

Coonabarabran:

14-22 John Street
Coonabarabran NSW 2357

PO Box 191
Coonabarabran NSW 2357

ABN: 63 348 671 239



Calls from within Shire
1300 795 099

Calls from outside Shire area
Coonabarabran:
02 6849 2000

Coolah: 02 6378 5000

Fax: 02 6842 1337

Email:
info@warrumbungle.nsw.gov.au

Coonabarabran - Coolah - Dunedoo - Baradine - Binnaway - Mendooran

Please address all mail to:

The General Manager

R Bailey

Please refer enquiries to: Folder ID 18323

6 May 2024

Mr. Kurtis Wathen
Planning and Assessment Group
Department of Planning Housing and Infrastructure,
Locked Bag 5022
PARRAMATTA NSW 2124

Kurtis.wathen@dpie.nsw.gov.au

Dear Mr Wathen

Council's Response to Proposed Liverpool Range, Wind Farm – Modification 1 – Submissions Report -TWA Facility (SSD-6696-Mod-1)

1. Introduction

Thank you for the opportunity for Warrumbungle Shire Council ('Council') to consider the April 2024 Submissions report on the Liverpool Range Wind Farm Project's proposed Temporary Worker Accommodation facility (TWA) (Mod-1, Amendment 2) including Section 6 which relates to the additional submission and requests received from Warrumbungle Shire Council in relation to the Amendment 1 Report (RTS Project) and the Mod-1 Project Submissions Report submitted to DPE in August 2023.

Comments in sections 1-5 of this document relate only to the TWA, Comments in Section 6 and 7 are in relation to the Amendment 1 Report (RTS Project) and the Mod-1 Project Submissions Report submitted to DPE in August 2023 and the current TWA Submissions Report and must be read in conjunction with all prior submissions made by Council in relation to the Liverpool Range Wind Farm Modification.

Council supports the TWA but maintains its objection to the Mod-1 Proposal and recommends that the SSD application should not be approved.

In principle, Council supports the establishment of a TWA subject, however, to a satisfactory outcome pertaining to the matters raised herein and adoption of Councils consolidated consent conditions.

It is noted that the TWA Facility will comprise.

- A life of four years (servicing construction of the LRWF only).
- A footprint of 9ha within a development corridor of 14.6ha.
- Access off Vinegaroy Road (also used as an access point for turbine construction).
- Include 600 rooms, for a construction peak of 550, with additional rooms for 30-50 operational staff.

- Construction of the TWA will require a peak of approximately 40 workers who will reside on-site unless they are locals with housing nearby.
- Include a gymnasium, bar area and BBQ facilities.
- Construction will be staged to mirror the ramp-up of the Project's construction workforce.
- Traffic movements from the TWA Facility site will align with construction hours for the Project. (7am-6pm); and
- The TWA Facility will be decommissioned following completion of construction.

2. TWA Facility Technical Specifications and Operations

Council notes that the TWA facility footprint has been revised to 9 ha within a 14.6 ha TWA development corridor, and that a construction certificate is not required due to the TWA being part of the LRWF SSD process as a modification/amendment to SSD 6696.

In the Councils submission on the Amendment Report, additional information was sought on the following.

- a) Clear definition as to what the Capital Investment Value of the total wind farm development now is, inclusive of all the alterations arising from the Mod.
- b) More information on security arrangements for the TWA, including details on security fencing and the provision of a gatehouse.
- c) Will shuttle buses be used to transport workers from the TWA Facility to the Project site and into Coolah for key events, and if not, why not?
- d) Rules and procedures for the management of alcohol on site; and
- e) Will qualified medically trained staff be based on site 24/7, and if not, why not? If yes, then please provide details regarding their likely scope of work.
- f) Clarification on the intention of a specific facility for solid waste disposal.
- g) Commitment to the use of workforce shuttle buses and appropriate conditions of consent as per Councils provided Conditions of Consent.
- h) Greater commitment to a current and comprehensive cumulative impact assessment.
- i) Re-opening negotiations of the Planning Agreement

It is acknowledged that the Proponent has provided adequate responses to many of these issues within the Submissions Report and accompanying Updated Mitigation Measures. Therefore, Council is satisfied that the majority of issues raised within the Amendment 2 TWA Submission have been adequately addressed.

