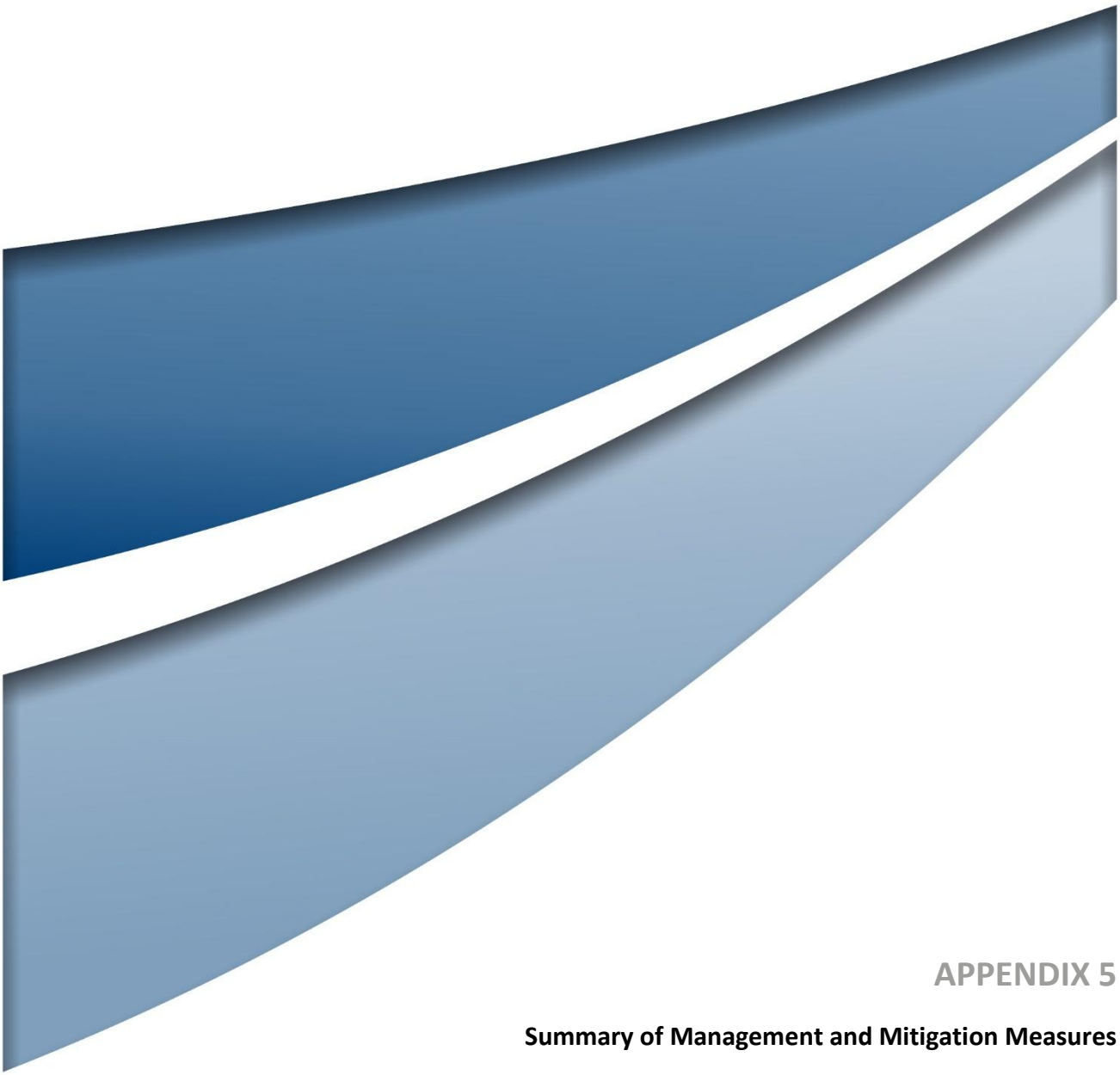

APPENDIX 5

Summary of Management and Mitigation Measures

Samsung C&T Renewable Energy Australia Pty Ltd (SREA) has committed to the implementation of the management and mitigation measures identified in the EIS. The management and mitigation measures will be implemented through a Construction Environmental Management Plan (CEMP), Operational Environmental Management Plan (OEMP) and Decommissioning and Rehabilitation Management Framework. These plans will be prepared sequentially, prior to each stage of the Project by SREA and any relevant specialists and contractors, and in consultation with relevant Government Agencies. The following table provides a consolidated list of the management and mitigation measures applicable to the Project and relevant timing for implementation.

