendix V and has been assessed in the updated LVIA (Appendix I). The conceptual design will accommodate up to 400 persons (including staff).

An Accommodation Camp Management Plan (ACMP) will be prepared prior to the works, which will include consultation and endorsement from the Hay Regional Council. This plan will include confirmation of volumes and peak numbers of employees, local employment, security, water and waste management, complaints management, parking, local and regional resource considerations such as supermarkets / medical / police / ambulance, food preparation and storage, and travel to and from the camp. The Applicant is also proposing to have health and wellbeing services on site within the accommodation facility with the intention to reduce impact on the local health services.

Water will need to be trucked in, and wastewater trucked out. Waste will be managed in accordance with the Waste Avoidance and Resource Recovery Act 2001 and sorted on site according to the NSW EPA 'Waste Classification Guideline – Part 1: Classifying Waste' (NSW EPA, 2014). The preferred electricity connection will be via the existing low voltage overhead power line, or via onsite generation utilizing mobile solar and diesel generation.

## LIGHTING

The requirements for night lighting of ancillary infrastructure for this Project is generally limited to security lighting to the substation, within the O&M facility, and flood lights at the workers accommodation which will be installed to comply with relevant standard and guidelines. The light sources are limited to low-level lighting for security, nighttime maintenance and emergency purposes. There will be no permanently illuminated lighting installed.

All lighting will be designed, managed and operated in accordance with 'AS 4282 Control of Obtrusive Effects of Outdoor Lighting' (Standards Australia, 2019) and any prescribed or notified CASA requirement to reduce negligible light spill. 'The National Light Pollution Guidelines for Wildlife' (DEE, 2020) may also be considered during the detailed design phase for night lighting considerations.

## OTHER INFRASTRUCTURE

Additional infrastructure will generally be constructed and utilised within the Project Area, including geotechnical, visual enhancement plantings, fencing, creek crossings, water management, sediment and erosion control structures and access roads.

Other infrastructure may be installed within the Project Area as outlined within the EIS.

## EXTERNAL INFRASTRUCTURE

The Project will continue to rely on existing waste and wastewater disposal facilities, existing accommodation housing and external road network of the region as described within the EIS. Public power and communications infrastructure may also be utilised.

The Project will operate as a stand-alone operation; however, it may also utilise various access tracks, substation, switchyard, O&M compound, electrical reticulation network and other infrastructure associated with The Plains Solar Farm (upon its positive determination) as described and assessed in a separate SSD Application.

## CONSTRUCTION

### DURATION

The duration of construction from commencement to commissioning of the Project is expected to take approximately 40 months with a peak period of 24 months. For the purposes of assessment, it is assumed that construction will remain the same as that presented in the EIS and will commence in Quarter 1, 2027.

The construction of the Project may be staged, and duration may be subject to factors including but not limited to weather and ground conditions, the availability of contractors, equipment, workers and housing, equipment transport constraints, equipment and contractor pricing, energy market pricing and availability of energy offtake, funding requirements, application approvals and relevant development consent conditions. Some of these factors can only be determined after development consent and with further investigations required to inform the Project design, procurement and commercialisation. If construction and / or operation is to be undertaken in stages, notification of such will be provided to DPHI.

Following set up of temporary construction compound areas, the upgrade of existing access roads and construction of new access roads will be the first construction activities, followed by the phasing of the wind turbines assembly and installation, then ancillary facilities.

The temporary workers accommodation will be established at the start of construction phase and will be required for 30 months. The final 6 months of delivery and commissioning of the Project will include the decommissioning and remediation of the area used for the temporary accommodation camp.

Table A.4 outlines an indicative timeline for the Project and Table A.5 presents the anticipated timing of key Project milestones as well as indicative peak workforce FTEs.

TABLE A-4 INDICATIVE TIMELINE

Stage	Description of works	Estimated Date Commencement	Estimate Duration
1	Site mobilisation and set up	January 2027	2 months
2	Construction of roads	March 2027	24 months
3	Construction of foundations and hardstands	April 2027	24 months
4	Electrical installation	May 2027	25 months
5	Substations construction and commissioning	April 2027	9 months
6	Transmission line construction and commissioning	June 2027	7 months
7	Delivery of WTG components	July 2027	30 months
8	WTG installation	September 2027	30 months
9	WTG commissioning and testing	November 2027	18 months

## DECOMMISSIONING AND REHABILITATION

Consistent with the EIS, the Applicant has entered into Agreements with host landowners for the construction, operation and decommissioning of the Project.

Although Development Consent is sought in perpetuity, Project elements will operate for a minimum of 30 years. At the end of Year 30, one of the following options will be undertaken:

- Repower as a wind farm using the existing or “best practice” at the time technology; or
- Replacement of WTGs and other infrastructure where generally within the predictions and criteria in this EIS; or
- Decommission the Project and remove WTGs and associated infrastructure in accordance with a ‘Decommissioning and Rehabilitation Plan’.

If replacement infrastructure is installed, these will remain within the Project description and predicted impacts for which any development consent is granted (unless a modification is sought and granted).

The Applicant will fund and execute the decommissioning of the Project. When decommissioning occurs:

- Key stakeholders including landowners and relevant regulators will be consulted;
- In general, all above ground structures will be removed and the land rehabilitated;
- Some infrastructure may be retained in situ (e.g., internal access roads) where beneficial and as agreed with the landowner.

Underground infrastructure up to 500 mm will be removed where irrigated agricultural activities could continue after the completion of the Project. Some below ground infrastructure may be left in situ to avoid further disturbance and minimise clearing of revegetated areas, unless otherwise agreed with the landowner and/or specified in the conditions of development consent.



The Applicant aims to recycle all dismantled and decommissioned infrastructure and equipment, removed from the Project Area, where possible. Materials that cannot be recycled will be disposed of at a licensed waste management facility (refer Section 6.12).

A Decommissioning and Rehabilitation Plan will be prepared for the Project no less than five years prior to decommissioning and / or in accordance with any Project approval requirements. It is anticipated that the decommissioning and rehabilitation phase would take up to 6 months to complete, with the Project Area being returned, as far as practicable, to its condition prior to the commencement of construction.

TABLE A-5 INDICATIVE MONTHLY CONSTRUCTION SCHEDULE

Stage	Q1-1			Q2-1			Q3-1			Q4-1			Q1-2			Q2-2			Q3-2			Q4-2			Q1-3			Q2-3			Q3-3			Q4-3			Q1-4			Q2-4		
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6
Site mobilisation and set up																																										
Construction of Roads																																										
Construction of Foundations and Hardstands																																										
Electrical Installation																																										
Substations Construction & Commissioning																																										
Transmission Line Construction & Commissioning																																										
Delivery of WTG Components																																										
WTG Installation																																										
WTG Commissioning & Testing																																										



## APPENDIX B      UPDATED LAND TITLE



## LAND OWNERSHIP

The land within the Project Area is primarily freehold, encompassing 271 individual lots and six (6) Crown land. The Applicant has entered into agreements with six landowner's hosting the Project. A small portion of the Project Area along West Burrabogie Road is 'Road Easement', where the one (1) access track for Project access will be located, and another portion along Cobb Highway is 'Crown Land'.

**TABLE B-1 LAND TITLES OF THE PROJECT AREA**

Lot	DP	Title
1	1101148	Freehold
1	185080	Freehold
1, 2	529796	Freehold
76	661974	Freehold
2	703764	Freehold
38	722043	Freehold
1, 2, 117, 118	756732	Freehold
44, 77, 78	756763	Freehold
2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 49, 50, 119	756737	Freehold
1, 2, 3, 5, 6, 7, 10, 11, 13, 14, 20, 21, 22, 23, 24, 25, 30	756745	Freehold
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 19, 20, 21, 23, 24, 25, 26, 27, 28, 29, 30, 31, 44	756770	Freehold
1, 2, 3, 4, 5, 7, 11, 12, 17, 18, 19, 24, 25, 26, 27, 28, 29, 35, 36, 37, 38, 40, 41, 42	756771	Freehold
36, 42, 43, 44, 45, 46, 50, 72, 73, 74, 76, 77, 78, 94, 95	756774	Freehold
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43	756778	Freehold
3, 14, 15, 16, 17, 18, 19, 20, , 25, 26, 27, 28, , 31, 35, 36,	756779	Freehold
3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 32, 41, 42, 48, 51, 55, 56, 57, 58, 59, 60, 61, 62, 63, 65, 66, 67, 68, 69	756785	Freehold
23, 24, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47	756797	Freehold
73	756809	Freehold
21	831180	Freehold
1	954661	Freehold
1	1015117	Freehold
1, 2, 3, 4	1091853	Freehold
1	1101148	Freehold
1	1218600	Freehold



