

To: Oliver Coleman

From: Jenq Sim

Company: StorEnergy 3 Pty Ltd

SLR Consulting Australia Pty Ltd

Date: 4 June 2026

Project No. 620.041615

RE: Molong BESS

Review of Temporary Construction Laydown Area, Off-site Construction Traffic Volume Changes, and O&M Building Relocation

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1.0 Introduction

SLR Consulting Australia Pty Ltd (SLR) previously prepared a noise assessment for the proposed Molong BESS 'Project' (Appendix K – Noise and Vibration Impact Assessment (NVIA)) as part of the Environmental Impact Statement (EIS) studies. The assessment was based on a defined site layout, including an assumed temporary construction laydown area and construction traffic volumes derived from the traffic impact assessment report (Ref: 620.041615.00008 SLR Consulting, 2025).

The purpose of this technical memorandum is to review three changes to the Project: a modification to the temporary construction laydown area configuration, a revised estimate of off-site construction traffic volumes during the peak construction phase, and the relocation of the O&M Building. The memorandum assesses whether the first two changes have any material effect on the construction noise impacts previously identified in the NVIA, and whether the O&M Building relocation has any material effect on the overall project noise emissions previously assessed.

2.0 Description of Change

2.1 Off-site Construction Traffic

The peak construction phase, lasting approximately two months, is expected to generate up to 20 heavy vehicles, 1 shuttle bus and 18 light vehicles during a worst case 1-hour period (day-time construction traffic).

The revised traffic volumes represent an increase compared to those previously assessed in the NVIA. The potential impact at the most-impacted receiver is assessed using the NSW EPA Road Noise Policy (RNP).

