



RYE PARK WIND FARM

Staging Report

Development Consent State Significant Development: 6693

June 2022

Rye Park Wind Farm

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Acronyms, Abbreviations and Definitions

the Applicant	Rye Park Renewable Energy Pty Ltd, a wholly owned subsidiary of Tilt Renewables Limited (has the same meaning as ‘the Developer’), or any person carrying out the Development approved under the Development Consent.
CCC	Community Consultative Committee
Commissioning	means all activities, including turning of turbines, after the components of the first complete wind turbine are installed. The date on which commissioning commences is the first date on which the blades of the first completed wind turbine start rotating.
Construction	means the construction of the development, including but not limited to the construction of wind turbines, ancillary infrastructure and road upgrades, and excluding preconstruction minor works.
the Councils	Includes Yass Valley Council, Upper Lachlan Shire Council and Hilltops Council
Decommissioning	The removal of wind turbines and any associated above ground infrastructure.
the Department	Department of Planning, Industry and Environment (DPIE)
the Developer	Rye Park Renewable Energy Pty Ltd (has the same meaning as ‘the Applicant’)
the Development	the Rye Park Wind Farm
Development Consent	Development Consent SSD 6693 granted under the EP&A Act for up to 77 wind turbines with a 200 m tip height.
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
Heavy vehicle	As defined under the Heavy Vehicle National Law (NSW) but excluding light and medium rigid trucks and buses no more than 8 tonnes and with not more than 2 axles.
Incident	A set of circumstances that: <ul style="list-style-type: none"> • causes or threatens to cause material harm to the environment; and/or • breaches or exceeds the limits or performance measures/criteria in the consent.
Minimise	To implement all reasonable and feasible mitigation measures to reduce the impacts of the development.
Mitigation	Activities associated with reducing the impacts of the development
NSW	New South Wales
OD	Over-dimensional, meaning over-mass and/or over-size/length vehicles (has the same meaning as ‘OSOM’).
Operations	The operation of the development but does not include commissioning trials of equipment or use of temporary facilities.
OSOM	Over-mass and/or over-size/length vehicles.

PAC	NSW Planning Assessment Commission (now known as IPC)
Planning Secretary	The Secretary of the Department, or nominee.
Pre-construction minor works	Pre-construction minor works includes the following activities: <ul style="list-style-type: none"> • building/road dilapidation surveys; • investigative drilling, excavation or salvage; • minor clearing or translocation of native vegetation; • establishing temporary site offices (in locations meeting the criteria identified in the conditions of the Development Consent); • installation of environmental impact mitigation measures, fencing, enabling works; and • minor access roads and minor adjustments to services/utilities, etc.
Reasonable	The application of judgement in arriving at a decision, taking into account: mitigation benefits, cost of mitigation versus benefits provided, community views and the nature and extent of potential improvements.
Site	The land defined in Appendix 1 of the Development Consent.
Site Access Point No.10	Grassy Creek Road, approximately 6.5 km north of Rye Park Road
Site Access Point No.12	Dalton Road, approximately 14.7 km south of Rye Park Road
Site Access Point No.2	Grassy Creek Road, approximately 5.3 km north of Rye Park Road
SSD	State Significant Development
Temporary facilities	Temporary facilities used for the construction and/or decommissioning of the development, including but not limited to temporary site offices and compounds, concrete batching plants, materials storage compounds, maintenance workshops, testing laboratories or material stockpiles.
TfNSW	Transport for NSW
TMP	Traffic Management Plan
website	Means a set of related web pages located under a single domain name attributed to the Development and available to the public (www.ryeparkwf.com.au).

1 Introduction

The Rye Park Wind Farm (the Development) is located to the west of Rye Park, to the north-west of Yass and south-east of Boorowa, in New South Wales (NSW) (refer Figure 1).

Development Consent (SSD 6693) (the Development Consent) was granted by the NSW Planning Assessment Commission (PAC, now known as the Independent Planning Commission) under the *Environmental Planning & Assessment Act 1979* (EP&A Act) on 22 May 2017, and modification (MOD 1) approved 15 April 2021, subject to conditions.