However, Council believes that a cumulative impact assessment for Mod-1 including the TWA is warranted given the significant increase in cumulative impacts due to the increase in interactions between projects.

If the consent authority is to approve this Mod-1 application despite Council's objection, Council recommends the consolidated consent conditions at **Attachment 1**.

3. Health and medical staff

The response provided by the Proponent regarding the provision of health and medical staff and facilities is noted. The response to Submissions report includes some discussion regarding zero tolerance for poor behaviour towards the community. Council requests more information regarding the commitment including details of what constitutes poor behaviour and how community complaints regarding this will be dealt with.

Council is pleased that the Proponent is committed to partnering with other nearby projects to support funding for an additional doctor in Coolah during peak construction, and requests ongoing updates of progress on this initiative.

4. Waste Impacts

It is noted that the TWA still proposes to dispose of general waste and recycling at local waste management and recycling facilities.

As previously advised, Council does not have the facilities able to accept waste or process recycling. All waste generated must be removed to an alternative waste management facility outside the Warrumbungle Shire.

5. Update the Planning Agreement

A Planning Agreement for the original Liverpool Range Wind Farm Project was signed on 23 July 2019. That project was not constructed.

Since then, in 2022, a Modification was tabled and subsequently, in 2023, Amendment 1 to the Modification was announced. Then Modification 2 was tabled.

Council acknowledges that it's request to reopen negotiations with Tilt Renewables to vary the agreement has been actioned, and that additional estimates of the VPA annual monetary benefits is included in the Submissions Report. However, it is noted that the values included do not reflect the Draft Benefit Sharing Guidelines value of \$1050 per MW per annum and state a reduction in the benefit sharing after the first 5-years of operation. Council believes that the Draft Benefit Sharing Guideline is clear that the benefit should be based on the nameplate generating capacity, therefore no reduction over time should occur, unless linked to CPI.

Council maintains its position that other funding arrangements should not be rolled in with the Planning Agreement calculation, as part of the total benefit package. This will result in a 'muddying of the waters' and potentially reduce the Planning Agreement quantum leaving Council and its rate payers with significant costs to bear.

6. Amendment 1 Report (RTS Project) and the Mod-1 Project Submissions Report, response

Council maintains its objection to the Mod-1 Proposal and recommends that the SSD application should not be approved.

The main reasons for Council's continued objections is a continued lack of appropriate assessment for cumulative impacts and road/traffic impacts.

The Proponent has continued to maintain their objection to completing a Cumulative Impact Assessment (CIA) for Mod-1. Council maintains that a complete CIA should be undertaken based on Council's previously stated position that it is 'substantially not the same project' and shouldn't have been a Modification. This position is held due to the extraordinary and exceptional circumstances being experienced by the region and the vastly changed environment that the Region is experiencing now as a declared Renewable Energy Zone.

Since the original approval of SSD6696 there has been a significant increase in other proposed renewable energy projects within the region. The Proponent acknowledges that cumulative impacts consider the potential impact of a proposal in the context of existing developments and future developments to ensure that any potential environmental impacts are not considered in isolation. The Proponent has not adequately assessed the cumulative impacts of existing or future REZ or non-REZ related proposals/projects in either SSD6696 or MOD-1.

The Proponent has attempted to justify this position by stating that the Valley of the Winds Project (VoW) will be doing a CIA and is located 10km to the west. Council believes that the cumulative impacts pertaining to social, visual, noise and road impacts have not been adequately addressed and that a potential future CIA by the not-yet-approved VoW Project should not be used as justification.

7. Road and Traffic Impacts

Council supports the establishment of a TWA from a social impact, roads, traffic and transport, and sustainability focus. However, as the roads authority under the Roads Act 1993, Council requires all road works, safety measures, service criteria, and traffic management related to the development to meet its formal approval before work commences.

The Developer must pay for all road upgrades within Warrumbungle Shire and 'make good' works to fully offset any future maintenance costs for Council associated with the Project's construction, refurbishment and decommissioning phases throughout its entire life, in Council's judgement as the road's authority.

