

Appendix A

Amended Project Description



This section describes the layout, location and function of all infrastructure to be installed and operated as part of the Project. Descriptions of the construction, operation and decommissioning phases of the Project are also provided.

This document has been reformatted during the preparation of the Amendment Report (Umwelt, 2026). Substantive changes reflecting amendments to the Project description are shown in green text.

A.1 Project Overview

The Project consists of the installation, operation, maintenance and decommissioning of up to 76 WTGs up to 280 m in height, BESS, electrical infrastructure providing connection to Project EnergyConnect, ancillary infrastructure, and temporary facilities.

The Project has been designed and refined through a comprehensive process that incorporates community and other stakeholder feedback to maximise positive social, economic and environmental outcomes while minimising environmental and social impacts.

The Project will have a generating capacity of up to 402 MW.

The indicative Project layout (based on 76 WTGs) is shown on **Figure A.1** with additional detail provided in **Figure A.2** to **Figure A.4**. Key components of the Project are summarised in **Table A.1** and are described in further detail in the sections below.

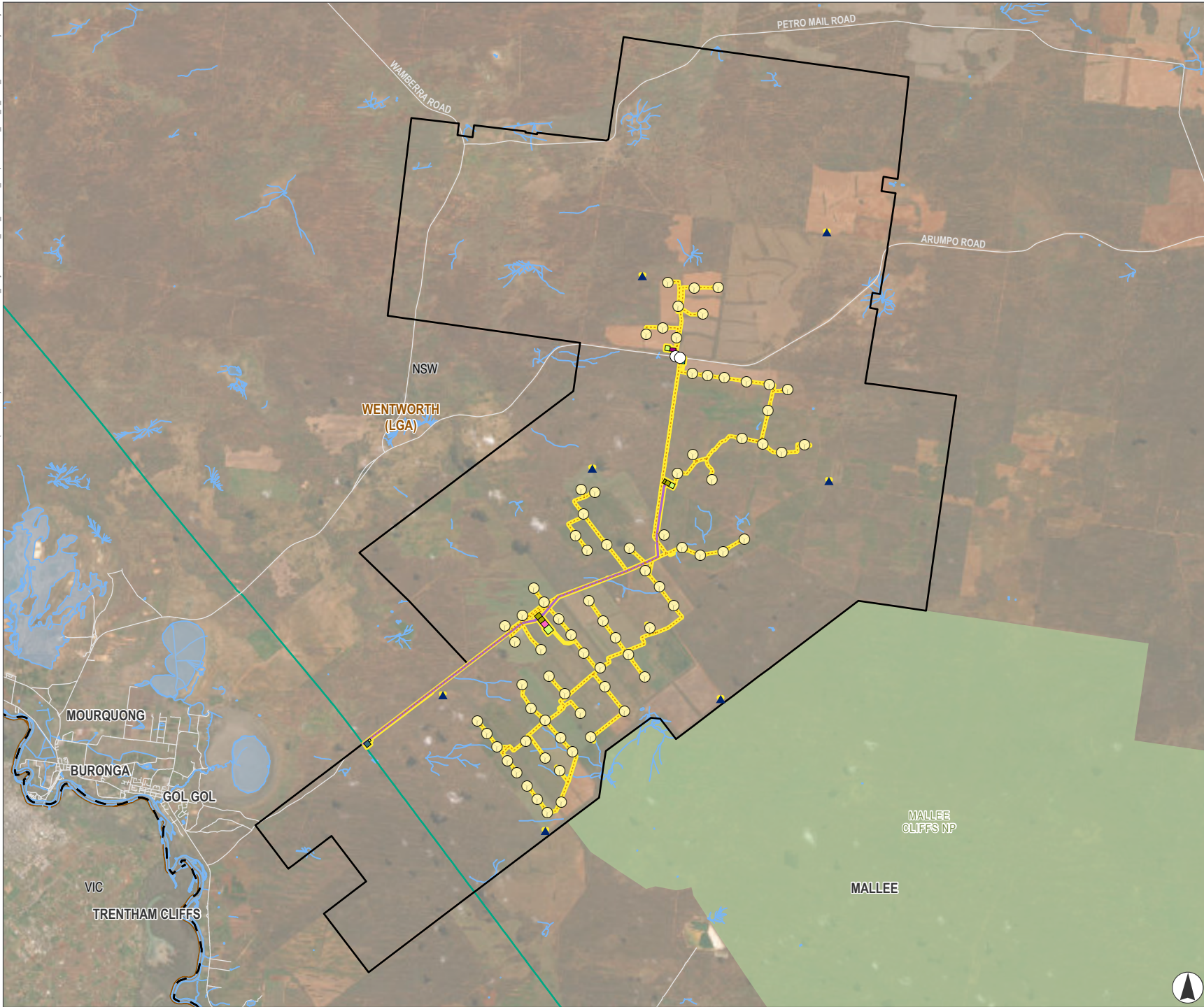
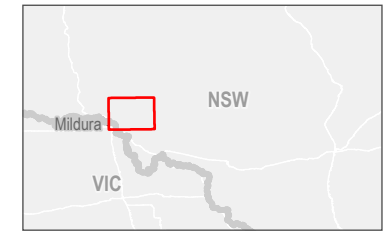


FIGURE A.1
Amended Project Layout

- Legend**
- Project Boundary
 - Disturbance Footprint
 - Access Points
 - Wind Turbine Generators
 - Permanent Meteorological Masts
 - Access Tracks
 - HV Transmission Line
 - Collector Substation and Switchyard
 - Operations and Maintenance Facility
 - Construction Compound
 - TWA Facility
 - Switchyard
 - Battery Energy Storage System (BESS)
 - Existing HV Transmission Lines
 - State Border
 - Local Government Area (LGA)
 - NPWS Estates
 - Road
 - Watercourse
 - Waterbody



Scale 1:220,000 at A4
GDA2020 MGA Zone 54



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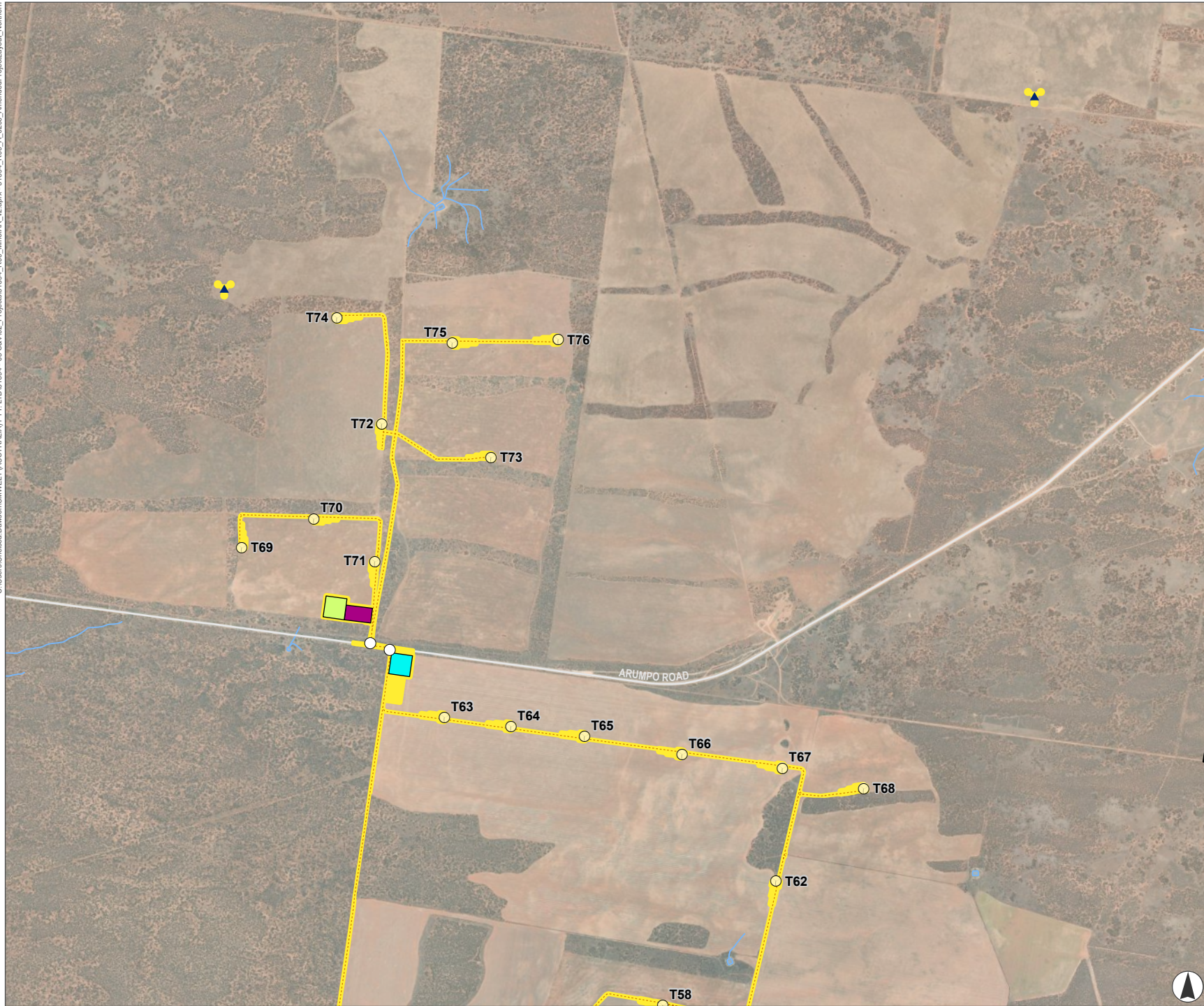
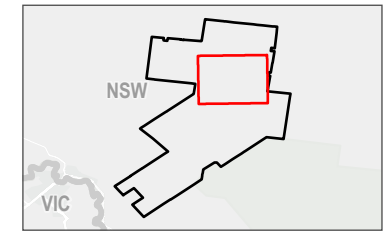


FIGURE A.2
Amended Project Layout
(Northern Area)

- Legend**
- Project Boundary
 - Disturbance Footprint
 - Wind Turbine Generators
 - Permanent Meteorological Masts
 - Access Points
 - Access Tracks
 - TWA Facility
 - Construction Compound
 - Operations and Maintenance Facility
 - Road
 - Watercourse
 - Waterbody



Kilometres
Scale 1:50,000 at A4
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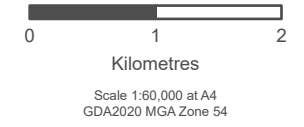
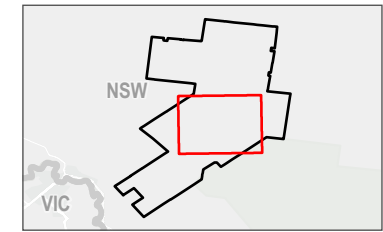


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FIGURE A.3
Amended Project Layout
(Central Area)

- Legend**
- Project Boundary
 - Disturbance Footprint
 - Wind Turbine Generators
 - Permanent Meteorological Masts
 - Access Tracks
 - Battery Energy Storage System (BESS)
 - Construction Compound
 - Collector Substation and Switchyard
 - HV Transmission Line
 - Road
 - Watercourse
 - NPWS Estates
 - Waterbody



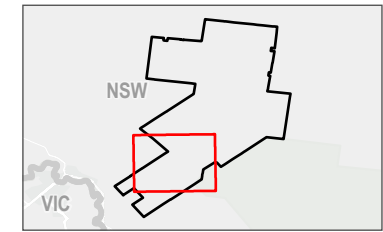
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MALLEE CLIFFS NP



FIGURE A.4
Amended Project Layout
(Southern Area)

- Legend**
- Project Boundary
 - Disturbance Footprint
 - Wind Turbine Generators
 - Permanent Meteorological Masts
 - Access Tracks
 - Existing HV Transmission Lines
 - Battery Energy Storage System (BESS)
 - Construction Compound
 - Collector Substation and Switchyard
 - Switchyard
 - HV Transmission Line
 - Road
 - Watercourse
 - NPWS Estates
 - Waterbody



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Table A.1 Amended Project Overview

Project Element	Summary of Amended Project
Life of Project	30 years
Project Area	Approximately 57,330.31 hectares (ha)
Disturbance Footprint	<ul style="list-style-type: none"> • Approximately 444.69 ha within the Project Area. • Approximately 0.28 ha within the Local Transport Route. • Total Disturbance Footprint is approximately 444.97 ha¹.
Generating Capacity	Up to 402 MW
WTGs	Up to 76 (three (3) blade) WTGs Refer to Table A.2 for dimensions and Section A.6 for further detail.
Battery Storage	100 MW, two-hour battery (200 MWh).
Ancillary Infrastructure	<p>Ancillary infrastructure for the Project includes, but is not limited to:</p> <ul style="list-style-type: none"> • internal roads • hardstands • collector substations • switchyards • operations and maintenance (O&M) facility • underground and overhead transmissions lines and poles • communications cables (including control cables and earthing) • permanent meteorological masts • water storage tanks. <p>Refer to Section A.7 for further detail.</p>
Temporary Facilities	<p>Temporary facilities include, but are not limited to:</p> <ul style="list-style-type: none"> • a temporary on-site workforce accommodation facility • construction site compounds, including: <ul style="list-style-type: none"> ○ site office, amenities and parking areas ○ construction laydown areas for equipment and supplies ○ batching plants (concrete and/or asphalt) ○ temporary stockpiling and material storage areas. • laydown areas • minor ‘construction’ access tracks • temporary meteorological masts.
Subdivision/other	Subdivision and boundary adjustments of land within the Wentworth LGA (including nearby properties), where required to facilitate delivery of the Project and its ancillary activities through detailed design and procurement. This includes the ability to create lots that may be below the minimum lot size specified in the applicable Local Environmental Plan (LEP), where necessary to enable appropriate land tenure and third-party arrangements (e.g. ownership, leasing, easements, licences or transfers) for Project-related purposes.

¹ The Disturbance Footprint includes disturbance associated with the seven (7) proposed permanent meteorological masts, but excludes access to these meteorological masts that would be provided via existing farm tracks or cleared agricultural land.