Issue	Management and/or Mitigation Measure	Timing
General	SREA will prepare and implement a Construction Environmental Management Plan (CEMP) for the Project, incorporating all relevant management and mitigation measures outlined in the EIS and relevant specialist assessments.	Pre-Construction
	SREA will prepare and implement an Operation Environmental Management Plan (OEMP) for the Project, incorporating all relevant management and mitigation measures outlined in the EIS and relevant specialist assessments.	Pre-Operation
Biodiversity	Ensure all staff working on the project are inducted on site environmental procedures (i.e., vegetation management, sediment and erosion control, protective fencing, weeds, hygiene protocols, ethical procedures for handling fauna displaced on the site, site speed limits, biodiversity considerations etc).	Pre-Construction
	The delineation of such a boundary may include the use of temporary fencing or parawebbing and marked as 'No-Go Zones'. Regular inspections should be undertaken to ensure all retained vegetation/fauna habitat is clearly marked and that fencing is in place, where appropriate.	Pre-Construction
	Vegetation clearance will follow biodiversity recommendations to minimise impacts. Where possible, clearing will be avoided in spring, and fallen timber will be reused for habitat outside the subject land.	Construction Operation
	Manage dust, stockpiles and waste rock with the preparation of a soil management strategy.	Pre-Construction Construction Operation
	Manage water (run off, wastewater etc) onsite through: • Preparing a water management strategy • Construct the access during a time when the channel along River Road is dry • Minimise disturbance of earth during construction of the access road.	Pre-Construction Construction Operation

Issue	Management and/or Mitigation Measure	Timing
	Manage waste onsite through the preparation of a waste management strategy.	Pre-Construction Construction Operation
	Manage air quality through the preparation of an air quality management strategy.	Pre-Construction Construction Operation
	Prepare a fire management strategy with reference to Blackash Bushfire Consulting (2025) Comet Park Battery Energy Storage System: Bushfire Risk Assessment.	Pre-Construction Construction Operation
	Prepare a noise management strategy with reference to Umwelt (2025) Comet Park Battery Energy Storage System: Noise and Vibration Impact Assessment.	Pre-Construction Construction Operation
	Prepare a biosecurity management strategy to precent weeds, pests and disease occurrences.	Pre-Construction Construction Operation
	Reduce vehicle impact through: • Ensuring speed signs are in place • Ensuring staff are aware of how to respond to a vehicle/ wildlife collision including internal reporting processes or as per project approval requirements and contact details for local wildlife care and rescue organisations such as WIRES: 1300 094 737.	Pre-Construction Construction Operation

Issue	Management and/or Mitigation Measure	Timing
Aboriginal Cultural Heritage	Ensure all on-site personnel are aware of their obligations under the National Parks and Wildlife Act 1974 (NSW), including the protection and reporting of Aboriginal sites.	Pre-Construction
	Protect the four mature River Red Gum trees near the Project Footprint, as requested by the Registered Aboriginal Parties, due to their cultural significance and ecological importance.	Pre-Construction Construction Operation Decommissioning
	If Aboriginal or suspected Aboriginal material is uncovered, stop works, cordon off the area, and consult the Heritage Consultant for further assessment and management.	Construction Operation Decommissioning
	If human remains or suspected remains are found, stop works, cordon off the area, contact NSW Police, and notify Heritage NSW to develop management measures in consultation with RAPs.	Construction Operation Decommissioning
Historic Heritage	If historical archaeological relics are found during undertaking of the works, all works in the immediate vicinity are to cease immediately and Heritage NSW be notified. A qualified archaeologist is to be contacted to assess the situation and consult with Heritage NSW regarding the most appropriate course of action.	Construction Operation Decommissioning
Soils, Land, and Agriculture	Agriculture land use would be re-established over all agricultural land removed from agriculture at the time of decommissioning (unless otherwise agreed with the landowner and/or regulatory authorities).	Decommissioning
	The Project Footprint will be returned to an approximately equivalent potential agricultural productivity following the Project via soil management and LSC class 3 reinstatement.	Decommissioning
	All soil that is proposed to be disturbed during the Project will be handled in accordance with the strategy outlines in Section 6.2.1 and a site soil management plan prepared for the Project that includes soil management measures relating to soil stripping, stockpiling, respread/reuse, and land rehabilitation. This will inform the CEMP, OEMP and a Decommissioning and Rehabilitation Plan.	Construction Operation Decommissioning
	Return all disturbed land to an equivalent LSC class following the end of life for the Project, through site rehabilitation and good soil management practices in as outlined in Section 6.2 of the SLAIA.	Construction Operation Decommissioning