The project has published its estimates that hundreds of thousands of light and heavy vehicle movements will be needed during the construction phase for the Liverpool Range Wind Farm project and Temporary Worker Accommodation, let alone operation, refurbishment and decommissioning over 30 years or more. Council's own assessment suggests this is the absolute lowest traffic scenario, and would require high use of shuttle buses, very favourable high-strength ground conditions for the new and upgraded public and private roads, and high availability of other materials locally such as water and suitable gravels and sands. All of these outcomes are unlikely to occur together and as such significantly higher, potentially double or triple, the quantities of materials, distance hauled and number of traffic movements should be anticipated.

Council's roads have not been built to cater for such high loadings and the developer will be required to undertake significant maintenance and rehabilitation work during and after construction to keep the roads in a serviceable state, and fully rehabilitate the pavements after the haulage campaign is done.

If the consent authority is to approve this Mod-1 application despite Council's objection, Council recommends the consolidated consent conditions at **Attachment 1** to this letter are required to mitigate and manage impacts on roads and traffic. These include previously agreed-upon road upgrades, with updates to intersection treatments required to safely cater for the large commuter peak traffic volumes.

Council supports the use of workforce shuttle buses and carpooling to reduce peak volumes and kilometres travelled. However, as the applicant has not made firm commitments such as quotas at this stage, peak traffic volumes need to be assessed conservatively. Council does not agree with the applicant's latest assessment that Basic Left and Basic Right turning treatments would be adequate to cater for daily traffic peak periods.

The rationale for these conditions is so the project proceeds in a way consistent with Council's requirements, and environmental, social and economic costs for the whole of the Mod-1 project and TWA construction, operation and decommissioning phases are fully offset.

To be clear, and consistent with the Department's Draft Benefit Sharing Guideline, benefit sharing payments to Council by the developer (if agreed) in accordance with those guidelines are for a completely separate purpose which does not include, and does not

reduce, the mitigations the developer is required to make for project traffic impacts on Council roads.

Council acknowledges that the Proponent plans to collaborate with EnergyCo and other NSW Government agencies in relation to addressing cumulative impacts, and requests to be kept informed of discussions and included in discussions relating the cumulative impacts on roads, social and economic matters.

8. Conclusion

Council looks forward to continuing to engage with Tilt Renewables and DPHI to address the matters articulated herein. If you have any queries, please don't hesitate to contact the undersigned.

Yours sincerely

A handwritten signature in black ink, appearing to read 'R. Bailey', with a large, loopy flourish extending to the right.

ROGER BAILEY
GENERAL MANAGER

Attachment 1

SSD-6696-MOD-1 Liverpool Range Wind Farm Modification 1 January 2024 Amendment Report (including April 2024 Temporary Workers' Accommodation Submissions Report) Warrumbungle Shire Council Recommended Consent Conditions

If the consent authority is to approve the Mod-1 application despite Council's objection, this is a consolidated list of recommended consent conditions to mitigate project impacts within Warrumbungle Shire, to Council's satisfaction as the roads authority. As stated previously, the Developer must pay for all road upgrades and 'make good' works to fully offset any future maintenance costs for Council associated with the Project's construction, refurbishment and decommissioning phases throughout its entire life.

Amendments to Existing SSD-6696 Consent Conditions

(If these conditions are to be kept in the consent)

1. At Schedule 2 Condition 8 (Micro-siting Restrictions) insert subclause:
(e) no part of the structure, blades or private services shall overhang or be capable of encroaching into airspace above public reserves including road reserves, unless approved by the relevant authority.
2. As referenced at Schedule 3 Condition 26, replace the figure in SSD Consent Appendix 7 (Heavy and OD Vehicle Routes) with a new figure depicting the designated routes as per the MOD-1 Modification Report and TIA. Also delete from Condition 26 note 2 the words '***and access points 18, 25 and 26***' as the references are superseded.
3. At Schedule 3 Condition 31 (Traffic Management) subclause (a):
 - i. At '*...achieve Safe Intersection Sight Distance requirements at the Vinegaroy Road/ access point 9 intersection;*' replace with '*...achieve Safe Intersection Sight Distance requirements at each public road intersection along the designated heavy vehicle routes;*'
 - ii. Also insert new subclause '- maximise daily uptake quotas of managed car-pooling and project minibuss / coach transit services between main accommodation centres and the project site, to minimise sole-occupant private vehicle trips and improve safety per kilometre of travel for all road users.'
 - iii. And insert new subclause '- minimise road closure durations and travel time delays arising from the high quantity of Over-Dimensional components to be transported along single carriageway Regional and local roads, by using regular layover areas, platooning and other reasonable measures.'
4. Amend SSD-6696 Appendix 6 (Schedule of Required Road Upgrades) by deleting the current Schedule and replacing with both the Schedules 6.1 and 6.2 as follows.