## APPENDIX C      UPDATED MITIGATION MEASURES

## MITIGATION AND MANAGEMENT MEASURES

ID	Mitigation Measure
Biodiversity	
Bio1	<p>Offset strategy: Direct impacts on vegetation, vegetation associated with threatened ecological communities and threatened species habitat will be offset through the Biodiversity Offset Scheme. Options include:</p> <ul style="list-style-type: none"> <li>• retiring biodiversity credits through a biodiversity stewardship site or through purchase on the credit market;</li> <li>• paying into the Biodiversity Conservation Fund and transferring the obligation to the Biodiversity Conservation Trust; or</li> <li>• Funding a biodiversity conservation action through the Ancillary Rules if the proponent can demonstrate that reasonable steps have been taken to find like-for-like biodiversity credits first.</li> </ul>
Bio2	<p>Vegetation clearing protocol: There is limited treed habitat present within the Subject Land, however where vegetation is to be removed it will be undertaken in accordance with specifications provided in a vegetation clearing protocol, detailed within the CEMP and BMP.</p>
Bio3	<p>Harm to or displacement of resident fauna during construction activities: Construction works are timed to avoid critical life cycle events of resident fauna, such as breeding, parental care and dispersal of juveniles. The BMP, implemented in conjunction with the CEMP, will include clearing protocols, such as the specification of timing of construction activities to minimise harm to resident fauna, pre-clearing surveys, daily fauna surveys, staged clearing and the provision that any vegetation or habitat clearing must be supervised by a trained ecologist or licensed fauna handler. The BMP will also incorporate ongoing monitoring of biodiversity over the lifespan of the Project.</p>
Bio4	<p>Removal or reduction in quality of habitat features due to construction activities: The BMP must include specifications for the relocation of habitat features, such as hollows, hollow logs, timber and bush rocks to suitable areas in adjacent retained vegetation.</p>
Bio5	<p>Fencing installation: Plain wire perimeter fences (opposed to barbed-wire fencing) will be used where practical and agreed with landowners based on the requirements for specific areas of the property. The use of plain wire will aid in avoiding potential entrapment of fauna on fences. Locations and specifications of fencing options and their potential impacts to resident fauna will be identified and outlined in the BMP.</p>
Bio6	<p>Impacts to Plains-wanderer or important Plains-wanderer habitat due to chemical spraying: Protocols for the use of spray exclusion zones around Plains-wanderers and their habitat to be implemented</p>
Bio7	<p>Indirect impacts to vegetation adjacent to Subject Land: To avoid unnecessary removal or damage to retained vegetation, the limit of clearing will be clearly demarcated with temporary fencing and signed as 'Environmental Sensitive No-Go Zones' prior to the commencement of clearing. This will be detailed within the CEMP and CTMP, plus the following measures:</p> <ul style="list-style-type: none"> <li>• Vehicles or machinery will not be permitted to park within or drive through areas of retained vegetation.</li> <li>• Construction materials will not be stockpiled or stored within areas of retained vegetation.</li> <li>• Ancillary facilities, such as site compounds and construction zones, will not be located beyond the limits of clearing.</li> <li>• Temporary fencing and signage will be maintained throughout construction.</li> <li>• Site inductions will be given by the civil contractor to all personnel and visitors to ensure all site workers and visitors are aware of any No-Go Zones.</li> </ul> <p>Clear boundaries are to be created using fencing, tape, etc. to ensure that no threatened species habitat is incidentally impacted, including farm dams hosting the Southern Bell Frog, areas of suitable habitat for the Plains-wanderer and grey cracking clay soils for the Grey Snake.</p>



ID	Mitigation Measure
Bio8	<p>Biodiversity impacts due to light, noise and / or dust: The CEMP will outline measures to minimise the impact of excess noise and light on fauna during the construction phase of the Project. The CEMP will implement the following measures:</p> <ul style="list-style-type: none"> <li>• Restriction of construction works to occur only within daylight hours;</li> <li>• Ensure all plant and construction equipment is maintained in good working order to minimise noise;</li> <li>• Where external artificial light is required, low-level wildlife sensitive lighting options will be used to ensure impacts to fauna are reduced;</li> <li>• Lighting arrays and noise barriers will be used to shield adjoining native vegetation and habitat from stray light and excessive noise levels;</li> <li>• Artificial lighting structures will be removed once no longer required for the completion of construction activities;</li> <li>• Measures must be implemented to monitor the generation of noise, dust and light during construction activities. All construction activities will be undertaken with the objective of preventing visible dust emissions. Preventative measures include soil wetting, erosion controls and weather consideration. These will also be implemented alongside the ESCP.</li> <li>• Where flashing lights are required, ensure that lights are synchronised to minimise disturbance to local fauna.</li> </ul> <p>Permanent artificial lighting will be required on WTGs and associated infrastructure throughout the operational life of the project. While wildlife sensitive lighting design will also be employed for these permanent lighting features, proposed management measures to minimise impacts on wildlife will be outlined in the appended BBAMP.</p>
Bio9	<p>Inhibition of soil processes and function: A site-specific ESCP will be developed and implemented in conjunction with the CEMP to minimise erosion and sediment control risks. The ESCP will include arrangements for managing activities during wet weather, high wind and extremely dry conditions, and vegetation clearing protocols. Measures will be implemented, including stop-work protocols during adverse weather conditions, to reduce impacts to soil. Other measures may include soil erosion barriers, the requirement for vehicles to remain on designated surfaces and fencing to avoid encroachment into areas which are not to be impacted by construction and operational activities.</p> <p>Specific controls will be detailed for removing vegetation and protecting the sodosols found within the Haul Route DF. Generally, sodosols have a low-nutrient status and are very vulnerable to erosion and dryland salinity when vegetation is removed.</p>
Bio10	<p>To minimise the spread of weeds throughout the Subject Land, Haul Route DF and surrounding areas, appropriate weed control activities will be undertaken in accordance with all state and regional weed management plans.</p> <p>The Subject Land is subject to the <i>Riverina Regional Strategic Weed Management Plan 2023-2027</i> and management of Weeds of National Significance. The <i>NSW Biosecurity Act 2015</i> and regulations provide specific legal requirements for state level priority weeds and high-risk activities. To comply with the objectives of the <i>Riverina Regional Strategic Weed Management Plan 2023-2027</i>, the following measures will be implemented as part of the CEMP and BMP for the Subject Land and Haul Route DF:</p> <ul style="list-style-type: none"> <li>• Initial weed treatment - including eliminating woody species and targeting infestations of exotic herbs. In particular, high threat weed species occurring within the Subject Land and Haul Route DF will be managed to prevent further spread. Prior to any vegetation clearance, high threat weeds should be demarcated to be disposed of separately from native plant material.</li> <li>• Containment – follow-up monitoring and maintenance should be undertaken in a timely manner in areas of the Subject Land and Haul Route DF that have received past, primary weed treatments to contain any re-emergence of weed species.</li> <li>• Minimisation – minimisation of weed species that cannot be effectively controlled on the site, such as exotic grasses, will be prevented from further spread through site hygiene procedures.</li> </ul> <p>The CEMP and BMP will include provisions for shrubby, non-native vegetation, for example African Boxthorn (<i>Lycium ferocissimum</i>), which provide potential perches for known predators of the Plains-wanderer. This non-native vegetation is to be removed within 300 m of suitable habitat for the species.</p>

ID	Mitigation Measure
Bio11	<p>Pathogen management: A pathogen management protocol will be implemented as a component of the CEMP, CTMP and BMP. The following measures will be implemented through the CEMP for the Subject Land:</p> <ul style="list-style-type: none"> <li>• Education and training provided to all staff and contractors involved during the construction phase of project regarding the risk of spreading pathogens;</li> <li>• All vehicles, construction equipment and plant will adhere to biosecurity requirements before entering the Subject Land and Haul Route DF and ensure vehicles and plant are free of soil and organic matter that may transport pathogens;</li> </ul> <p>In the event that evidence of a pathogen's presence within the Subject Land or Haul Route DF is detected, cleaning of all vehicles will commence and "no-go" zones will be established around the extent of the area where the pathogen is present. These will only be accessed when conditions are dry with all vehicle equipment and personal to adhere to biosecurity protocols as stipulated in the CEMP, CTMP or BMP.</p> <p>All pathogen management and mitigation measures will adhere to the relevant legislation. There will be a particular focus on protecting the Southern Bell Frog from the introduction of the chytrid fungus (<i>Batrachochytrium dendrobatidis</i>).</p>
Bio12	<p>Loss of shade / shelter / breeding habitat / specialist breeding habitat: To avoid unnecessary removal or damage to fauna habitat, the limit of construction and operational activities will be clearly demarcated with temporary fencing and signed as 'Environmental Sensitive No-Go Zones'.</p> <p>The BMP will detail the locations of sensitive habitats and will include clearing and operational protocols, such as the specification of timing of construction activities to minimise harm to resident fauna, pre-clearing surveys, daily fauna surveys, staged clearing and the provision that any vegetation or habitat clearing must be supervised by a trained ecologist or licensed fauna handler. The BMP will also incorporate ongoing monitoring of biodiversity over the lifespan of the Project.</p>
Bio13	<p>Increase in predators and pest animal species: A PAMP will be developed and implemented for the Project, with a focus on feral pig, feral cat and European fox control. All control methods will be completed in accordance with the relevant legislation / standard operating procedures, including but not limited to the following:</p> <ul style="list-style-type: none"> <li>• <i>Regional Pest Management Strategy 2012-2017: Western Rivers Region</i>;</li> <li>• <i>NSW Code of Practice and Standard Operating Procedures for the Effective and Humane Management of Feral Cats</i>; and</li> <li>• <i>NSW Threat Abatement Plan: Predation by the Red Fox (Vulpes vulpes)</i>.</li> </ul> <p>To avoid an increase in the abundance of feral animal species which may impact native fauna, particularly the Plains-wanderer, the PAMP will implement the following measures:</p> <ul style="list-style-type: none"> <li>• Initial feral animal removal - including the identification and removal of feral cats, feral pigs and fox dens within the Subject Land and Haul Route DF, as well as the removal of all detected individuals;</li> <li>• Monitoring - undertake regular monitoring of access tracks, roads and areas identified as potentially important for the Plains-wanderer to ensure that feral animal activity and densities do not increase as a direct result of the Project;</li> </ul> <p>Ongoing removal – ensure, where feral animal species are detected, that suitable control methods are undertaken quickly to remove individuals from the Subject Land and Haul Route DF.</p> <p>The PAMP will outline locally specific and appropriate objectives, targeted management actions for each identified pest species, management action success criteria, and roles and responsibilities. The PAMP will ensure that there are no reductions in local populations of the Plains-wanderer and will limit negative outcomes on other threatened species.</p>