Project Element	Summary of Amended Project
OSOM Transport Routes	<p>Indicative oversize, overmass (OSOM) transport routes extending from the Port of Portland to the Project Area. The route is considered in two (2) sections:</p> <ul style="list-style-type: none"> • Port to Euston: <ul style="list-style-type: none"> ○ The route sections extending from the Port of Portland to the Sturt Highway roundabout at Carey Street, Euston, as shown in Figure A.15 and Figure A.18. No upgrades to this transport route are proposed as part of this development application and would be subject to separate approval processes. • Local Transport Route: <ul style="list-style-type: none"> ○ As described below this section extends from Sturt Highway roundabout at Carey Street, Euston to the site access points off Arumpo Road leading into the Project Area.
Local Transport Route	<p>The Local Transport Route extends from the Sturt Highway roundabout at Carey Street, Euston to the proposed Site Access points off Arumpo Road. The Project will require minor works to accommodate Project related traffic including:</p> <ul style="list-style-type: none"> • Modifications at roundabouts at Euston and Buronga for the OSOM movements comprising the installation of hardstand, light pole relocations, multiple signs to be relocated and vegetation trimming. • Upgrade to the intersection of Silver City Highway and Arumpo Road to install a channelised right turn (CHR) treatment. • Upgrades to Arumpo road to facilitate entrance to the Project Area via the site access points including basic right and left (BAL/BAR) turn treatments as well as gate and fence modifications are required along Arumpo Road. <p>Proposed upgrades to the Local Transport Route are described in the 'Consolidated Summary of Road Upgrades' table provided in Appendix 1 (Table A1.1) of this project description.</p> <p>Disturbance and impacts associated with the Local Transport Route have been assessed in the EIS, and updated within the Amendment Report (Umwelt, 2026) and associated technical studies.</p>
Proposed Site Access	<p>Two (2) site access points into the north and south of the Project Area via Arumpo Road.</p> <p>Disturbance and impacts associated with the proposed site access have been assessed in the EIS, and updated within the Amendment Report (Umwelt, 2026) and associated technical studies.</p>
Construction Workforce	<p>Peak of approximately 400 full-time equivalent (FTE) positions (estimated average 224 FTE positions over the duration of construction).</p>
Operational Workforce	<p>30 FTE positions.</p>
Hours of Operation (Construction and Decommissioning Phases)	<p>Standard hours during construction and decommissioning between 7:00 am to 6:00 pm Monday to Friday, and 8:00 am to 1:00 pm Saturday.</p> <p>Works may be undertaken outside these hours where the activity is inaudible, for emergency works or time critical delivery of oversized plant or structures that police or other authorities determine require special arrangements to transport along public roads, emergency work to avoid the loss of life or damage to property, or to prevent environmental harm.</p>

Project Element	Summary of Amended Project
Hours of Operation (Operational Phase)	24 hours, 7 days per week.
Construction Timeframe	Approximately 36 months, indicatively commencing in 2027 (commencement of pre-construction minor works) and concluding in 2030.
Staging of construction, operations and decommissioning	Each phase of the construction, operation and decommissioning will be completed in one (1) stage each as detailed in Section A.9.

A.2 Project Area

The Project Area is situated within the Wentworth LGA (refer to **Figure A.1**). The Project Area covers an area of approximately 57,330.31 ha. A Disturbance Footprint has been determined to be the subject of the assessments detailed in the EIS and Amendment Report. The Disturbance Footprint includes all Project components and temporary disturbance areas.

The total Disturbance Footprint is 444.97 ha (within the Project Area 444.69 ha plus 0.28 ha for offsite road works) which represents less than 1% of the Project Area. The Project seeks approval to locate all Project infrastructure within the Disturbance Footprint and the assessments within the EIS and Amendment Report have been undertaken accordingly.

Concept road upgrade designs have been prepared for works required along the Local Transport Route and these provide a predicted disturbance footprint of 0.28 ha (refer to **Section A.6** to **Section A.8**).

Flexibility is required within the approved Project design to allow for micro-siting of the WTGs and site infrastructure as part of the detailed design and construction process to optimise the construction and operation of the Project. This assessment process has included consideration of this flexibility to allow for micro-siting within the Disturbance Footprint.

The Disturbance Footprint has been established in consideration of technical, environmental and social constraints in the immediate vicinity of the Project (refer to Section 2.7.4 of the EIS).

A.3 Future Land Subdivisions and Long-Term Leases

A.3.1 Subdivision and Boundary Adjustments

Spark Renewables is seeking flexibility for subdivision and boundary adjustments of land within the Wentworth LGA (including nearby properties), where required to facilitate delivery of the Project and its ancillary activities through detailed design and procurement. This includes the ability to create lots that may be below the minimum lot size specified in the applicable LEP, where necessary to enable appropriate land tenure and third-party arrangements (e.g. ownership, leasing, easements, licences or transfers) for Project-related purposes.

This amendment builds on the subdivision provisions already described in the EIS (including subdivision to facilitate the main switchyard connecting into the transmission network, the BESS and the two (2) on-site collector substations and switchyards), and extends that flexibility to other ancillary requirements that may be identified and negotiated with landholders, suppliers and stakeholders (including biodiversity stewardship, land management arrangements, roadworks and access , temporary accommodation arrangements, utility and grid connection).

The proposed amendment does not seek to authorise any additional physical works beyond the Project as assessed. Subdivision and boundary adjustment are administrative mechanisms only, and do not create new dwelling entitlements. Any physical works remain within the assessed Disturbance Footprint and off-site roadwork areas as described in the EIS and Amendment Report.

Detailed plans will be prepared to accompany applications for subdivision works certificates, that under Section 6.13 of the EP&A Act are required before subdivision work can be carried out in accordance with a development consent.

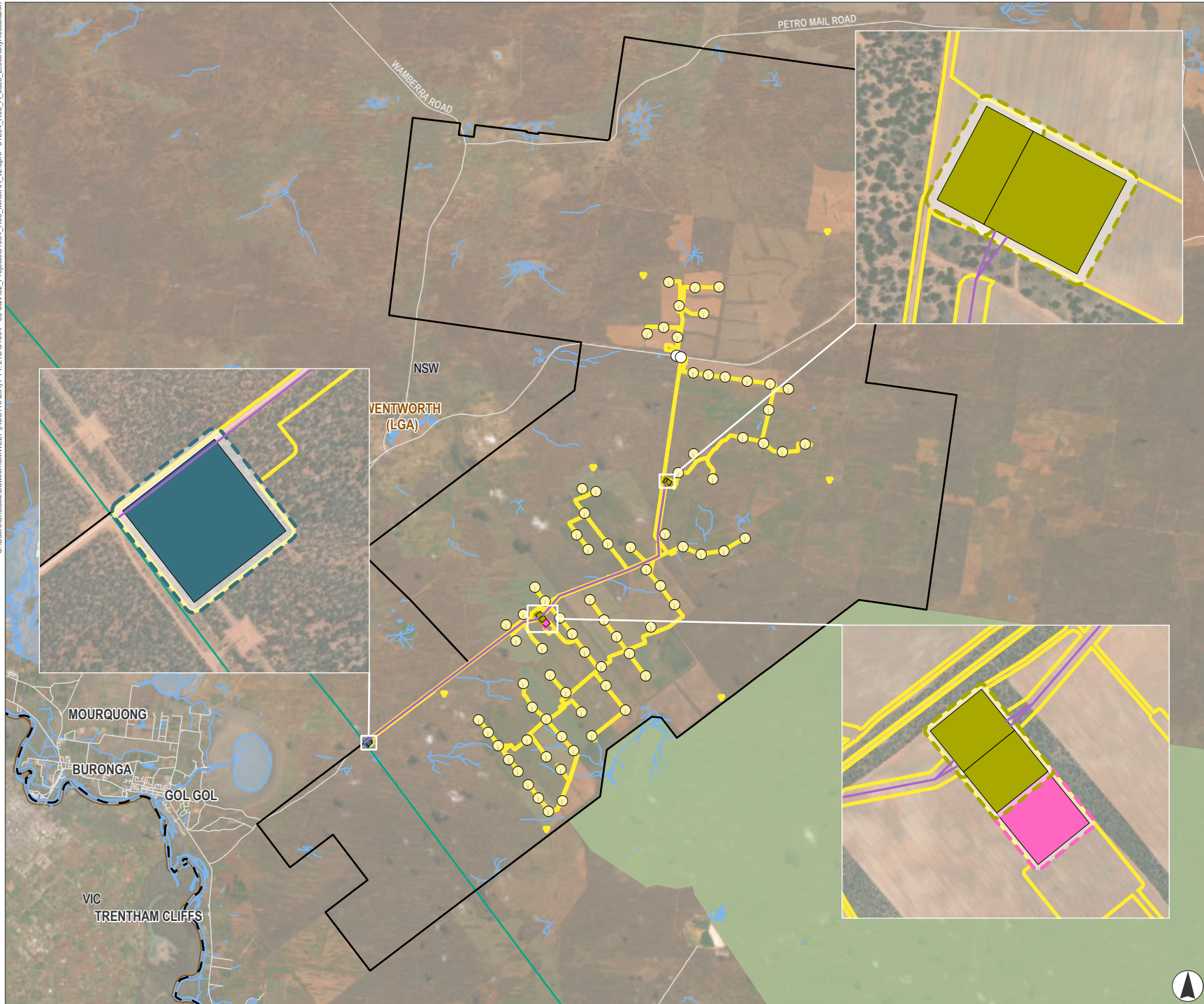
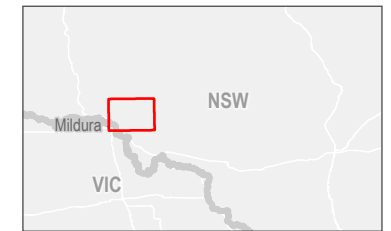


FIGURE A.5
Electricity Reticulation

- Legend**
- Project Boundary
 - Disturbance Footprint
 - Access Points
 - Wind Turbine Generators
 - HV Transmission Line
 - Collector Substation and Switchyard
 - Collector Substation and Switchyard - 20 m buffer
 - Switchyard
 - Switchyard - 20 m buffer
 - Battery Energy Storage System (BESS)
 - Battery Energy Storage System (BESS) - 20 m buffer
 - Existing HV Transmission Lines
 - State Border
 - Local Government Area (LGA)
 - NPWS Estates
 - Road
 - Watercourse
 - Waterbody



Kilometres
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A3.2 Long-term Leases

In order to carry out the Project, Spark Renewables will require separate long-term leases to be granted by each of the host landholders over parts of existing lots where Project infrastructure will be constructed.

A.4 Project Layout and Design

The key Project components are summarised in **Table A.2** to **Table A.6** which provides a summary of the key Project components, including their respective quantities and their approximate dimensions.

The Project seeks flexibility to refine the final layout and details of infrastructure and components to be installed or constructed, to be undertaken post-approval and finalised prior to the commencement of construction, within the assessed Disturbance Footprint. Some aspects of the design may change during detailed design stage. For example, the WTG and battery storage model may change as technology evolves and following a rigorous procurement process and the exact component dimensions and quantities of ancillary infrastructure and temporary construction facilities specified in **Table A.2** to **Table A.5** may change.

This flexibility will allow the final Project design to be optimised and the most appropriate and efficient infrastructure selected while still ensuring the Project's impacts remain generally in accordance with those assessed in the EIS, [Submissions Report and Amendment Report](#). Importantly, however, the total number and dimensions of WTGs will not exceed those specified in **Table A.2** below, compliance with all relevant performance criteria will be maintained and all Project infrastructure will remain entirely within the Disturbance Footprint.

Relevant assessments in the EIS, [Submissions Report and Amendment Report](#) have considered the 'worst case' for each of the Project components (such as WTG height and blade length, etc). Where components of the physical layout of the Project have the potential to change over time, further detail is provided in the following sections.

Table A.2 Key WTG Parameters

Project Component(s) / Infrastructure	Approximate Dimensions	Quantity
WTG height	Up to 280 m	76
Blade length	Up to 91 m ¹	228
WTG foundations (excavation size)	30 m x 30 m	76

¹ Note: Although a blade diameter (incl. nacelle) of 200 m has been conservatively assessed in the majority of technical studies, the maximum blade length dimension sought for approval is 91 m, as constrained by the [Revised Traffic Impact assessment and associated Route Options Analysis](#) (refer to Appendix B of the Amendment Report (Umwelt, 2026)).

Table A.3 Key Battery Storage Parameters

Project Component(s) / Infrastructure	Approximate Dimensions	Quantity
100 MW / 200 MWh battery energy storage facility	300 m x 300 m	One (1) compound located in the southern extent of the Disturbance Footprint.

Table A.4 Key Ancillary Infrastructure Parameters

Project Component(s) / Infrastructure	Approximate Dimensions	Quantity
Internal access roads	101.6 km	As shown in Figure A.1
Turbine hardstands	Variable dimensions, but typically approximately 245 m long and up to 75 m wide	76
Collector (on-site) substation and associated switch yard	200 m x 250 m collector substation 200 m x 250 m associated switch yard	Two (2) in total: one (1) each for North and South as shown in Figure A.1
Switch yard	220 m x 220 m	One (1) in the South as shown in Figure A.1
O&M facility	200 m x 200 m	One (1) in the North as shown in Figure A.1
Overhead transmission lines (high voltage)	Approximately 17.81 km of internal overhead transmission lines	Not applicable
Underground reticulation cables (medium voltage)	90,000 m	Not applicable
Permanent meteorological masts	Up to 200 m high	Up to seven (7)
Water storage tanks	One 10,000 litre water storage tanks	One (1)

Table A.5 Key Temporary Facility Parameters

Project Component(s) / Infrastructure	Approximate Dimensions	Quantity
Temporary Workforce Accommodation Facility	250 m x 140 m	One (1) temporary workforce accommodation facility, located in the northern portion of the Project Area as shown in Figure A.7 .
Construction site compounds, including: <ul style="list-style-type: none"> site office, amenities and parking areas construction laydown areas for equipment and supplies batching plants (concrete and/or asphalt) temporary stockpiling and material storage areas. 	200 m x 200 m	Five (5) compounds including two (2) compounds located in the southern portion of the Project Area, two (2) located in northern portion of the Project Area and one (1) additional compound in the north within the area reserved for the permanent O&M facility as shown in Figure A.1 .
Laydown areas	100 m x 150 m	3
Temporary Meteorological Masts	125m to 200 m high	Up to 7

Note: Refer to **Section A.5** for further detail.