Appendix 6 Schedule of Required Road Upgrades

Schedule 6.1 Warrumbungle Shire Public Road Upgrade Timing

Adopt or reference the table '***Schedule 1***' from Tilt Renewables' SSD-6696-MOD-1 Amendment Report Appendix 11, ***Supplementary Traffic Impact Assessment*** (Constructive Solutions, September 2023), (sub-)Appendix 5: Proposed Road Upgrade/Repair Treatments (WSC), page 123 onwards.

Schedule 6.2 Warrumbungle Shire Public Road Upgrades

Drafting Note (May 2024): This table is amended in response to Temporary Workers' Accommodation impacts, to Council's satisfaction.

Notes to this Schedule:	
a.	All public works and public land impacted, or to be constructed by the consent holder and dedicated to Council, shall be designed, constructed and maintained in accordance with the relevant Austroads and Council's adopted standards current at the time of application for each detailed design approval.
b.	All works require detailed design approval first be obtained from Warrumbungle Shire Council under Sections 87, 115 and 138 of the <i>Roads Act 1993</i> and other laws.
c.	Council consent must be obtained before existing or required bitumen seals may be interfered with, altered or temporarily removed or omitted during the construction phase. Consent may or may not be granted at Council's discretion, and subject to all of the following: <ol style="list-style-type: none">Adequate community consultation and notification has occurred,The impacts on local residents and their private access to property, and broader community impacts, are deemed by Council to be acceptable, are of limited duration and are adequately mitigated, andThe roads are restored to the pre-existing or better condition with the widths referenced in this Schedule, before the project construction phase is concluded.
d.	The works shall not reduce the standard of pre-existing Council Road infrastructure (e.g. carriageway or seal width), unless with prior written agreement from Council in each individual case.
e.	Council may agree to reduce or waive any of these requirements by giving notice in writing. If the developer commits to and enforces minimum quotas for shuttle bus and/or carpooling use which effectively reduce peak hourly volumes on public roads, then the standard of required upgrades at intersections is to be reduced with reference to Austroads guidance including AGTM06 turning warrants Figure 3.25, to Council's satisfaction.
f.	Public road pavement designs under the Roads Act 1993 are to be supported by a comprehensive manifest of all materials to be hauled along Council roads, to the satisfaction of Council. The manifest and pavement design calculations shall include (but may not be limited to): breakdown of whole-project materials classes and quantities, likely truck axle and maximum load configurations, average (per load) and total cumulative Equivalent Standard Axles, average km haulage distance by category of road, and background traffic volumes to be added including the number of background heavy vehicles.
g.	Ancillary public works arising from developer works may be required to meet current standards at the developer's cost including (but not limited to) vegetation clearing, drainage channels, culverts, batter slopes and retaining structures, delineation (line markings and signage), utility and pole relocations and road reserve widening land acquisition. Works must be as per relevant specifications and guides including the Austroads Guide to Road Design (AGRD03 in particular), ARRB Unsealed Roads Best Practice Guide, Council specifications, TfNSW and RMS specifications and supplements, to the satisfaction of Council.
h.	Refinement of the project traffic movements may result in reduced impacts and allow for reassessment of the works required, by agreement.

Upgrades Required:

1. **Staging areas for OSOM vehicles:** if required as part of the approved Construction Traffic Management Plan (CTMP), designate or provide regular staging areas for Over Size Over Mass (OSOM) vehicles to hold outside of the road carriageway and form into platoons, to minimise delays. Council approval for the use of existing road layover areas is not required, except to the extent traffic management measures are required on public roads and/or physical works are proposed.