Issue	Management and/or Mitigation Measure	Timing
	All soil resources are to be managed throughout construction, operation and decommissioning phases of the Project in accordance with an ESCP which should include recommendations outlined in Section 6.2.1 of the SLAIA.	Construction Operation Decommissioning
	Stock fences and irrigation infrastructure to be reinstated during decommissioning to suit post-Project land use as required.	Construction Operation Decommissioning
	Pest species will be managed in accordance with measures outlined in Section 6.3 of the SLAIA, and a Weed Management Plan prepared for the Project.	Construction Operation Decommissioning
	Biosecurity will be managed in accordance with measures outlined in Section 6.4 of the SLAIA and an Agricultural Biosecurity Management Plan prepared for the Project.	Construction Operation Decommissioning
Landscape and Visual	The design of the Project will consider the use of materials that integrate with the surrounding landscape. Where possible, suitable colours and finishes will be chosen for project infrastructure to minimise visual impacts (including glare/reflectivity), including ancillary infrastructure.	Pre-Construction Construction
	Principals outlined in the Dark Sky Planning Guideline (DPHI, 2016) and National Light Pollution Guidelines for Wildlife will be considered during the detailed design phase. Cut off and direct light fittings (or similar technologies) would be used where appropriate to minimise glare and light spill onto private property.	Construction Operation Decommissioning
	Landscape plan key principles include: • Planting would remain in keeping with existing landscape character • Species selection would be typical of the area • Planting layout would avoid screening views of the broader landscape • Clearing of existing vegetation would be avoided and any lost vegetation would be reinstated where appropriate • Natural vegetation would be allowed to regrow over any areas of disturbance.	Pre-Construction Construction
	Implement screen planting along part of the eastern boundary of the Project Site to assist in mitigating the visual impacts of receivers.	Construction

Issue	Management and/or Mitigation Measure	Timing
Noise and Vibration	A suite of operational noise controls to further avoid and minimise noise emissions. The following feasible noise mitigation measures have been incorporated into the modelling process: • battery container orientation • inverter and battery fan speed • noise barriers constructed to relevant AS/NZS standards for bushfire resistance.	Pre-Construction
	A Noise and Vibration Management Plan (NVMP) will be prepared and implemented as part of the Construction Environmental Management Plan (CEMP). The NVMP will generally follow the approach in the ICNG and identify: • all potential significant noise and vibration generating activities associated with the Project • feasible and reasonable mitigation measures to be implemented • a monitoring program to assess performance against relevant noise and vibration criteria • arrangements for consultation with affected neighbours and sensitive receivers, including notification and complaint handling procedures • contingency measures to be implemented in the event of non-compliance with noise and vibration criteria.	Pre-Construction
	The CEMP and NVMP should be regularly updated to account for any changes in noise and vibration management of the Project.	Pre-Construction Construction Operation Decommissioning
	For best practice, the additional mitigation measures outlined in the Transport for NSW (TfNSW) Construction Noise and Vibration Guideline (CNVG, 2023) should be adopted (refer to Section 6.3.3 of the NVIA).	Pre-Construction Construction Operation Decommissioning

Issue	Management and/or Mitigation Measure	Timing
	All sensitive receivers likely to be affected should be notified at least seven days prior to commencement of any works associated with the activity that may have an adverse noise or vibration impact. The notification should include: • Details of the Project • The construction period and construction hours • Contact information for project management staff • Complaint and incident reporting • How to obtain further information.	Pre-Construction Construction Operation Decommissioning
	All employees, contractors and subcontractors are to receive an environmental induction. The induction must include at a minimum, all applicable mitigation measures; hours of works; any limitations on high noise-generating activities; location of nearest sensitive receivers; designated parking areas; relevant approval conditions and incident procedures.	Pre-Construction Construction Operation Decommissioning
	The noise levels of plant and equipment should have operating Sound Power or Sound Pressure Levels consistent with those nominated in Table 6.1 of the NVIA.	Pre-Construction Construction Operation Decommissioning
	Noise emitting plant to be directed away from sensitive receivers and to be throttled down or shut down when not in use.	Pre-Construction Construction Operation Decommissioning
	Non-tonal reversing beepers should be fitted and used on all construction vehicles and mobile plant used regularly on site and for any out of hours work.	Pre-Construction Construction Operation Decommissioning

