

1/08/2025

Megan Ramsdale
NSW Department of Planning, Housing and Infrastructure
megan.ramsdale@planning.nsw.gov.au

Dear Megan,

YANCO BATTERY ENERGY STORAGE SYSTEM (SSD-67478479) – RESPONSE TO REQUEST FOR FURTHER INFORMATION

We refer to your requests for further information in relation to the Yanco Battery Energy Storage System (BESS).

1. RESPONSE TO RFI – DATED 23 JULY 2025

Table 1 provides responses to the request for additional information.

Table 1 - Response to RFI

RFI	Response
Land use Provide more detail around the existing cropping and grazing on site. When is it cropped and/ or grazed, is it seasonal, is it predominantly grazed or is it rotational? etc.	Rotational, irrigated annual winter cropping. Faba Beans are currently being planted.
Construction noise Provide clarity as to why R02 (industrial) was given the same noise management level as residential receivers Provide clarity as to why R134 and R43 were given the same noise management level as residential receivers.	The approach in the lodged NIA to adopt residential criteria was conservative in nature to ensure the application is rigorous. Following receipt of this enquiry, we have reviewed the matter. The Interim Construction Noise Guideline (2009) Section 4.1.3 discusses construction noise limits for industrial premises, as such the receptor R02 (Yanco Sewerage Treatment Plant) has a single noise management level of external LAeq (15 min) 75 dB(A). R43 is the GrainCorp Yanco Site – This would be defined as an industrial premises and have the same criterion as R02, i.e., external LAeq (15 min) 75 dB(A). R134 is the Yanco Rural Fire Station – There is not a specific noise criterion for a fire station identified in the Interim Construction Noise

RFI	Response																																																																		
	Guideline – in this case we have used our best judgement based on the use case and available criteria in determining the appropriate criteria. In this case given the manner in which a rural fire station is likely to be used, applying the commercial criterion for offices/retail outlets is considered appropriate (i.e. they would need to be able to use a phone comfortably). A criterion of external LAeq (15 min) 70 dB(A) is appropriate. The NIA has been updated to version R6 (Appendix A) with the following changes: > Updated Table 6 & 7 to separate industrial and residential receptors, appropriate criteria assigned to each. > No changes to compliance or recommended mitigation measures as the predicted results are below the noise management levels. > Updated Table 7 & 11 to identify R01 as associated premises.																																																																		
Development footprint Clarify the development footprint noting it differs between technical appendices. E.g. Main EIS and FRGA say 10.3 ha, BDAR is 10.42 ha and Table 9 in BDAR (below) adds up to 10.40 despite the total column indicating the sum is 10.42 (likely a rounding issue). Confirm if numbers in Table 9 of BDAR are correct. Specifically subject land column.	The updated development footprint area has a total 11.45 ha (10.42 ha in the BESS area, 1.03 ha at the intersection). This change is due to the inclusion of the Yanco Substation post EIS stage. An updated breakdown of biodiversity impact has been included in the table below.																																																																		
<table><tr><th>Vegetation Zone</th><th>PCT</th><th>Condition Class</th><th>Impact Area (ha)</th><th>Current VI Score</th><th>Future VI Score</th></tr><tr><td colspan="6">Native Vegetation</td></tr><tr><td>02</td><td>74</td><td>Planted Roadside</td><td>0.50</td><td>26.0</td><td>0.0</td></tr><tr><td>03</td><td>26</td><td>Woodland Regrowth</td><td>0.01</td><td>31.6</td><td>0.0</td></tr><tr><td colspan="3">Sub-total</td><td>0.51</td><td>-</td><td>-</td></tr><tr><td colspan="6">Non-native Vegetation</td></tr><tr><td>-</td><td>-</td><td>Exotic Grassland</td><td>1.70</td><td>-</td><td>-</td></tr><tr><td>-</td><td>-</td><td>Agricultural Cropland</td><td>7.23</td><td>-</td><td>-</td></tr><tr><td>-</td><td>-</td><td>Cleared/Developed</td><td>2.01</td><td>-</td><td>-</td></tr><tr><td colspan="3">Sub-total</td><td>10.94</td><td></td><td></td></tr><tr><td colspan="3">Total</td><td>11.45</td><td></td><td></td></tr></table>		Vegetation Zone	PCT	Condition Class	Impact Area (ha)	Current VI Score	Future VI Score	Native Vegetation						02	74	Planted Roadside	0.50	26.0	0.0	03	26	Woodland Regrowth	0.01	31.6	0.0	Sub-total			0.51	-	-	Non-native Vegetation						-	-	Exotic Grassland	1.70	-	-	-	-	Agricultural Cropland	7.23	-	-	-	-	Cleared/Developed	2.01	-	-	Sub-total			10.94			Total			11.45		
Vegetation Zone	PCT	Condition Class	Impact Area (ha)	Current VI Score	Future VI Score																																																														
Native Vegetation																																																																			
02	74	Planted Roadside	0.50	26.0	0.0																																																														
03	26	Woodland Regrowth	0.01	31.6	0.0																																																														
Sub-total			0.51	-	-																																																														
Non-native Vegetation																																																																			
-	-	Exotic Grassland	1.70	-	-																																																														
-	-	Agricultural Cropland	7.23	-	-																																																														
-	-	Cleared/Developed	2.01	-	-																																																														
Sub-total			10.94																																																																
Total			11.45																																																																
General For our information, why is the MWh 1,100 rather than 1,000? Is the distance provided in the previous response for distance to the railway line correct (600m), noting the EIS states 40m?	The energy storage capacity was initially designed as 1,000MWh (initial usable capacity upon commissioning) plus 100 MWh capacity reserved for frequency control ancillary services (FCAS). It was discovered later that the most financially viable scenario should not include the 100 MWh capacity. Therefore, the latest capacity of Yanco BESS is 250MW / 1,000MWh. Please change the relevant numbers in draft condition A5 to align with 250MW / 1,000MWh.																																																																		