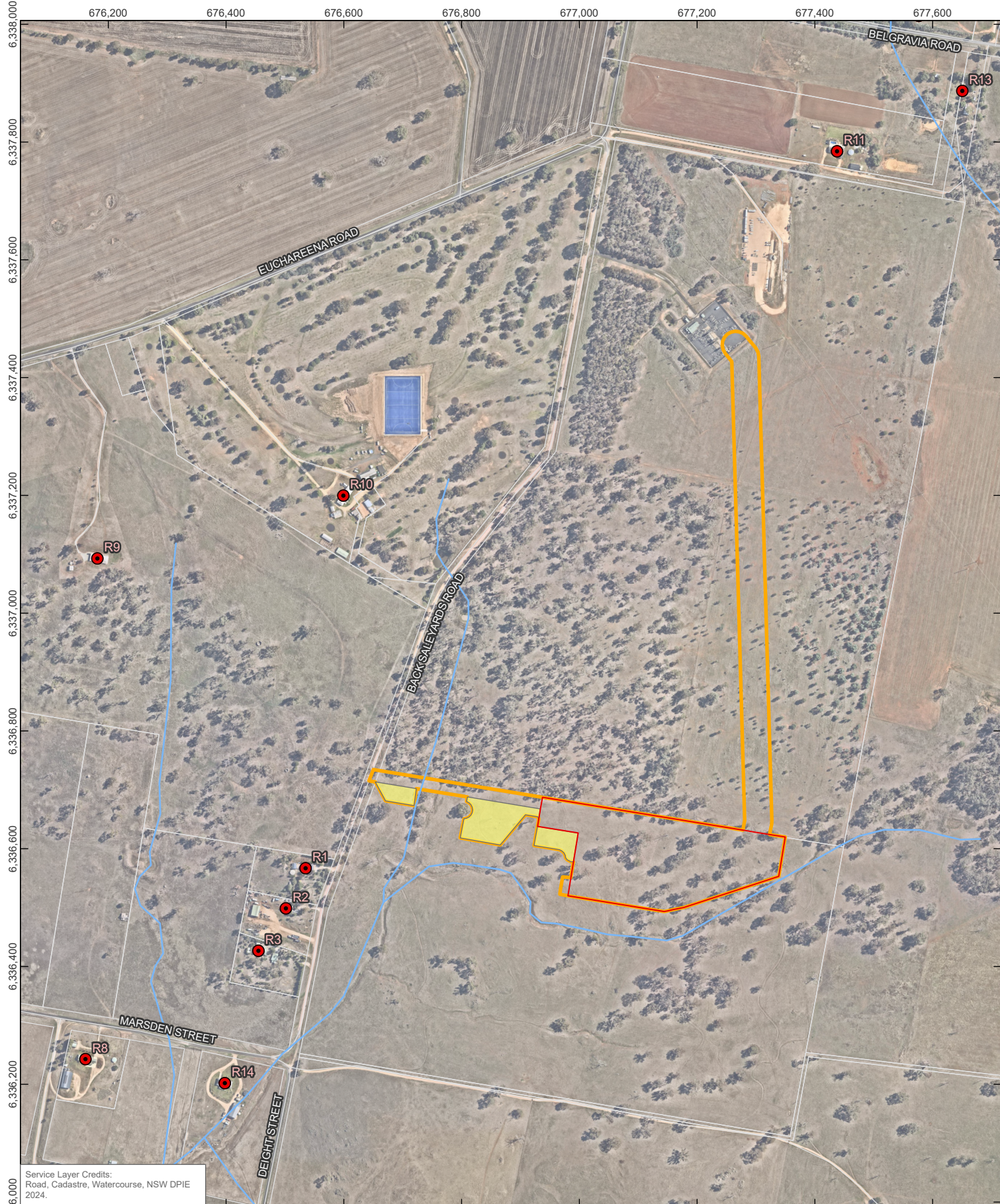
2.2 Laydown Area

The updated laydown area comprises multiple temporary construction laydown areas located to the west of the Project development footprint. The revised laydown areas represent a change from the previously assumed configuration. The areas are temporary in nature and will be used for the staging and storage of construction materials and equipment during the Project construction phase. The activities within the laydown areas are anticipated to be limited to standard working hours only. **Figure 1** shows the location of the proposed temporary laydown areas.

2.3 O&M Building Relocation

The O&M Building was previously located within the laydown area in the southeastern portion of the project site and has been relocated to the construction compound area at the western end of the site, as shown in **Figure 2**.





Service Layer Credits:
Road, Cadastre, Watercourse, NSW DPIE
2024.

 0 100 200 m
 Coordinate System: GDA2020 MGA Zone 55
 Scale: 1:8,500 at A4
 Project Number: 620.041615
 Date Drawn: 30-Apr-2026
 Drawn by: NT

- LEGEND**
-  Sensitive Receiver
 -  Watercourse
 -  Road
 -  Cadastre
 -  BESS Footprint (5.06 ha)
 -  Development Footprint (10.68 ha)
 -  Temporary Laydown

