

3/07/2025

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 request for further information by email of 26 May 2025, in relation to the Yanco Battery Energy Storage System (BESS).

1. RESPONSE TO RFI – DATED 26 MAY 2025

Table 1 provides responses to the request for additional information.

Table 1 - Response to RFI

RFI	Response
Biodiversity > In the mitigation measures table under Biodiversity, correct the following "Limit removal of trees to that required within the project footprint where possible" to remove where possible, noting no trees outside of the development footprint are to be removed. If this is not the intention of the mitigation measure, please re-word.	An updated project mitigation measures table has been provided in Appendix A . Additions and modifications to mitigation measures made since the RTS report have been marked by strike through and red text formatting for clarity.
Water > Provide detail around the availability of the proposed water sources. The RTS states that discussions are still occurring with Leeton SC and that you are exploring a raw water supply agreement with Murrumbidgee Irrigation for dust suppression and civil works.	As of 13 June 2025, Leeton Shire Council has confirmed that they can supply the quantity of water as required. This would be via either of the water filling stations in Leeton or Yanco and water would be transported from the filling station to the Yanco BESS by either ACenergy or contractors engaged for the Yanco BESS construction. Confirmation from Leeton Shire Council is provided in Appendix B .
General development layout figure > Include Site Boundary > More clearly show the landscaping around the perimeter of the site (higher res image may	DPHI to confirm inclusion of Project Area as well as Development Footprint prior to final figure.

RFI	Response
improve this - or change to colour / weight of lines) > Include R3 and R8 > Provide as a high-resolution JPEG	
Traffic > What is the site access being constructed as? Rural property access etc.	It is confirmed that the property access would be constructed as a standard rural property access in accordance with Figure 7.4 of Austroads Part 4, noting that it would accommodate the project design vehicle, i.e. 19 m semi-trailer, and 12x8 Platform Carrier (as assessed in the OSOM Route Study).
> Do you have any heavy vehicles requiring escort that are not high risk. Or do you only propose to use heavy vehicles and high-risk heavy vehicles requiring escort?	There are estimated to be a total of 11 vehicles requiring escort, two of which are high risk. These two movements are the transformer deliveries. The non high risk deliveries are the two switch rooms, two sets of busbars, two cranes, one control room, one O & M room, and one set of concrete poles.
> What are the dimensions of your High Risk Heavy Vehicles Requiring Escort?	This information is provided in the updated oversize overmass route assessment provided as Appendix 5 of the updated TIA, to be provided under separate cover. The dimensions of the largest high risk vehicle requiring escort is: > Overall length - 44.9 m > Trailer width – 4.3 m > Overall height – 4.8 m > Overall weight – 228.5 tonnes
> What is the limitation/ rationale behind not allowing 2 heavy vehicles to pass one another on Houghton or Hulme Roads? Is it carriageway width? Please provide detail.	Houghton Road has sufficient width (9.5m) to accommodate two heavy vehicles at any one time and therefore this requirement would not apply to Houghton Road. Due to the short length of Hulme Road involved in the construction of Yanco BESS, it is not anticipated that two heavy vehicles would be required to pass one another. Nevertheless, there is still the possibility of this occurring so Recommendation 6 in the TIA still stands. Measures would be put into effect via the TMP to ensure that two heavy vehicles will not be passing each other on Hulme Rd. This will be managed on site during construction. The mitigation measures in Appendix A have been updated to reflect this.
> Noting correspondence between ACE and Council (dated 19 March) indicates dilapidation	Yes, these surveys would include the affected portion of Hulme Road as well. The mitigation measures in Appendix A have been updated to reflect this.

RFI	Response
surveys would only be undertaken for Houghton Rd. Is this also proposed for Hulme Road?	
Capital Investment Value > Is it okay for us to share the \$297 million capital investment value in the project assessment report that will be publicly available?	Agreement is not provided to make this publicly available at this time. ACEnergy request that this information is redacted.
Other matters > What is the likely construction commencement date?	Subject to timing of approvals, construction is scheduled to start in Q2 2026.
> Regarding nearby project distances, some are conflicting across different technical appendices. Please confirm the distance of the project site from the Yanco Substation, Yanco Sewerage Treatment Plant and the Railway line.	> Yanco Substation - 127m > Sewerage Treatment Plant - 222m > Railway - 600m
> Provide strategic designs (road upgrades) as high-resolution JPEGs.	These will be supplied under separate cover.