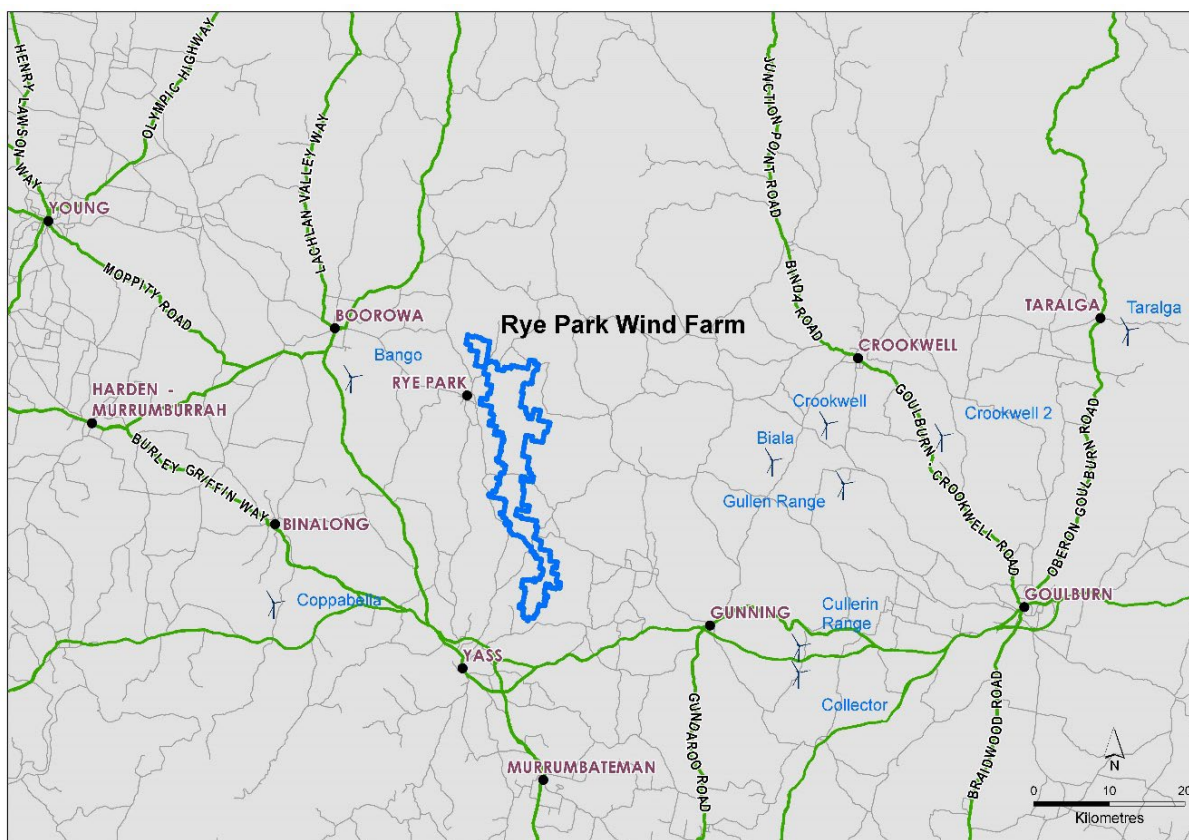
The Development has also been granted approval under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) (EPBC 2020/8837) on 1 June 2021, subject to conditions.

This report has been prepared to meet the requirements of Schedule 5 Condition 17 (Access to Information) of the Development Consent which requires the Applicant to make “the proposed staging plans for the development in the construction, operation and/or decommissioning of the development is to be staged” publicly available on the Developments website (www.ryeparkwf.com.au).

Furthermore, Schedule 2 Condition 9 (Staging of the Development) allows the Appliance to “construct, operate and decommission the development in stages”.

The Development will be constructed in its entirety including pre-construction and construction (including road upgrades, wind farm construction and commissioning) activities over an approximately 28-month period. The commencement of wind farm construction activities will be sequenced in three stages triggered by the completion of road upgrades. This report provides the details of these stages.

Figure 1 Development Location



2 Overview of the Development

2.1 Key Components

The main components of the Development are as follows:

- 66 wind turbines¹, each with:
 - a capacity to generate up to approximately 6 MW
 - three blades mounted on a tubular steel tower, with a combined height of blade and tower limited to a maximum tip height of 200 metres
 - crane hardstand area, and related turbine lay down area.
- A new 33 kV wind farm collection substation in the northern section of the Development site.
- A new 330 kV wind farm connection substation located adjacent to the existing TransGrid 330 kV transmission line in the southern section of the Development site.
- A temporary construction compound at the northern section of the Development site.
- A temporary construction compound to facilitate the upgrades on the TransGrid owned existing 330kV Transmission Line at the southern section of the Development site.
- A new overhead powerline approximately 30 km in length, rated at up to 330 kV (nominal) capacity, running north-south along the length of the wind farm between the two substations. The powerline would be mounted on a single pole type structure and will either be single-circuit or double-circuit as required.
- Underground and overhead 33 kV electrical cabling linking the wind turbines to the on-site collection substations and connection substation.
- Operation and maintenance facility incorporating a control room and equipment storage at the northern section of the Development site.
- Temporary concrete batching plants and construction facilities.
- Access tracks required for each wind turbine and the related ancillary facilities above.
- Minor upgrades to local roads, as required for the delivery of the wind turbines.
- Three temporary meteorological masts and two permanent monitoring masts for wind speed verification, weather and general monitoring purposes. The permanent monitoring masts may be either static guyed or un-guyed structures and will be to a minimum height of the wind turbine hubs (119 m).

The general location of the Development is shown on Figure 1.

2.2 Development Phases

Construction of the Development is scheduled to commence in late 2021, with practical completion scheduled in early 2024. The Development is expected to be operational for approximately 30 years, with decommissioning to occur at the end of the Development's life.

The Development will be constructed in its entirety including pre-construction and construction (including road upgrades, wind farm construction and commissioning) activities over an approximately 28-month period.

¹ Note. Whilst 77 turbines are permitted to be constructed within the Development Consent, only 66 turbines will be built. The 11 remaining locations will not be constructed as part of the Project.