Issue	Management and/or Mitigation Measure	Timing
	Limit the use of engine compression brakes.	Pre-Construction Construction Operation Decommissioning
	Where feasible and reasonable, construction should be carried out during the standard daytime working hours. Work generating high noise should be scheduled during less sensitive time periods.	Construction Decommissioning
	In the event that any vibration-generating equipment would be used within the recommended safe working distances nominated (Table 6.3 of the NVIA), the following is recommended: • An independent specific structural assessment is undertaken on the structure to ascertain the structural integrity and its ability to withstand vibration, and establishment of an appropriate vibration criterion • A dilapidation survey is undertaken on the structure prior to works commencing, and regular inspection of the structure throughout the construction activities • A pre-construction vibration monitoring to establish baseline vibration impacts induced on the structure from existing sources • Establish site specific vibration minimum working distances for the nominated equipment on site • Where appropriate, continuous vibration monitoring is conducted on the structure for the duration of the period of construction while vibration generating equipment is used. The vibration logger should be equipped with the facility to remotely alert the site to reduce or cease construction activities if vibration levels are approaching the criterion threshold.	Pre-Construction Construction Operation Decommissioning
Traffic and Transport	Engage a licensed and experienced transport contractor with experience in transporting OSOM component loads. The contractor would be responsible for obtaining all required approvals and permits from NHVR and local Councils and for complying with conditions specified in the approvals.	Pre-Construction
	The Proponent will ensure all relevant transport-related permits and approvals (e.g. OSOM heavy vehicle movement permits) are secured prior to commencement of traffic movements associated with the construction activities. This includes addressing issues (as relevant to the Project) during the detailed design phase.	Pre-Construction

	To ensure adequate road safety is maintained, a comprehensive CTMP would be prepared in consultation with LSC and the relevant road authorities and be completed and issued prior to construction. The CTMP will detail appropriate construction traffic controls and management measures applicable to the Project, including the following: • details of all transport routes and traffic types to be used for development-related component and material delivery • details of the measures that would be implemented to minimise traffic safety issues and disruption to local users of the transport route(s) during construction or decommissioning works, including, but not limited to, the following: o temporary traffic controls, including any detours and signage o notifying the local community about Project-related traffic impacts o minimising potential for conflict with school buses, stock movements and rail services o implement measures to minimise development-related traffic on the public road network outside of standard construction hours o implement measures to minimise dirt tracked onto the sealed public road network from Project-related traffic o ensuring loaded vehicles entering or leaving the site have their loads covered or contained o providing sufficient parking on-site for all Project-related traffic o responding to any emergency repair or maintenance requirements during construction and/or decommissioning o traffic management system for managing OSOM vehicles o comply with the traffic conditions in the Development Consent. The development of a detailed CTMP will be undertaken during the detailed design phase once the final equipment, materials to be used, existing traffic levels, other Projects requiring consideration and construction sequencing are confirmed, including: • a Drivers' Code of Conduct that typically addresses, but is not limited to, the following: o travel speeds o fatigue management o procedures to ensure that drivers adhere to the designated transport routes o procedures to ensure that drivers implement safe driving practices	Pre-Construction Construction

Issue	Management and/or Mitigation Measure	Timing
	○ include a detailed program to monitor and report on the effectiveness of these measures and the code of conduct. • include a 'car pool' initiative and provision of shuttle bus services for construction staff from surrounding urban centres to minimise the impact of vehicle movements.	
	The development of a detailed CTMP will be undertaken during the detailed design phase once the final equipment, materials to be used, existing traffic levels, other Projects requiring consideration and construction sequencing are confirmed, including: • a Drivers' Code of Conduct that typically addresses, but is not limited to, the following: ○ travel speeds ○ fatigue management ○ procedures to ensure that drivers adhere to the designated transport routes ○ procedures to ensure that drivers implement safe driving practices ○ include a detailed program to monitor and report on the effectiveness of these measures and the code of conduct. • include a 'car pool' initiative and provision of shuttle bus services for construction staff from surrounding urban centres to minimise the impact of vehicle movements.	Pre-Construction
	Establish a procedure to ensure the ongoing maintenance of the internal on-site access network during the operation phase.	Operation
Water Resources	A CSWMP will be prepared to outline measures to manage soil and water impacts associated with the construction and decommissioning works.	Pre-Construction
	Creation of catch/diversion drains and sediment fences at the downstream boundary of construction activities, where practicable, to support the containment of sediment-laden runoff.	Pre-Construction
	Erosion and sediment control measures will be implemented and maintained at all work sites in accordance with the principles and requirements in *Managing Urban Stormwater – Soils and Construction, Volume 1 and Volume 2D of Blue Book*.	Pre-Construction
	Measures to minimise/manage erosion and sediment transport both within areas of disturbance and off-site, including requirements for the preparation of ESCP for all progressive stages of construction.	Pre-Construction