2. TFNSW RFI - DATED 3 JUNE 2025

An updated TIA has been provided in **Appendix C**, which provides a response to the RFI in Appendix 6.

We trust that the enclosed resolves the outstanding comments from the email of 26 May 2025. 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

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 where possible. 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. to determine if any inhabiting fauna, or habitat features (i.e. nests or hollows) are present 24 hours prior to clearing. > A staged approach is required to the removal of vegetation (trees and shrubs) to minimise the potential for impacts to fauna by

Impact	Phase	Mitigation Measures
		providing them with an opportunity to vacate hollows and relocate naturally. > Avoid clearing vegetation during the breeding season of threatened fauna species, such as the Superb Parrot (spring/ early summer). > 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 Myrtle Rust (<i>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.

Impact	Phase	Mitigation Measures
		- 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 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).

Impact	Phase	Mitigation Measures
		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. > 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.

Impact	Phase	Mitigation Measures
		- Using broad band reversing alarms on all mobile plant and equipment if practical. - 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	> Update the subject site plan to include a designated parking area to satisfy the parking demand of 25 vehicles during the development's construction phase. > Implement a traffic management plan to ensure consultation with council is maintained concerning the operation of the Yanco Sportsground.

Impact	Phase	Mitigation Measures
		> The intersection of Irrigation Way and Houghton Road should be upgraded in accordance with the prepared Strategic Design plan 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. > 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 subject development site access should be upgraded in accordance with the prepared Functional Layout plan Strategic Design plan. > Implement a traffic management plan to ensure no heavy vehicles arrive and depart simultaneously along Hulme Houghton 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

Impact	Phase	Mitigation Measures
		Bridge movement and for travel through the steepest sections of Mt Ousley.
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.

Impact	Phase	Mitigation Measures
		> 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. > 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.

Impact	Phase	Mitigation Measures
		• Landscape management requires ongoing monitoring and maintenance. • 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;

Impact	Phase	Mitigation Measures
		• Incorporation of smooth bark species of trees species which generally do not carry a fire up the bark into the crown; • 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.

Impact	Phase	Mitigation Measures
		> Develop and implement local content initiatives with procurement goals for the operation phase. > Identify community funding opportunities. > 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 B

LEETON SHIRE COUNCIL WATER CONFIRMATION

Lucy McDermott

From: Simone Powles <simonep@leeton.nsw.gov.au>
Sent: Friday, 13 June 2025 3:02 PM
To: HenryKing Sicad
Cc: Silas Darby
Subject: RE: Water Supply Inquiry for Construction - Yanco BESS

Good Afternoon

Thank you for your patience while we discussed this request.

I can confirm that Leeton Shire Council can supply the quantity of water as required. This would be via either of our water filling stations in Leeton or Yanco and water would be transported from the filling station to your facility by yourself or your contractors. Prices are as previously advised and are subjected to change when Council adopts new fees and charges.

If you have any further questions please don't hesitate to contact me.

Kind Regards
Simone

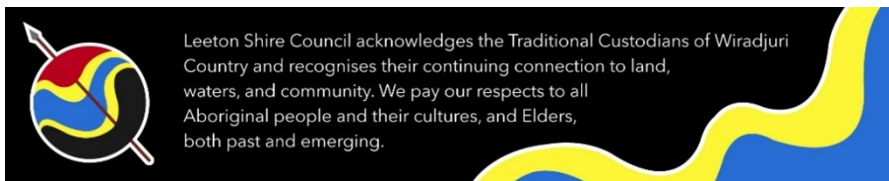


Simone Powles | Business Support Officer | **Leeton Shire Council**

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LEETON
SHIRE COUNCIL

23-25 Chelmsford Place, Leeton NSW 2705



Consider the environment. Please don't print this e-mail unless really necessary.

From: HenryKing Sicad <hk.sicad@acenergy.com.au>
Sent: Wednesday, 11 June 2025 9:43 AM
To: Simone Powles <simonep@leeton.nsw.gov.au>
Subject: Re: Water Supply Inquiry for Construction - Yanco BESS

Hi Simone,

Hope you're having a good week.

I'm just following up on my previous email regarding our project. As you know, we were hoping for a positive decision from the Council by the end of last week.

Could you please provide an update on the status of our application? Reiterating, we're looking at an approval that says the council has the supply and is willing to supply our water requirements.

Please let me know if there's any further information you require from our end.

APPENDIX C

UPDATED TRAFFIC IMPACT ASSESSMENT