RFI	Response
	Our previous RFI letter dated 3 July 2025 adopted the distance identified in the VIA, which measures from the Yanco Griffith Railway line where it changes directions towards the north. The EIS previously measured 40m off the closed Junee Hay Railway. On this basis, we confirm that the Yanco Griffith Railway line is 600m from the Yanco BESS.
Project Layout Figure (updated figure provided by Jane via email): Label receivers with their numbers I.e. (R03) on the figure Label the irrigation channel Remove transgrid receiver dot Remove transgrid site access Remove the word indicative from all infrastructure excluding the transmission lines Remove surveyed boundaries Add in project area around the disturbance footprint (on the outside of the DF line) Include firefighting water tank location Make landscaping more clear Put all proposed and existing infrastructure under these respective headings Include road names	Provided in Appendix B and JPEG provided separately.
Regional Context Figure (Figure 1 from EIS): Zoom in Slightly (to ensure development footprint is slightly more visible) Include project area Include transgrid substation on figure and include in the legend Remove Leeton Solar Farm from map Include surrounding road names Note: please provide updated figures as JPEGs	Provided in Appendix B and JPEG provided separately.
Provide final strategic design for road upgrades as a JPEG	Provided in Appendix C.
1. Further clarifications/ a breakdown of the development footprint that totals 11.45 ha;	As discussed above.
2. Justification of 5 operational workers, noting this is slightly higher than what is typical;	> Routine maintenance for MVPS & BESS: 2 ppl > Operation of the Connection Asset: 2 ppl > Health and safety supervisor: 1 ppl

RFI	Response
3. Provide further information regarding what road upgrades are proposed as a part of this application.	> An updated strategic design is provided in Appendix E showing relevant proposed works. > Through discussion, TfNSW has advised that signage and line marking would enhance safety surrounding the proposed intersection upgrades; > These works would occur within an operational UGLRL rail corridor and as such would require third party works approval from UGL; > ACEnergy are committed to providing these works, however they do not form part of this application as they do not constitute development; and > ACEnergy commits to undertaking these works via a separate approvals process (i.e. under the Roads Act etc.) and obtain third party works approval from UGL. An updated mitigation measures table has been provided in Appendix D to reflect this commitment.