ID	Mitigation Measure
Bio14	<p>Erosion, sediment and run-off management: A site-specific ESCP will be developed and implemented to minimise erosion and sediment control risks. The ESCP will include arrangements for managing wet weather events and working with high surface water levels. It will include monitoring requirements for potential high-risk events and specific controls and follow-up measures to be applied in the event of wet weather. The objectives of the ESCP will be to avoid adverse impacts to hydrological processes, wetlands and ephemeral creek lines, such as Curtains Creek, Telegraph Creek and Abercrombie Creek.</p>
Bio15	<p>Human activity (including agricultural impacts, wood collection, rubbish dumping): Protocols will be outlined in the CEMP and operational guidelines to minimise any rubbish / infrastructure / material dumping during construction and operational activities. Timeframes will be provided in which any waste must be removed from the Subject Land, Haul Route DF and adjacent areas.</p> <p>Negotiations must be undertaken with landholders on agricultural activity management including the application of fertiliser, wood collection, rock removal etc. to reduce impacts on retained vegetation within the Subject Land, Haul Route DF and adjacent areas.</p>
Bio16	<p>Changed fire regimes: Protocols will be outlined in the CEMP and BMP to minimise fire risk and outline any fire management strategies. Communication must be undertaken with landholders, including adjacent landholders, on fire management and associated protocols.</p>
Bio17	<p>Removal or disturbance of non-native vegetation: Vegetation, ground rocks and human-made structures in the Subject Land and Haul Route DF, including areas of non-native vegetation which are providing habitat, which must be removed during construction will be undertaken in accordance with specifications provided in the BMP, implemented in conjunction with the CEMP and ESCP.</p> <p>Woody, non-native species and human-made perching structures which are removed should be replaced elsewhere in the Subject Land and Haul Route DF, where appropriate, to provide alternative habitat and perching options. For example, African Boxthorn could be replaced with similar, dense native species which will grow in the local environmental conditions and complement existing native vegetation.</p> <p>Non-native groundcover vegetation which needs to be removed for the Project could be replaced with discrete patches of suitable, native groundcover, which provide foraging resources and habitat for resident fauna.</p> <p>Removal of ground rocks in the Haul Route DF should be undertaken in the presence of a trained ecologist or licensed fauna handler so resident reptiles can be relocated safely. There may be opportunities to relocate ground rocks to other areas creating alternative habitat. Measures will be outlined in the BMP.</p>
Bio18	<p>Increased habitat fragmentation/impacts on habitat connectivity: Habitat connectivity should be enhanced through the installation of habitat structures which facilitate connectivity, where practicable. For example, semi-permeable fencing that allows for movement of native wildlife could be installed throughout the Subject Land and Haul Route DF (subject to the appropriate approvals and permissions) and corridors of suitable native vegetation could be planted in areas between infrastructure components.</p> <p>Options should be outlined in the BMP.</p>
Bio19	<p>Impacts on Water Quality, Water Bodies and Hydrological Processes: A site-specific ESCP will be developed and implemented, in conjunction with the CEMP, to minimise erosion and sediment control risks. The ESCP will include arrangements for managing activities during wet weather, high wind, and extremely dry conditions. The ESCP will include protocols for wet weather events, such as weather monitoring, stop work procedures, specific controls and follow-up measures to avoid adverse impacts to hydrological processes, wetlands and ephemeral creek lines. Appropriate sediment and erosion controls will be implemented such as preventing excavated material or fill to be placed in flood prone areas and using sediment barriers or sedimentation ponds to control the quality of water released from the site into the receiving environment.</p>



ID	Mitigation Measure
	Riparian areas, ephemeral creek lines and other waterbodies, including dams, will be clearly demarcated and signed as 'Environmental Sensitive No-Go Zones' prior to the commencement of clearing.
Bio20	<p>Turbine strikes and/or barotrauma from WTGs: A BBAMP has been developed to mitigate the impacts of WTGs on avian. The BBAMP includes, but is not limited to the following:</p> <ul style="list-style-type: none"> <li>• The stipulation of monitoring measures and key thresholds for determining permissible impacts and corrective actions that are required to achieve the objectives of the BBAMP.</li> <li>• Assessment of monthly mortalities and periodic BBUS;</li> <li>• Appropriate mitigation measures, such as the regular removal of lamb carcasses during lambing season, to decrease the attractiveness of the area to feeding raptors.</li> </ul> <p>Impacts related to WTG collision and barotrauma have the potential to impact all listed bird and bat species flying at heights within the RSA. An assessment of collision risk for each threatened or migratory avian species with the potential to occur within the Subject Land has been completed in the BBAMP.</p>
Bio21	<p>Speed limit restrictions will be imposed across the Subject Land and potentially the Haul Route DF. The topography also means vehicle speed limits are naturally curtailed.</p> <p>The CEMP, CTMP and operational guidelines for the Project will contain driving protocols and measures to improve the knowledge of staff and contractors about fauna movements. Site inductions and toolbox talks should include briefings on driving restrictions and behaviour, identifying and reporting hazards as they occur during construction and operations, and setting appropriate working hours and vehicle speed limits.</p> <p>The BMP should include provisions for ongoing monitoring of impacts to fauna by vehicle strike.</p>
Noise	
N1	A complaints management system for construction works and site operations will be established.
N2	Following finalisation of equipment selection, the noise modelling will be revised.
N3	An operational noise management plan will be implemented. It will include post construction testing at sensitive land uses or at a representative location, to confirm that the noise levels achieve compliance.
Landscape and Visual	
LV1	<p>The following principles have been and will continue to be considered in the design process of the Project (as applicable):</p> <ul style="list-style-type: none"> <li>• The lines of WTGs will reflect the contours of the natural landscape as best as possible; and</li> <li>• Where possible, turbines will be evenly spaced to give a regular pattern creating a better balance within the landscape.</li> </ul>
LV2	<p>The turbines will have a white matte finish and consist of three blades. The following factors will also be considered in the Project design to achieve a visual consistency through the landscape:</p> <ul style="list-style-type: none"> <li>• Uniformity in the colour, design, height, and rotor diameter;</li> <li>• The use of simple muted colours and non-reflective materials to reduce distant visibility and avoid drawing the eye;</li> <li>• Blades, nacelle, and tower to appear as the same colour; and</li> <li>• Avoidance of unnecessary signage, logos.</li> </ul>
LV3	<p>Tree planting will be undertaken in consultation with the relevant landowners to ensure that desirable views are not inadvertently eroded or lost in the effort to mitigate views of the turbines. These include:</p> <ul style="list-style-type: none"> <li>• Provision of screen planting at non-associated dwellings NAD_26 and NAD_26A; and</li> </ul>

ID	Mitigation Measure
	<ul style="list-style-type: none"> <li>• Provision of supplementary planting at non-associated dwellings NAD_13 and NAD_14 and at associated dwelling AD_12</li> </ul>
LV4	<ul style="list-style-type: none"> <li>• When planning for landscaping and visual screening the following will be adhered to by the Project:</li> <li>• In consultation with the landowner, planting will occur post construction, where possible;</li> <li>• Planting will remain in keeping with existing landscape character;</li> <li>• Species selection will be typical of the area;</li> <li>• Planting layout will avoid screening views of the broader landscape, where possible;</li> <li>• Clearing of existing vegetation will be avoided;</li> <li>• Where appropriate, any lost vegetation will be reinstated; and</li> <li>• Where possible, over any areas of disturbance, natural vegetation will be allowed to regrow.</li> </ul>
Traffic	
TT1	<p>Prior to the commencement of construction, a Traffic Management Plan (TMP) will be prepared in consultation with TfNSW and Hay Shire Council. The TMP will include the following commitments and traffic management measures which are to be implemented during the construction of the Project:</p> <ul style="list-style-type: none"> <li>• A pre-condition survey of the relevant sections of West Burrabogie Road should be undertaken in consultation with Council;</li> <li>• During construction the sections of the road network used by the Project will be monitored and maintained to ensure continued safe use by all road users, and any faults attributed to construction of the wind farm would be rectified;</li> <li>• At the end of construction, a post-condition survey will be undertaken to ensure the road network is left in a condition equivalent to that at the start of construction;</li> <li>• Neighbours of the Project will be consulted and notified regarding the timing of major deliveries which may require additional traffic control and disrupt access;</li> <li>• Heavy vehicles are to avoid peak school bus times to limit the interaction of large vehicles and vulnerable road users;</li> <li>• OSOM drivers must reduce their speed and or stop in accordance with the law when passing a school bus which is slowing down, stopped, or accelerating in relation to picking up or setting down children;</li> <li>• OSOM drivers must reduce their speed in accordance with the law when: <ul style="list-style-type: none"> <li>• Passing children walking, cycling or waiting on the side of the road; and</li> <li>• Passing an oncoming school bus.</li> </ul> </li> <li>• Truck drivers travelling on school bus routes at the same time as an oncoming school bus to use their CB radio to identify the location of the bus and pull over in a safe location before the school bus reaches and passes them.</li> <li>• Driver Protocols to be implemented to manage vehicular access to and from the site to maintain the safety of the public as well as the workforce;</li> <li>• Development of OSOM protocols to be implemented during operation and in the event of a breakdown;</li> <li>• Development and implementation of a carpooling program to support sharing of vehicles travelling to and from site;</li> <li>• Provision of seven primary access and one dedicated emergency access locations;</li> <li>• Implementation of a community information and awareness program to assist in managing traffic impacts. This will be initiated to ensure that local residents are aware of construction traffic accessing the Project;</li> <li>• Specific warning signs will be placed on approaches to and from the transport routes on Council roads, as required, which will advise of the changed traffic operations and heavy vehicle movements;</li> <li>• Onsite mitigation measures will be implemented, which may include speed restrictions, dust suppression measures, internal access tracks maintenance program, loading, unloading and storage will occur within the Project Area only, and the provision of car parking; and</li> <li>• Establishment of a Drivers Code of Conduct.</li> </ul>