The commencement of wind farm construction activities will be sequenced in three stages triggered by the completion of road upgrades (as outlined in this Staging Report). The timing and conditions of the construction stages are included in Section 3.

The key activities for each phase of the Development, including pre-construction, construction, operations and decommissioning are included in Table 1 .

Table 1 Development Phases

Phase	Activities
Pre-construction	<p>Key construction activities that will occur during the pre-construction phase of the Development includes the following activities:</p> <ul style="list-style-type: none"> • building / road dilapidation surveys; • investigative drilling, excavation or salvage; • minor clearing or relocation of native vegetation; • establishing temporary site offices (in locations meeting the criteria identified in the Development Consent); • installation of environmental impact mitigation measures including fencing and enabling works; and • minor access roads and minor adjustments to services/utilities, etc. <p>In accordance with the Development Consent, these pre-construction minor works are permitted and do not trigger the formal commencement of construction of the Development.</p>
Construction	<p>Key construction activities that will occur during the construction phase of the Development will include (but is not limited to):</p> <p><u>Road Upgrades</u></p> <ul style="list-style-type: none"> • Removal of vegetation and unsuitable material; • Stripping of existing seal; • Earthworks to widen and reconstruct road formations; • Removal and replacement or repair of drainage structures such as culverts and causeways; • Sealing of roads; • Installation of line marking and road furniture; and • Patching and maintenance of pavement/seal. <p><u>Wind Farm</u></p> <ul style="list-style-type: none"> • on-site civil works for internal access roads, crane pads, lay-down areas, wind turbine footings and cable trenching; • delivery and installation of OSOM components / materials; • transport of non-OSOM wind turbine infrastructure to the Development site; • installation of wind turbines on site using cranes; • construction of electrical substations; • construction of site control room and operations and maintenance facilities; • construction of electrical transmission lines; and • re-habitation of disturbed areas. <p><u>Commissioning</u></p> <ul style="list-style-type: none"> • Testing of mechanical and electrical equipment; • Start up of mechanical equipment; • Energisation of electrical equipment; • Wind farm performance testing; and • Grid compliance testing.
Operations	<p>Key activities that will occur during the operation phase of the Development will include:</p>

Phase	Activities
	<ul style="list-style-type: none"> on-site civil maintenance works for internal access roads, crane pads, lay-down areas, wind turbine footings and cable trenching; maintenance of OSOM components / materials; maintenance of wind turbines on site, using cranes when required; maintenance of electrical substations; use of site control room and operations and maintenance facilities; and maintenance of electrical transmission lines.
Decommissioning	<p>Key construction activities that will occur during the decommissioning phase of the Development will include:</p> <ul style="list-style-type: none"> similar staging as construction e.g., disconnecting electrical infrastructure and dismantling wind turbines, but in reverse and across a shorter timeframe; and site restoration activities.

2.3 Final Layout

The pre-construction final layout is shown on the Final Layout Plans prepared in accordance with Schedule 2 Condition 10 of the Development Consent and Condition 12 of EPBC 2020/8837).

The final layout has been submitted to the relevant departments, and will be available on the Development's website (www.ryeparkwf.com.au), including:

- details on the micro-siting of any wind turbines and/or ancillary infrastructure, and
- the GPS coordinates of the wind turbines.

The developed layout will continue to be refined through the detailed design / construction stages. Whilst significant changes are not expected, it is noted that micro-siting of the wind turbines is permitted under Schedule 2 Condition 8 of the Development Consent and the conditions of the EPBC 2020/8837.

The micro-siting undertaken through construction must consider a range of requirements, including that it will not result in any non-compliance with the conditions of consent/approval (e.g., that it does not exceed the limits on biodiversity impacts), further detail on this process is contained in the Biodiversity Management Plan.

Prior to the commencement of operations (or following any upgrades of any wind turbines or ancillary infrastructure), work as executed plans / completed showing the comparison to the pre-construction final layout will be prepared in accordance with Schedule 5 Condition 6 of the Development Consent and Condition 5 of the EPBC 2020/8837, will be submitted to the relevant departments, and will be available on the Development's website.

2.4 Transport Routes and Access Points

The transport routes and access points, and associated traffic movements, are defined in detail in the Traffic Management Plan (TMP), prepared and approved in accordance with Schedule 3 Condition 30 of the Development Consent, a summary is provided below.

2.4.1 Site Access Points

In accordance with Schedule 3 Condition 26 of the Development Consent, the Developer proposes to use site access points 2, 10 and 12 off the public road network (refer to Figure 2).

The site accesses are proposed to be located as follows:

- Site Access Point No.2: Grassy Creek Road, approximately 5.3 km north of Rye Park Road. Site access

would be directly off the northern side of Grassy Creek Road. This access will be used during construction and operation for light, heavy and OSOM vehicles.

- Site Access Point No.10: Grassy Creek Road, approximately 6.5 km north of Rye Park Road. Site access would be directly off the southern side of Grassy Creek Road. This access will be used during construction and operation for light, heavy and OSOM vehicles.
- Site Access Point No.12: Dalton Road, approximately 14.7 km south of Rye Park Road. Site access would be directly off the eastern side of Dalton Road. This access will be used during construction and operation for light, heavy and OSOM vehicles.