2. TRAFFIC IMPACT ASSESSMENT

An updated Traffic Impact Assessment (TIA) has been provided in **Appendix E**, which includes an updated strategic design.

We trust that the enclosed resolves the outstanding requests from DPHI. Please contact us with any questions.

Yours sincerely

PREMISE AUSTRALIA PTY LTD



DAVID WALKER

SENIOR GENERAL MANAGER - CENTRAL

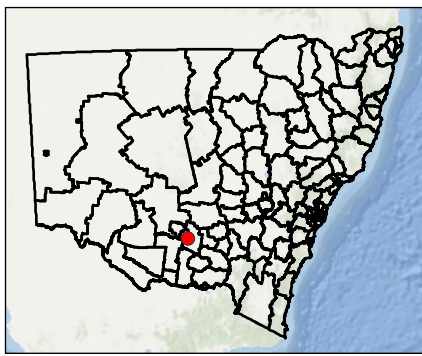
Registered Environmental Assessment Practitioner 7333

APPENDIX A

UPDATED NOISE IMPACT ASSESSMENT

APPENDIX B

UPDATED FIGURES



State Context



- Legend**
- Project Area
 - Development Site
 - LGA Boundary
 - Cadastre
 - Road
 - Railway
 - Runway
 - Electricity Transmission Line
 - Water Body
 - Watercourse
 - NPWS Reserve
 - Transgrid Substation
 - Renewable Energy Projects
 - Approved



Yanco Battery Energy Storage System

Figure 2
Regional Context



Legend

- Project Area
- Development Footprint
- Site Access
- Cadastre

Existing Infrastructure

- Electricity Transmission Line
- Easement
- Water Body
- Watercourse
- Road
- Railway

Proposed Infrastructure

- Landscaping
- Hardstand Areas
- Connection Asset
- BESS Area
- Car Park
- Temporary Construction Hardstand
- Construction Office
- Control Room
- Site Office
- Switching Room
- Transformer

- Firefighting Water Tank
- Fencing
- Noise Wall
- Access Road
- Intersection Upgrade

Indicative ETL Connection

- Option 1
- Option 2

Receivers

- Associated Residential
- Non-Associated Non-Residential
- Non-Associated Residential

Premise

Yanco Battery Energy Storage System

Figure 6

Project Layout

Sources: © State of NSW, Department of Customer Service, Spatial Services 2023
 © State of NSW, Department of Planning and Environment 2023
 © Nearmap 2023
 File: 223155_Master.aprx Prepared By: mailin.hoepfner Date: 1/08/2025

APPENDIX C

UPDATED STRATEGIC DESIGN JPEGS



APPENDIX D

AMENDED MITIGATION MEASURES TABLE

Table 2 provides an updated summary of project mitigation measures, taking account of updates to technical reports at Response to Submissions stage.

Table 2 - Updated mitigation measures

Impact	Phase	Mitigation Measures
Biodiversity	Construction	To compensate for impacts on native vegetation, eight ecosystem credits of PCT 74 and one ecosystem credit for PCT 26 are required. > Avoid and minimise clearing impacts to native vegetation, particularly hollow-bearing trees where possible. > Clearly delineate the boundaries of the project footprint to prevent any unnecessary clearing beyond its extent. This includes the installation of appropriate fencing along the eastern extent of the Subject Land. Fencing should prohibit entry into the retained vegetation area and minimise indirect impacts during construction such as the movement of dust and rubbish into the forest and wetland. > Ensure vehicle and equipment parking areas and stockpile areas are identified and positioned to avoid areas containing ecological value. Stockpiling must not occur within, or in proximity (5m) to, areas of native vegetation retained under the proposed development. > Appropriate signage such as 'no go zone' or 'environmental protection area' should be installed surrounding the area of retained native vegetation and wetlands. > Clearly identify and communicate the location of any 'no go zones' in site inductions. > Tree protection measures will be implemented to protect retained trees surrounding the Subject Land. Tree protection measures should consider allowances for Tree Protection Zones in accordance with AS4970 (Standards Australia, 2009). > Limit removal of trees, particularly hollow-bearing trees, to that required within the project footprint. No trees outside of the development footprint are to be removed. > Pre-clearance surveys should be conducted at most 24 hours prior to clearing to prevent accidental injury/mortality to species moving into the area between pre-clearance surveys and clearing activities. > Pre-clearance surveys will be undertaken by a suitably qualified ecologist > As stated previously, the suitably qualified Ecologist undertaking the surveys should identify any opportunities to avoid and minimise clearing of vegetation, particularly hollow-bearing trees, where possible. This advice is to be communicated to the Construction Site Manager prior to commencing vegetation clearing works. > A staged approach is required to the removal of vegetation (trees and shrubs) to minimise the potential for impacts to fauna by providing them with an opportunity to vacate hollows and relocate naturally.