Issue	Management and/or Mitigation Measure	Timing
	When works are scheduled during periods when the three-day forecast indicates that rain is likely, erosion control measures should aim to protect disturbed lands with 60% ground cover. Where non-forecast rainfall arrives, site management techniques should endeavour to minimise and mitigate site erosion within 24 hours.	Construction Operation
	The battery storage compound will be constructed of road base (or the like), the ESCP and CSWMP will implement controls that reduce the risk of erosive flows to minimise peak velocities.	Construction
	Excavation of subsoils should be minimised whenever possible, any excavated subsoils should be stockpiled and contained to prevent potential dispersion and sediment transfer.	Construction
	Irrigation canals surround the project area. Inspection and monitoring requirements will be implemented, including monitoring of water quality located off-site, the monitoring methodology will be communicated through stakeholder engagement.	Construction
	Maintenance of suitable ground cover and grasses to minimise the potential for erosion and export of sediment.	Construction Operation
	All hazardous materials and chemicals will be stored in accordance with relevant Australian standards and other state and local guidelines including the *NSW EPA's Storing and Handling Liquids: Environmental Protection – Participants Handbook*.	Operation
	During construction design flood risk will be considered and include, as a minimum, a review of temporary infrastructure layouts and arrangements to include stormwater management controls to avoid/minimise the impact of flooding, and consider measures to mitigate alterations to local runoff conditions due to on-site works and activities.	Construction
	Flood emergency management measures for the construction phase would be prepared and included in applicable environmental and safety management documentation i.e. the CEMP, CSWMP and ESCP noted above, as relevant. As a minimum this would include identification of flood related risks and their management, and processes to monitor and communicate weather warnings. In this regard, construction staff will have access to the following facilities for early severe weather warnings: The Bureau of Meteorology's "MetEye" and The Bureau of Meteorology's "RSS feeds". Radio and Bureau of Meteorology information will be reviewed frequently for potential major storm events and to ensure on-site personnel and visitors are aware of potential flooding events and road closures.	Construction

Issue	Management and/or Mitigation Measure	Timing
	Flood emergency management measures for the operational phase would be prepared and included in applicable environmental and safety management documentation i.e. the FEMOP and OEMP noted above, as relevant. In this regard, operations staff will have access to the following facilities for early severe weather warnings: The Bureau of Meteorology's "MetEye" and The Bureau of Meteorology's "RSS feeds". Radio and Bureau of Meteorology information will be reviewed frequently for potential major storm events and to ensure on-site personnel and visitors are aware of potential flooding events and road closures.	Operation
	Evacuation routes will be designed during the detailed design phase and will consider zones of flood hazard. These routes would be included in applicable environmental and safety management documentation i.e. the FEMOP and OEMP noted above, as relevant.	Pre-Construction
	Flood behaviour as a result of the Project would be confirmed during detailed design, inclusive of climate change. In this regard foundations for the BESS and transmission lines. Detailed design of the Project will consider the results of the 1% AEP scenario. Based on the Project design utilised for this assessment, this mitigation is achieved and should persist if any future design revisions occur.	Pre-Construction
	Infrastructure with the potential to cause pollution to be spread due to surface water inundation will be located with a minimum 300 mm freeboard above the 1% AEP flood level. Raising storage infrastructure can occur by situating potential pollutants on top of an earthfill pad or a structural platform. Based on the Project design utilised for this assessment, this mitigation is achieved and should persist if any future design revisions occur.	Pre-Construction
	The SEARs require that no sensitive infrastructure (e.g., substations or battery storage) is to be placed within 20 m of any Strahler 3 or above order streams. Sensitive infrastructure will be placed outside the 0.2% AEP flood extent with a minimum 500 mm freeboard to the 1% AEP flood level. Based on the Project design utilised for this assessment, this mitigation is achieved and should persist if any future design revisions occur.	Pre-Construction
	A water sourcing and monitoring strategy would be prepared to manage potential availability impacts on downstream water users and ensure compliance with legislation relating to water extraction.	Pre-Construction
	Any liquids stored within the Project Area during operation will be contained within a bund and regularly inspected.	Operation
	A DN600 culvert or box culvert equivalent would be required to facilitate access to the Project and the installation would be undertaken under the guidance of the Murrumbidgee Irrigation Group. Alternatively, if the existing irrigation channel to the south of the Project Area is to be filled-in, then an agreement (or an easement) would be secured from Leeton Shire Council.	Pre-Construction