2. **OSOM swept path encroachments / obstacles:** OSOM swept path studies are to be provided for all WSC-managed road segments. Vegetation clearing or pruning, widening cuttings, and providing hardstands under wheel paths are permissible subject to Council's prior approval. Windrows, boulders and/or other temporary or permanent but removable barriers shall be designed and installed to prevent public road users performing unsafe or undesirable movements or behaviours at areas where road facilities are widened, or obstacles cleared.

Council shall not be required to maintain these facilities as fit for the purpose of accommodating OSOM movements for the life of the development. They remain the responsibility of the consent holder to maintain, remove and reinstate after any OSOM movements, at its cost. Traffic management plans and design changes shall require Roads Act approval from Council.

3. **Structures generally:** The consent holder shall inspect, report and upgrade all WSC-managed bridges, major and minor culverts, causeways and grids to accommodate all OSOM, and Higher Mass Limits (HML) truck combinations up to and including 26m B-doubles (and equivalent Performance Based Standards / PBS combinations), to the prior written satisfaction of Council.

4. **Intersection turning treatments:** Upgrade intersections to provide the following widening treatments to Austroads *Guide to Road Design Part 4 and Part 4A* for safer turning movements, to the satisfaction of Council. Realign minor leg approaches to perpendicular (so far as is practicable), provide adequate Safe Intersection Sight Distances in all directions, improve delineation and signage to current standards, seal approaches and shoulders and rationalise redundant pavement to limit vehicles cutting corners unsafely.

See note (d) to this Schedule above for reduced upgrade requirements where lower peak hour volumes will occur (e.g., due to shuttle buses or carpooling).

- a. Full Channelised Right (CHR) and Auxiliary Left (AUL) treatments:
 - i. MR618 Vinegaroy Road turn movements into Rotherwood Road
 - ii. MR618 Vinegaroy Road turning into the D1 Cluster and Temporary Workforce Accommodation access (private road approx. 2km east of Coolah Creek Road intersection)
- b. Short Channelised Right (CHR/S) and Short Auxiliary Left (AUL/S) treatments:
 - i. MR618 Vinegaroy Road turning into Turee Vale Road
- c. Full Channelised Right (CHR) and Basic Left (BAL) treatments:
 - i. MR618 Vinegaroy Road turning into Coolah Creek Road
- d. Basic Right (BAR) and Basic Left (BAL) treatments:
 - i. Coolah Creek Road turning into Oakdale Road and State Forest Road (2 locations)

<ul style="list-style-type: none"> ii. Pandora Road turning into Gundare Road (east) at Pandora Pass iii. Each turn movement into a Cluster site access gate from <ul style="list-style-type: none"> • Rotherwood Road (in WSC Local Government Area / LGA, west of Talbragar River) • Turee Vale Road • Coolah Creek Road, and • Pandora Road / Pandora Pass Road.
<p>5. Realign intersection of Rotherwood Road with Norfolk Road just west of Talbragar River. Amend the minor leg to meet perpendicular to the Rotherwood Road major through traffic movement, meet minimum Safe Intersection Sight Distances, bitumen seal approach for at least 40m, improve delineation and signage (including sight boards and road names).</p>
<p>6. Upgrade road formations generally to meet minimum route standards specified below. Widen on curves if required to accommodate swept paths for OSOM vehicles, 26m B-doubles and equivalent Performance Based Standards / PBS combinations, mark centre and edge lines (if seal is at least 5.5m wide) and install any make-up guideposts and pavement markers to meet TfNSW Delineation Specifications.</p> <ul style="list-style-type: none"> a. Minimum 8m sealed width and 9m formation (3.5m lanes and 0.5m sealed plus 0.5m unsealed shoulders on both sides) [Austroads AGRD03 500-1000 vpd sealed road]: <ul style="list-style-type: none"> i. MR618 Vinegaroy Road between the Talbragar River (LGA boundary) and Coolah Creek Road. b. Minimum 7.2m sealed width and 8.2m formation (3.6m sealed lanes and 0.5m unsealed shoulders) [Austroads AGRD03 150-500 vpd sealed road]: <ul style="list-style-type: none"> i. Rotherwood Road, between Vinegaroy Road and Talbragar River (LGA boundary). ii. Coolah Creek Road, between Vinegaroy Road and Oakdale Road. c. Minimum 7.2m sealed width of formation (3.6m sealed lanes / shoulders) [Austroads AGRD03 <150 vpd sealed road], with allowable reduction to minimum 6m sealed width of formation where sight distances between oncoming vehicles are adequate and provided passing opportunities of 7.2m width at spacings no greater than 1 km apart: <ul style="list-style-type: none"> i. Turee Vale Road, between Vinegaroy Road and end of existing bitumen seal section (approx. 7km). ii. Coolah Creek Road and Pandora Road segments, between Oakdale Road and the last (northernmost) Cluster site access gate. iii. State Forest Road, between Coolah Creek Road and the last (easternmost) Cluster D turbine (this subclause only applies to those segments which may have previously been sealed by Council, noting sealing may or may not occur from June 2024 onwards). d. Minimum 6m unsealed gravel width of formation including shoulders [ARRB Unsealed Roads Best Practice Guide Category 4C Road 10-50 vpd]: <ul style="list-style-type: none"> i. Oakdale Road, between Coolah Creek Road and end of Council maintained section (north end). ii. Turee Vale Road, from end of sealed segment (approx. 7km from Vinegaroy Road) to final Cluster site gate or Council maintained section (whichever occurs earlier).