ID	Mitigation Measure
TT2	<p>Road upgrades will be provided as part of the Project which are to be constructed prior to construction commencing. A schedule of the road upgrades to accommodate general construction traffic include:</p> <ul style="list-style-type: none"> <li>• Widen West Burrabogie Road between Cobb Highway and Site Access G to a minimum of 7.0m to allow two trucks to pass.</li> <li>• Provide CHR(s) and BAL turn treatments at the intersection of Cobb Highway and West Burrabogie Road.</li> <li>• Provide BAR and BAL turn treatments at all site access locations along Cobb Highway (Site Access A, B, C, D and E).</li> </ul> <p>A schedule of the road upgrades required to allow vehicles to successfully access the site from the Port of Adelaide include:</p> <ul style="list-style-type: none"> <li>• Widen port access (gate) in southwestern corner of intersection at Port of Adelaide;</li> <li>• Relocate light pole and traffic signals at intersection (if required) on the southern side of Eastern Parade and Port River Expressway;</li> <li>• Relocation of two (2) traffic signs and a light pole and installation of approximately 420 m<sup>2</sup> total hardstand near the intersection at Sturt Highway and Horrocks Highway;</li> <li>• Minor tree trimming of overhanging branches along Horrocks Highway, south of Tarlee;</li> <li>• Relocation of two (2) traffic signs (or signs made removable) and installation of approximately 550 m<sup>2</sup> of hardstand near the intersection of Barrier Highway and Copperhouse Road; and</li> <li>• Tree trimming and removal on Copperhouse Street and approximately 150 m<sup>2</sup> hardstand to be laid down;</li> <li>• Construction of new temporary gravel bypass track to Gaffney St (approx. 3.7 km). A new intersection off Barrier Highway (2.4 km from Broken Hill) will be required and one (1) sign will need to be made removable;</li> <li>• Construction of temporary gravel track through private land (to wind farm specification) and one (1) sign to be made removable at the intersection of Crystal Street and Barrier Highway;</li> <li>• Construction of temporary gravel track through private land (to wind farm specification) with sealed section adjacent to Barrier Highway. Egress gate installed in Barrier Highway;</li> <li>• Relocation of three (3) traffic signs and three (3) light poles on Cobb Highway and Sturt Highway in Hay, NSW (300 m<sup>2</sup> of sealed hardstand);</li> <li>• Basic Right Turn (BAR) and Basic Left Turn (BAL) treatments at the intersection of Cobb Highway and West Burrabogie Road; and</li> <li>• BAR and BAL treatments along Cobb Highway.</li> </ul>
Aviation	
AS1	<p>Designed air routes (to accommodate the WTGs at 270 m AGL):</p> <ul style="list-style-type: none"> <li>• Air route Q60 LSALT will be increased by 500 ft, from 1,700 ft to 2,200 ft AMSL.</li> <li>• Air route W466 LSALT will be increased by 100 ft, from 2,200 ft to 2,300 ft AMSL.</li> </ul>
AS2	<p>Notification and reporting:</p> <ul style="list-style-type: none"> <li>• Details of 'constructed' WTGs including coordinates and elevations will be provided to Airservices Australia;</li> <li>• Details of 'constructed' WTGs and WMT exceeding 100 m AGL will be reported to CASA as soon as practicable after forming the intention to construct or erect the proposed object or structure, in accordance with CASR Part 139.165(1)(2);</li> <li>• 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;</li> <li>• Details of the Project 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. Specifically, details will be provided to the NSW Regional Airspace and Procedures Advisory Committee for consideration by its members in relation to VFR transit routes in the vicinity of the Project; and</li> </ul>



ID	Mitigation Measure
	<ul style="list-style-type: none"> <li>Details of the Project (including location and height information of WTGs, met masts and overhead transmission lines) will be provided to landowners within Project Area to facilitate the flight planning of aerial application operators.</li> </ul>
AS3	<p>Marking of turbines:</p> <ul style="list-style-type: none"> <li>The rotor blades, nacelle and the supporting tower of the WTGs will be painted white, typical of most WTGs operational in Australia. No additional marking measures are required for WTGs.</li> </ul>
AS4	<p>Lighting of turbines:</p> <ul style="list-style-type: none"> <li>If turbines and WMTs are 150 m or more above ground, lighting is required for the most critical turbines (e.g., turbines at highest elevations and/or around the project perimeter).</li> <li>Lighting of turbines and ancillary infrastructure should be designed to minimise potential amenity impacts by using the lowest intensity lighting suitable for the site.</li> </ul>
AS5	<p>Marking of wind monitoring towers:</p> <ul style="list-style-type: none"> <li>Marking of the temporary and permanent wind monitoring towers according to the requirements set out in MOS 139 Section 8.10 will be considered by the Applicant</li> </ul>
AS6	<p>Lighting of wind monitoring towers:</p> <ul style="list-style-type: none"> <li>Consideration should be given to lighting temporary WMTs installed prior to WTG installation and permanent WMTs that are not in close proximity to a WTG with medium intensity steady red obstacle lighting at the top of the WMT mast.</li> </ul>
AS7	<p>Micro-siting:</p> <ul style="list-style-type: none"> <li>Micro-siting of the WTGs and met masts within 100 m of assessed location, if required</li> </ul>
AS8	<p>Overhead transmission line:</p> <ul style="list-style-type: none"> <li>Overhead transmission lines and/or supporting poles that are located where they could adversely affect aerial application operations will be identified in consultation with local aerial application operators and marked in accordance with Part 139 MOS 2019 Chapter 8 Division 10 section 8.110 (7) and section 8.110 (8).</li> <li>Consideration should be given to AS 3891.2:2018 Air navigation – Cables and their supporting structures – Marking and safety requirements Part 2: Low level aviation operations.</li> </ul>
AS9	<p>Review of risk assessment undertaken in the AVIA as follows:</p> <ul style="list-style-type: none"> <li>Prior to construction to ensure the regulatory framework has not changed;</li> <li>Following any significant changes to the context in which the assessment was prepared, including the regulatory framework; and</li> <li>Following any near miss, incident or accident associated with operations considered in the AVIA risk assessment.</li> </ul>
<b>Bushfire</b>	
BR1	<p>Asset Protection zones:</p> <ul style="list-style-type: none"> <li>A <i>minimum</i> 10 m APZ is to be established on all sides of the WTG, substations, switching station and O&amp;M Buildings.</li> <li>A <i>minimum</i> 24 m APZ is to be established on all sides of the accommodation compounds.</li> <li>All APZ are to be managed as an inner protection zone (IPA) as outlined within Appendix 4 of PBP 2019, and NSW RFS 'Standards for Asset Protection Zones'. APZ will not extend beyond the property boundary or rely on actions being undertaken by adjacent landowners.</li> </ul>
BR2	<p>The following measures are to be implemented during the entire period of construction:</p> <ul style="list-style-type: none"> <li>The access road will be constructed prior to the installation of any WTG or related infrastructure (in advance of each development stage);</li> <li>Ensure appropriate bunding in areas where there is potential for flammable fuels and oils to leak and create bushfires or other environmental risks;</li> </ul>

ID	Mitigation Measure
	<ul style="list-style-type: none"> <li>• Install appropriate signs to assist emergency response crews determine track names, and location of infrastructure;</li> <li>• Ensure that appropriate permits have been issued for work during the Fire Danger Period, and that any conditions on permits are adhered to;</li> <li>• Adhere to restrictions on Total Fire Ban or days of high fire danger;</li> <li>• Suitable firefighting equipment (specific requirements to be confirmed in consultation with NSW RFS) is present onsite;</li> <li>• Carry fire extinguishers or firefighting equipment in vehicles;</li> <li>• Carry emergency communications equipment;</li> <li>• Where practicable, site vehicles during the construction phase will have diesel engines and/or will use the site access roads (if available) to minimise the likelihood of igniting dry grass;</li> <li>• Restrict smoking to prescribed areas, and provide suitable ash and butt disposal facilities;</li> <li>• All plant, vehicles and earth moving machinery are cleaned of any accumulated flammable material (e.g., vegetation); and</li> <li>• On days when Very High fire danger or worse is forecast, the 'fires near me' app is to be checked hourly for the occurrence of any fires likely to threaten the Project Area.</li> </ul>
BR3	<p>The following measures will be implemented during the operation of the wind farm:</p> <ul style="list-style-type: none"> <li>• It is recommended that vegetation fuels throughout the windfarm are maintained in a minimal condition by grazing, or with additional slashing or mowing if required;</li> <li>• Check fire danger ratings on the NSW RFS website and the BOM website to give an indication of the consequences of a fire if one was to start. In a Total Fire Ban no fire may be lit in the open and all fire permits are suspended. No general-purpose welding, grinding, soldering or gas cutting can be done in the open.</li> <li>• The Project will be controlled by a remote supervisory control and data acquisition from a control room located within the permanent site operations and maintenance facility. The Supervisory Control and Data Acquisition (SCADA) system will allow remote operation of all WTGs with the ability to shut-down individual or all WTGs if required.</li> <li>• NSW RFS and CASA will be provided with maps and GPS coordinates of the final wind turbine layout and identification information for individual wind turbine sites for their internal response planning.</li> <li>• Liaise with local aerial agricultural and aerial firefighting operators to develop procedures for their safe operation within the Project site.</li> <li>• Safe working and emergency response procedures for all work tasks will be developed and implemented.</li> <li>• The control room, switch room and storage shed will each contain essential fire safety equipment, including fire extinguishers and hose reels.</li> <li>• Vegetation fuels throughout the wind farm are to be maintained in a minimal condition by grazing, or with additional slashing or mowing if required.</li> </ul>
BR4	<p>Fire preparedness and response: prior to construction, an Emergency Management and Operations Plan (EMOP) will be prepared for the wind farm that provides the following:</p> <ul style="list-style-type: none"> <li>• A site plan showing infrastructure, site access and the internal road layout;</li> <li>• A detailed site plan identifying, using GPS coordinates, each turbine tower location;</li> <li>• Blades should be stopped in the 'Y' or 'rabbit ear' position;</li> <li>• Control and coordination arrangements for emergency response and who has the authority to direct turbine shut-down procedures;</li> <li>• Protocols should be explicit about what party has the authority to direct turbine shut-down procedures;</li> <li>• Construction of asset protection zones and their continued maintenance</li> <li>• Location of all fire control advantages and APZ;</li> <li>• Agreed roles and responsibilities of onsite personnel;</li> <li>• Up-to-date contact details including alternative telephone of site personnel and any relevant offsite personnel who could provide technical support during an emergency, including a 24/7 contact;</li> <li>• A manifest (and safety data sheets) for any battery, diesel or other dangerous goods storage/handling, including the class identification, quantity, type (bulk or</li> </ul>