2.4.2 Road Network Access

Transportation of materials, components and equipment will be along the major road network surrounding the Development site, namely the Hume Highway and Lachlan Valley Way. This will include all OSOM loads.

All routes from the port of entry to the Boorowa and Rye Park areas are via National Routes or State Highways to Lachlan Valley Way. The major road network provides a high standard of road infrastructure with relatively wide carriageways and road formations, pavement line marking and controlled access to side roads. In general, they have 100 km/h speed limits and subject to statutory permit conditions, the road network can readily accommodate OSOM vehicles.

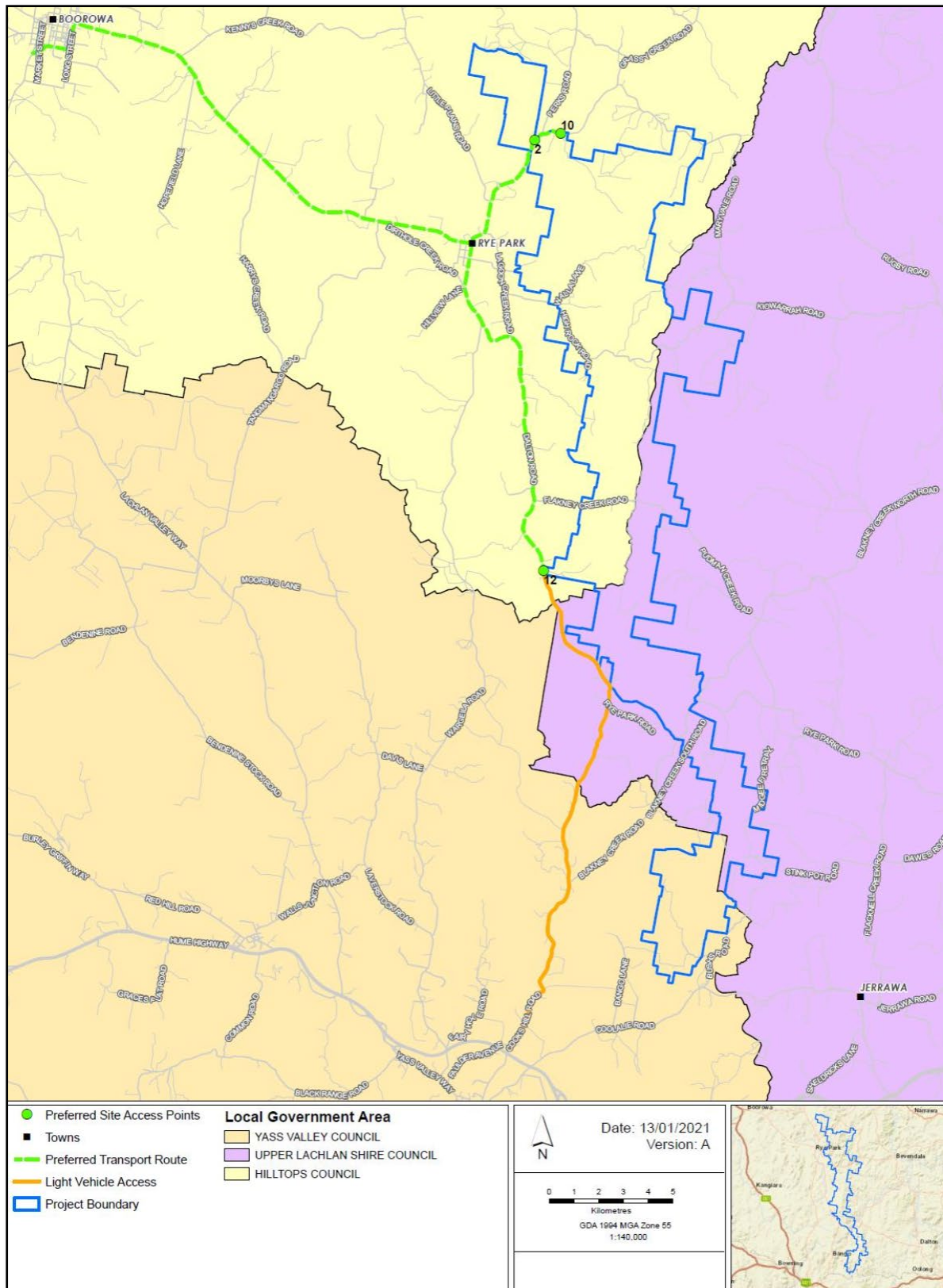
Components of the turbines (including nacelles, drive-trains, hubs, blades and tower sections) that are to be imported to Australia will arrive at the Port of Newcastle. In general, the turbine components will be delivered to the site via the major road network of Hume Highway and Lachlan Valley Way.

The Development Consent permits the use of three routes (as shown in Appendix 7 of the Development Consent), the Development has been able to select the one route: 'Route 1 - Port of Newcastle to project site via Gunning' via Selwyn Street, George Street, Industrial Drive, Maitland Road, New England Highway, John Renshaw Drive, M1, Pennant Hills Road, M2, M7, M5, Hume Highway, Lachlan Valley Way, Trucking Yard Road, Dillon Street, Long Street, Rye Park Road, Grassy Creek Road (to Site Access points 2 and 10), Yass Street / Gunning Road and Dalton Road (to Site Access Point 12).