Issue	Management and/or Mitigation Measure	Timing
PHA	A BESS that has been designed and constructed to meet the requirements of UL 9540 Standard for Safety of Energy Storage Systems and Equipment (UL 9540) (Underwriters Laboratory, 2022).	Pre-Construction
	BESS that has been designed to avoid fire propagation by in accordance with UL 9540A. The configuration of the LIB modules for the 'as constructed' Project would be consistent with a configuration determined by the UL 9540A testing to achieve no propagation.	Pre-Construction
	Ensuring the BESS system components have been subject to rigorous factory acceptance testing prior to dispatch from the supplier.	Pre-Construction
	Ensuring the BESS and BMS incorporate adequate instrumentation, interlocks and alarms to minimise the risk of the LIB incubation period (the time at a particular temperature at which thermal runaway is likely to initiate) being approached by shutting down modules/racks and alarming unsafe temperatures or other unsafe conditions such as: • Loss of cooling • Charge/discharge voltage or current outside design parameters • Internal electrical resistance outside design parameters during charging or discharge • Rack fail-to-trip detected • Inverter/charge fail-to-trip detected.	Pre-Construction Construction
	Maintaining the separation distances between BESS containers to reduce the risk of accident propagation in accordance with manufacturer's instructions, appropriate standards/guidelines that may include *NFPA 855 Standard for the Installation of Stationary Energy Storage Systems* (NFPA 855) (National Fire Protection Association, 2022) and *Property Loss Prevention Data Sheet 5-33 Lithium-Ion Battery Energy Storage Systems* (FM Global, 2023) and in line with testing conditions set during type testing for UL9540A.	Pre-Construction
	Ensuring the Project has an effective fire suppression plan that can be implemented over the full duration of the fire event should the fire safety strategy involve suppression (e.g. as per *Property Loss Prevention Data Sheet 5-33 Lithium-Ion Battery Energy Storage Systems* (FM Global, 2023) requirements).	Pre-Construction Construction
	Incorporating lightning protection at the Project site to reduce the risk of lightning initiating a LIB hazard event.	Pre-Construction Construction
	Visual and audible alarms external to BESS that would be initiated should the BMS detect a thermal runaway event.	Pre-Construction Construction

Issue	Management and/or Mitigation Measure	Timing
	Provisioning the Project site with adequate fire safety systems (e.g., provision of fire water tanks, hydrant booster sets and fire water containment) that would be determined following completion of Project design, and the bushfire assessment and the Fire Safety Study (FSS).	Pre-Construction Construction
	Ensuring the Project site layout provides emergency services with clear access and egress to all areas of the site (including alternate access and egress routes) that may require an emergency response, in particular to BESS components.	Pre-Construction Construction Operation Decommissioning
	The substation and transformers would be designed, installed, operated and maintained in accordance with: • AS/NZS 60076.1:2014 Power transformers General • AS/NZS 60076.2:2013 Power transformers Temperature rise for liquid immersed transformers • AS/NZS 60076.5:2012 Insulated bushings for alternating voltages above 1000 V • AS/NZS 60076.6:2013 Power transformers Loading guide for oil-immersed power transformers • AS 60296:2017 Fluids for electrotechnical applications - Unused mineral insulating oils for transformers and switchgear • AS 2067-2016 Substation and High Voltage Installations exceeding 1 kV AC. • AS 2374.8-2000 Power Transformers – Application Guide • The detailed design of the installation and equipment selection would be designed to ensure compliance with the *International Commission on Non-Ionizing Radiation Protection (ICNIRP) Health Guidelines 2020*.	Pre-Construction Construction Operation
	HIPAP 6 notes a final hazard analysis (FHA) is only required when the detailed design is not finalised at the time of DA determination and/or the final design of the development is likely to add to the understanding of the risks. As aforementioned, a FHA could be required for the Project if there are changes in the Project layout and equipment selection that could change the risk profile of the Project.	Pre-Construction
	LIBs would be transported to site by a suitably accredited freight company using dangerous goods licensed vehicles and drivers.	Pre-Construction Construction