ID	Mitigation Measure
	<p>packaged) and location. Appropriate material (including absorbent, neutralisers, equipment and personal protective equipment) for the clean-up of spills is to be provided and available onsite;</p> <ul style="list-style-type: none"> <li>• Minimum evacuation zone distances;</li> <li>• Fire reporting and response to formal Emergency alerts;</li> <li>• Activation of water spray/foam systems and any other response/protection measures; and</li> <li>• Any other risk control measures required to be followed by firefighters.</li> </ul>
BR5	Reticulated water supply is not provided to the site. The volume and location of static water tanks will be confirmed in consultation with the NSW RFS, although it is likely to require minimum 50,000 litre tanks, based on refilling six tanker units (4,000 litres) twice each. The control room, switch room and storage shed will each contain essential fire safety equipment, including fire extinguishers and hose reels.
<b>Blade Throw</b>	
BT1	Inspection and Testing Procedures will be initiated and audited during the construction and commissioning phase. Once testing finds all WTG components including the blades are passed, the WTG will be commissioned for operation.
BT2	A high quality, comprehensive and robust operations and maintenance program will be implemented to ensure that WTG faults are prevented or detected and rectified quickly, minimising the risk of occurrence of a serious or dangerous problem. This will include inspecting blades for micro-cracks using current best practices. If any cracks above engineering thresholds are detected, the WTG will be immobilised until a replacement blade can be installed.
BT3	The industry is constantly developing measures to limit the cost of blade damage. Once available, the use of new technology developed to mitigate blade throw risks such as sensors that identify blade weaknesses and enable early maintenance and management measures will be implemented.
BT4	The International Electrotechnical Commission (IEC) standards for WTGs will be used for the design and construction of the Project to reinforce the confidence that blade throw will present a very low risk.
<b>Telecommunications</b>	
TC1	Should a reduction in signal of mobile network services occur in the immediate vicinity of WTGs, mobile phone receiver will be relocated in the order of tens of metres.
TC2	To ascertain whether satellite services are, or will be, used at dwellings within 1 km of a WTG, the Applicant will engage with dwelling owners. Should any dwellings use satellite services, where possible, the Applicant will consider either relocate wind turbines or come to an agreement with the dwelling owner regarding impacted satellite service.
TC3	Should survey marks not be avoided during construction works, the Applicant will seek assistance from a registered surveyor to move or remove survey marks and in consultation with the NSW Government.
TC4	If issues are encountered with television reception, impacts will be mitigated by readjusting the receptor to capture signal from an alternative transmitter.
<b>Health</b>	
H1	The 330 kV transmission line conductors will be installed at a minimum height of 12 m above the ground in areas where the general public could walk directly below the transmission lines to achieve compliance with public exposure limits.



ID	Mitigation Measure
Aboriginal Cultural Heritage	
AH1	<p>Preservation and management of Aboriginal sites and heritage values will be a key objective of environmental and social management proposed for the Project. Consultation between ENGIE, Hay LALC, Nari Nari Tribal Council and Hay Aboriginal Working Party in 2023 resulted in agreed future changes to the Project design to avoid impacting Aboriginal sites. A buffer of 200 m will be provided to recorded PADs, a buffer of 100 m to recorded hearths and a buffer of at least 50 m will be provided to recorded Culturally Modified Trees. This would affect the following sites:</p> <ul style="list-style-type: none"> <li>• PREP SU I 03 - Artefact; Hearth</li> <li>• PREP SU E 07 - Artefact; Hearth</li> <li>• PREP SU H 03 - Artefact; Hearth</li> <li>• PREP SU2 05 - PAD; Artefact; Hearth</li> <li>• PREP SU C 12 - Artefact; PAD</li> <li>• PREP SU C 13 - Artefact; Hearth; PAD</li> <li>• PREP SU D 08 - Artefact; PAD</li> <li>• PREP SU E 06 - Artefact; PAD</li> <li>• PREP SU E 11 - Artefact; PAD</li> <li>• PREP SU F 11 - Artefact; PAD</li> <li>• PREP SU D 04 - Artefact; Hearth; PAD</li> <li>• PREP SU F 08 - Artefact; PAD</li> <li>• PREP SU C 03 - Artefact; Hearth; PAD</li> <li>• PREP SU D 01 - PAD</li> <li>• PREP SU D 09 - Artefact; Hearth</li> <li>• PREP SU F 01 - Artefact; Hearth</li> <li>• PREP SU F 04 - Artefact; PAD</li> <li>• PREP SU G 01 - Hearth</li> <li>• SOLAR 03 - Artefact; Hearth; PAD</li> <li>• SOLAR 04 - Artefact; PAD</li> <li>• SOLAR 07 - Artefact; PAD</li> <li>• PREP SU1 02 - Artefact; Hearth; PAD</li> <li>• PREP SU1 03 - Artefact; Hearth</li> <li>• PREP SU1 06 - Modified tree</li> <li>• PREP SU2 02 - Artefact; Hearth; PAD</li> <li>• PREP SU2 06 - Artefact; PAD</li> <li>• PREP SU3 03 - Artefact; Hearth</li> <li>• PREP SU A 01 - Artefact; PAD</li> <li>• PREP SU B 01 - Artefact; PAD</li> <li>• PREP SU C 01 - Hearth</li> <li>• PREP SU C 08 - Artefact; Hearth; PAD</li> <li>• PREP SU C 16 - Artefact; Hearth; PAD</li> <li>• PREP SU E 10 - Artefact; Hearth</li> <li>• PREP SU E 14 - Artefact; Hearth; PAD</li> <li>• PREP SU E 15 - Modified Tree</li> <li>• PREP SU F 06 - Artefact; Hearth; PAD</li> <li>• PREP SU F 12 - Artefact; Hearth; PAD</li> <li>• PREP SU F 15 - Artefact; Hearth</li> <li>• PREP SU F 16 - Artefact; PAD</li> <li>• PREP SU F 17 - Hearth</li> <li>• PREP SU F 25 - Artefact; Hearth; PAD</li> <li>• PREP SU F 18 - Artefact; Hearth</li> <li>• PREP SU5 01 - Artefact; Hearth; PAD</li> </ul>

ID	Mitigation Measure
	<ul style="list-style-type: none"> <li>• PREP SU G 07 - Artefact; PAD</li> <li>• PREP SU7 02 – Artefact; Hearth</li> <li>• PREP SU7 03 - Artefact; Hearth</li> <li>• PREP SU7 06 - Modified Tree</li> <li>• PREP SU7 07 - Artefact, Earth Mound, Burial</li> <li>• PREP SU7 08 - Artefact; Hearth; PAD</li> <li>• PREP SU7 09 - Artefact; PAD</li> <li>• PREP SU8 02 - Artefact; Hearth; PAD</li> <li>• PREP SU8 03 - Artefact; Hearth</li> </ul>
AH2	<p>An ACHMP will be developed to record and describe the processes and procedures required to be implemented regarding Aboriginal cultural heritage prior to and during the construction and operational phases of the Project.</p> <p>The ACHMP will be developed in partnership with the Traditional Owners and should at a minimum include:</p> <ul style="list-style-type: none"> <li>• Any required archaeological test or salvage excavations for the 9 PAD sites which have buffers that intersect with the current proposed disturbance footprint. These sites have unknown heritage significance, therefore, test excavation to the buffer zone is recommended to assess if the potential deposit extends into the buffer zone. Any artefacts uncovered during test excavation should be salvaged:</li> <li>• Buffer of PREP SU2 05 - PAD; Artefact; Hearth;</li> <li>• Buffer of PREP SU C 12 – Artefact, PAD;</li> <li>• Buffer of PREP SU C 13 – Artefact, Hearth, PAD;</li> <li>• Buffer of PREP SU D 08 – Artefact, PAD;</li> <li>• Buffer of PREP SU E 06 – Artefact, PAD;</li> <li>• Buffer of PREP SU E 11 – Artefact, PAD;</li> <li>• Buffer of PREP SU F 11 – Artefact, PAD;</li> <li>• Buffer of PREP SU D 04 – Artefact, Hearth, PAD; and</li> <li>• Buffer of PREP SU F 08 – Artefact, PAD.</li> <li>• Measures to manage archaeological material that needs to be relocated away from development activities;</li> <li>• Measures to protect and conserve archaeological material that will not be impacted by development activities;</li> <li>• The requirements regarding heritage training and inductions for employees and contractors;</li> <li>• Any requirements regarding monitoring of ground disturbance activities by Traditional Owners;</li> <li>• The development and provision of cultural awareness training by Traditional Owners; and</li> <li>• An Unexpected Finds Protocol.</li> </ul>
AH3	<p>Areas of the earth mounds, burials or PADs which may be subject to harm as part of clearing of the development footprint will be subject to archaeological test/and or salvage excavation. During the consultation phase of the ACHAR Hay LALC requested that all test excavation be carried out as part of the post approval stage of the project. This request was supported by ERM and ENGIE, in accordance with <i>Leading Practice Principles: First Nations and Renewable Energy Projects</i>, namely Principles 1 and 3, which focus on respectful engagement and the preservation and protection of cultural heritage. This is to minimise unnecessary impacts to Aboriginal cultural sites. Therefore, the final design for the Project should be informed by the results of the test excavation. If determined significant, micro-siting of project elements should occur to avoid impacts to these sites.</p>
AH4	<p>The Applicant will liaise between the landowners and the Traditional Owners to develop appropriate stock management strategies to limit the further disturbance and damage to Aboriginal heritage sites.</p>
AH5	<p>The Applicant will consider the appointment and training of a Traditional Owner liaison/s to coordinate appropriately informed access for staff and contractors to culturally sensitive areas and provide cultural awareness training.</p>

ID	Mitigation Measure
<b>Historic Heritage</b>	
HH1	No registered historic heritage items are located within the Project Area. If relics (defined by the <i>Heritage Act 1977</i> as 'any deposit, artefact, object or material evidence that relates to the settlement of the area that comprises NSW, not being Aboriginal settlement; and is of State or local heritage significance') are unexpectedly recovered during the proposed works, all works will be ceased immediately, and an Unexpected Finds Procedure will be implemented.
HH2	<p>If unexpected heritage items are identified during the proposed works, the following steps will be adopted:</p> <ul style="list-style-type: none"> <li>• Where a potential historic heritage item is found during works, all works within the vicinity of the item, or with the potential to impact the item will be ceased and a temporary exclusion zone established;</li> <li>• An appropriately qualified heritage consultant will examine the item to assess its significance and further archaeological potential;</li> <li>• Where a relic is found, the NSW Heritage Council will be notified (in accordance with Section 146 of the <i>Heritage Act 1977</i>) and approval will likely be required prior to the continuation of works. Other archaeological deposits will be recorded and assessed for significance and potential salvage by an appropriately qualified heritage consultant; and</li> <li>• Additional assessment and approval under the <i>Heritage Act 1977</i> will be undertaken, as required, prior to the recommencement of excavation in the affected area.</li> </ul>
HH3	Prior to the commencement of works, all contractors will be briefed on the Unexpected Finds Protocol.
HH4	Along the transport route, extensive ground disturbance for the installation of the hardstand and the removal of the tree should be avoided. If the proposed works extend outside of the area under assessment in this report, additional assessment may be required.
HH5	Lodgement of both the SoHI and HIS reports should be lodged as part of an 'application for development' with the applicable regional council. Consultation with the regional council and key stakeholders for the replacement of vegetation removed as part of the assessment to maintain landscape values to items of historical heritage.
<b>Soils and Agriculture</b>	
SA1	Permanent and temporary structures will be located to avoid or minimise impacts (where possible), or as agreed with the affected landowner.
SA2	<p>Host landowners will be consulted regarding:</p> <ul style="list-style-type: none"> <li>• Property infrastructure works and timing, particularly where some restriction on vehicular or stock movements would be necessary;</li> <li>• Management of infrastructure such as gates;</li> <li>• Repair of any damage to infrastructure caused by construction.</li> </ul>
SA3	Use of existing roads, tracks and other existing disturbed areas will be prioritised.
SA4	To ensure minimum damage to the surface, vehicular or equipment movement will be confined to one route, where possible.
SA5	The placement of infrastructure such as fencing will be determined in consultation with landowners.
SA6	Any damage caused by the Applicant during maintenance activities will be repaired promptly.
SA7	A bushfire plan will be prepared for the Project, which will include mitigation measures applicable to construction and operation activities, particularly during the bushfire danger period.