A.5 Temporary Construction Facilities and Activities

Temporary facilities required to support the construction phase of the Project will consist of:

- construction site offices, amenities and compounds
- concrete or asphalt batching plants
- stockpiles and materials storage compounds
- laydown areas
- construction access roads
- temporary workforce accommodation facility
- temporary meteorological masts.

These temporary construction facilities are described in the following subsections. All temporary facility sites that are not required for the ongoing operation of the Project will be rehabilitated once they are no longer required.

The Project's Biodiversity Management Plan (BMP) will guide rehabilitation activities for the Project, with a focus on returning disturbed areas to a vegetation type consistent with their pre-disturbance type (e.g. cropping and grazing will be rehabilitated to cropping and grazing, native vegetation will be rehabilitated to native vegetation etc.).

Spark Renewables will also undertake geotechnical investigations as part of the construction of the Project. These works will occur throughout the Disturbance Footprint as required to inform detailed design and construction activities.

A.5.1 Construction Site Offices, Amenities and Compounds

The construction phase will require temporary infrastructure such as portable field offices, toilet facilities and parking bays within the temporary construction compound locations. These facilities will typically occupy an area of approximately 200 m by 200 m. Arrangements will be made for power and communications connections to the site offices during the construction period. During construction, sewage will be managed through temporary pump out systems.

For the permanent O&M facility, there will be appropriate onsite systems in accordance with Wentworth Shire Council requirements. Temporary construction compounds will be typical of that used at construction sites; noting they will not include accommodation facilities, a temporary workforce accommodation facility is also proposed and described in **Section A.5.8** below. Indicative locations for construction compounds have been identified in **Figure A.1**.

Alternative locations may be sought subject to Project detailed design and construction programming. The final locations will be determined in accordance with the development consent conditions and will be within the Disturbance Footprint. Temporary site office facilities will occupy an area of approximately 50 m by 100 m.

One (1) construction compound will be retained for permanent use during the life of the Project as an operations and maintenance facility.

Approval is also sought for temporary construction office facilities associated with the site entry points and substations to support the construction of these components of the Project, and to manage the initial works phases including construction of the site access road and main construction compounds.

Portable temporary offices and amenities will be required at construction work fronts. These areas are not shown on **Figure A.1** as their location will be determined on an as needs basis during the construction phase, however, they will remain within the Disturbance Footprint.

An indicative layout is shown in **Figure A.6**.

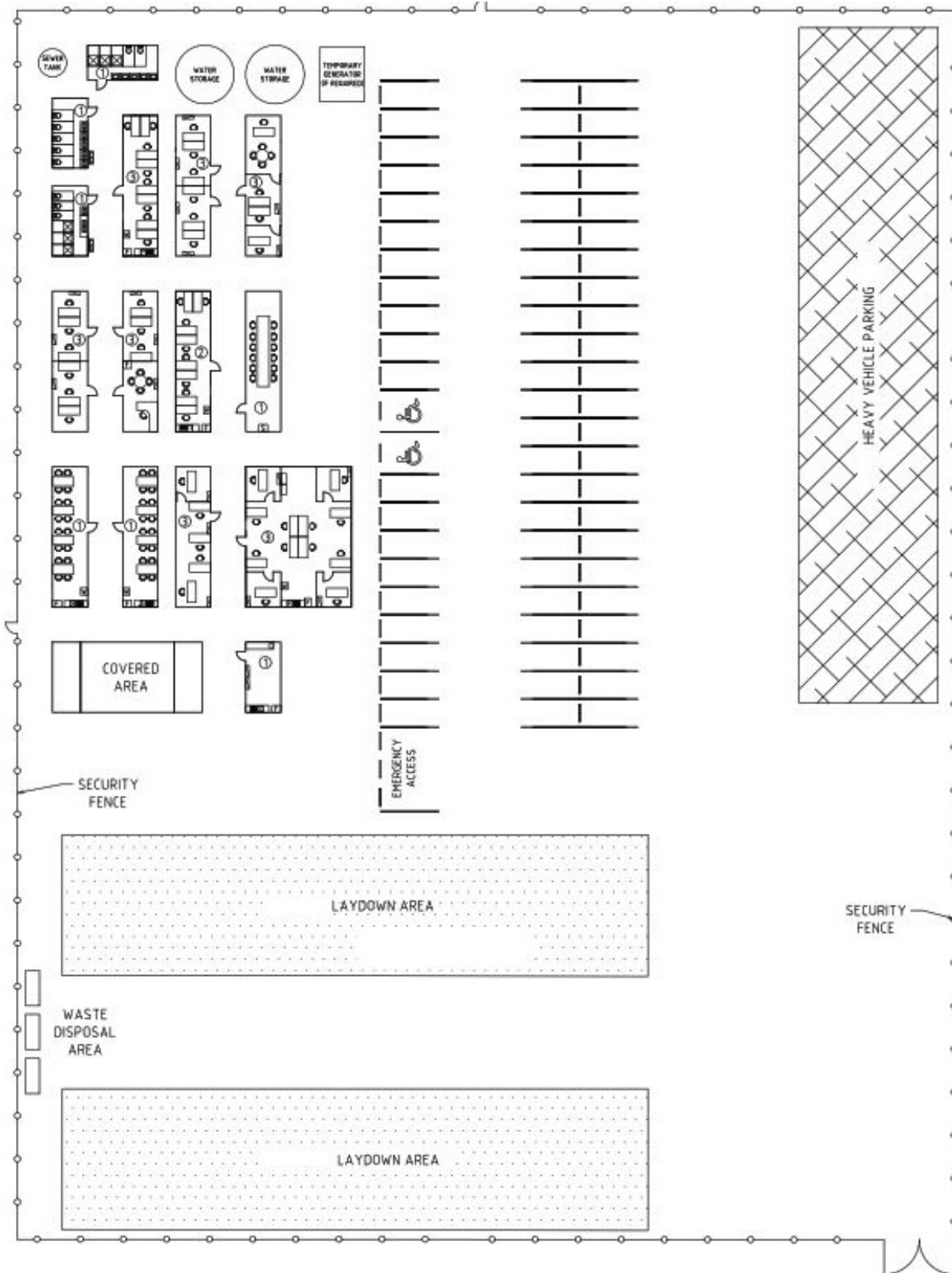


Figure A.6 Indicative Concept for Wind Farm Temporary Construction Site Offices and Compounds

A.5.2 Stockpiles and Materials Storage Compounds

Stockpiling of materials will be undertaken to maximise construction efficiencies and minimise waste being exported from the Project Area, including excavated materials (e.g. topsoil, subsoil, rock) and gravel/roadbase. Stockpiles will be established and utilised adjacent to excavations for WTG foundations, internal roads, compounds and laydown areas for the duration of construction. Stockpile and storage requirements have been considered in the Disturbance Footprint. Fuel and any other chemicals stored in compound areas will be stored in appropriately designed, bunded storage facilities and trucked to plant in the field.

A.5.3 Batching Plants

Temporary batching plants (concrete and/or asphalt) are proposed to process material for the WTG foundations, electrical infrastructure and internal roads (and other construction needs) and to produce concrete for Project construction activities including WTG foundations.

A typical on-site concrete batching facility would occupy an area of up to 3 ha and likely consist of a concrete mixer, cement bins, sand and aggregate stockpiles and storage facilities for various equipment and tools.

Each facility is sized for the use of front-end loaders, delivery of materials and entry and exit of vehicles and to have a sufficient storage area for materials for five (5) days batching.

Up to five (5) temporary concrete batching plants will be required. These will be located within the construction compounds. Typically, only one (1) concrete batching plant will be operating at any point in time with the infrastructure relocated between the construction compounds.

A.5.4 Laydown Areas

Laydown areas will be required adjacent to WTG locations, site compounds and internal roads for the storage and assembly of WTG components and equipment within the Disturbance Footprint. Hardstands and crane or equipment assembly areas will be used wherever practicable to minimise impacts, however, in some instances separate laydown areas will be required.

The Project will also require temporary field laydown areas which will be those areas where components will be placed on the ground in preparation for moving or relocating around the Project Area. Potential locations for temporary field laydown areas have been identified in **Figure A.1** as laydown areas. The final locations of temporary field laydown areas will be dependent on detailed design and construction programming. Locations will be selected to minimise environmental and social impacts associated with the key values identified in Section 6.0 of the EIS and will occur within the Disturbance Footprint.

A.5.5 Minor Construction Access Tracks

Construction access tracks and use of unformed access paths (e.g. light vehicle movements over farmland areas) will be required to facilitate some parts of the Project including, for example, the erection of overhead transmission lines and maintaining environmental management measures. Construction access tracks that are not required for the ongoing operation and maintenance works of the Project will be removed and rehabilitated on completion of the construction phase, unless landholders request the roads to remain.

A.5.6 Erosion and Sediment Control Structures

Erosion and sediment control measures would be implemented and maintained as needed over the life of the Project. These measures include (but are not limited to):

- Construction and operational activities will be restricted to designated work areas.
- Topsoil will only be stripped and handled when it is moist (not wet or dry) to avoid decline of soil structure.
- Construction of catch/diversion drains to divert clean surface water flows around disturbed areas will be located as close to the source of the sediment as practicable.
- Grassed table drains and sediment fencing to limit the movement of sediment off-site

A.5.7 Temporary Meteorological Masts

Seven (7) temporary meteorological masts up to a height of 200 m will be installed during the construction period to calibrate and verify the data collected from the seven (7) proposed permanent meteorological masts. The temporary meteorological masts will be installed at locations within the Disturbance Footprint, usually (but not always) at a selection of proposed WTG sites ahead of construction. The temporary meteorological masts will require a low voltage power cable connection and a communications cable. The temporary meteorological masts would typically be removed when construction of the WTG at that location occurs.

A.5.8 Temporary Workforce Accommodation Facility

A TWA facility will be required during construction of the Project. The TWA facility would take up an area up to approximately 4.25 ha and will be located in the northern extent of the disturbance footprint, north of Arumpo Road as shown in **Figure A.2**.

The TWA layout is shown conceptually in **Figure A.7**. The TWA facility will include accommodation and amenity facilities, car parking, food and catering facilities, recreation facilities, first aid facilities and telecommunications facility for personnel use. The TWA facility will consist of prefabricated demountable units, that will be delivered and installed on site. The TWA will meet the relevant requirements of the Building Code of Australia.

The TWA facility will be established during **Pre-Construction Minor Works (i.e. within the first six (6) months of works commencing)** and will accommodate up to 300 workers. The TWA will include:

- modular and relocatable single rooms/quarters
- office building(s)
- mess area (including stores, kitchen and dining area)
- laundry facilities
- toilet and shower facilities
- car and shuttle bus parking area
- a medical centre or first aid room staffed by personnel with suitable first aid/medical training
- recreation areas.

During construction, the accommodation facilities will require water, telecommunications, sewage treatment, electricity, diesel, grease and waste management. This includes the following:

- Potable water will be delivered by truck and stored in tanks that are connected to the units and communal infrastructure.
- Rainwater tank/s will be installed to capture water that can be used for non-potable functions such as toilet flushing, laundry, vehicle washing and landscape irrigation.
- An on-site sewage treatment plant will be installed and will produce treated wastewater that can be used during construction of the Project. Subject to appropriate treatment, treated water may be used to supplement rainwater captured for non-potable functions such as toilet flushing. Any wastes associated with the sewage treatment plant that are not suitable for re-use on-site will be disposed of off-site to a suitably licenced facility. On-site sewerage collection/treatment infrastructure will continue to be used during operation.
- The cellular network will be used for telecommunications during construction.
- Electricity may be sourced from the local distribution network (where available), on-site using solar panels/batteries and diesel generation where access to the grid is unavailable.
- Diesel will be delivered and stored within bunded storage tanks that comply with the relevant standards.
- The accommodation facilities kitchens will be equipped with a grease trap that will be pumped out regularly.
- The accommodation facilities will generate putrescible waste, recyclable waste and general waste. Waste will be collected and stored in waste bins that are emptied and removed by truck to licensed landfill and recycling centres, which have the required capacity, at least weekly. No waste will be deposited on site.
- Minimal night lighting is expected to be required at the TWA and would be limited to locations within the camp where it is essential for safety reasons. Where lighting is required low brightness lights will be used that would not be visible to off-site receptors.

The layout of the TWA facilities will be determined during detailed design. The facilities will use modular and relocatable single rooms/quarters and will be ‘scaled up’ and ‘scaled down’ based on construction workforce requirements.

Additionally, a construction compound including additional parking, storage areas, material stockpile and temporary power supply for construction will be located immediately west adjoining the TWA facility during construction.

Upon completion of the construction works, the TWA will be decommissioned and all disturbed areas rehabilitated, as outlined in [Section J.5, Appendix J of the Submissions Report \(Umwelt, 2026\)](#).