- iii. State Forest Road (any unsealed sections), between Coolah Creek Road and the last (easternmost) Cluster D turbine.
 - iv. Short Council maintained section of Bounty Creek Road (approx. 100m length) from Talbragar River (LGA boundary) to private property access gate.
7. **Provide threshold treatments** generally at the end of all Council maintained road segments to be used by project traffic, and private road junctions with public roads. Threshold treatments may include delineation, gates, grids, signage, monuments and so on to reinforce the end of maintained public roads and entry to private roads, to prevent changes in road maintenance expectations over the project life. May include signs to the effect “End of Council Maintained Road” or “Private Road”.
8. **Renew and rehabilitate road pavements by end of construction phase:** Prior to commissioning the project or any sub-stage or cluster, designs for renewal of all WSC-managed road pavements providing access to that stage in accordance with this condition shall be approved by Council under the Roads Act, to ensure road works can be completed without delay following commissioning.
- Within 12 months of commissioning any stage or cluster and prior to Council refunding applicable bond securities, the developer shall overlay, reconstruct or rehabilitate the pavement to renew the full design life lost due to construction traffic (using Austroads methods for Equivalent Standard Axles, **ESA**), and offset the future likely estimated design life that will be lost due to operational and decommissioning traffic, or provide at least the minimum design ESA values below (whichever method results in the higher design life), for the full length of the designated WSC-managed public haulage routes that provide access to that cluster or stage.

Road Segment	Location	Reconstruction or rehab specification (Note 1)
Classified Regional roads: • Vinegaroy Rd	Between Talbragar River (shire boundary) and Coolah Creek Road	1,000,000 (1x10 ⁶) ESAs
Sealed local roads: • Rotherwood Rd, • Sealed segment of Turee Vale Rd, • Coolah Creek Rd, • Any sealed segment of State Forest Rd • Pandora Rd, and • Pandora Pass Rd	Between Vinegaroy Rd and the furthest project site access gate or end of Council maintained segment (whichever occurs first)	1,000,000 (1x10 ⁶) ESAs
Unsealed local roads including: • Short segment of Bounty Creek Rd (west of Talbragar River / shire boundary) • Unsealed segment of Turee Vale Rd,	Between the higher-order road and the furthest project site access gate or end of Council maintained segment (whichever occurs first)	200,000 (2x10 ⁵) ESAs

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|--|--|--|
| <ul style="list-style-type: none"> • Unsealed segment of State Forest Rd, and • Oakdale Rd | | |
|--|--|--|

If subsequent construction stages have commenced or are soon to commence, and construction traffic is or will be using that road segment, Council may (at its discretion) agree in writing to defer the reconstruction of that road segment until completion of the subsequent stage(s), in recognition that reconstructing the road after project construction traffic has concluded may be desirable in order to maximise long term pavement life.