Impact	Phase	Mitigation Measures
		> Ensure a licensed wildlife carer and/or ecologist is present during vegetation clearing/habitat removal. > Source controls such as sediment fences, mulching and jute matting will be utilized where appropriate, especially along the eastern boundary of the proposed development area that runs adjacent to a first-order stream. > Site-based vehicles will carry spill kits. > Erosion and sediment control will be required for the development in accordance with Managing Urban Stormwater: Soils and Construction (Landcom, 2004) prior to commencement of construction. > Limit the use of pesticides in the project footprint where possible to avoid contamination of nearby watercourses/wetland areas. > Speed limits within the Subject Land should be limited to 40 km/hr. > This limit should be clearly signed at all entry points to site. > The Subject Land should be separated from vegetated areas throughout the construction and operational phases of the development. This separation should be achieved through physical barriers including fencing and appropriate signage. > The fungal pathogens <i>Phytophthora cinnamomi</i> and <i>Myrtle Rust (Puccinia psidii)</i> are likely to occur within the LGA, however, it is unknown if they occur within the Subject Land. These pathogens can have devastating impacts on native plant communities and inhabiting fauna if not properly managed. > Appropriate washdown facilities will be available to clean vehicles and equipment prior to arrival on-site and prior to departure. > Ensure soil and seed material is not transferred > Increased human activity (from workers and traffic levels) directly adjacent to sensitive habitat areas may cause disturbance to flora and fauna species in adjoining habitat. > Impacts from construction and operational activities, such as disturbance to an animal's normal behaviour patterns due to noise, vibration, lighting or dust may cause areas of previously suitable habitat to become sub-optimal and may cause fauna species to vacate areas of previously suitable habitat. > Measures to mitigate impacts on flora and fauna from noise, vibration, waste, light and air pollution such as: • Restriction of public access and associated impacts from domestic pets, waste dumping and damage to adjoining vegetation must be enforced pre, during and post construction. • Fence sensitive areas to delineate 'no go' zones. • Levels of lighting associated with the proposed development (during construction and operation) will be reduced to a minimal level and directed away from retained vegetation areas to reduce any adverse effects upon the essential behavioural patterns of light-sensitive fauna. Lighting design and utilization