ID	Mitigation Measure
SA8	Upon completion of the construction works, all temporary facilities, including the accommodation camp, will be removed, and the site will be rehabilitated. This rehabilitation process will restore the land and help minimize any long-term impact on agricultural operations in line with approval conditions and contractual agreements with landowners.
SA9	Procedures would be implemented so that potential impacts or conflicts between livestock and construction activities are appropriately managed. Procedures would be developed in consultation with affected landowners and would include management of: <ul style="list-style-type: none"> <li>Noise intensive activities during sensitive periods within the livestock production cycle (such as lambing and calving).</li> <li>Vehicle movements and other activities within the vicinity of livestock.</li> <li>Movement of stock away from potential stressors created by construction activities.</li> </ul>
SA10	Temporary fencing can be used as an exclusion barrier will be installed around facilities such as construction compound, concrete batching plants, materials storage and laydown areas.
SA11	Permanent security fencing will be installed around operational facilities including the BESS, operations and maintenance facility and substations.
SA12	Biosecurity protocols will be implemented during construction and operation, including recording of all persons entering the Project Area.
SA13	All project vehicles will be washed down prior to entering any agricultural areas.
SA14	All vehicles will be washed down when moving between paddocks with known weed infestations.
SA15	Infestations (existing or new) of any priority weed species will be reported to the relevant authority.
SA16	Weeds will be managed in accordance with the <i>Biosecurity Act 2015</i> and the relevant regional strategic weed management plans and in consultation with landowners.
SA17	The land around transmission line structures and other project infrastructure will be monitored for the spread of weeds.
SA18	The Project Area will be monitored for pest fauna species. Should any pest fauna species be identified as present on the Project Area, appropriate control measures will be implemented.
SA19	The Project Area will be rehabilitated according to the condition agreed with the landowners and as specified in contractual agreements.
SA20	Underground infrastructure (such as cables and footings) will be removed where practical to a depth of 0.3 m below ground surface.
SA21	Any contamination or waste will be removed or managed in consultation with the landowners and according to regulations and weed infestations will be controlled during the decommissioning process, as necessary.
Water Resources, Hydrology and Flooding	
WHF1	Water Resources: Should additional groundwater bores or water from other sources covered under the relevant water sharing plan be required, the Applicant will seek to obtain a WAL, and other relevant approvals, subject to availability.
WHF2	Water Resources: A Soil and Water Management Plan (SWMP) will be prepared and will: <ul style="list-style-type: none"> <li>Incorporate best practice principles for stormwater and sediment control during all phases of the Project, as described in the BPESC; and</li> <li>Be prepared by a suitably qualified person in accordance with the Blue Book, particularly Volumes 2A and 2C.</li> </ul>

ID	Mitigation Measure
WHF3	Water Resources: A progressive erosion and sediment control plan (ESCP) will be prepared to address specific high-risk areas identified during detailed design. ESC measures will include site stabilisation measures such as sediment fences and sediment basins.
WHF4	Water Resources: A CEMP will be prepared and include measures to minimise the risk of contamination from chemical spills in waterways.
WHF5	Water Resources: Design and construction of Project infrastructure crossing watercourses will be in accordance with the 'Guidelines for Controlled Activities on Waterfront Land' (DPI, 2018).
WHF6	Water Resources: Detailed design of any scour protection at potential creek crossing points will consider the Department's Policy and Guidelines for Fish Habitat Conservation and Management (Update 2013) and Why Do fish Need to Cross the Road? Fish Passage Requirements for Waterway Crossings (DPI, 2003) to ensure that fish passage is not impeded.
WHF7	Flooding: Procedures and measures will be recorded to manage the risk of flooding to the Project and the potential for adverse impacts on existing flood behaviour within the vicinity of the Project.
WHF8	Flooding: Design standards will be identified for managing the flood risk and implementing stormwater management controls during the construction and operational phases of the Project.
WHF9	Flooding: Procedures aimed at reducing the flooding threat to human safety and infrastructure will be prepared, including procedures to monitor accurate and timely weather data and disseminate warnings to construction personnel of impending flood producing rain.
WHF10	Flooding: The Project will be designed to minimise adverse flood related impacts in Telegraph Creek, Abercrombie Creek, Curtains Creek and Nyangay Creek.
WHF11	Flooding: Access tracks will be designed to have a minimum hydrologic standard of 10% AEP.
WHF12	Flooding: Access track connections will be designed to ensure that the existing level of flood immunity of the Cobb Highway is maintained and increases in flood depths and hazards along the road network are minimised.
WHF13	Flooding: Construction and accommodation compounds will be located outside high flood hazard areas based on a 1% AEP flood.
WHF14	Flooding: Consider flood risk at construction sites and support facilities during construction planning. Including: <ul style="list-style-type: none"> <li>• reviewing construction site layouts and staging construction activities in order to avoid or minimise obstruction of overland flow paths and limiting the extent of flow diversion required.</li> <li>• designing the layout of construction facilities and implementing stormwater management controls during their establishment to manage the impact of flooding on construction personnel, equipment and materials.</li> <li>• measures to mitigate alterations to local runoff conditions due to construction activities.</li> </ul>
WHF15	Flooding: Construction spoil stockpiles will be located in areas not subject to frequent inundation by floodwater, ideally outside the 10% AEP flood extent. The exact level of flood risk accepted at stockpile sites would depend on the duration of stockpiling operations, the type of material stored, the nature of the receiving drainage lines and also the extent to which it would impact flooding conditions in adjacent development.

ID	Mitigation Measure
WHF16	<p>Flooding: Incorporate flood emergency management measures into relevant environmental and/or safety management documentation including preparation of a Flood Emergency Response Plan for the proposal. This would be prepared in consultation with the local Councils and the NSW SES and include:</p> <ul style="list-style-type: none"> <li>• Identification of how flood related risks to personal safety and damage to construction facilities and equipment will be managed;</li> <li>• Procedures to monitor accurate and timely weather data and disseminate warnings to construction personnel of impending flood producing rain; and</li> <li>• Consideration of future climate change.</li> </ul>
WHF17	<p>Flooding: Localised increases in flow velocities at drainage outlets and waterway crossings would be mitigated through the provision of scour protection and energy dissipation measures.</p>
Air Quality	
AQ1	Dust suppression measures (watering roadways) or preparing roadways with coarse gravel or other road coverings will be implemented where required to minimise wheel-generated offsite dust emissions.
AQ2	Material loads which may generate dust, such as aggregates, will be covered and/or stabilised during transport into and within the construction site where practicable.
AQ3	Soil stockpiles will be managed through stabilisation, light watering or the use of covers.
AQ4	Where practicable, vegetation clearance will be minimised, undertaken in stages, and cleared areas will be stabilised.
AQ5	Vehicle speed will be managed when travelling on unsealed roads.
AQ6	Speed of dumping from tip trucks will be controlled.
AQ7	Vehicle movements will be minimised, where practicable.
AQ8	Vehicles, plant and equipment will be cleaned and washed.
AQ9	Disturbance areas no longer required for construction will be progressively revegetated and stabilised.
AQ10	All vehicles, plant and equipment will be regularly inspected and maintained to ensure operational efficiency.
AQ11	Environmental conditions will be regularly monitored during construction, such as wind, that may result in dust generation and implementation of control measures as specified above.
AQ12	As part of the detailed design, the Applicant will continue to investigate options to further avoid and minimise impacts, including but not limited, the use of light vehicle fleet and potentially some heavy construction vehicles be electric.
Waste	
WM1	Adopt protocols to identify opportunities to follow the waste hierarchy, to encourage the most efficient use of resources, as well as reduce costs and environmental harm in accordance with the principles of ESD.
WM2	Adopt purchasing protocols in the selection of all components of the Project, to reduce the likelihood of equipment failure and minimise the potential for waste.
WM3	Select wind turbine manufacturers as recommended by Clean Energy Council, that will meet a range of higher standards in addition to relevant Australian and International Standards.