General Conditions

Insert conditions to the effect:

1. For the life of the consent, the **consent holder shall comply with the Council conditions** specified in this Attachment 1 list of Consent Conditions, except to the extent that variations or concessions are agreed in writing by an authorised representative of Council.
2. All works required under this consent are **for the benefit of the developer** and shall be at no environmental, social or economic cost to Council, except to the extent agreed otherwise in a Deed or similar formal legal agreement.
3. **Approved Council road routes:** All project traffic across the construction, operational, refurbishment and decommissioning phases shall only be permitted to use WSC-managed roads which are designated haulage and commuter routes in the MOD-1 Amendment Reports, unless with the written agreement of Council, or in the event of a road closure by authorities or a temporary emergency.
4. **Route compliance:** The consent holder shall take all steps necessary to ensure and demonstrate compliance with the various road-related conditions and route restrictions, including, if required and to the satisfaction of Council, active management measures such as technology-based monitoring of individual vehicles across the supply chain with GPS and geofences, physical works and signage to restrict movements (subject to Roads Act approval), active surveillance, incentivisation and disciplinary actions.
5. Any **Project quarries or borrow pits** operated under this SSD consent shall be for the exclusive use of the Project and not supply material outside the Project site or to the public, without the prior written approval from Council (or a development consent).
6. Prior to the issuing of an Occupation Certificate or occupation (whichever occurs first) for any buildings, the **consent holder shall pay any necessary headworks and connection charges** and provide connection works as required by Council. Trucking of water and sewage shall only be undertaken to/from town or village network offtake or discharge points which are approved in writing by Council, and subject to any requirements or powers of Council under the Water Management Act.
7. Council at its discretion **may refuse to provide water** (potable and non-potable) or accept wastewater at its facilities.
8. For any infrastructure asset constructed or modified under this consent which is to be dedicated as an asset of the Council, the consent holder shall have a 24-month **Defects Liability and Maintenance Period (DLMP)** obligation commencing from the date the works are deemed 'practically complete' by Council's inspector. During the DLMP the consent holder is responsible for repair of any defects and maintenance of the asset in accordance with manufacturer's recommendations and any asset management plan, at no cost to Council.

9. In accordance with its adopted policies and Roads Act 1993 approval conditions, Council will, at its discretion, require the consent holder to **lodge refundable bond securities** to guarantee the consent holder's performance of any of the following:
 - 9.1.1. Outstanding or incomplete works;
 - 9.1.2. Defect liability and/or maintenance obligations;
 - 9.1.3. Vegetation or environmental management obligations; and
 - 9.1.4. Obligations under any legal agreement with Council.
10. For infrastructure assets dedicated to Council, the consent holder is to **provide electronic copies** of the relevant manufacturer's operation and maintenance documentation, inspection and test results, conformance surveys, non-conformance reports, a financial values asset return, and Works-As-Executed (WAE) drawings to Council's satisfaction. WAE information is to be recorded on the original design drawings (so far as is practicable) using red line markups in native computer aided design file format and plotted or scanned to portable document format.
11. To the maximum extent possible subject to law, **no new public roads shall be dedicated** to Council as a result of the project, and Council shall not be required to maintain or contribute to the maintenance of any road for which it is not already responsible in the pre-development scenario. This includes the existing and proposed private roads to be used for access to each cluster.
12. The consent holder shall **install threshold treatment works at the interface** of all private roads with public roads, and at the end of Council-maintained roads, to the satisfaction of Council to ensure that the private purpose of the road is clear for the life of the development and to avoid any future maintenance requirement being borne by Council. Such works may include for example (in private ownership): gates, grids, traffic calming encroachments, signs, displays and/or monuments. Durable signs communicating that it is a private road, and the end of Council-maintained segment may be sufficient depending on the location.
13. **Easements or rights** in title shall not be created to burden any public dedicated road reserves for which Council is or will become the roads authority, unless with Council's prior consent in writing.
14. All structures, including (but not limited to) the potential blade overhang and micro-siting envelope of turbines, **shall be sited outside of public dedicated road reserves or public land.**
15. The project works **shall not result in any adverse stormwater or flooding impacts** or water flow behaviour in relation to any of Council's assets (including roads) or land, for all design storm events up to and including the 1% Annual Exceedance Probability, in accordance with the adoption of the very latest climate change models. If adverse impacts arise, the consent holder shall design and construct improvements to the assets or land to flood-proof or achieve 'no worse than existing' serviceability and performance of that asset, to the written satisfaction of Council.
16. The **access licences or easements** granted in favour of the project shall be maintained by the consent holder for the life of the development (including decommissioning), and shall not be sold off in separate parts, so that the project remains a unitary development and no part of the project becomes alienated from the private access roads or services alignments.
17. Solid and liquid wastes shall only be disposed at approved/licenced waste facilities. **Council shall not be required to accept any wastes** from the development at its waste facilities.