Impact	Phase	Mitigation Measures
		during construction and operational phases of the development should be based on principles detailed in Appendix A of the National Light Pollution Guidelines for Wildlife (DEE 2020). This includes consideration of adaptive controls, and measures to reduce light intensity and inappropriate light spill into retained vegetation and fauna habitat. • Lighting should also comply with Australian Standard AS4282 (INT) 1997 – Control of Obtrusive Effects of Outdoor Lighting. • Noise minimization practices in accordance with standard practises. • Dust control measures such as covering loads where required; amending operations under excessive wind conditions including ceasing operations if required; use of water tankers as required, to control dust; rehabilitation through vegetation of surfaces to be left unsealed; and truck wheel washes or other dust removal measures.
Aboriginal heritage	Construction	> A proposed 10m buffer is to be implemented around the previously identified AHIMS #49-5-0211 site so as to avoid any impacts to this item. > Prior to works commencing a Chance Finds Protocol (CFP) is to be developed for the site. The CFP must include the procedure and management of unexpected finds relevant to Aboriginal cultural heritage. > The CFP must include procedures for: • notifying Heritage NSW, a heritage consultant and RAPs or the Local Aboriginal Land Council (LALC) where unexpected finds are identified. • If suspected human remains are located during any stage of the proposed works, work must stop immediately, and the NSW Police notified. An Archaeologist or Physical Anthropologist should be contacted in the first instance where there is uncertainty whether the remains are human. > All impacts must remain within the assessed study area or further archaeological investigation may be required.
Historic heritage	Construction	> If any object having interest due to its age or association with the past is uncovered during the course of work: • All work must stop immediately in that area. • Work may recommence in the affected area(s) if Heritage NSW advises that additional assessment and/or approval is not required (or once any required assessment has taken place or any required approval has been given). • In accordance with the Heritage Act 1997, the Heritage NSW must be advised of the discovery.
Land	Throughout	> Compliance with mitigation measures specified in the EIS is anticipated to reduce the risk of land use conflicts.

Impact	Phase	Mitigation Measures
		> The reversibility of the project would allow the site to be returned to its existing land use, therefore minimising potential for long term conflict and impacts to future agricultural activities. > Compliance with the following crime management measures is anticipated to reduce the risk of conflict related to the increased risk of vandalism and theft for surrounding residents: • Maintenance of the existing key access point to ensure the delineation between private and public is clear; • Existing boundary fencing is to be maintained and/or installed to ensure site access is controlled; • Appropriate signage should be installed; • Landscaping is to be maintained to remove opportunities for concealment. > Ongoing consultation with stakeholders will identify and address concerns if they arise. > An Agricultural Biosecurity Management Plan will be developed and incorporated into the Construction Environmental Management Plan. > Implement all measures specified in management plans identified in the EIS and/or consent conditions (if approved).
Visual	Construction	> Noise walls and buildings to be painted a colour that blends with the local landscape (such as Colorbond Cottage Green, Woodland grey, Pale Eucalypt or similar) to reduce their prominence of these structures in views to the proposal. > Five meter wide native vegetation screening to be established along the exterior of the perimeter security fencing, consisting of: • Double row of tree planting ranging from 5 to 15 metres in height at maturity; • Double row of native shrubs ranging from 1.5 to 10 metres in height at maturity; and • Small shrubs and groundcovers Species will reflect the local character of the area and the trees and shrubs will be staggered to maximise their screening effect.
	Throughout	> Lighting during construction and operation would be designed and operated in accordance with AS4282-2019 Control of the obtrusive effects of outdoor lighting.
Noise	Construction	> The construction contractor shall use the following controls to minimise potential impacts: • Limiting the type and scale of concurrent activities undertaken close to sensitive receivers where possible. • Using broad band reversing alarms on all mobile plant and equipment if practical.

Impact	Phase	Mitigation Measures
		• Examine different types of machines that perform the same function and compare the noise level data to select the least noisy machine. • Operating plant in a quiet and efficient manner. • Reduce throttle setting and turn off equipment when not being used; and • Regularly inspect and maintain equipment to ensure it is in good working order including checking the conditions of mufflers. > During any work generating high noise noises that have impulsive, intermittent, low frequency or tonal characteristics, consultation with sensitive receivers will occur regularly. > A construction noise management plan would be prepared with appropriate mitigation measures to address construction noise of the development and short term road noise impacts. Appropriate mitigation measures are determined in Table 8 of the Noise Impact Assessment. > Noise barriers are proposed as shown in Figure 4 of the NIA. In order to be effective, the acoustic barrier would need to be free of gaps and be constructed of material with a mass density greater than or equal to 12 kg/m² excluding structural components. > The southern noise barrier is approximately 388 m length and 4.5 m in height, the barrier also has been modelled to include 150 mm gap between the ground and bottom of the barrier. (Barrier construction to allow for flood design). > Southern acoustic barrier are to be constructed such that there is a 10 m spacing between the acoustic barriers and bass equipment to allow for fire safety. > The barriers around the large scale 175 MVA transformers are 4 m in height. The barrier may be open on the northern face > Placement of the MVPS equipment as discussed in ACenergy, MVPS front face of all units to be facing north to help with directionality or loudest side away from closest sensitive receivers > Similarly, placement of BESS equipment as discussed with ACenergy, BESS front side (loudest) facing towards the north for all BESS units to help with the noise directionality away from closest sensitive receivers to the south >
Transport, traffic and access	Construction	> Implement a traffic management plan to ensure consultation with council is maintained concerning the operation of the Yanco Sportsground. > The intersection of Irrigation Way and Houghton Road should be upgraded to include BAR and BAL treatments per the prepared Strategic Design plans. > Install signage and line marking north of the railway line to advise drivers not to store between the railway lines.