Issue	Management and/or Mitigation Measure	Timing
	A Fire Safety Study (FSS) would be prepared in accordance with the guidelines of HIPAP 2 and would: • Address the requirements of FRNSW's Large-scale external lithium-ion battery energy storage systems - Fire safety study considerations • Consider the operational capability of local fire agencies and the need for the facility to achieve an adequate level of on-site fire and life safety independence • Consider the requirements of the Fire Management Plan (FMP) that would be prepared in consultation with NSW Rural Fire Service. The FMP describes the methods and resources needed to manage and extinguish lithium battery fires and the management of a defendable APZ as described in Planning for Bush Fire Protection 2019.	Pre-Construction Construction
	The FSS would inform the requirements of an Emergency Plan (EP) that would be prepared in accordance with HIPAP 1 in consultation with relevant emergency services organisations (i.e., FRNSW, NSW Rural Fire Service (RFS), NSW Ambulance and relevant local emergency management services). The EP would inform the requirements of an Emergency Services Information Package (ESIP) that would be prepared in accordance with FRNSW fire safety guidelines – Emergency services information package and tactical fire plans. Both the EP and the ESIP would: • Inform first responders of site-specific features and safety measures required to ensure they are able to undertake their duties effectively • Include agency-specific standard operational guidelines.	Pre-Construction Construction
	First responders would be made aware of hazards (including those specific to LIBs and electrical hazards that pose a threat during emergency response) and appropriate responses to hazardous events in post construction inductions for first responders.	Pre-Construction
	Site security would include perimeter fencing and CCTV monitoring of the BESS facility entrance and electrical substation.	Pre-Construction Construction Operation Decommissioning
	All combustible materials (including vegetation) within an exclusion zone of 10 m would be maintained around all substation equipment to reduce the risk of fire propagation from or to the transformers.	Pre-Construction Construction Operation Decommissioning

Issue	Management and/or Mitigation Measure	Timing
	An Asset Protection Zone (APZ) with a minimum width of 10 m would be maintained around BESS, switch yard and substations.	Pre-Construction Construction Operation Decommissioning
	On-site vehicle speed and traffic flow directions within Project Site would be managed based on the assessment of on-site hazards and the location of the BESS, switchyard and control room.	Pre-Construction Construction Operation Decommissioning
	Training would be provided for all personnel responsible for operations, maintenance and emergency response.	Pre-Construction Construction Operation Decommissioning
	Hot work/safe work procedures would be prepared for any maintenance works on battery storage facilities or electrical transformers.	Operation
	Routine preventative maintenance, interlock testing and condition monitoring (e.g. thermography, insulating oil analysis) of BESS LIB modules and electrical transformers would be undertaken.	Operation
	All waste batteries would be disposed of in a safe and responsible manner by suitably licensed waste contractors.	Decommissioning
	Consultation with adjacent landholders and associated dwellings to ensure they are aware of the hazards associated with the BESS and understand the emergency systems and protocols (visual and audible alarms, communications from site, evacuation plans etc.) that would be implemented in the event of a thermal runaway event. The outcome of this consultation would be reflected in the Emergency Management Plan that would be completed post-approval for the Project.	Pre-Construction Construction Operation Decommissioning
Bushfire	Asset Protection zone (APZ) buffers will be a 10 m width provided around project-related infrastructure and to the outer perimeter.	Pre-Construction Construction Operation Decommissioning

Issue	Management and/or Mitigation Measure	Timing
	The Bushfire Assessment Report should be used to inform the forthcoming Fire Safety Study.	Pre-Construction Construction Operation
	Prior to construction certificate stage a Bushfire Emergency Management and Operations Plan and a Bushfire Emergency Response Plan (including a Pre Incident Plan) are to be developed for the Project in consultation with emergency services. These plans should be reviewed at least every 5 years and after any significant fire event in the immediate area. Copies of these plans are to be provided to local emergency services.	Pre-Construction Construction Operation
	All construction and operations will be conditioned to comply with Total Fire Ban Day (TOBAN) requirements, in accordance with section 99 of the *NSW Rural Fires Act 1997*.	Pre-Construction Construction Operation
Social	Design refinements, including: • Refinements to the Project Footprint to maximise the degree to which the Project utilises previously cleared land, thus reducing the requirement to clear additional vegetation and/or impact habitat for flora and fauna species. • Siting of proposed infrastructure in proximity to the existing electricity transmission infrastructure to reduce impact associated with transmission easements as far as practicable. • Re-positioning of the site access and egress point, now adjoining the southern border of the Project Footprint, reducing the amount of vegetation required to be cleared for the Project.	Pre-Construction
	Consistent communication and engagement with communities throughout the Project stages would be important and would facilitate relationships with local landholders and key stakeholders during the construction phase of the Project. Such stakeholders should include: • Neighbouring/proximal residents • Local government • Local businesses and service providers.	Pre-Construction Construction Operation Decommissioning