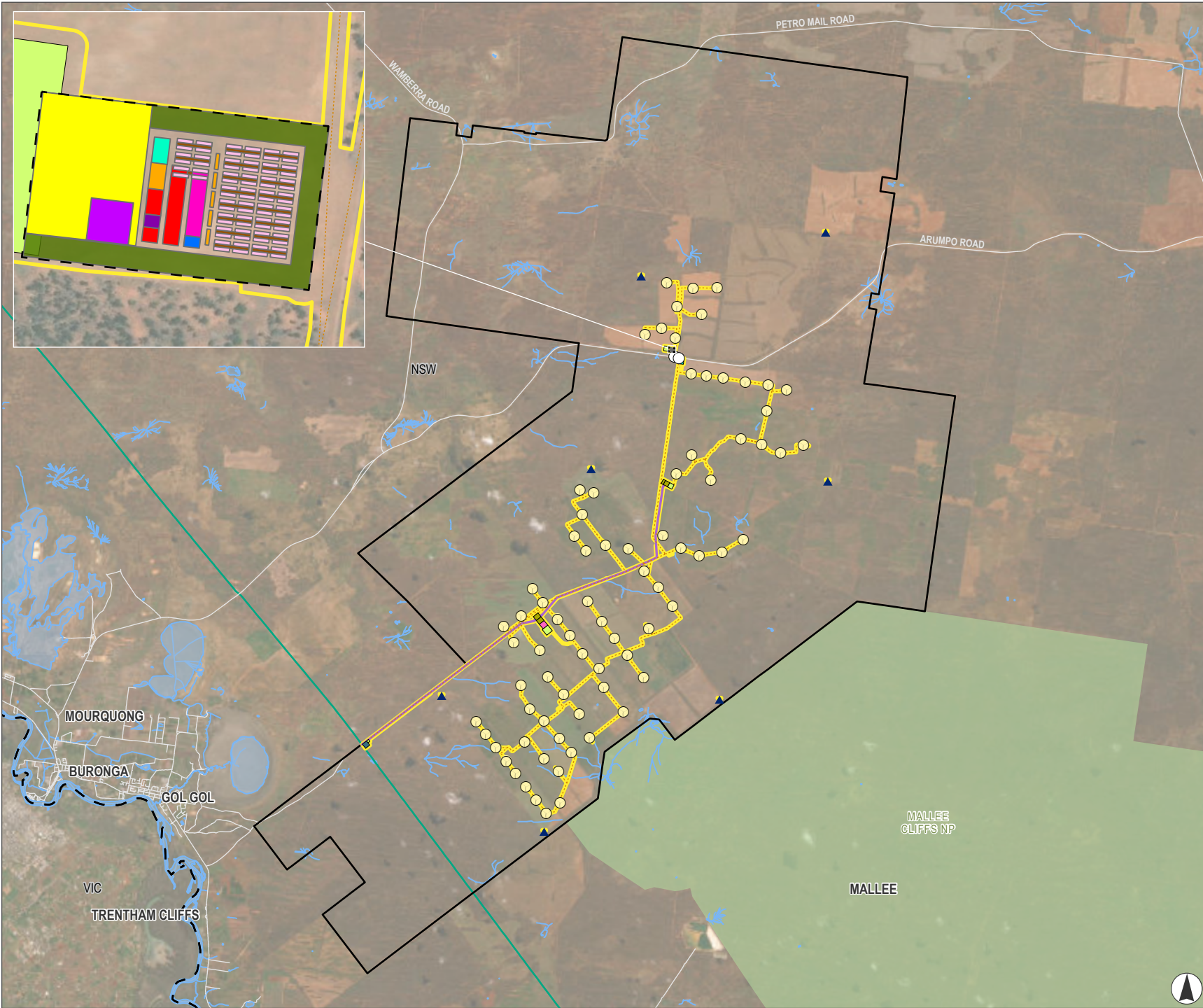
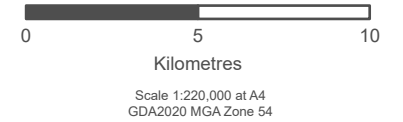


FIGURE A.7
Indicative Temporary Workers Accommodation Layout

- Legend**
- ▭ Project Boundary
 - ▭ Disturbance Footprint
 - Access Points
 - Wind Turbine Generators
 - ▲ Permanent Meteorological Masts
 - ⋯ Access Tracks
 - HV Transmission Line
 - ▭ Collector Substation and Switchyard
 - ▭ Operations and Maintenance Facility
 - ▭ Construction Compound
 - ▭ Switchyard
 - ▭ Battery Energy Storage System (BESS)
 - Existing HV Transmission Lines
 - ▭ State Border
 - ▭ NPWS Estates
 - Road
 - Watercourse
 - ▭ Waterbody
- TWA Facility - Conceptual Layout**
- ▭ Boundary
 - ▭ Accommodation
 - ▭ Ancillary Services
 - ▭ Carpark
 - ▭ Dining
 - ▭ Generator and Fuel Storage
 - ▭ Medical
 - ▭ Offices
 - ▭ Outside areas
 - ▭ Recreation and Entertainment
 - ▭ Truck Loading Bay
 - ▭ Verandah
 - ▭ Water/Gas Storage



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A.5.9 Signage

Traffic signage required as part of traffic safety for the Project will be installed in compliance with relevant regulations and in accordance with any permits obtained for traffic management. Signage will be erected at critical locations from the outset of construction, directing all vehicles associated with the construction site to the Project office. Additional signage would be located at or near entry points, providing information about the Project, the companies involved and essential safety information and telephone numbers.

Consultation with Wentworth Shire Council and Transport for NSW (TfNSW) will inform final signage locations.

A.5.10 Project Materials

Resource requirements for the Project include the provision of cement, aggregate, sand, asphalt, water and road base material. Procurement of resources required for the Project will be determined during the detailed design phase to be undertaken post approval. These resources may be sourced from locations local to the Project and may require the use of public roads not described in the EIS, [Submissions Report and Amendment Report](#). The routes used to move the resources through the surrounding towns and road network will be along the major road network and standard heavy vehicle road network, or alternatively along routes permitted by the resource supplier's permitting and approvals process. Flexibility is required to provide the opportunity to locally source required resources and to provide the ability to further define road routes for heavy and light vehicles. Materials will be sourced locally and as close to the Project as practicable to do so, including reusing material excavated from WTG foundations, roadworks and other earthworks where practicable. Topsoil cleared during the construction phase will be used for rehabilitation where practicable.

A.5.11 Water Supply

Water supply for the Project will primarily be sourced from Council water supplies in Wentworth and Buronga as follows:

- Potable water would be primarily sourced from Modica Crescent, Buronga and supplied via filling through a metered hydrant from the existing water main. An alternative potable water source is also proposed via Beverley Street, Wentworth and would be supplied via an overhead fill point.
- Non-potable water would be sourced via River Drive, Buronga and would also be supplied via an overhead fill point.

Spark Renewables has consulted with Council regarding a future commercial agreement for sourcing of water from the Council's mains water supply. Council has indicated that there is likely to be sufficient capacity available at the proposed water supply points and have no concerns subject to a commercial agreement being reached following the appointment of the project's lead contractor/s.

Water will be conserved and re-used where possible on-site, through:

- Re-use of treated effluent on-site
- Use of water collected in sediment basins
- Installation of rainwater tanks collecting runoff from building roofs

- Where possible, water from the concrete facility and vehicle washdown would be recycled and reused as far as practical.

Other supplementary water sources may be investigated during detailed design, including:

- use from existing dams where harvestable rights apply
- existing groundwater bores under agreement with relevant landholders.

However, the Project is not expected to be reliant on these supplementary water sources, and any future investigation regarding these supplementary options would include consultation with NSW DCCEEW – Water, and an assessment to confirm compliance with the *Water Management Act 2000* (WM Act) and relevant harvestable rights orders.

It is conservatively estimated that in the order of 229 megalitres (ML) of water may be required for the Project construction. This comprises:

- 18 ML of potable water for drinking water for the construction workforce
- 107 ML of clean water for TWA amenities (shower, toilet, laundry and kitchen) and concrete batching
- 104 ML of non-potable water for dust suppression and general operations (e.g. vehicle washdown).

However, these are precautionary (90th percentile) estimates. A more likely (50th percentile) estimate, which accounts for rainfall offset, on-site reuse, and the recirculation of treated effluent, indicates that the total construction water demand may be in the order of 140 ML (refer to the Water Resources Impact Addendum (WRM, 2026) in Appendix I of the Submissions Report (Umwelt. 2026)).

A.5.12 Construction Wastewater Management

Wastewater management for the TWA Facility and construction offices will be provided by an on-site treatment system. The proposed treatment system will be a contained system and is anticipated to include mechanical screening, biological and chemical treatment, filtration and disinfection. The waste solids produced by the treatment system will be emptied by a licensed contractor and disposed of at a nearby council operated wastewater treatment plant or other appropriately licensed facility.

Treated effluent suitable for reuse for construction purposes, which are anticipated to include dust suppression and earthworks conditioning, will be stored in sealed tanks or lined basins to avoid potential interaction with groundwater.

A.6 Project Components

A.6.1 Wind Turbine Generators

The Project will include the installation, operation, maintenance and decommissioning of up to 76 WTGs with a maximum generating capacity of up to 402 MW.

The preferred WTG unit model will be selected following detailed design and procurement. Although 76 WTGs are proposed, commercial considerations and selection of a larger WTG model may lead to fewer than 76 WTGs being constructed and operated, at the discretion of Spark Renewables.

Similarly, Spark Renewables is seeking flexibility to develop up to 76 WTG, should a lower capacity machine be selected during the detailed design. The maximum installed capacity of the Project would not exceed 402 MW. To provide a precautionary assessment, the EIS, [Submissions Report and Amendment Report](#) and all associated technical studies are based on the maximum 76 WTG layout and associated Disturbance Footprint.

Similarly, a precautionary approach was taken to assess a maximum WTG model with 280 m tip height allowing for advances in WTG technology between the time of assessment for the Project (EIS, [Submissions Report and Amendment Report](#)) and the commencement of construction.

The key components of a WTG are shown on **Figure A.8** and include:

- foundations
- towers
- nacelle (hub)
- rotor
- blades.

Additionally, each WTG will have an internal ladder or lift and a generator transformer.

The indicative location and height of each WTG is provided in Appendix 3 of the EIS. The WTGs would be installed at final locations to be confirmed within a 100 m micro-siting buffer of the proposed locations identified in the EIS, with the current conceptual locations shown on **Figure A.1**.

[The WTGs will be fitted with obstacle lighting as shown conceptually in the Aviation Lighting Plan \(Appendix G of the Submissions Report, Umwelt 2026\).](#)

To minimise the visual impacts of the Project, the WTGs will:

- be uniform in the colour, design, height and rotor diameter
- finished in matt-white and non-reflective material to reduce visibility
- not have any unnecessary signage or lighting ([other than obstacle lighting for aviation safety purposes](#)).

Other key components of an operational wind farm are shown in **Figure A.9** and are described further below.