Impact	Phase	Mitigation Measures
		> Implement a traffic management plan to ensure all staff are instructed not to store across the railway lines. > The intersection of Houghton Road, Hume Road and the development site access should be upgraded in accordance with the prepared Strategic Design plan. > Implement a traffic management plan to ensure no heavy vehicles arrive and depart simultaneously along Hulme Road. > A code of conduct will be included in the traffic management plan for the construction period to promote safe behaviour when commuting to the worksite. > Four 22-seat shuttle buses will be provided to reduce traffic vehicle movements during the construction period. Staff movements will be serviced by the shuttle buses as follows: • 2x for Yanco • 1x for Griffith • 1x for Narrandera > The applicant commits to undertaking an independent dilapidation survey to assess the: • condition of Houghton and Hulme Roads, prior to construction, upgrading and decommissioning activities; and • condition of Houghton and Hulme Roads, following the completion of construction, upgrading and decommissioning activities; > on completion of the dilapidation reports, provide a copy to the relevant roads' authorities; and > repair and/or make good any development-related damage to Houghton and Hulme Roads identified in dilapidation surveys during construction, upgrading or decommissioning works in consultation with the relevant roads authority. > contact UGL and obtain rail operation schedule after development consent and prior to construction, and incorporate the schedule into Traffic Management Plan to be endorsed by TfNSW. > Management Plans shall include a requirement signalling departing vehicles via radio to ensure no heavy vehicles are arriving at Houghton Rd. > The applicant commits to including procedures in the TMP associated with navigating pinch points along the route for high risk over-dimensional vehicles requiring escort, including but not limited to timing of manoeuvres (particularly for the University Bridge movement and for travel through the steepest sections of Mt Ousley. > The applicant commits to undertaking signage and line marking works within the operational UGLRL rail corridor via a separate approvals process and will obtain third party works approval. These works do not form part of this application.

Impact	Phase	Mitigation Measures
Water		> Self-bunded battery storage units > Self-bunded fuel storage areas > Regular maintenance and inspection of fuel bund, oil bund and battery storage units > Development of site management plans that detail responses to leaks such as spill kits, removal and appropriate testing and disposal of impacted soils and options for installing groundwater monitoring bores in the case of a significant fire or unexpected leak. > Any sensitive infrastructure such as inverters and battery storage etc, should be located 450mm above finished ground level. This would ensure infrastructure is located above the 1% AEP flood level with a minimum of 230mm freeboard. > The footings should be designed to withstand the flood velocities described in this report, which are mostly low within the Site. > It is recommended that best practice principles to stormwater and sediment control be incorporated into the design, construction and operation phases of the BESS site. > It is anticipated that vehicles can safely access and egress from the Site, however consideration should be given to not restrict the movement of emergency vehicles on Houghton Road with any scheduled roadworks associated with construction
Hazards	Construction	> Prior to construction a Fire Safety Study will be prepared in accordance with: • Hazardous Industry Planning Advisory Paper No.2 (HIPAP2); • FRNSW Fire Safety Guideline Technical Information – Large scale external lithium-ion battery energy storage systems – Fire safety study considerations, and submitted to FRNSW for review. > Initial Fire Safety Report (IFSR) and / or Performance-Based Design Brief / Fire Engineering Brief Questionnaire (FEBQ) and FSS will be prepared to the satisfaction of FRNSW prior to the final project design. > End-to-end spacing (short side) of BESS containerised units shall be a minimum of 3 m > Back-to-back spacing (long side) of BESS containerised units shall be a minimum of 3 m > Distance from electrical compartment surface to the wall of other containers 1.1 m. > Spacing between BESS container accumulations (i.e. 4 containerised units) shall be a minimum of 3 m. > The BESS containerised units shall be provided with the fire protection system specified by the BESS manufacturer. > Prior to construction, the total area required for the BESS units shall be verified against the available space to demonstrate there is adequate area to achieve the required spacing.