Issue	Management and/or Mitigation Measure	Timing
	CSEP will need to be updated and implemented throughout all stages of the Project's construction and operation. During these phases the CSEP objectives at a minimum need to include: • Sharing information regularly on the Project throughout construction, including relevant monitoring data • Ensuring that those potentially affected by the Project understand the Project and how it would affect them • Identifying any unanticipated impacts that may occur as a result of the Project • Providing opportunities for people to provide feedback on impact management measures.	Construction Operation
	Establish a Voluntary Planning Agreement (VPA) with Leeton Shire Council to ensure community benefits, contributing $90,000 per annum (indexed to CPI) to support local infrastructure, services, and facilities.	Pre-Construction Construction
	SREA will review the environmental and social assessments to determine the need for additional landholder or stakeholder agreements, and engage accordingly to address identified impacts.	Pre-Construction
	Incentivise the EPC Contractor to prioritise the employment of locals who already reside in the area and who will not require accommodation.	Pre-Construction
	Consult with stakeholders and advisers of the Project to identify potential opportunities for accommodation operators within the Leeton, Narrandera, Wagga Wagga and Griffith LGAs.	Pre-Construction
	Investigate and document accommodation options in the local region – provide this information to the EPC Contractor.	Pre-Construction
	Operate a Housing and Accommodation Expression of Interest Register to enable local landowners, businesses and individuals to register their interest in providing accommodation services to the Project.	Pre-Construction
	Contact local accommodation providers directly to disseminate details such as construction timing, workforce scheduling (once available) and accommodation requirements to afford preparation.	Pre-Construction Construction
	Review workforce requirements regularly (e.g. monthly) during construction to ensure the objectives of the AES are being met.	Pre-Construction
	Provide regular Project updates to the community via Project Newsletters, posts on the Project website and social media channels.	Pre-Construction Construction
	Maintain an EOI register to allow contractors and service providers (individuals and companies) to register their interest for supplying goods and services. The EOI list will be provided to the EPC Contractor prior to commencement of construction.	Pre-construction Construction

Issue	Management and/or Mitigation Measure	Timing
	Early engagement with potential EPC Contractors to highlight the importance of local employment on the Project, and inclusion of local content requirements in the contract.	Pre-construction
	Recruit local based roles to service the Project and use a local recruitment company to recruit these roles.	Pre-construction
	Engage with the community to promote employment/ contracting opportunities. Methods could include hosting community information sessions, advertising on the Project website, social media channels, radio, newsletters, newspapers, and procurement platforms.	Pre-construction Construction
	Engage with First Nations agencies to jointly identify opportunities for delivery of work packages for the Project.	Pre-construction Construction
	Understand existing capabilities within the social locality and provide training opportunities which are targeted toward local youth, Indigenous youth, those underrepresented in the renewable energy sector, and those wishing to transfer from the agricultural sector to the construction sector.	Pre-construction Construction
	Provide information to Leeton Shire Council, Narrandera Shire Council, Wagga Wagga City Council and Griffith City Council to promote both work and subcontracting opportunities; as well as to discuss and resolve ongoing outcomes.	Pre-construction Construction
	Establish and monitor actionable targets to ensure objectives of the AES are being met.	Construction
	Operate an EOI Register for local and First Nations businesses and service providers: including establishing and maintaining relationships with registered interested businesses and service providers in the local area.	Pre-construction Construction Operation Decommissioning
	Informing the local and First Nations business community of Project related opportunities: Providing open tenders which are advertised through community groups or local Facebook pages.	Pre-construction Construction Operation Decommissioning
	Local and First Nations procurement preferences: Incorporating additional weighting in tenders and EOIs to prioritise procurement from local and First Nations companies.	Pre-construction Construction Operation Decommissioning

Issue	Management and/or Mitigation Measure	Timing
Economic	Prepare an AES prior to the construction phase commencing. It is recommended monitoring and updating (where and if necessary) the AES prior to and during the construction phase of the Project to reflect local market conditions at the time (including demands from concurrent infrastructure projects, visitor markets etc). Such an approach would aim to minimise impacts on the community, especially for those reliant on low-cost housing as well as ensuring sufficient accommodation is available to service other key industry sectors (e.g., tourism and agriculture).	Pre-Construction Construction
Waste	A Waste Management Plan (WMP) outlining strategies for waste minimisation, handling, storage, and disposal will be prepared for the Project in accordance with the SEARs requirements. This plan will and will be submitted for approval by the relevant authorities prior to the commencement of construction.	Pre-Construction