Transport of other construction materials such as gravel, concrete, steel, cement, water, plant and miscellaneous equipment will be transported via the approved transport routes for the class of vehicle used e.g., B-Double routes.

Light vehicles travelling from Yass will use Cooks Hill Rd and Rye Park-Dalton Rd to access the site.

Figure 2 Site Access Locations



2.5 Road Upgrades

The road infrastructure upgrades required are described in Schedule 3 Condition 27 of the Development Consent, and specifically Appendix 6: Schedule of Road Upgrades.

A significant amount of investigation and scoping has been undertaken to assess the transport route and determine the detailed upgrade specification to be designed and constructed, in consultation with the road authorities and in accordance with the upgrades described in the Development Consent (and summarised in Table 2). This included detailed topographic surveys, an OSOM route survey, geotechnical investigations and extensive site visits/inspections.

The investigation also identified additional public road infrastructure that requires upgrading/augmentation that was not described in the Development Consent.

The detailed scope of public road upgrades (including those required by the Development Consent and additional requirements) and associated timing is presented in Table 2 and illustrated on Figure 3.

The Developer has submitted all the relevant applications required under Section 138 of the Roads Act 1993. In consultation with the relevant road authorities, the Developer is progressively providing the detailed, for construction designs pursuant to the *Roads Act 1993* (see Section 4.2) (which commenced September 2021) and will continue throughout construction until all road upgrades are complete. Detailed designs have been split into discrete packages for each of the public roads that will be upgraded. This approach has been implemented to assist the road authorities with prioritising reviews and resources in line with the planned sequence of construction. The designs have been submitted to the relevant road authority as part of the Section 138 of the *Roads Act 1993* permitting process.

Table 2 Public Road Upgrades - per Appendix 6 of SSD 6693 – Schedule of Road Upgrades

Map ID.	Appendix 6 Requirements					Final Project	
	Road / Intersection	Start to End	Length (km)	Upgrade	Timing	Upgrade Scope	Timing
Stage 1							
1a	Grassy Creek Road / site access point 2 junction	-	-	Nil	Nil	Construct intersection to accommodate Development related vehicles.	Public Road Upgrade Stage 1 (see Section 3 for more details).
1b	Grassy Creek Road / site access point 10 junction	-	-	Nil	Nil	Construct intersection to accommodate Development related vehicles.	Public Road Upgrade Stage 1 (see Section 3 for more details).
1c	Dalton Road / site access point 12 junction	-	-	Nil	Nil	Construct intersection to accommodate Development related vehicles.	Public Road Upgrade Stage 1 (see Section 3 for more details).
Stage 2							
2b	Yass St / Gunning Rd	Boorowa Rye Park Rd to access point 12	14.7	Widen, reseal and re-align to proposed sealed standard. Upgrade as necessary to multiple culverts and causeways.	Prior to commencing the use of the relevant section of Yass St / Gunning Road / Dalton Road for any over-dimensional or heavy vehicle traffic associated with the	Yass St – 0m to 1100m – Upgrade of road and seal to 7.4m width. Yass St – 1100m to 1900m - Nil upgrade, apply monitor and maintain controls per TMP. Yass St – Minor causeway at 450m to be upgraded as part of road upgrade.	Yass St - Public Road Upgrade Stage 2 (see Section 3 for more details).

Map ID.	Appendix 6 Requirements					Final Project	
	Road / Intersection	Start to End	Length (km)	Upgrade	Timing	Upgrade Scope	Timing
					construction of the development.		
2c	Grassy Creek Road	Yass Street (Rye Park) to site access point 10	6.5	Widen, re-align and strengthen pavement as necessary to proposed sealed standard. Replace concrete causeway and large culvert over Pudman Creek.	Prior to commencing the use of Grassy Creek Road for any over-dimensional or heavy vehicle traffic associated with the construction of the development.	Upgrade of road and seal to 7.4m width. Concrete causeway to be replaced with culverts and tie into upgraded road.	Public Road Upgrade Stage 2 (see Section 3 for more details).
2d	Rye Park – Dalton Rd	Cooks Hill Rd Intersection to Shire Boundary	3.6	Nil	Nil	Upgrade and seal of unsealed sections within vegetation constraints.	Public Road Upgrade Stage 2 (see Section 3 for more details).
2e	Long Street	Dillon Street to Rye Park Road	1.1	Widen and strengthen pavement as necessary to proposed sealed standard.	Prior to commencing the use of Long Street for any over-dimensional or heavy vehicle traffic associated with the construction of the development.	0m to 400m – Upgrade road and seal to 7.4m width 400m to 650m – Nil upgrade, apply monitor and maintain controls per TMP. 650m to 1000m - Nil upgrade, apply monitor and maintain controls per TMP. 1000m to 1100m – Upgrades to safely tie in	Public Road Upgrade Stage 2 (see Section 3 for more details).