ID	Mitigation Measure
WM4	Engage with Hay Shire Council to discuss the options for disposal and reuse of the identified waste streams likely to be generated, to ensure that any use of local waste management facilities does not exhaust available capacity, nor disadvantage the local community.
WM5	ENGIE proposes to dispose of sewage and wastewater at the nearest waste management facility in accordance with the relevant regulations and guidelines approved by HSC and will obtain a waste management agreement in accordance with HSC.
WM6	Classify wastes in accordance with the NSW EPA Waste Classification Guidelines – Part 1: classifying waste (NSW EPA, 2014a) and Addendum (NSW EPA, 2016).
WM7	Provide waste storage locations within assigned area, with sufficient space for separation and storage of different waste.
WM8	Store and dispose of waste lawfully at a licensed waste facility, including fuels, oils and hazardous substances used onsite.
WM9	Separate recyclable and non-recyclable materials onsite prior to being transported to waste facility.
WM10	Investigate opportunities for recycling of wastes prior to sending to landfill.
WM11	Waste receptacles will be collected on a regular basis by licensed contractors or Council collection service and transported for offsite disposal at an appropriately licensed landfill or recycling facility.
WM12	Provide toilet facilities for onsite workers and how sullage would be disposed of (e.g., pump out to local sewage treatment plant).
WM13	Provisions protocol for the packaging, transportation of spent lithium-ion batteries to collection and recycling facilities.
WM14	Green waste: Onsite reuse where possible or reused offsite in accordance with the 'Mulch Resource Recovery Order and Exemption' (NSW EPA, 2016).
WM15	Spoil: Onsite reuse; or reused offsite as Virgin Excavated Natural Material or the Excavated Natural Material Resource Recovery Order and Exemption' (NSW EPA, 2014b) (as applicable).
WM16	Concrete: Source separated and stored in separate receptacles/ storage areas. Reused onsite where feasible; reused offsite in accordance with the 'Recovered Aggregate Resource Recovery Order and Exemption' (NSW EPA, 2014c); or transported off site for recycling
WM17	Timber: Where practicable procurement of surplus pallets will be avoided. Delivery of material on pallets will be limited where practicable; however, if materials have to be delivered on pallets, these will be returned to the supplier at time of delivery (where practicable). Pallets will be reused where possible, through product stewardship arrangements sought by the Applicant prior to construction. Damaged pallets will be sold for wood chip where practicable (e.g., if untreated and uncontaminated). Wood pallets not suitable for reuse or recycling would be stored in designated waste storage areas for collection by an authorised contractor for offsite drop-off.
WM18	Plastic packaging: Source separated and stored in separate receptacles/ storage areas. Offsite transport for recycling.
WM19	PET: Source separated and stored in separate receptacles/ storage areas. Offsite transport for recycling.
WM20	Cardboard packaging/ paper waste: Source separated and stored in separate receptacles/ storage areas. Offsite transport for recycling.

ID	Mitigation Measure
WM21	Glass: Source separated and stored in separate receptacles/ storage areas. Offsite transport for recycling.
WM22	Empty chemical drums: Reused onsite, recycled via contractor or returned to supplier.
WM23	Paint: Transported from site and disposed of in accordance with the 'Waste Classification Guidelines' (NSW EPA, 2014a).
WM24	Oil spill clean-up material: Collected oily rags and spill clean-up material will be collected in regulated waste bins and transported by a licensed regulated waste contractor to a licenced regulated waste receiver for disposal.
WM25	Waste oils, lubricants and liquids: Stored separately and transported by a licensed regulated waste contractor to a licensed regulated waste receiver for disposal.
WM26	Metals (ferrous and non-ferrous): Scrap metal will be stored in for periodic transportation offsite to applicable recycling facilities.
WM27	Turbines: Damaged and end-of-life turbines and associated infrastructure will be transported by a licensed regulated waste contractor to a licenced regulated waste receiver for disposal. As technology allows waste management providers that specialise in recycling of turbines will be investigated.
WM28	Electronics and electrical infrastructure: Stored in dedicated areas prior to offsite transport. As far as possible, all materials and components will be reused, sold as scrap, recycled or re-purposed to the maximum amount economically practicable. Where not practicable, transported from site and disposed of in accordance with the 'Waste Classification Guidelines' (NSW EPA, 2014a)
WM29	Recyclable domestic waste: Stored in dedicated recyclable bins for periodic transportation offsite to applicable recycling facilities.
WM30	Septic tank waste: Collected waste will be transported by a licenced regulated waste contractor to a licenced regulated waste receiver for disposal.
WM31	Domestic wastes: Transported from site and disposed of in accordance with the Waste Classification Guidelines (NSW EPA, 2014a).
Economic	
EC1	The Applicant will work in partnership with the relevant Council in the Study Area, and the local community so that the projected economic benefits of the Project are maximised, and the impacts minimised.
EC2	Regional residents, where they have the required skills, experience, and commitment will be employed for the Project.
EC3	Participate, as appropriate, in business groups, events or programs in the regional community.
EC4	Non-labour inputs to production will be locally sourced where local producers can be cost and quality competitive.
EC5	A benefit sharing program will be established to fund community projects and supporting a range of benefit sharing initiatives.
EC6	Lease payments will be provided to host landowners that provide an alternative drought proof income with potential flow-on benefits to the regional economy.
EC7	Payments will be provided to neighbours within 10 km of the Project to share economic benefits.
EC8	Agricultural activities will continue during the operational phase of the Project and following Project decommissioning, agricultural production will be fully reinstated as per pre-project.

ID	Mitigation Measure
EC9	Drive-in drive-out (DIDO)/ fly-in fly-out (FIFO) will be used for the Project and workforce accommodation will be provided to reduce impacts on the regional labour market (wage increases and labour shortages) and accommodation market (price/rent increases).
<b>Social</b>	
SO1	A Stakeholder Engagement Plan (SEP) will be developed and implemented.
SO2	A Grievance Mechanism will be developed and implemented.
SO3	Job awareness opportunities will be investigated and created amongst the community (in partnership with the relevant Councils and other partner organisations).
SO4	A Local Employment Plan (LEMP) will be developed and implemented.
SO5	The Applicant will work with the Engineering, Procurement and Construction (EPC) Contractor to minimise social impacts.
SO6	Skills shortages within the region will be monitored and taken into consideration with EPC recruitment objectives.
SO7	A Construction Traffic Management Plan (CTMP) will be developed and implemented.
SO8	A Construction Environmental Management Plan (CEMP) will be developed and implemented.
SO9	A Workforce Accommodation Management Plan (WAMP) will be developed and implemented.
SO10	An Aboriginal Cultural Heritage Management Plan (ACHMP) will be developed and implemented.
SO11	An Operational Environmental Management Plan (OEMP) will be developed and implemented.
SO12	A CEF will be developed and implemented in consultation with key stakeholders and potential partners and publish to the wider community.
SO13	Mitigation and management measures outlined in the Noise and Vibration Impact Assessment (NVIA) will be developed and implemented.
SO14	A Legacy Fund will be developed and implemented, which will be administered by independent community groups following cessation of the Project.
SO15	Impacts to accommodation availability and cost inflation attributable to Project workforce accommodation arrangements will be monitored.
SO16	Accessibility impacts to local services attributable to increased service demand from the Project workforce will be monitored.
SO17	Local content initiatives which include local procurement goals for the operation phase will be developed and implemented.
SO18	Host and near neighbour landowner agreements will be enacted as agreed.
SO19	To understand land devaluation concerns, open communication with surrounding landowners will be fostered.
SO20	Community benefits will be considered to be extended to surrounding landowners (the community typically views these as an "offset"), for the perceived devaluation of land through Neighbour Agreements.
SO21	Project developer will undertake localised visual impact assessments where merited (including properties that may have previously declined a visual impact assessment) and communicate the outcomes of the visual impact assessment.
SO22	Development and implementation of a Community Engagement Strategy (CES)





## APPENDIX D      UPDATED STATUTORY COMPLIANCE

TABLE D-1 MANDATORY CONSIDERATIONS

Statutory Reference	Mandatory Consideration	Amended Project Response	Where Addressed	Compliant
Considerations under the EP&A Act and Regulation				
<b>Section 1.3 - Objects of the Act</b>  Pursuant to Section 1.3 of the EP&A Act, the Objects of the Act are:	(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,	The Project will generate additional employment within the region which will assist in sustaining the socio-economic viability of the region while contributing to alternative sources of power generation to reduce the region's carbon footprint.	Section 4.2.4.1 & 4.2.3.1 of the RtS Report	ü
	(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	The Project is consistent with the principles of ESD. The Project has considered stakeholder engagement, environmental assessments, a number of design and layout alternatives, and management measures to address the impacts that are likely to occur from Project.	Section 0 of this report	ü
	(c) to promote the orderly and economic use and development of land,	The EIS and Project Amendment Report has assessed the potential impacts of the Project in accordance with the requirements of relevant policy and guidelines and will provide an ongoing regional economic stimulus for the operational life of the Project through employment, sourcing of local materials, plant and equipment, and the establishment of a host landowner agreement, NBSP, CEF, and VPA.	Section 6.11.2 of this report Section 4.2.3.10 & 4.1 of the RtS Report	ü
	(d) to promote the delivery and maintenance of affordable housing,	Not applicable.	Section 6.11.2 of this report Section 4.2.3.10 & 4.1 of the RtS Report	-
	(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	The Project design has been prepared and refined to avoid impacts on the environment and high value biodiversity, and where impacts could not be avoided, mitigation measures have been provided.	Section 6.1 of this report Section 4.2.3.10 & 4.1 of the RtS Report	ü

Statutory Reference	Mandatory Consideration	Amended Project Response	Where Addressed	Compliant
	(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	The Project design has been prepared to avoid impacts on both Aboriginal and Historic Heritage, and where impacts could not be avoided, mitigation measures have been provided to preserve heritage sites.	Section 6.6 of this report Section 4.1 of the RtS report	ü
	(g) to promote good design and amenity of the built environment,	The Project has been designed in accordance with relevant standard, considered visual and landscape impacts and has avoided or minimised these through design refinements or mitigation measures.	Section 6.3 of this report Section 4.1 & 4.2.3.3 of the RtS report	ü
	(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	The Project has considered all relevant aspects in the design of buildings associated with the Project, including the health and safety of proposed occupants of buildings.	Section 6.5.4 of this report Section 4.2.3.7 of the RtS report	ü
	(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,	The EIS and Project Amendment Report has engaged with all government levels through the development of the Project to date.	Section 5 of this report Section 3.1 of the RtS report	ü
	(j) to provide increased opportunity for community participation in environmental planning and assessment.	The EIS and Project Amendment Report has considered the outcomes of community participation, which has supported the Project design and identification of mitigation measures date.	Section 5 of this report Section 3.1 & 4.2 of the RtS report	ü