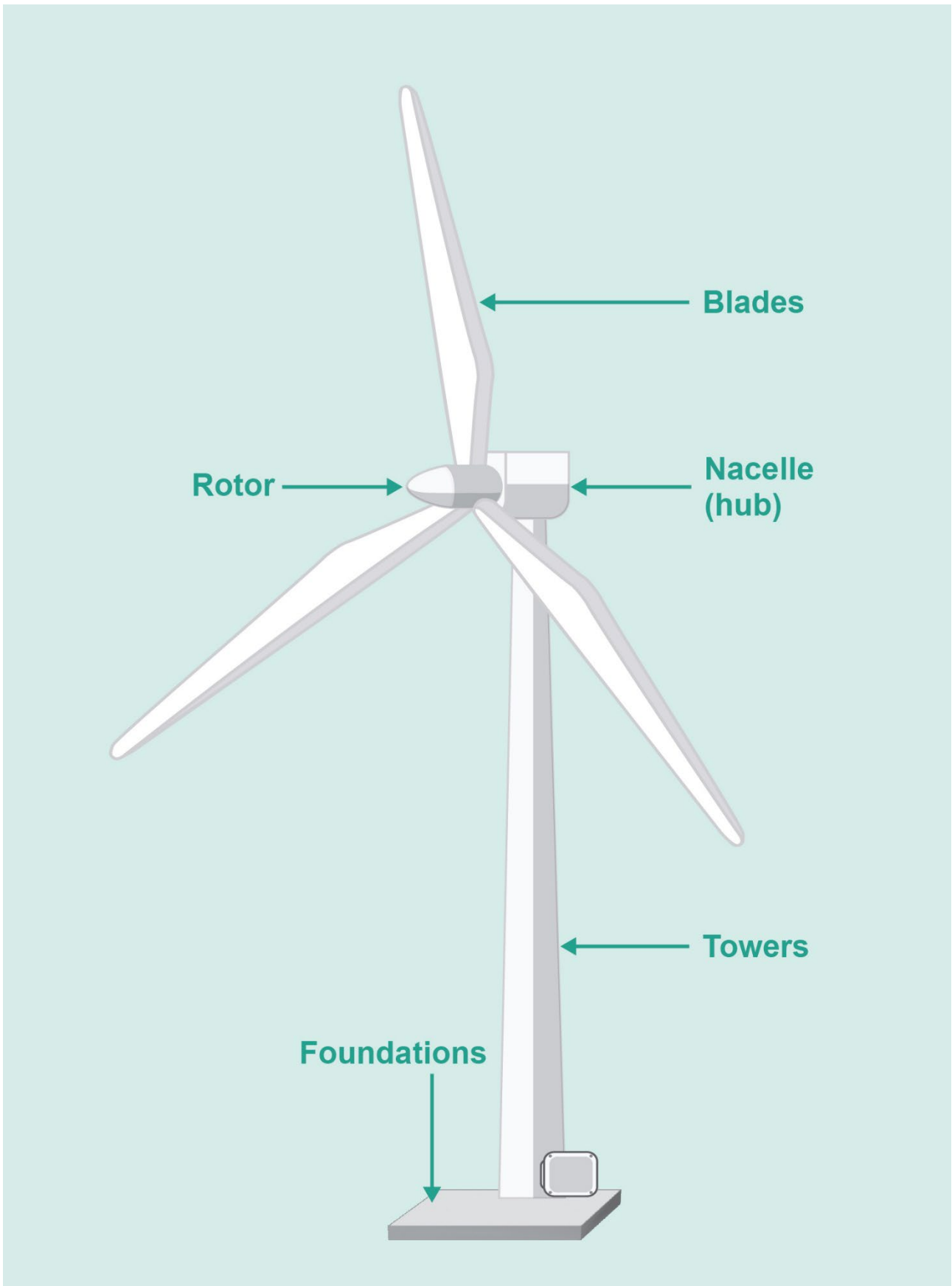


Figure A.8 Example Components of a WTG

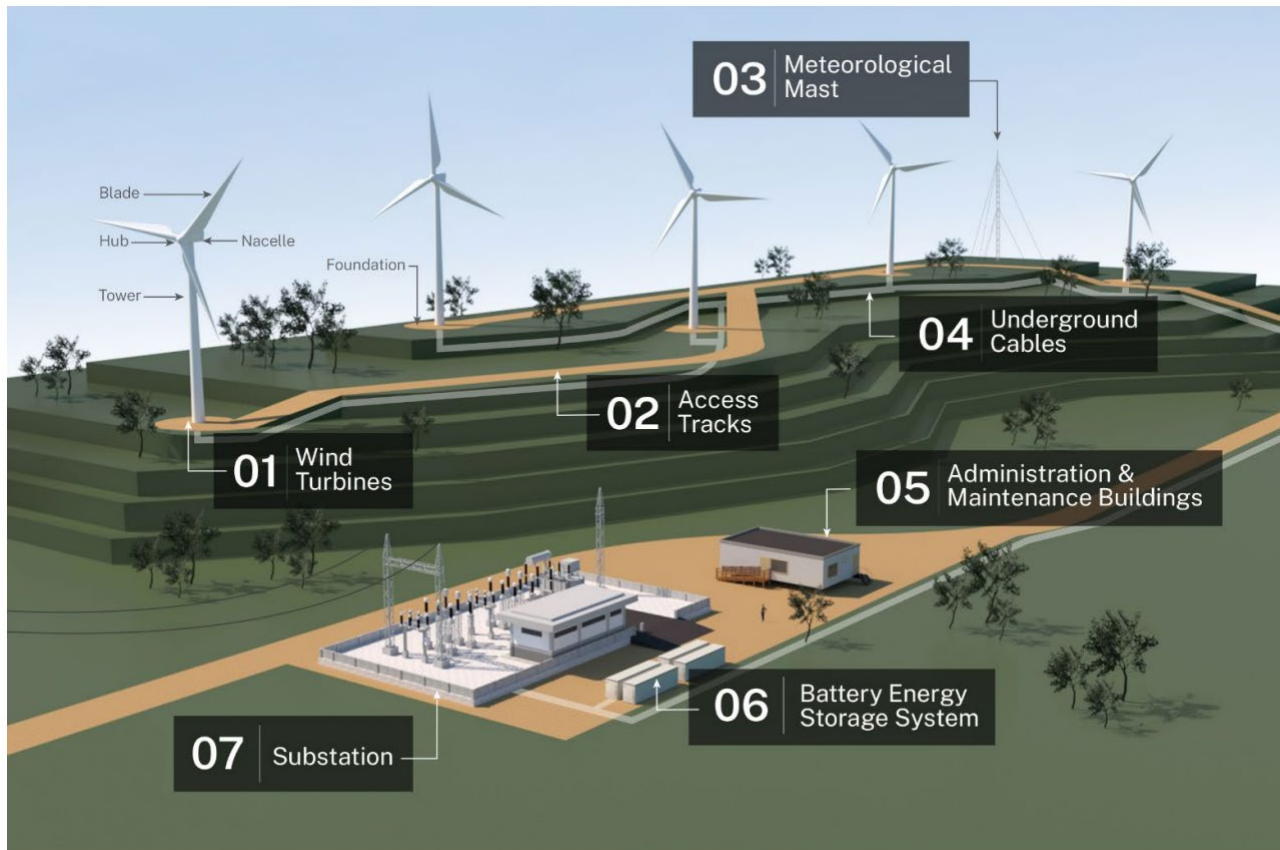


Figure A.9 Components of a Typical Wind Farm Project

Source: Wind Energy Guideline (DPHI, November 2024)

A.6.2 WTG Foundations

Foundations for the WTGs will be either concrete slab or rock anchor, pending geotechnical investigation of the ground conditions across the Project Area. More than one (1) type of WTG foundation may be required for the Project, which will be determined during the detailed design phase. The excavation required for both types of foundations will be approximately 30 m by 30 m to a depth of approximately 2.5 m.

A.6.3 Towers and Nacelle

The tower structure of a WTG is typically constructed out of welded steel shell, concrete or a concrete steel hybrid. The towers will be fitted with an internal ladder and/or lift to facilitate access to the nacelle. A range of tower heights are under consideration with the final selection to be undertaken during detailed design, to accommodate the proposed maximum blade tip height of up to 280 m.

The nacelle is a housing constructed of steel and fibreglass which encloses the gearbox, generator, transformers, motors, brakes, electronic components, wiring and hydraulic and lubricating oil systems for the WTG. Weather monitoring equipment located on top of the nacelle will provide data on wind speed and direction for the automatic operation of the WTG.

A.6.4 Rotor

The WTG rotor comprises a central hub, which is the point of connection to the nacelle, attached to the three blades. The WTG rotor drives the generator within the nacelle producing electrical output. WTGs of the size considered in this Amended Project Description begin to generate energy at wind speeds in the order of 3.5 to four (4) metres per second (m/s) (13 kilometres per hour (kph)) and shut down in wind speeds greater than 25 m/s (90 kph). The rotor typically rotates at approximately eight (8) revolutions per minute (rpm) at low wind speeds and 20 rpm at higher operational wind speeds.

The Project includes designed rotors of approximately 200 m in diameter with an individual swept area of approximately 31,000 m². It is possible that larger rotors will be required depending on the specifications of blades on the market at the time of construction. If so, the selected WTGs would remain within the 280 m tip height envelope.

A.6.5 Blades

At the top of each tower will be a nacelle to which the hub is mounted, and the blades are attached to the hub. WTG blades are typically made from fibreglass reinforced with epoxy or plastic attached to a steel hub and include lightning protection inside the blade. The Project has been designed and assessed based on a maximum hub height of up to 180 m above ground level (AGL).

The Project may install single or multi-piece blades dependent on detailed design and the Project's engineering and procurement processes which would be undertaken following Project approval. To allow for expected advancements in available blade lengths, the EIS, [Submissions Report and Amendment Report](#) has considered a single piece blade up to 91 m and a total blade diameter of up to 200 m. The Project design conservatively assumes a lowermost blade clearance of 50 m AGL based on a hub height of 180 m AGL.

Although a conservative blade diameter (incl. nacelle) of 200 m has been assessed in the majority of technical studies, the maximum blade length dimension sought for approval is 91 m, as constrained by the [Revised Traffic Impact Assessment and associated Route Options Analysis \(Appendix B of the Amendment Report \(Umwelt, 2026\)\)](#).

A.6.6 Battery Energy Storage System (BESS)

A key component of the Project is a battery energy storage system (BESS), to allow for the storage and discharge of energy. Storage of energy can add significant benefits to renewable generation because it allows for the dispatch of energy in accordance with market demand and overcomes potential issues associated with intermittency of output from the WTGs. Essentially the BESS will be charged during off-peak hours and discharged during peak hours. The indicative electrical capacity of the battery storage is 100 MW / 200 MWh. An indicative BESS compound has been identified for the Project and is located in the southern portion of the Disturbance Footprint as shown on **Figure A.1**.

The BESS compound will comprise an area of flat ground surfaced with road base or gravel, with battery components contained within standard sized containers arranged in rows. A candidate battery storage model has been identified for the purposes of assessment in [the EIS](#). A range of technologies were considered, including but not limited to lithium-ion, sodium-ion, sodium sulphur, sodium hydride, electrochemical technology (i.e. flow batteries), cryogenic storage and compressed air. Lithium-ion was selected as the preferred battery type.

To understand the perceived risks associated from a lithium-ion battery a Preliminary Hazard Assessment was undertaken and is provided in Appendix 16 of the EIS. A typical battery storage arrangement is shown in **Figure A.10**.



Figure A.10 Typical Battery Storage Arrangement

Source: Riskcon Preliminary Hazard Assessment

A.7 Permanent Ancillary Infrastructure

Permanent ancillary infrastructure required to support the Project is presented in **Table A.4** above and includes internal access tracks, hardstands, main and collector substations, switchyards, operations and maintenance facilities, underground and overhead electricity transmission lines and poles, communications cables, permanent meteorological masts and water storage tanks. It is noted that here the term ‘permanent’ means that the proposed infrastructure is expected to remain in place for the life of the development (subject to ongoing maintenance, upgrading or replacement), until such time as the wind farm is decommissioned and rehabilitated.

A.7.1 Hardstands

Hardstands are required adjacent to each WTG location for the assembly, erection, maintenance, and decommissioning of the WTGs. Indicative hardstand dimensions are approximately 90 m x 90 m, however, this will vary dependent on detailed design, topography, construction methods and the selected WTG model. Hardstands will be surfaced with pavement material consistent with internal roads and be maintained throughout the construction and operational life of the Project. **Figure A.11** shows a typical hardstand area adjacent to a WTG footing.

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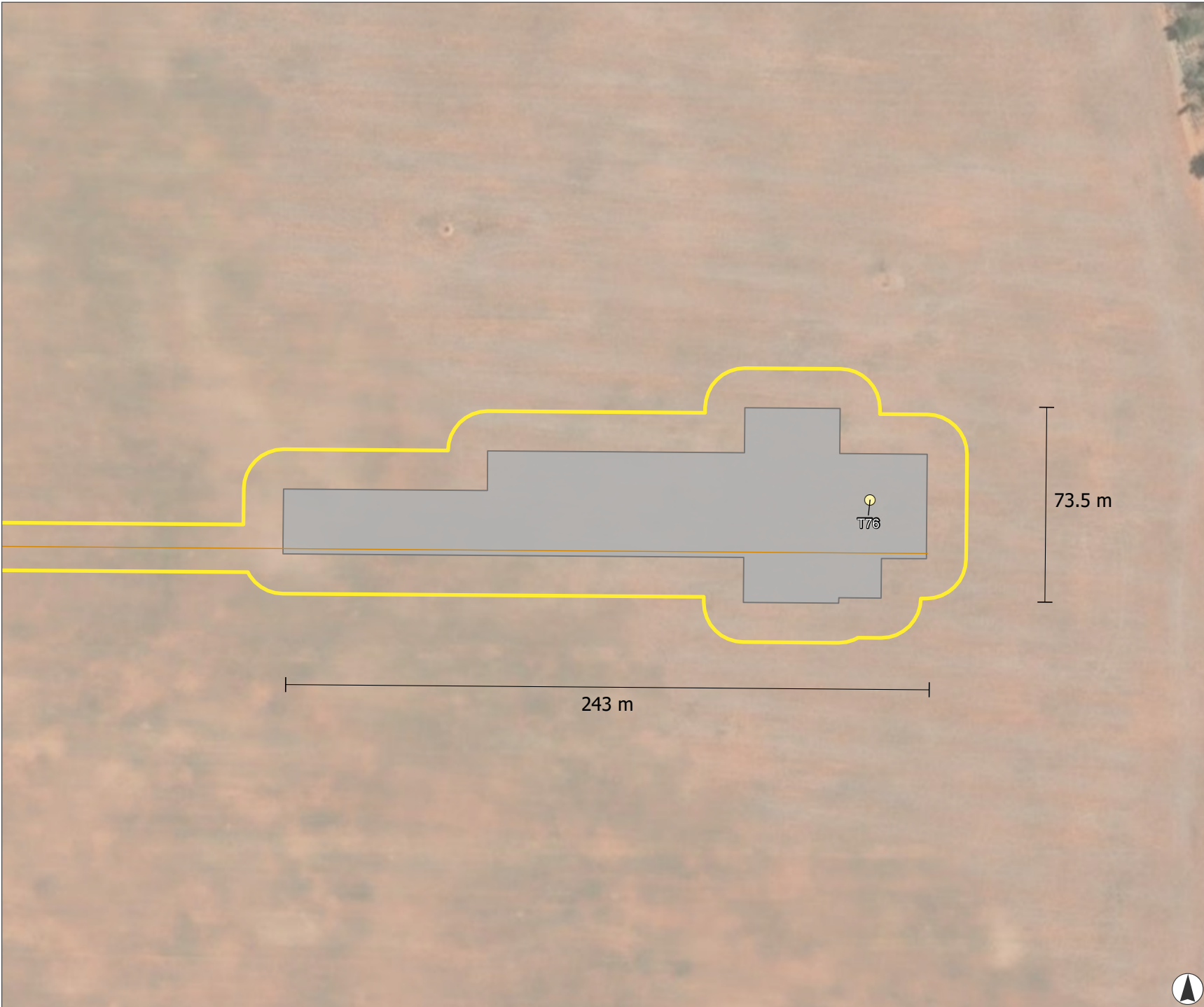





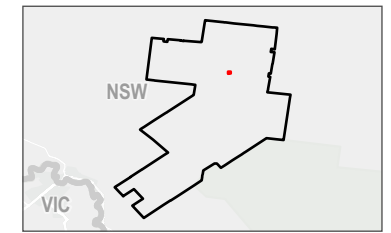


FIGURE A.11
Typical Hardstand Area

Legend

-  Project Boundary
-  Disturbance Footprint
-  Hard stand
-  Wind Turbine Generators
-  Access Tracks



Metres
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A.7.2 Electrical Network and Transmission Lines

A series of underground and overground electrical network lines are proposed to deliver the electricity generated by the WTGs to the substations (refer to **Figure A.1**). The Project EnergyConnect transmission line and associated infrastructure do not form part of the Project.

The indicative electrical layout includes both underground and overhead reticulation connecting the WTGs, the battery storage and substations to the proposed transmission line for the Project (refer to **Figure A.1**).

The internal electrical network is planned to comprise 33 kV circuits between the WTGs, the battery storage and substations.

Underground electrical network lines and control cables may be installed between the WTGs, the battery storage and the collector substations. Sections of the proposed overhead transmission lines may need to be placed underground subject to local conditions and conversely sections of the proposed underground transmission lines may need to be placed overhead subject to local conditions. For the purposes of the EIS it was anticipated that the 330 kV high voltage transmission line will be overhead and that medium voltage reticulation would be underground. The final electrical layout will consider opportunities to minimise vegetation clearing and avoid heritage sites, while also considering excavation constraints, ground stability and cost. The overhead transmission lines will be up to approximately 40–80 m in height, with a typical design details are shown in **Table A.3** Spark Renewables is working closely with landholders to ensure impacts of overhead transmission lines are mitigated where practicable in the Project design. **Figure A.12** shows existing HV overhead transmission line configurations in the vicinity of the Project.