Map ID.	Appendix 6 Requirements					Final Project	
	Road / Intersection	Start to End	Length (km)	Upgrade	Timing	Upgrade Scope	Timing
						Long St/Rye Park-Boorowa Rd Intersection upgrade.	
2f	Dillon Street	Trucking Yards Road to Long Street	0.99	Widen and strengthen pavement as necessary to proposed sealed standard.	Prior to commencing the use of Dillon Street for any over-dimensional or heavy vehicle traffic associated with the construction of the development.	Upgrade of road and seal to 7.4m width.	Public Road Upgrade Stage 2 (see Section 3 for more details).
2g	Trucking Yard Road	Lachlan Valley Way to Dillon Street	0.66	Widen and strengthen pavement as necessary to proposed sealed standard. Widen causeway as necessary.	Prior to commencing the use of Trucking Yard Road for any over-dimensional or heavy vehicle traffic associated with the construction of the development.	Upgrade of road and seal to 7.4m width. Replace causeway with culverts and tie into new road.	Public Road Upgrade Stage 2 (see Section 3 for more details).
2h	Dillon Street / Long Street intersection	-	-	Upgrade as necessary within road reserve to allow access for over-dimensional vehicles.	Prior to commencing the use of the Dillon Street / Long Street intersection for	Upgrade intersection and adjacent private property to accommodate OSOM vehicle configurations,	Public Road Upgrade Stage 2 (see Section 3 for more details).

Map ID.	Appendix 6 Requirements					Final Project	
	Road / Intersection	Start to End	Length (km)	Upgrade	Timing	Upgrade Scope	Timing
					any over-dimensional or heavy vehicle traffic associated with the construction of the development.		
2i	Long Street / Rye Park Road intersection	-	-	Upgrade as necessary within road reserve to allow access for over-dimensional vehicles.	Prior to commencing the use of the Long Street / Rye Park Road intersection for any over-dimensional or heavy vehicle traffic associated with the construction of the development.	Upgrade intersection and adjacent private property to accommodate OSOM turning requirements. Services to be relocated accordingly.	Public Road Upgrade Stage 2 (see Section 3 for more details).
Stage 3							
3a	Rye Park Road	Long Street to Yass Street (Rye Park)	19.4	Widen and strengthen pavement as necessary to proposed sealed standard. Upgrade bridge over Dirthole Creek as necessary.	Prior to commencing the use of Rye Park Road for any over-dimensional or heavy vehicle traffic associated with the construction of the development.	0m to 300m - Upgrade of road and seal to 7.4m width. 300m to 5900m - Nil upgrade, apply monitor and maintain controls per TMP.	Public Road Upgrade Stage 3 (see Section 3 for more details).

Map ID.	Appendix 6 Requirements					Final Project	
	Road / Intersection	Start to End	Length (km)	Upgrade	Timing	Upgrade Scope	Timing
						<p>5900m to 6900m - Upgrade of road and seal to 7.4m width.</p> <p>6900m to 7300m - Nil upgrade, apply monitor and maintain controls per TMP.</p> <p>7300m to 7700m – Re-construct shoulders</p> <p>7700m to 11750m - Upgrade of road and seal to 7.4m width.</p> <p>11750m to 18700m - Upgrade of road and seal to 7.4m width.</p> <p>18700m to 19000m – Localised seal patching, apply monitor and maintain controls per TMP</p> <p>Various Minor Culverts – Tie in with upgrade to maintain serviceability, extend culverts as required for upgraded formation.</p> <p>Dirthole Creek Bridge – Nil upgrades. Apply control and monitoring measures per TMP.</p>	

Map ID.	Appendix 6 Requirements					Final Project	
	Road / Intersection	Start to End	Length (km)	Upgrade	Timing	Upgrade Scope	Timing
3b	Junction: Rye Park Road / Grassy Creek Road and Boorowa Rye Park Road / Grassy Creek Road Intersection and Yass Street / Boorowa Rye Park Road Intersection	-	-	Upgrade as necessary within road reserve to allow access for one-dimensional vehicles. Upgrade as necessary to within road reserve to allow access for heavy vehicles.	Prior to commencing the use of the Rye Park Road / Grassy Creek Road / Yass Street intersection for any over-dimensional or heavy vehicle traffic associated with the construction of the development.	Upgrade intersection and adjacent private property to accommodate OSOM and heavy vehicle turning requirements. Services to be relocated accordingly.	Public Road Upgrade Stage 3 (see Section 3 for more details).
3c	Dalton Rd	Bridges over Pudman Creek, Flakney Creek and Blakney Creek		Upgrade as necessary to proposed sealed standard. Upgrade bridges over Pudman Creek, Flakney Creek and Blakney Creek.	Prior to commencing the use of the relevant section of Rye Park Dalton road for any over-dimensional or heavy vehicle traffic associated with the construction of the development.	Pudman Creek Bridge - Nil upgrades. Apply control and monitoring measures per TMP. Flakney Creek Bridge – No bridge exists. Concrete causeway to be upgraded and tie into upgraded road. Blakney Creek Bridge – No bridge exists. No crossing of Blakney Creek proposed on public road network.	Flakney Creek causeway - Public Road Upgrade Stage 3 (see Section 3 for more details).