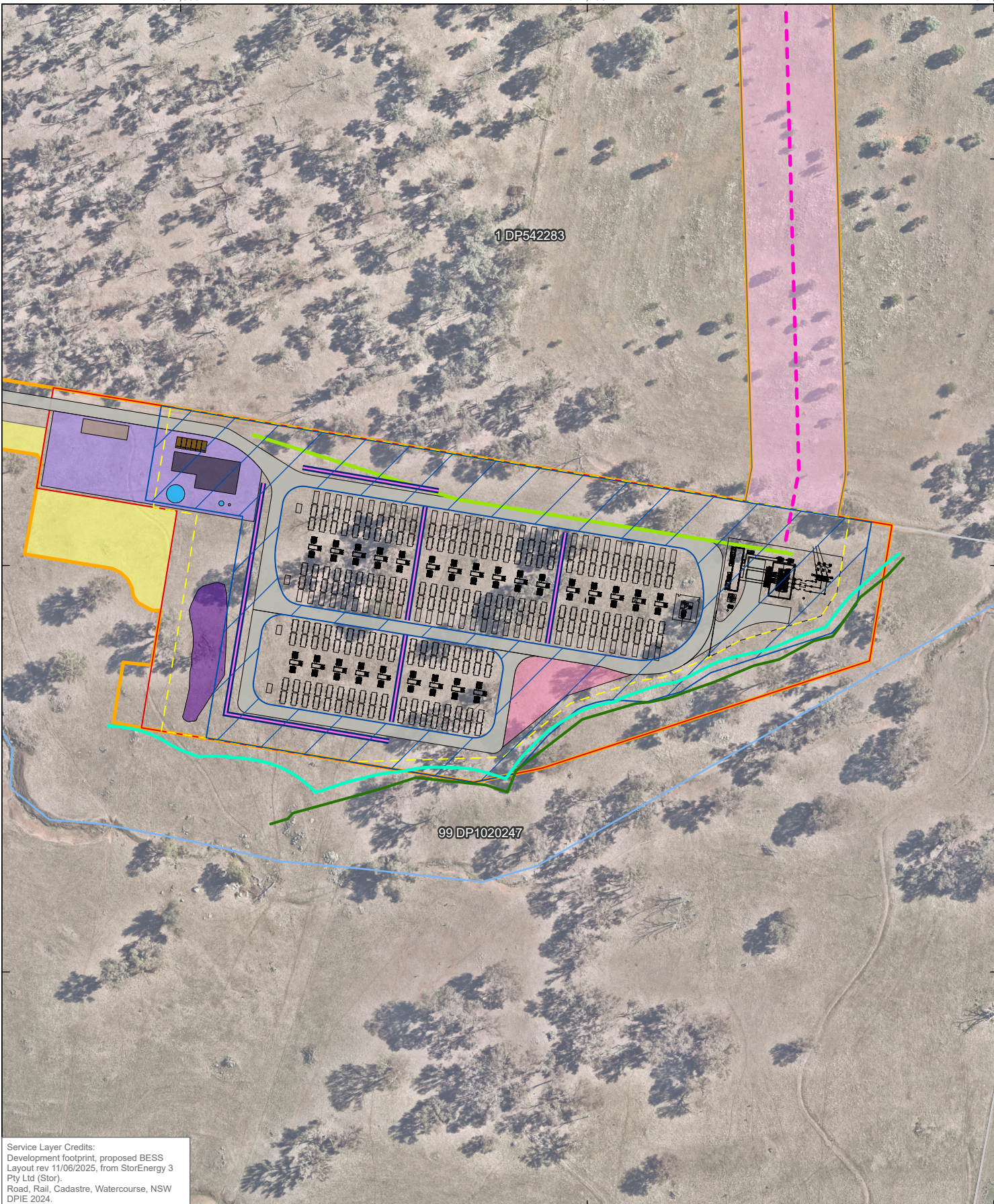
MOLONG BESS

**PROPOSED TEMPORARY
LAYDOWN AREAS**



DISCLAIMER: All information within this document may be based on external sources. SLR Consulting Pty Ltd makes no warranty regarding the data's accuracy or reliability for any purpose.

FIGURE X



Service Layer Credits:
Development footprint, proposed BESS
Layout rev 11/06/2025, from StorEnergy 3
Pty Ltd (Stor).
Road, Rail, Cadastre, Watercourse, NSW
DPIE 2024.

0 50 100 m

Coordinate System: GDA2020 MGA Zone 55

Scale: 1:2,500 at A4

Project Number: 620.041615

Date Drawn: 23-Apr-2026

Drawn by: NT



LEGEND

- Watercourse
- Proposed Electricity Transmission Line
- Noise wall
- Swale (Indicative)
- BESS Infrastructure
- BESS Footprint (5.06 ha)
- Development Footprint (10.68 ha)

- Heritage Buffer (50m)
- Top of Bank 40m Buffer
- Fence line
- Car Parking Spaces
- Construction Compound
- Detention Basin
- Internal Road
- Laydown Area
- Temporary Laydown Area

- O&M Building
- Indicative Location for Sewerage Holding Tank
- Indicative Location for Washdown Bay
- Indicative Location for Water Tanks
- Proposed Easement
- APZ (Indicative)

MOLONG BESS

BESS OVERVIEW

FIGURE 2

3.0 Acoustic Review

3.1 Off-site Construction Traffic

Since the issue of the NVIA, the noise impact from construction traffic has been reassessed considering the site access driveway location and the anticipated construction traffic volumes. Noting that the access road is situated to the north of the closest existing receivers (R1 - R3), and vehicles are proposed to access the site from the north, no construction traffic is expected to pass directly in front of these receivers.

The traffic noise assessment identifies the most-impacted receiver along each local road where heavy vehicle movements are expected. It is also noted that no future receivers identified in the NVIA are anticipated to be present during the construction phase of the Project.