Impact	Phase	Mitigation Measures
		> The vents shall not be located above battery packs within the BESS container. > The vent covers of the BESS shall be constructed of non-combustible material. > Prior to commissioning, the UL test data for the selected battery units shall be made available to the DPHI. > Prior to commissioning of the project, the following plans will be developed: • Emergency Plan (EP) in accordance with Hazardous Industry Planning Advisory Paper No.1 (HIPAP1); • Emergency Services Information Package (ESIP) in accordance with FRNSW fire safety guideline – Emergency services information package and tactical fire plans. > An induction package for emergency responder's will be prepared to the satisfaction of FNSW.
Bushfire	Throughout	> Asset Protection zone (APZ) buffers will be a minimum 10m width provided around project-related infrastructure and to the outer perimeter (vegetation screen and south wall define limit). Temporary construction and laydown areas, site access and associated fencing do not require specific APZ. > APZ to be managed as Inner Protection Area (IPA) for the life of development. The following vegetation management requirements apply in the APZ: • Trees (there would be no trees within the APZ). • Shrubs (there would be no shrubs within the APZ). • Grass should be kept mown (as a guide grass should be kept to no more than 100mm in height); and leaves and vegetation debris should be removed. • Roads and paved/cleared areas are suitable within the APZ > Landscape maintenance includes APZ around infrastructure, the proposed vegetation screening and land management across the surrounding Project area to reduce fire intensity and rate of spread as it may approach a structure or structures. • APZ management to maintain fuel loads as required as per Section 5.2 of this report. • Vegetation screening greater than 10m from infrastructure (APZ), maintained to remove dead/dry vegetation and fuel build-up. • The vegetation screens will be managed under a landscape or vegetation management plan so that they are managed in perpetuity as a low threat and do not increase the threat toward the structures. • Landscape management requires ongoing monitoring and maintenance.

Impact	Phase	Mitigation Measures
		• Bushfire fuel management surrounding development can be achieved in ongoing agricultural practices such as grazing, cropping, slashing etc. • A BEMOP to guide landscape and APZ management, monitor and manage potential fuel loads surrounding the Project area. > The noise wall design and material will be non-combustible outer layer (e.g. sheet metal or cementitious layer) front and back and a fire-retardant core, and not increase the risk of fire toward the BESS infrastructure. > On-site water supply (minimum 10,000L) to be strategically positioned, as per Fire Safety Study specifications. • Water supply to be accessible and have appropriate firefighting appliance connections. • Water supplies to be detailed in a Bushfire and Emergency Management Operation Plan (BEMOP) or similar planning strategy. > Main access, internal roads and alternate egress provide for safe, reliable, and unobstructed passage by a Cat 1 firefighting vehicle as per Section 5.5 of this report and maintained for the life of the development. > The width and capacity of the access provides for safe, reliable, and unobstructed passage by a Cat 1 firefighting vehicle within acceptable operational limits: • The trafficable surface has a minimum width of 4m. • The access has a minimum 4m height clearance overhead, free from any obstructions. • Curves inner radius 6m. • Crossfall less than 6 degrees. • Surfaces and crossing structures are capable of carrying vehicles with a gross vehicle mass of 15 tonnes and an axle load of 9 tonnes. • Turnaround provisions of 12m radius or T junction at the termination of each access track and in position of any dedicated water supply tanks. • All access will be detailed in the BEMOP > A BEMOP should be prepared to support emergency management for the Project and ensure bushfire protection actions are maintained. The Plan should be developed in consultation with the local NSW RFS District Office and the Emergency Management Plan and be communicated to relevant stakeholders. > A BEMOP and the detailed design of plants will address how: • Species with rough fibrous bark, or which retain/shed bark in long strips or retain dead material in their canopies are not to be included in the planting schedule; • Incorporation of smooth bark species of trees species which generally do not carry a fire up the bark into the crown;