18. Prior to and During Construction, Refurbishment and Decommissioning Phases

18.1. The consent holder shall undertake **comprehensive condition assessment** reports to Council's satisfaction, for all its infrastructure assets along the identified Council-managed commuter and haulage routes, prior to the consent holder commencing significant activity along that route in the construction or future refurbishment or decommissioning phases, and again within four months after the conclusion of construction, refurbishment or decommissioning.

18.2. Prior to Roads Act 1993 approvals, the developer must provide **Road Safety Audits (RSA)** prepared by an independent accredited RSA auditor for all the designated WSC-managed commuter and haulage roads, considering the construction, operation, refurbishment and decommissioning stages of the project. Any specific hazards or infrastructure treatments identified may be required to be included in the scope of works, depending on the risk assessment and to the satisfaction of Council.

18.3. The consent holder shall **maintain the WSC-managed public roads** comprising the designated haulage and commuter routes for the entire duration from commencement of the construction, until completion of the Defects and Maintenance Liability Period (DLMP), to Council's satisfaction.

Maintenance shall include regular patrols, grading (for unsealed roads) and rectification of any apparent hazards, failures or defects within a reasonable timeframe, to provide for safe and serviceable travel by all road users to a standard no worse than in the pre-development scenario. Rectification methods for significant or non-standard issues shall be first approved by Council before said work is undertaken.

18.4. As part of any **Roads Act 1993 approval Council may order** the consent holder to take action, or (with sufficient notice to the consent holder except in emergencies) Council may undertake the work and recover the costs from the consent holder.

18.5. The construction, refurbishment and decommissioning **Traffic Management Plans (CTMP)** must minimise delays and temporary traffic impacts along WSC-managed roads, including in connection with commuter peaks, heavy vehicles and transport of Over Size Over Mass (OSOM) loads, so far as is reasonably practicable through the use of a combination of measures such as (but not limited to):

- a) Public notification along affected roads, with advance notice given in the local media and by signage posted along the route;
- b) Use of night or off-peak transport periods;
- c) Platooning of multiple OSOM loads at the same time;
- d) Selection of lay-by areas for OSOM loads at regular distances so that the duration of each traffic stoppage on single-carriageway roads is minimised;
- e) Other measures identified in consultation with Council. The draft CTMP is to be submitted to Council for review at least three months prior to the planned commencement of heavy and oversized vehicles.
- f) As part of the CTMP measures, the consent holder shall maximise the use of buses and minibuses between accommodation centres, project sites and towns, and shall ensure car-pooling quotas are developed and enforced, to ensure that project private vehicle-kilometres are minimised. Any proposed park and ride stops in the Council area, and associated management measures or works, shall be to the satisfaction of Council.

- g) Project bus planning shall also provide for regular workforce access to town services and amenities while minimising negative social impacts on surrounding communities. The Plans must also mitigate and minimise the impacts of development traffic on school bus routes during their operating times, and on stock and crop haul routes during high-traffic seasons.
19. As part of decommissioning the project, all the following shall be completed by the consent holder (if decommissioning a part of the project or cluster, then these requirements shall apply to that part):
- a) Remove all private structures and services that cross or traverse along or encroach into public dedicated road reserves, including all subsurface cables and plant (but pits and conduits may be retained with Council approval).
 - b) Extinguish any easements (if applicable) which burden public land or dedicated roads in favour of the project.
 - c) Reinstate and make good public land after removal of structures to no worse than its pre-development condition.
 - d) Repair all defects in public land or infrastructure that arose from the decommissioning activities, within 24 months of completion and prior to refund of bond securities held by Council.

(End of Attachment 1)