The results of the off-site traffic assessment are shown in **Table 1**.

Table 1 Traffic Noise Assessment

Representative Receiver	Road	RNP Increase Criterion (dB)	Predicted Change (dB)	RNP Criteria (dBA)	Predicted Noise Level (dBA)	Mitigation distance (m)
R1	Back Saleyards Road	2	2	55	52	N/A
151 Strathmore Lane	Strathmore Lane	2	13	55	65	67
2342 Belgravia Road	Belgravia Road	2	13	55	60	67

The assessment indicates that the predicted change in road noise levels at the most-impacted receiver (R1) on Back Saleyards Road falls within the 2 dB RNP increase threshold, and the predicted noise level remains below the RNP criterion. Receivers R2 and R3 are located further from the access road and are therefore expected to experience lesser noise impacts than R1; exceedances of the RNP criterion at these receivers are not anticipated.

For Strathmore Lane and Belgravia Road, the most-impacted receivers have been identified as the residences at 151 Strathmore Lane and 2342 Belgravia Road respectively. Given the proximity of these properties to the local roads (facades within 15 and 30 m respectively) and the expected volume of construction traffic, exceedances of the RNP criterion are predicted. The required setback distance from both Strathmore Lane and Belgravia Road to achieve compliance with the criterion is estimated at 67 m.

In this regard, as part of the Construction Noise and Vibration Management Plan (CNVMP), the Project should ensure that there are community consultation and notification to advice on the anticipated construction traffic. The Project should also advise construction contractors to implement best practice traffic noise management measures, including scheduling of heavy vehicle movements during standard construction hours only, minimising vehicle idling, avoidance of the use of engine compression brakes and adhering to applicable speed restrictions on local roads.

It is noted that these are preliminary predictions; the actual noise levels may vary depending on road conditions and the actual vehicles being used.



3.2 Laydown Area

The temporary laydown area is proposed to be used primarily for the storage and staging of construction materials and equipment. As a storage area, it generally does not represent a significant or continuous source of construction noise. Activities associated with the laydown area, such as vehicle movements and the occasional unloading or loading of materials, are inherently intermittent and of limited duration. The primary sources of noise within the laydown areas are anticipated to be trucks, and mobile plant such as excavators and dozers. No vibration intensive activities are anticipated during the use of the proposed laydown areas.

The proposed temporary laydown areas are located closer to the existing receivers to the west (R1, R2 and R3 as identified in the NVIA). The noise impacts of vehicles accessing the site are addressed in **Section 3.1**.

The construction of the site access road/driveway has also been previously assessed (scenario W.06 in the NVIA). The noise impacts from the worst-case laydown area location (western end of the site) are expected to be similar to this access driveway construction scenario during the worst-case laydown and material handling phase in this location (marginal exceedances expected to the existing receivers against the noise management levels). The noise impacts are expected to further decrease as the laydown areas further setback from Saleyards Road (towards the BESS footprint) are used.

On this basis, no material difference to the construction noise impacts previously identified in the NVIA is anticipated as a result of the change to the laydown area configuration.

3.3 O&M Building Relocation

The relocation of the O&M Building will not result in any material change to overall project noise levels. The building will be primarily used for ancillary administration and storage purposes, and while it may include air conditioning units, any associated noise contribution is considered negligible given that overall project noise is dominated by the BESS infrastructure.

4.0 Conclusion

The change to the laydown area configuration is not anticipated to result in any material difference to the construction noise impacts identified in the NVIA. The revised construction traffic volumes are predicted to exceed the RNP criteria for the most-impacted receivers along Strathmore Lane and Belgravia Road, with the required offset distance to achieve the criterion predicted to be 67 m. For receivers along Back Saleyards Road, the predicted noise level remains below the RNP criterion. Noise management measures to address the exceedance are recommended in **Section 3.1** and should be implemented as part of the CNVMP. Subject to implementation of these measures, construction noise impacts associated with both changes are considered manageable. Furthermore, no future receivers identified in the NVIA are expected to be present during the construction phase of the Project. The O&M building relocation is not expected to result in any material change to the overall project noise levels.



Regards,

SLR Consulting Australia Pty Ltd



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Reviewed: AD