The majority of the proposed overhead transmission line locations can be readily accessed during construction via existing access tracks within host properties. In some cases, track creation or enhancement may be required where access cannot be gained or is not considered adequate to support machinery utilised during the construction of the transmission line. During construction, temporary field laydown areas within the Disturbance Footprint will be positioned along the proposed electrical network and transmission routes to store equipment such as transmission poles and conductors. No fuel, oil or chemicals will be stored at these locations.



Figure A.12 Typical Overhead Transmission Line Configuration

A.7.3 Permanent Meteorological Masts

Seven (7) permanent meteorological masts, up to the proposed hub height of the WTGs, will be installed on site. The final number of permanent meteorological masts will be subject to AEMO requirements relative to the final wind farm layout. The purpose of these masts is to aid performance monitoring of the WTGs. The permanent meteorological masts would be of a guyed, narrow lattice or tubular steel design with concrete footings with an expected maximum height of 200 m. Proposed locations for these masts are identified in **Figure A.1**. For functional reasons they must be located near to the WTGs but separated by a distance allowing accurate wind measurements. The meteorological mast locations are included as part of the Disturbance Footprint and will be accessed via existing access tracks. Permanent meteorological masts will require a low voltage cable connection for power and a communications cable to be laid. The trench required for this will be approximately one (1) m in width and would come from the closest WTG.

The permanent meteorological masts will be fitted with obstacle lighting as shown conceptually in the Aviation Lighting Plan (Appendix G of the Submissions Report, Umwelt 2026).

A.7.4 Collector (On-site) Substations and Associated Switchyards

Substations are required to collect the electricity generated and increase the voltage for transmission to the grid, and to physically connect to the grid (i.e. switching station). Substations may be constructed as a stand-alone facility or as a combined facility co-located with other compounds at any or each of the locations labelled as collector substations (refer to **Figure A.1**). Substations will be located within a hardstand area of approximately 200 m by 250 m, will have a bushfire asset protection zone (APZ) and a security fence.

A switchyard is required to connect WTGs to each other and to substations by managing the flow of power within the wind farm to the grid. They include various components comprising of transformers, busbars and lines, circuit breakers, disconnectors, control and protection systems.

The Project will include three (3) switchyards which will be located in the southern extent of the Distance Footprint adjacent to the two (2) collector substations and Project EnergyConnect. The switchyards will be located within a hardstand area with approximate dimensions of 220 m by 220 m, will have a bushfire APZ and a security fence.

Emergency backup power for the substations and switchyards will be supplied by an on-site diesel generator and/or batteries to maintain network communications and electrical protection capability in the event of an outage. As the transformer(s) may each contain upwards of 50,000 L of oil, the design will include primary and secondary containment measures so that any spills are captured. The electrical infrastructure has been designed to minimise the visual impact of the Project by siting the infrastructure away from dwellings and surrounding public viewpoints as far as practical whilst maintaining the practical and operational needs of the infrastructure. Following construction, and if warranted, raised earthwork perimeters and/or small areas of native tree planting may be undertaken to screen any parts of the substations that are visible from sensitive receptors.

A.7.5 Operations and Maintenance Facility

A permanent operations and maintenance (O&M) facility will be established for the day-to-day operation of the Project and is shown in **Figure A.1**. The O&M facility would take up an area up to approximately 200 m by 200 m and is located in the northern extent of the disturbance footprint, south of Arumpo Road. The O&M facility will include a lay down area, site operations facility and services buildings, workshop, storage, parking and other facilities for operations staff. **Figure A.13** shows an example of an O&M facility. The buildings within the O&M facility will include office space, amenities, kitchen, communications equipment, meeting room and routine maintenance stores. The O&M facility will require a standalone power supply from either the local 22 kV distribution network, or an on-site generator.



Figure.A.13 Example of O&M Facility

A.7.6 Telecommunications Facilities

Telecommunications facilities providing for transmission of voice, data, image, graphic and video information are proposed to be installed on site at standalone locations or onto wind farm infrastructure such as permanent masts.

Two (2) separate and independent telephone communications facilities (optic fibre and microwave) will be required to be installed between the substations to enable safe remote monitoring and control of the Project.

Any ground disturbance associated with the installation and maintenance of telecommunications facilities services will be located within the Disturbance Footprint. If required outside the Disturbance Footprint will be sited to avoid key environmental constraints within the Project Area.

A.7.7 Utility Services

The Project will be connected to the transmission network. Backup and emergency power at the substations may be supplied by a local distribution line, on-site batteries and/or a standalone diesel generator.

Operational water requirements will be provided to the proposed facilities and auxiliary services buildings from storage tanks designed to collect water from roof drainage and augmented by potable water delivered by tankers.

Approved septic systems or composting systems will be installed to treat minor quantities of wastewater associated with operation of the Project, subject to securing the relevant authorisations.

Other wastes will be classified and removed from the Project Area to a suitably licenced facility (landfill, recycling etc). Waste management is described further in Section 6.0 of the EIS.

Where possible, any ground disturbance associated with the installation and maintenance of utilities will be located within the Disturbance Footprint, and all ground disturbance will be sited to avoid key environmental constraints within the Project Area.

A.7.8 Internal Access Tracks

Internal access tracks will be established within the Project Area for the construction, operation, and decommissioning of the Project. Internal access tracks have been designed to follow existing farm tracks where practicable with some new tracks constructed where necessary.

Internal access tracks will be constructed to a minimum width of six (6) m wide, plus an additional buffer to accommodate roadside drainage and contained to the Disturbance Footprint. The proposed indicative internal access track network is approximately 101.6 km in length.

Generally internal access tracks will be constructed using compacted crushed rock/road base, however some segments of the tracks may need to be surfaced with asphalt to enable haulage of heavy WTG components.

Any waterway or minor stream crossings will be designed and have regard to the following guidelines:

- Managing Urban Stormwater: Soils and Construction (Landcom, 2004).
- Policy and Guidelines for Fish Friendly Waterway Crossings (NSW DPI, 2004).
- Why do Fish Need to Cross the Road? Fish Passage Requirements for Waterway Crossings (Fairfull and Witheridge, 2003).

Fifteen minor stream crossings may also be required to support the required machinery access during the construction phase. Crossings not required for future operational activities will be decommissioned following the completion of construction works. Those that are required for ongoing use during operations will be designed and constructed in accordance with relevant guidelines.

A.8 Transport

A.8.1 OSOM Transport Route

Transportation of some Project components, such as wind turbine blades, nacelles and transformers, would require over-size, over-mass (OSOM) vehicles that exceed the regulatory limits of standard vehicle dimensions. The origins of heavy and OSOM vehicles will be confirmed during detailed design; however, it is anticipated that major WTG components and power transformers will come from Port of [Portland](#). Two (2) potential OSOM vehicle routes from Port of [Portland](#) to the Project Area have been assessed (refer to **Figure A.14**).

Any modifications to the road network outside the State of NSW would be undertaken by separate planning assessment and approvals (refer to the Revised Traffic and Transport Impact Assessment (TTIA) in Appendix B of the Amendment Report).

A.8.2 Local Transport Route

A Local Transport Route has been established for targeted assessment in the EIS [and Amendment Report](#) between Euston and the Arumpo Road site access points.

The [Revised Traffic and Transport Impact Assessment \(Appendix B of the Amendment Report\)](#) has identified four (4) locations that require works and modification to facilitate safe vehicle movements along the including:

- [Sturt Highway roundabout at intersection of Carey Street, Euston \(refer to Figure A.15\)](#).
- [Sturt Highway roundabout onto Silver City Highway, Buronga \(refer to Figure A.16\)](#).
- [Silver City Highway onto Arumpo Road \(refer to Figure A.17\)](#).
- [Site access points off Arumpo Road \(refer to Figure A.18 and Figure A.19\)](#).

These road works are modifications to the road network and can generally be classified as:

- **Traffic Management:** Activities related to optimising traffic flow, including roundabout adjustments, sign removal, and island modifications.
- **Infrastructure Installation/Modification:** Tasks involving the installation or modification of hardstands, gates, and fences.
- **Vegetation Management:** Activities related to clearing or trimming (e.g., to accommodate blade oversail) vegetation along the road corridor.
- **Signage and Lighting:** Adjustments to signage and lighting fixtures for improved visibility and safety.

The Local Transport Route is shown generally in [Figure A.18](#).

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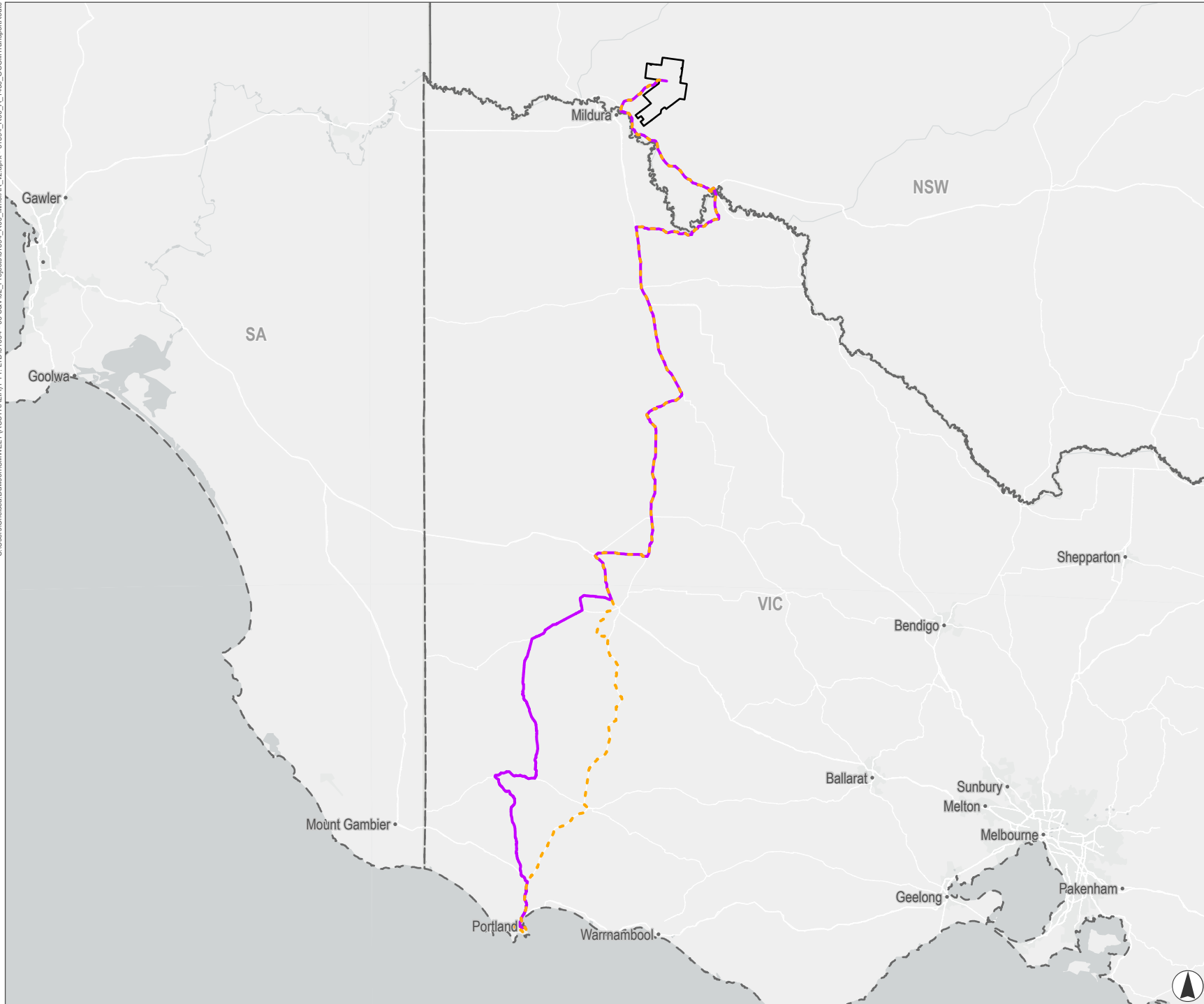
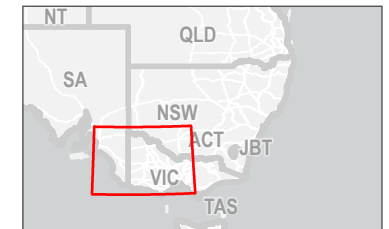


FIGURE A.14
OSOM Transport Route

- Legend**
- Project Boundary
 - State Border
 - Transport Route Options**
 - OSOM Blade Route
 - OSOM Tower Route