Statutory Reference	Mandatory Consideration	Amended Project Response	Where Addressed	Compliant
<b>Section 4.15 – Evaluation</b>  Pursuant to Section 4.15 of the EP&A Act, the consent authority is required to take matters into consideration in determining an Application	a) the provisions of – (i) any environmental planning instrument.	The provisions of relevant environmental planning instruments (EPIS) relating to the Project are addressed below.	This table	ü
	a) the provisions of – (ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved).	There are no draft environmental planning instruments relevant to the Project	This table	-
	a) the provisions of – (iii) any development control plan.	Development control plans do not apply to SSD under the provisions of Clause 2.10 of SEPP (Planning Systems) 2021.	This table	ü
	a) the provisions of – (iiia) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4.	A CEF will be managed through a Voluntary Planning Agreement (VPA) with Hay Shire Council, and governed by Subdivision 2, of Division 7.1 of Part 7 of the EP&A Act.	This table	ü
	a) the provisions of – (iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph).	The provisions of the <i>Environmental Planning and Assessment Regulation 2021</i> (EP&A Regulation) and its relevance to the Project are addressed. Clause 61 of the EP&A Regulation provides additional matters that consent authority must consider. None of these matters are relevant to the Project.	Section 4 of this report	ü
	(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.	Assessment of the key environmental and social impacts relating to the Project have been addressed in the EIS and Project Amendment Report.	Section 6 of this report	ü

Statutory Reference	Mandatory Consideration	Amended Project Response	Where Addressed	Compliant
	(c) the suitability of the site for the development	A number of key factors were assessed to determine site suitability, including wind resources, grid connection, planning requirements and likely environmental impacts.	Section 6 & 7 of this report	ü
	(d) any submissions made in accordance with the Act or the regulations.	The EIS was publicly exhibited between 8 May 2024 and 4 June 2024. The amended Project layout addresses relevant matters raised in submissions, was informed by stakeholder and community engagement, and further consideration of environment and social constraints, and civil design constructability.	Section 7.1 of this report Section 4 of the RtS report	-
	(e) the public interest.	<p>The Project offers a number of strategic and long-term benefits that are of local and regional community interest. It includes:</p> <ul style="list-style-type: none"> <li>• The supply of renewable energy, that together with the provision of a storage capacity, is expected to result in lower cost of energy in the NEM;</li> <li>• The provision of jobs during construction and operation phases and an economic boost to the local economy, through local goods and services and community benefit programs;</li> <li>• The Project will also assist in achieving International, Australian Government, and State Government policies strategic goals.</li> </ul> <p>The principles of sustainable development are key to decision-making processes concerning the development of new energy resources. A key principle underlying the notion of sustainable development is the concept of intergenerational equity. Intergenerational equity is premised on the idea that “the present generation should ensure that the health, diversity and productivity of the environment is maintained or enhanced for the benefit of future generations”.</p> <p>Intergenerational equality relating to energy production has two requirements:</p>	Section 0 & 6.11 of this report Section 4.2 of the RtS report	ü

Statutory Reference	Mandatory Consideration	Amended Project Response	Where Addressed	Compliant
		<ul style="list-style-type: none"> <li>• Sustainable mining and use of fossil fuels; and</li> <li>• Increasingly substitute energy sources that result in less greenhouse gas emissions for energy sources that result in more greenhouse gas emissions.</li> </ul> <p>As a result, the Project is in the public interest.</p>		
Considerations under other legislation				
Biodiversity Conservation Act 2016 – Section 7.14	The Minister for Planning and Homes is required to take into account the impact of the Project on biodiversity. The Minister may (but is not required to) further consider under the EP&A Act the likely impact of the Project on biodiversity values.	An amended BDAR pursuant to section 7.14 of the BC Act has been undertaken for the Project.	Section 6.1 of this report  Appendix G	ü
Considerations under relevant EPIs				
<p>State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP)</p> <p>Chapter 3 Hazardous and offensive development</p> <p>Chapter 4 Remediation of Land</p>	<p>Chapter 3 of Resilience and Hazards SEPP assesses the potential hazards associated with the Project by providing definitions and guidelines for hazardous industry, offensive industry, hazardous storage establishments, and offensive storage establishments.</p> <p>Chapter 4 of Resilience and Hazards SEPP promotes the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment.</p>	<p>The EIS considered current circulars or guidelines published by the Department relating to hazardous or offensive development including:</p> <ul style="list-style-type: none"> <li>• <i>Hazardous Industry Planning Advisory Paper No 4 – Risk Criteria for Land Use Safety Planning</i> (HIPAP No. 4) (DPIE, 2011b);</li> <li>• <i>Hazardous Industry Planning Advisory Paper No 6– Guidelines for Hazard Analysis</i> (HIPAP No. 6) (DPIE, 2011a); and</li> <li>• Multi-level Risk Assessment (DoP, 2011c).</li> </ul> <p>The amended Agricultural Impact Assessment provides a further discussion on the potential impacts on soil and agriculture resources associated with the Project.</p>	Section 6.8 of this report	ü



Statutory Reference	Mandatory Consideration	Amended Project Response	Where Addressed	Compliant
State Environmental Planning Policy (Biodiversity and Conservation) 2021 (Biodiversity and Conservation SEPP)	Chapter 4 Koala Habitat Protection 2021 of the Biodiversity and Conservation SEPP provides a framework for councils to prepare a strategic koala plan of management that would apply to the whole or part of an LGA.	Neither SEPP is applicable to the Project. Notwithstanding, Koalas have been considered during the preparation of the EIS, Project Amendment Report, BDAR and EPBC Act Referral.	Section 6.1 of this report	ü
State Environmental Planning Policy (Primary Production) 2021 (Primary Production SEPP)	The Primary Production SEPP contains planning provisions to manage primary production and rural development, including supporting sustainable agriculture for the protection of prime agricultural land of state and regional significance, as well as regionally significant mining and extractive resources.	The Project will not impede agricultural use of the land.	Section 6.8 of this report	-
State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP)	T&I SEPP provides greater consistency and flexibility in the development of key transport and infrastructure works. Relevantly, Section 2.36(1) provides that the development of electricity generating works may be carried out with consent in a prescribed rural zone, which includes the <i>RU1 – Primary Production Zone</i> .	The Project is located on land zoned RU1, therefore, the Project is permissible with consent under the provisions of Clause 2.36 of T&I SEPP.	Section 4 of this report	ü
State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)	The Primary Production SEPP classifies a project as SSD if it requires development consent and is a development for the purpose of electricity generating works that has a capital investment value of more than \$30 million.	The Project has met the relevant criteria under the provisions of the Planning System SEPP for it to be classified SSD.	Section 4 of this report	ü

Statutory Reference	Mandatory Consideration	Amended Project Response	Where Addressed	Compliant
Hay Local Environmental Plan 2011 (Hay LEP) and	The EIS will address relevant components of the Hay LEP, including Clause 1.2 – Aims of Plan and the Land Use Table, Zone RU1 (Primary Production).	The Project meets the aims of the Hay as the proposed layout has been designed to avoid or minimise impact to identified biodiversity, amenity visual and noise, Aboriginal cultural heritage values, and land of significance for agricultural purposes. Progressive design iterations for the WTGs, ancillary infrastructure, and the transmission line easement have continued with key drivers being measures to minimise and avoid environmental and social impacts in line with the Avoid-Minimise-Mitigate-Offset design hierarchy. The Project will allow for ongoing agricultural activity through planned continued use of the Project Area for grazing, preventing fragmentation of agricultural land. The Applicant also commits to implementing a NBSP for the life of the Project, which will provide investment in buildings and social infrastructure in the local community.	Section 4 of this report	ü
	Objectives of the RU1 – Primary Production relevant to the Project (Land Use Table): To encourage sustainable primary industry production by maintaining and enhancing the natural resource base To encourage diversity in primary industry enterprises and systems appropriate for the area To minimise the fragmentation and alienation of resource lands	The Project has undertaken technical studies to identify, avoid and mitigate impacts associated with the development of Project. Appropriate measures will be adopted to protect, maintaining and enhance the local natural resource. Additionally, the Project will continue to provide upgraded access for ongoing agricultural activities and further provide a diversified income stream through host landowner agreement, NBSP and CEF.	Section 4 of this report	ü
Considerations under Development Control Plans				
Development Control Plan	There are no Development Control Plans listed on the Hay Shire Council website.	The Project is classified as SSD. As such, under Section 2.10 of the Planning Systems SEPP, DCP does not apply and is not a mandatory consideration for the Project.	Section 4 of this report	ü



## APPENDIX E      PROJECT CONSISTENCY LETTERS





## APPENDIX F      DETAILED MAPS AND PLANS



APPENDIX G      AMENDED BIODIVERSITY  
DEVELOPMENT ASSESSMENT REPORT



## APPENDIX H      SUPPLEMENTARY NOISE ASSESSMENT





## APPENDIX I

## ADDENDUM TO THE LANDSCAPE AND VISUAL IMPACT ASSESSMENT



APPENDIX J

AMENDED TRAFFIC IMPACT  
ASSESSMENT



APPENDIX K

UPDATED AVIATION IMPACT  
ASSESSMENT





APPENDIX L

AMENDED BUSHFIRE RISK  
ASSESSMENT



## APPENDIX M      UPDATED TELECOMMUNICATIONS IMPACT ASSESSMENT



APPENDIX N      UPDATED ELECTROMAGNETIC FIELD  
AND HUMAN HEALTH ASSESSMENT





APPENDIX O      REVISED ABORIGINAL CULTURAL  
HERITAGE ASSESSMENT REPORT



## APPENDIX P

## TRANSPORT HAUL ROUTE ABORIGINAL CULTURAL HERITAGE ASSESSMENT REPORT



## APPENDIX Q      TEST EXCAVATION METHODOLOGY





## APPENDIX R      UNEXPETCED FINDS PROCEDURE



APPENDIX S

AMENDED AGRICULTURAL IMPACT  
ASSESSMENT



## APPENDIX T      UPDATED FLOOD IMPACT ASSESSMENT





## APPENDIX U      AMENDED ECONOMIC ASSESSMENT



APPENDIX V

ACCOMMODATION CAMP CONCEPTUAL  
LAYOUT



## APPENDIX W      AVIATION NIGHT LIGHTING PLAN





APPENDIX X

PRELIMINARY SITE INVESTIGATION  
(PSI)



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