Map ID.	Appendix 6 Requirements					Final Project	
	Road / Intersection	Start to End	Length (km)	Upgrade	Timing	Upgrade Scope	Timing
3d	Dalton Rd	Boorowa Rye Park Rd to access point 12	14.7	Widen, reseal and re-align to proposed sealed standard. Upgrade as necessary to multiple culverts and causeways.	Prior to commencing the use of the relevant section of Dalton Road for any over-dimensional or heavy vehicle traffic associated with the construction of the development.	<p>Dalton Rd – 1900m to 8200m - Localised seal patching, apply monitor and maintain controls per TMP</p> <p>Dalton Rd – 8400m to 15000m - Localised seal patching, apply monitor and maintain controls per TMP</p> <p>Dalton Rd – 15000m to 16450m – Apply monitor and maintain controls per TMP</p>	Dalton Rd - Public Road Upgrade Stage 3 (see Section 3 for more details).
3e	Rye Park bus stop and pedestrian path	Rye Park Bus stop to Rye Park Public School	700m	Nil	Nil	Augmentation/tie in of Bus Stop to road upgrade. Construction of a pedestrian path from Rye Park bus stop to the Rye Park Public School	Public Road Upgrade Stage 3 (see Section 3 for more details).
Stage 4							
4a	Selwyn Street onto Industrial Drive via George Street	Mayfield	0.1	Nil	Nil	Construct a hardstand area, relocate a traffic signal and sign and remove a pole to allow access for OSOM vehicles.	Prior to commencing the use of Selwyn Street onto Industrial Drive via George Street for any over-dimensional or heavy traffic associated with the

Map ID.	Appendix 6 Requirements					Final Project	
	Road / Intersection	Start to End	Length (km)	Upgrade	Timing	Upgrade Scope	Timing
							construction of the development (during Stage 4).
4b	Mayfield #4 berth and Selwyn Street intersection	Mayfield	-	Construct a hardstand area at the intersection to allow access for over-dimensional vehicles.	Prior to commencing the use of Mayfield #4 berth and Selwyn Street intersection for any over-dimensional or heavy traffic associated with the construction of the development.	Hardstand area at the intersection to allow access for OSOM vehicles	Prior to commencing the use of Mayfield #4 berth and Selwyn Street intersection for any over-dimensional or heavy traffic associated with the construction of the development (during Stage 4).
4c	Industrial Drive and Maitland Road intersection	Mayfield West	-	Upgrade as necessary within road reserve to allow access for over-dimensional vehicles.	Prior to commencing the use of Industrial Drive / Maitland Road intersection for any over-dimensional or heavy vehicle traffic associated with the construction of the development.	Nil	Prior to commencing the use of Industrial Drive / Maitland Road intersection for any over-dimensional or heavy vehicle traffic associated with the construction of the development (during Stage 4).

Map ID.	Appendix 6 Requirements					Final Project	
	Road / Intersection	Start to End	Length (km)	Upgrade	Timing	Upgrade Scope	Timing
4d	M1 and Pennant Hills Road intersection	Wahroonga	-	Upgrade as necessary within road reserve to allow access for over-dimensional vehicles.	Prior to commencing the use of the M1 / Pennant Hills Road intersection for any over-dimensional or heavy traffic associated with the construction of the development.	Modification of the centre median strip to permit loads to cross over.	Prior to commencing the use of the M1 / Pennant Hills Road intersection for any over-dimensional traffic associated with the construction of the development (during Stage 4).
4e	Right-turn from Hume Highway onto Lachlan Valley Way	-	-	Nil	Nil	Relocate some signs within the central median strip.	Prior to commencing the use of Right-turn from Hume Highway onto Lachlan Valley Way for any over-dimensional traffic associated with the construction of the development (during Stage 4).
4f	Lachlan Valley Way / Trucking Yard Road intersection	-	-	Upgrades required to allow access for over-dimensional vehicles.	Prior to commencing the use of this junction for any over-dimensional or heavy vehicle traffic associated with the	Relocation of signage from the inside of the corner.	Prior to commencing the use of this junction for any over-dimensional traffic associated with the construction of the development. (during Stage 4).

Map ID.	Appendix 6 Requirements					Final Project	
	Road / Intersection	Start to End	Length (km)	Upgrade	Timing	Upgrade Scope	Timing
					construction of the development.		
4g	Blakney Creek North Rd Intersection	Intersection of internal access track and Blakney Creek North Road	-	Nil	Nil	Construct cross over intersection for internal wind farm access track.	Public Road Upgrade Stage 4 (see Section 3 for more details).
4h	Colandel Lane, High Rock Rd, Flakney Creek Rd and Days Rd	Various	Various	Upgrades required to allow access for over-dimensional vehicles.	Prior to commencing the use of the relevant road within the development corridor for any over-dimensional or heavy vehicle traffic associated with the construction of the development.	Upgrade to wind farm access track standard.	Public Road Upgrade Stage 4 (see Section 3 for more details).
4k	Cooks Hill Road	Faulder Avenue to Rye Park -Dalton Road	18.3	Upgrade 2.6 km unsealed section within Upper Lachlan Shire Council to the proposed sealed standard. Upgrade remainder of road, which is already sealed as necessary.	Prior to commencing the use of Cooks Hill Road for any traffic associated with the construction of the development.	Upgrade and seal of unsealed sections within vegetation constraints.	Public Road Upgrade Stage 4 (see Section 3 for more details).