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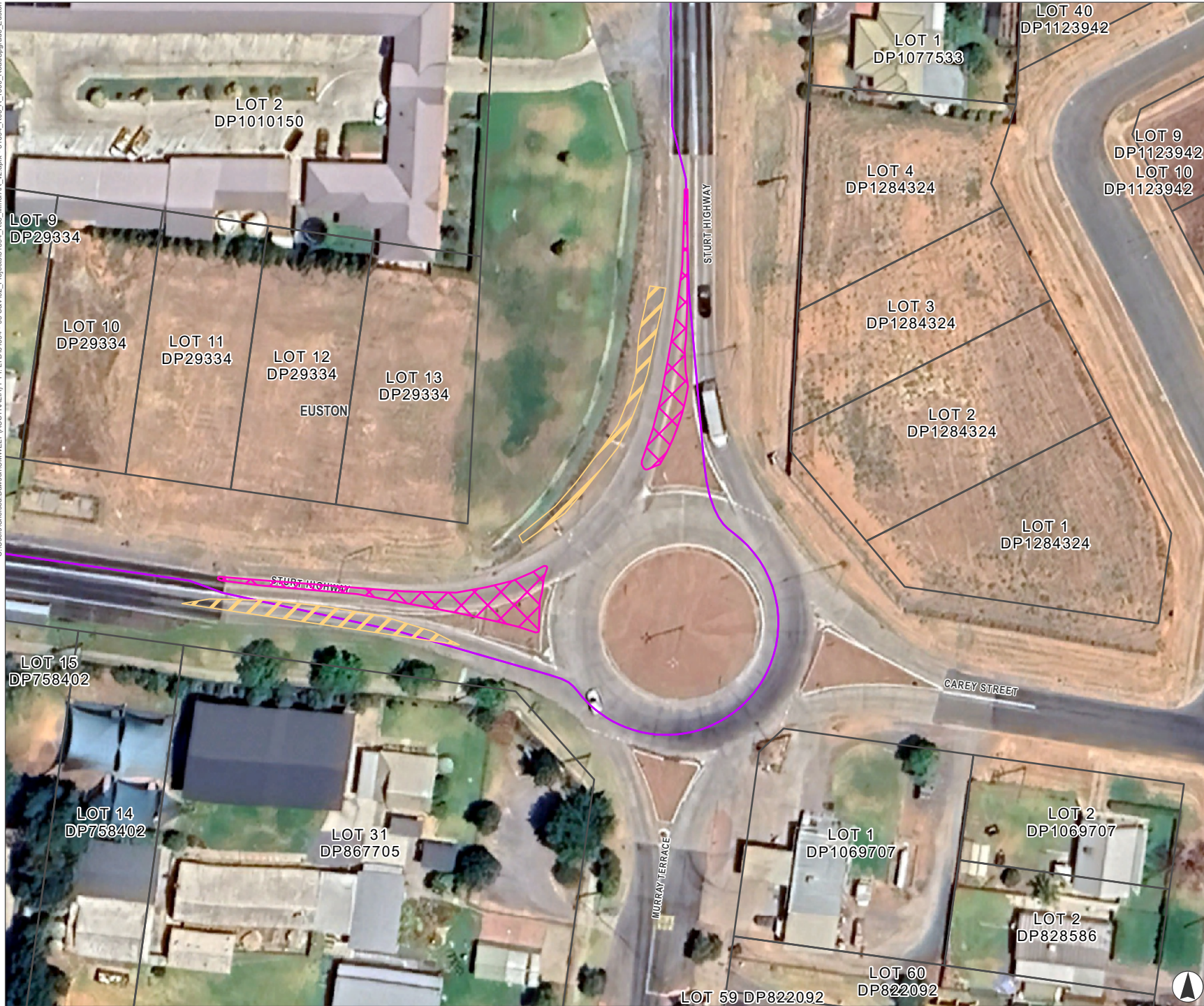
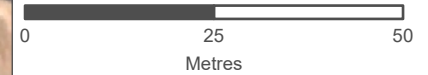
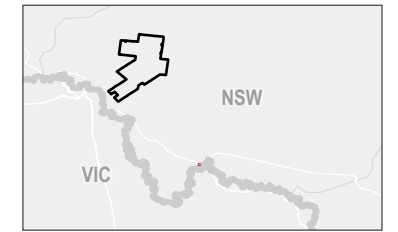


FIGURE A.15
Sturt Highway roundabout
at intersection of Carey
Street, Euston – Road
Upgrade

- Legend**
- Lot Boundary
 - Off-site Road Works**
 - Trafficable Concrete Island
 - Trafficable Concrete Verge
 - Portland Route Option



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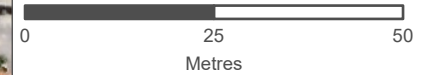
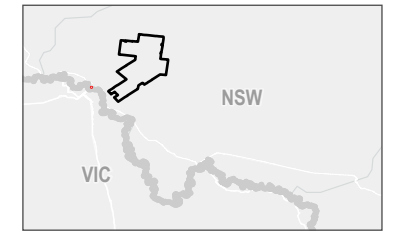


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FIGURE A.16
Sturt Highway roundabout onto Silver City Highway, Buronga - Road Upgrade

- Legend**
- Lot Boundary
 - Off-site Road Works**
 - Trafficable Concrete Island
 - Trafficable Concrete Verge
 - Portland Route Option



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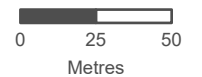
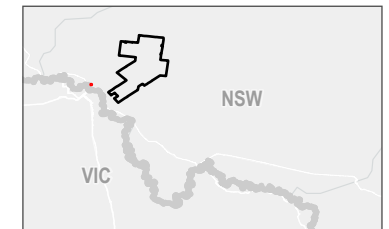


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FIGURE A.17
Silver City Highway onto
Arumpo Road – Road
Upgrade

- Legend**
- Portland Route Option
 - Lot Boundary
 - Off-site Road Works**
 - Pavement Widening
 - Blade Oversail Area (Select Tree Trimming as Required)



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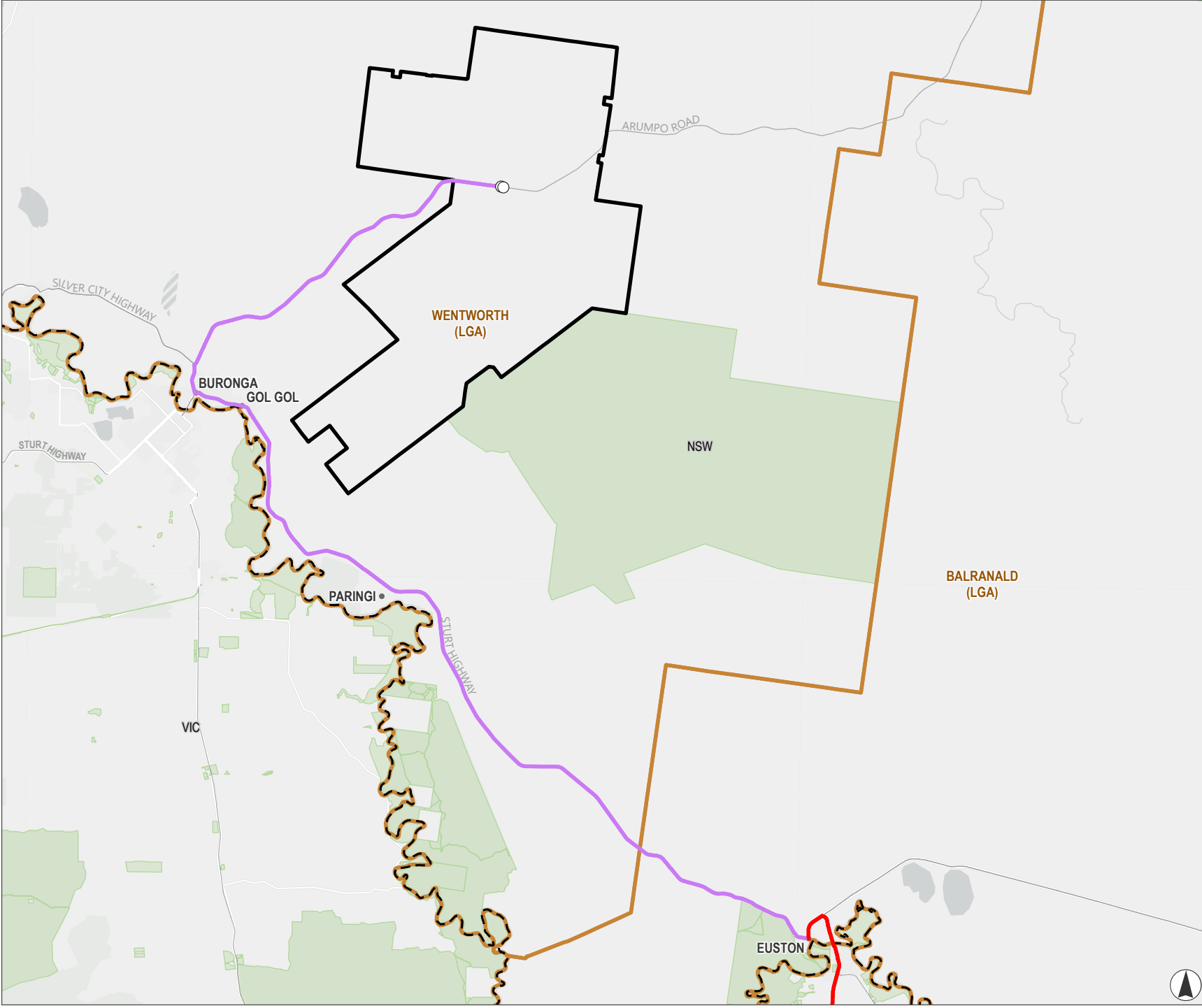


FIGURE A.18
Local Transport Route and
Site Access Points

- Legend**
- Access Points
 - ▬ Project Boundary
 - NPWS Estates
 - ▭ Local Government Area (LGA)
 - ▬ State Border
 - ▬ Major Road
 - ▬ Local Transport Route
 - ▬ OSOM Transport Route



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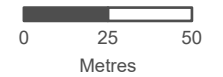
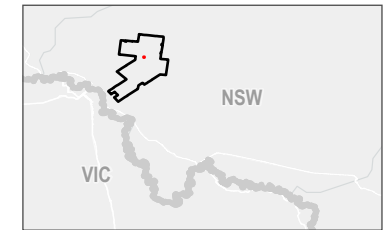
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FIGURE A.19
Site Access Points (Detail)

Legend

- Access Points
- Portland Route Option
- ▭ Development Footprint
- ▭ Project Boundary
- Off-site Road Works**
- ▨ Pavement Widening
- ▨ Vegetation Clearing
- Blade Oversail Area (Select Tree Trimming as Required)



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A.8.3 Site Access

The Project will be accessed by the public road network mostly via the Local Transport Route (i.e. the Sturt Highway and Silver City Highway before entering Arumpo Road).

The Project Area is proposed to be accessed from Arumpo Road at two (2) locations during construction, operation and decommissioning including:

- Access Point 1 will provide access to the Project Area north of Arumpo Road including the temporary workers accommodation facility and car park.
- Access Point 2 will provide access to the Project Area south of Arumpo Road.

The location of both access points is shown in [Figure A.18](#) and [Figure A.19](#). These access points will connect to the internal access track network to facilitate access during construction, operation and decommissioning.

These access points would meet Wentworth Shire Council's engineering road access standards, be gated and secured, and include appropriate [signage](#).

A.9 Proposed Activities

A.9.1 Overview of Project Phases and Anticipated Timing

Table A.6 below provides an overview of the key phases of the proposed Project.

Table A.6 Overview of Project Phases

Project Phase	Proposed Activities
Pre-construction Minor Works	<ul style="list-style-type: none"> • Surveys. • Off-site road works (refer to Appendix 1). • Building/ road dilapidation surveys. • Geotechnical investigative drilling and excavation of test pits and bore holes. • Minor clearing of native vegetation. • Establishment of temporary site office, compounds and TWA. • Installation of environmental impact mitigation measures, fencing, enabling works, meteorological masts. • Heritage artefact salvage, biodiversity investigations and pre-clearing surveys, inspections, specific habitat feature removal, and relocation. • Intersection and road upgrades on the public road network. • Establishment of Project access points, minor access roads and minor adjustments to services/ utilities signage, etc. • Minor clearing of native vegetation to facilitate the minor works described above.
Construction Works	<p>Includes all physical works within the Disturbance Footprint to enable the operation, including, but not limited to the construction and installation of:</p> <ul style="list-style-type: none"> • WTGs. • Compounds.

Project Phase	Proposed Activities
	<ul style="list-style-type: none"> • TWA facility. • Electrical network lines. • Battery storage. • Construction of ancillary infrastructure. • Establishment or construction of any temporary facilities which are not already established as part of the pre-construction minor works.
Operations	<ul style="list-style-type: none"> • Ongoing operation, monitoring (on-site and remote monitoring) and maintenance of all Project infrastructure and land within the Disturbance Footprint during the operational lifespan of the Project. • Replacement of major components, such as WTG blades, as required (including the use of cranes and ancillary equipment to enable replacement).
Decommissioning	<ul style="list-style-type: none"> • Includes all physical works required for the dismantling and transportation of Project infrastructure and rehabilitation of the Project Area. • If not required for ongoing farming/ fire access purposes, internal access tracks would be removed.

Anticipated timeframes for the Project are outlined in **Table A.7** below. These timeframes are indicative only and may be influenced by a range of factors, including timeframes for Project approval.

Table A.7 Anticipated Project Timeline

Phase	Approximate Duration and Indicative Timing
Planning and approvals	In progress and aiming to be completed in 2026
Pre-construction Minor Works	Approximately 6–8 months, commencing with geotechnical investigations soon after project approvals are granted, nominally in Q3 2027
Construction Works	Construction and Commissioning: planned to commence in Q1 2028, for approximately 29 months, concluding in approximately Q2 2030
Operations	30 years
Decommissioning	After 30-year Project life, unless a new approval is sought to repower the Project

A.9.2 Staging

Spark Renewables aim to construct the Project as a single stage of development.

A.9.3 Construction

Construction will commence following detailed design and include all physical works to enable operation of the Project including, but not limited to, construction and installation of WTGs, BESS, substation and switchyards, ancillary infrastructure, temporary facilities and off-site road works.

A.9.4 Commissioning

Pre-commissioning checks will be carried out on the high voltage electrical equipment prior to connection to the transmission network. When the Project's electrical system has been energised, the WTGs and battery storage will be commissioned and put into service. WTGs are commissioned sequentially enabling some WTGs to commence operation prior to the completion of wind farm construction. For the purposes of the EIS [and Amendment Report](#) the commissioning phase is considered to commence during construction and will end once the final WTG and electrical compound has been fully commissioned.

A.9.5 Operational Phase

Once operational, the Project would be monitored both by on-site staff and through remote monitoring. Aspects of the Project operation that would be led by on-site staff include safety management, environmental condition monitoring, landholder liaison, routine servicing, malfunction rectification and site visits. Those functions to be overseen by remote monitoring include WTG and battery storage performance assessment, Project reporting, remote resetting and maintenance co-ordination.

Pro-active computer control systems will monitor the performance of the WTGs and battery storage so that any issues can be dealt with by on-site staff, as appropriate. Maintenance staff will be on-site throughout the year, making routine checks of the WTGs, battery storage and ancillary infrastructure on an ongoing basis. Major planned servicing would be carried out approximately twice a year on each WTG. Each major service visit would potentially involve a number of service vehicles on-site.

Replacement of major components, such as WTG blades, may require the use of cranes and ancillary equipment. Management of regrowth and existing vegetation will be necessary within the overhead transmission line corridors to reduce the threat of fire and physical damage to the transmission line, and to allow access for maintenance vehicles. Occasionally, access by medium and heavy vehicles may be required to repair or maintain overhead transmission line components.