Impact	Phase	Mitigation Measures
		• Ongoing maintenance: > lower limbs will be removed up to a height of 1 m above the ground; > grass will be kept mown to no more than 100mm in height; and > debris (leaves and vegetation) will be removed regularly. > A BEMOP will guide annual monitoring of the fire mitigation works for the Project operations and surrounding landholding: • APZ and landscape fuel load management. • Access provisions. • Water supplies. > Emergency Response in coordination with the Fire Safety Study and Emergency Management Plan.
Waste	Throughout	> A Waste Management Plan for all phases of the project would be prepared and implemented prior to the commencement of any works on the site.
Social	Throughout	> Target local economic benefits through procurement of local goods and services. > Track and report on local content used for the project. > Prioritise hiring local workers with requisite skills and experience. > Use online and offline methods to share and register interest in project opportunities. > Engage regularly with local businesses about construction periods and potential increases in trade. > Encourage project workforce to support local businesses through local spending initiatives (e.g., vouchers). > Develop and implement an Industry Participation Plan addressing: • Opportunities for supply of goods and services, employment, training (including Aboriginal participation), and sustainable procurement. • Metrics to track goals for each opportunity. • Engagement with Leeton Shire Council, local businesses, and the Leeton Chamber of Commerce to understand procurement limitations and aspirations. > Partner with LGAs and organisations to inform prospective workers about participation in the project. > Use a project-specific website and existing LGA communication channels. > Collaborate with local employment, apprenticeship, and training providers to enhance local hiring potential. > Develop and implement local content initiatives with procurement goals for the operation phase. > Identify community funding opportunities.

Impact	Phase	Mitigation Measures
		> Engage in community involvement initiatives, potentially in partnership with nearby renewable energy SSD proponents. > Promote and use the Community Stakeholder Engagement Plan (CSEP) to continue collaborating with stakeholders and the community to identify opportunities. > Maintain ongoing communication with local residents throughout the project to ensure transparency and during work that produces impulsive, intermittent, or low-frequency noise, regular consultation with sensitive receptors is advised. > Staff training on noise management is recommended. > Shuttle bus service - organising shuttle buses from Griffith and Narrandera for a portion of the workforce. This will reduce the demand for local accommodation and help mitigate worker travel fatigue. > Accommodation provider coordination - continue discussions with accommodation providers, ensuring proactive planning to secure availability in Yanco, however unlikely this may be due to accommodation stock levels. > Maintain ongoing dialogue with the Yanco Solar Farm team and accommodation suppliers to address potential cumulative impacts and ensure coordination and if possible sequencing of workforce. > Develop an Accommodation, Employment, and Procurement Strategy/Plan to support local businesses in becoming competitive and sustainably servicing the construction workforce over the 8-month project period. > Designed and operated in accordance with AS4282-2019 to minimise obtrusive effects. > Noise walls and buildings will be painted in colours that blend with the local landscape.
Economic		> Prepare AES incorporating ongoing liaison with local industry representatives to ensure the maximisation of the use of local contractors, manufacturing facilities, materials. > Liaison with local representatives regarding accommodation options for staff, to minimise adverse impacts on local services. > Liaison with local tourism industry representatives to manage potential timing conflicts with local events > ACEnergy or the developer will consult with local employment agencies and training organisations and, where practicable, will consider supporting training and apprenticeships.
Cumulative		> Maintain ongoing dialogue with surrounding renewable developers and accommodation suppliers to address potential cumulative impacts and ensure coordination and if possible sequencing of workforce.

APPENDIX E

UPDATED TRAFFIC IMPACT ASSESSMENT