A.9.6 Decommissioning Phase

The WTGs have an expected operating life of approximately 30 years. At the end of that 30 year period, three (3) options will be considered:

- Continued use of the Project Area as a wind farm and battery storage utilising the existing WTGs and other facilities (subject to contractual agreement with the host landholders, development consent and condition of equipment).
- Replace the WTGs and battery storage with technology current at that time and continue the wind farm and battery storage operation for a further term (subject to contractual agreement with the host landholders and further development consent).
- Decommission the wind farm and battery storage and remove the WTGs and other infrastructure.

Should decommissioning be required, key stakeholders including relevant landholders would be consulted regarding the decommissioning and rehabilitation plan. All costs associated with decommissioning will be borne by Spark Renewables or the Project owner.

All above ground structures not required for the ongoing agricultural use of the land, including the WTGs and substations will be removed and the land rehabilitated so that it can return to agricultural use. Internal roads, if not required for ongoing farming purposes or fire access, would be removed. Access gates, if not required for farming purposes, would also be removed. Host landholders will be involved in any discussion regarding the removal or hand-over of infrastructure on their properties. Below ground infrastructure, including WTG foundations, hardstands and some cabling may be left in situ and covered in clean fill material, with the land returned to near prior condition and use as far as practicable.

The decommissioning phase would require similar equipment and activities to the construction phase including mobile and heavy equipment (e.g. cranes, earthworks machinery, compressor and rock crusher). Prior to the commencement of decommissioning activities, Spark Renewables would prepare a detailed decommissioning plan in consultation with DPHI and Wentworth Shire Council to guide the implementation of the decommissioning works.

A.9.7 Re-powering

The EIS has assessed only up to decommissioning and does not include repowering. After approximately 30 years of operation (or sooner if deemed economically viable) the Project may be repowered, utilising contemporary equipment. This would be subject to a subsequent project approval process.

A.10 Hours of Operation

A.10.1 Pre-Construction Minor Works, Construction and Decommissioning

Generally, the Project will undertake pre-construction minor works, construction or decommissioning activities between:

- 7:00 am to 6:00 pm, Monday to Friday.
- 8:00 am to 1:00 pm, Saturdays.

However, works may be undertaken outside these standard hours under any of the following circumstances:

- the activities are inaudible at non-associated residences
- the delivery or dispatch of materials as requested by the NSW Police Force or other public authorities for safety reasons
- the activities are necessary to avoid the loss of life, property or prevent material harm to the environment
- the out of hours activities are authorised by the Planning Secretary of DPHI.

An example of activities that are necessary to avoid loss of property and to prevent material harm to the environment is the installation of WTGs. WTG installation is intended to fit into the six-day working week. Due to the designed sequencing of component lifts certain stage/elements need to be completed in a specified order which may require early starts or late finishes, considerate of wind conditions. When erecting the tower, once the top of the tower is attached, the nacelle must go on without delay due to the risk of tower self-oscillation.

Unfavourable weather can cause delays in mounting the nacelle. Continuing this work outside of standard construction hours will ensure that risk to people, property and the surrounding environment is mitigated. The Project Area is naturally a high wind area and as such Sunday work may be needed to make up for high wind days during the week.

Similarly, once:

- Concrete pouring commences on a given day, pouring cannot be halted and may need to be completed outside of standard hours. Concrete pours are to be carried out as a continuous process (once bases are prepared) for some 8–12 hours per base. This activity includes the operation of the concrete batching plants. Weather conditions play a major role, as the concrete can only be poured at temperatures between five (5) and 35°C (depending on specification) and not during rain periods. This may require concrete pours to start early in the day to avoid peak summer temperatures. Once the bases have been prepared, it is essential that concrete is poured immediately to prevent any damage that may be caused by rain or prolonged exposure. This is expected to be inaudible at non-associated receivers.
- Electrical trenches have been excavated it is important that cables are laid and trenches backfilled as soon as practicable to avoid damage to the electrical equipment or to the trenches (and surrounding areas) due to exposure to the elements. Safety issues, for people, livestock, and native animals, are also reduced by early backfill of trenches.

Out of hours activities may be authorised by the Planning Secretary of DPHI on a case by case or activity specific basis, subject to justification being provided by Spark Renewables or its contractors. This would include, for example, evidence of consultation with potentially affected non-associated residents and details of reasonable and feasible noise mitigation measures which are to be implemented.

A.10.2 Operations

Once the WTGs are commissioned, the Project will operate 24 hours per day, seven (7) days per week except where cessation of operations is required, for example, in the event of an emergency.

A.11 Components of Physical Layout That May Change

The Project described in Amended Project Description is indicative only and subject to a detailed design process. The proposed layout has been prepared based on the best knowledge available at the time and by applying the avoidance hierarchy approach.

A key component that will be refined following detailed design and procurement is the selection of the WTG units. Although 76 WTGs are proposed, commercial considerations and selection of a larger WTG model may lead to fewer than 76 WTGs being constructed and operated, at the discretion of Spark Renewables.

Similarly, Spark Renewables is seeking flexibility to develop up to 76 WTG, should a lower capacity machine be selected during the detailed design. The maximum installed capacity of the Project would not exceed 402 MW. To provide a precautionary assessment, the EIS, [Amendment Report](#) and all associated technical studies are based on the maximum 76 WTG layout and associated Disturbance Footprint.

The proposed Project layout presented in this Amended Project Description is a product of Spark Renewables' commitment to avoid environmental and social impacts and mitigate any remaining impacts to the maximum extent practicable. If development consent is granted, preferred suppliers will be selected following a competitive tender and contractor selection process. All 76 WTG locations have been included in this Amended Project Description in order to assess worst-case impacts and to allow the flexibility to determine the optimal Project layout within the limits of the development consent, generally in accordance with the EIS.

Any potential supplier will have unique requirements and specifications such as transport vehicle turning radii, access and exit gradients and crane requirements. The final design will only be known following selection of Project components and the completion of the detailed design by the construction contractor post-approval.

Optionality is also provided for the location of compounds, substations, battery storage and electrical network design (as shown in **Figure A.1**), as the selection of the locations of compounds and substations is subject to the post approval tender, contractor selection, optimisation, geotechnical assessment, detailed design and procurement process. The EIS, **Amendment Report** and associated technical studies assume that each of those areas shown can be interchangeable should the optimisation process direct that a piece of infrastructure would be more efficiently interchanged with another. All areas have therefore been considered in the Disturbance Footprint and subjected to the impact assessment process.

A.12 Micro-siting

WTGs, battery storage, ancillary infrastructure and temporary facilities will be micro-sited post approval during the optimisation, detailed design and construction phase programming. Final micro-siting may not occur until during the construction period, immediately prior to the activity or construction of that Project element. The process of locating WTGs, battery storage, ancillary infrastructure and temporary infrastructure during detailed design without further approval, providing that:

- Ground disturbance is wholly contained within the Disturbance Footprint.
- No WTG is moved more than 100 m from the relevant GPS coordinates listed in Appendix 3 of the EIS.
- The revised location of the blade of a WTG is at least 50 m from the canopy of existing hollow-bearing trees; or where the proposed location of the blade of a WTG is already within 50 m of the canopy of existing hollow-bearing trees, the revised location is not any closer to the existing hollow-bearing trees

A.13 Environmental Management System

An Environmental Management Strategy (EMS) will be developed for the Project. Opportunities for continuous improvement will be implemented where practicable. The EMS will be developed in general accordance with ISO14001 Environmental Management Systems and will include all required management plans, procedures and protocols required as per the Development Consent (if approved) or as required via a risk assessment process.

The EMS will integrate policy, procedures and processes for training of personnel, monitoring, summarising, and reporting of environmental performance information to internal and external stakeholders. It will guide the environmental management activities of the Project throughout construction, operation, maintenance and decommissioning. Environmental risks will be identified via a risk assessment process, and mitigation and/or management measures determined to avoid or minimise environmental impacts.

The EMS will describe measures to monitor and publicly report on environmental performance via the Project website and will generally include a summary of monitoring results in accordance with the Development Consent (if approved), all required approved management plans and programs.

Appendix 1

Consolidated Summary of Road Upgrades

A consolidated list of road upgrades proposed on the State and local road network is provided in **Table A1.1**.

Consultation with relevant road authorities on the proposed upgrades and treatments has occurred (and will be ongoing).

Road upgrades proposed within the road reserve will be subject to a separate approval process under Section 138 of the Roads Act 1993, which would be undertaken following approval of the Project.

Concept designs for proposed road upgrades are provided in Appendix E of the Revised Traffic and Transport Impact Assessment (TTIA) (Appendix B of the Amendment Report). These designs included further revisions to the Rex J Andrews vehicle paths (refer to Appendix A of the Revised TTIA) using vehicle swept path design software (AutoTrack), allowing for confirmation of expected vehicle paths through the pinch points and optimisation of the required route upgrade works to accommodate the OSOM vehicle movements. In some cases, this optimisation has enabled minor changes to the extent of works required, in an effort to reduce disturbance within and adjacent to the road corridor. As such, to the extent of any inconsistency, the concept designs prevail.

Table A1.1 Consolidated Road Upgrades

Chainage (in km from Route 1 from Port of Portland)	Location	Road/Intersection	Treatment	Timing	Consultation Undertaken
609.5	Robinvale	Murray Valley Highway over the Euston-Robinvale Bridge	No road modifications proposed. A bridge assessment will be required to check suitability.	Prior to OSOM Transport	No road modifications are proposed at this location. As such, no concept design has been prepared or provided to Balranald Shire Council. General consultation with Council is ongoing and is detailed in Section 4.0 of the Amendment Report (Umwelt, 2026).
612.0	Euston	Murray Valley Hwy onto Sturt Highway	No road modifications proposed. Power pole to be relocated out of swept path. Sign to be relocated or made removable.	Prior to OSOM Transport	No road modifications are proposed at this location. As such, no concept design has been prepared or provided to Balranald Shire Council. General consultation with Council is ongoing and is detailed in Section 4.0 of the Amendment Report (Umwelt, 2026).
615.0	Euston	Sturt Highway roundabout at Carey Street	Additional pavement hardstand area on the inside of the approach and outside of the departure to the intersection. Minor works to make the entry and exit traffic islands trafficable. Light poles to be removed or relocated and multiple signs relocated or made removable.	Pre-construction minor works	Balranald Shire Council has been provided with a copy of the strategic concept design and consultation remains ongoing. Refer to Section 4.0 of the Amendment Report (Umwelt, 2026) for further details.

Chainage (in km from Route 1 from Port of Portland)	Location	Road/Intersection	Treatment	Timing	Consultation Undertaken
			Refer to strategic concept design C-R0004 and C-R0005 in Appendix E of the Revised Traffic and Transport Impact Assessment (TTIA) (Access Traffic Consulting, March 2026).		
689.0	Buronga	Sturt Hwy roundabout onto Silver City Highway	<p>Additional pavement hardstand area on the outside of the departure to the intersection.</p> <p>Modification of two (2) gully pits on the western side of the departure to the intersection to make trafficable.</p> <p>Minor works to make the entry and exit traffic islands trafficable. Multiple signs and cyclist grab rail to be made removable.</p> <p>Refer to strategic concept design C-R0006 and C-R0007 in Appendix E of the Revised TTIA (Access Traffic Consulting, March 2026).</p>	Pre-construction minor works	Wentworth Shire Council has been provided with a copy of the strategic concept design and consultation remains ongoing. Refer to Section 4.0 of the Amendment Report (Umwelt, 2026) for further details.
691.0	Buronga	Intersection of Silver City Highway and Arumpo Road	<p>Upgrade works to provide CHR turn treatment to intersection in accordance with relevant Austroads standards.</p> <p>Provision of flexible road edge guide posts. Several signs relocated or made removable. No vegetation to be removed, however vegetation to be trimmed to accommodate blade oversail.</p>	Pre-construction minor works	Wentworth Shire Council has been provided with a copy of the strategic concept design and consultation remains ongoing. Refer to Section 4.0 of the Amendment Report (Umwelt, 2026) for further details.

Chainage (in km from Route 1 from Port of Portland)	Location	Road/Intersection	Treatment	Timing	Consultation Undertaken
			Refer to strategic concept design C-R0008 to C-R0012 in Appendix E of the Revised TTIA (Access Traffic Consulting, March 2026).		
723.0	Arumpo	Arumpo Rd into Site Entry No. 1	<p>Upgrade existing property access to rural BAL / BAR standard as per Figure 8.2 and 7.1 of Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections.</p> <p>Hardstand to be installed on inside of corner. Vegetation to be removed or trimmed (e.g. to accommodate blade oversail). Gate and fence to be modified. All site roads to be constructed to accommodate the vertical curve, swept path, weight and height of all proposed loads.</p> <p>Refer to strategic concept design C-R0013 to C-R0015 in Appendix E of the Revised TTIA (Access Traffic Consulting, March 2026).</p>	Pre-construction minor works	Wentworth Shire Council has been provided with a copy of the strategic concept design and consultation remains ongoing. Refer to Section 4.0 of the Amendment Report (Umwelt, 2026) for further details.
723.0	Arumpo	Arumpo Rd into Site Entry No. 2	<p>Upgrade existing property access to rural BAL / BAR standard as per Figure 8.2 and 7.1 of Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections.</p>	Pre-construction minor works	Wentworth Shire Council has been provided with a copy of the strategic concept design and consultation remains ongoing. Refer to Section 4.0 of the Amendment Report (Umwelt, 2026) for further details.

Chainage (in km from Route 1 from Port of Portland)	Location	Road/Intersection	Treatment	Timing	Consultation Undertaken
			<p>Hardstand to be installed on inside and outside of corner. Vegetation to be removed or trimmed (e.g. to accommodate blade oversail). Gate and fence to be modified. All site roads to be constructed to accommodate the vertical curve, swept path, weight and height of all proposed loads.</p> <p>Refer to strategic concept design C-R0016 to C-R0018 in Appendix E of the Revised TTIA (Access Traffic Consulting, March 2026).</p>		



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