Map ID.	Appendix 6 Requirements					Final Project	
	Road / Intersection	Start to End	Length (km)	Upgrade	Timing	Upgrade Scope	Timing
4i	Grassy Creek Road (Pudman Creek Culvert)	See row 2c.				Pudman Creek culvert to be sleeved and grouted to reinforce existing structure.	Public Road Upgrade Stage 4 (see Section 3 for more details). Prior to commencing the use of Grassy Creek Road for any over-dimensional traffic associated with the construction of the development.
Control and Monitoring							
4i	Rye Park Road – Back Creek Culvert	Back Creek Culvert	-	Nil	Nil	Nil upgrades. Apply control and monitoring measures per TMP.	NA
4j	Rye Park Road – Harry's Creek Bridge	Harry's Creek Bridge	-	Upgrades required to allow access for over-dimensional vehicles.	Prior to commencing the use of Harry's Creek Bridge for any over-dimensional or heavy vehicle traffic associated with the construction of the development.	Nil upgrades. Apply control and monitoring measures per TMP.	NA

Figure 3 Map of local road upgrades

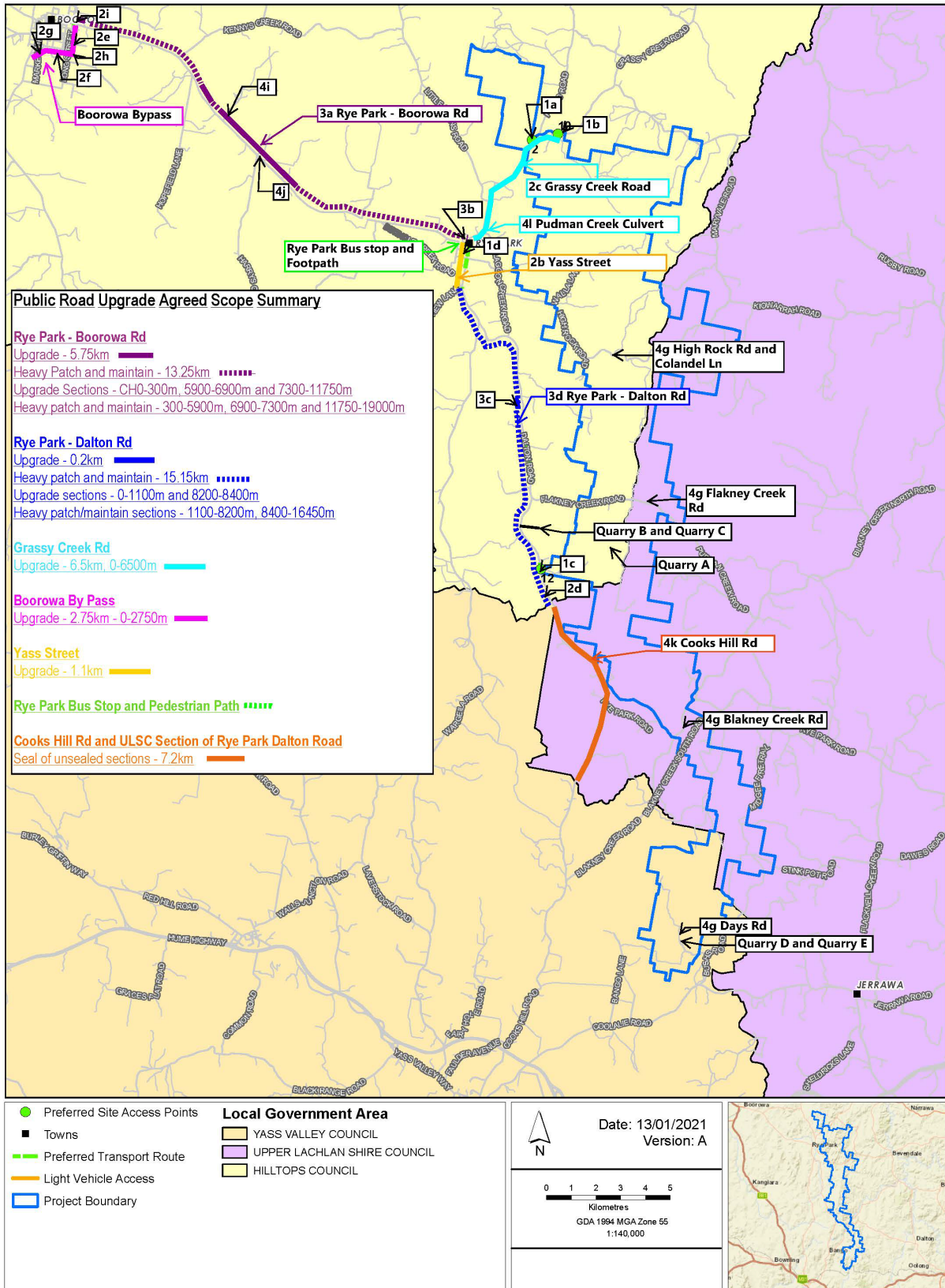
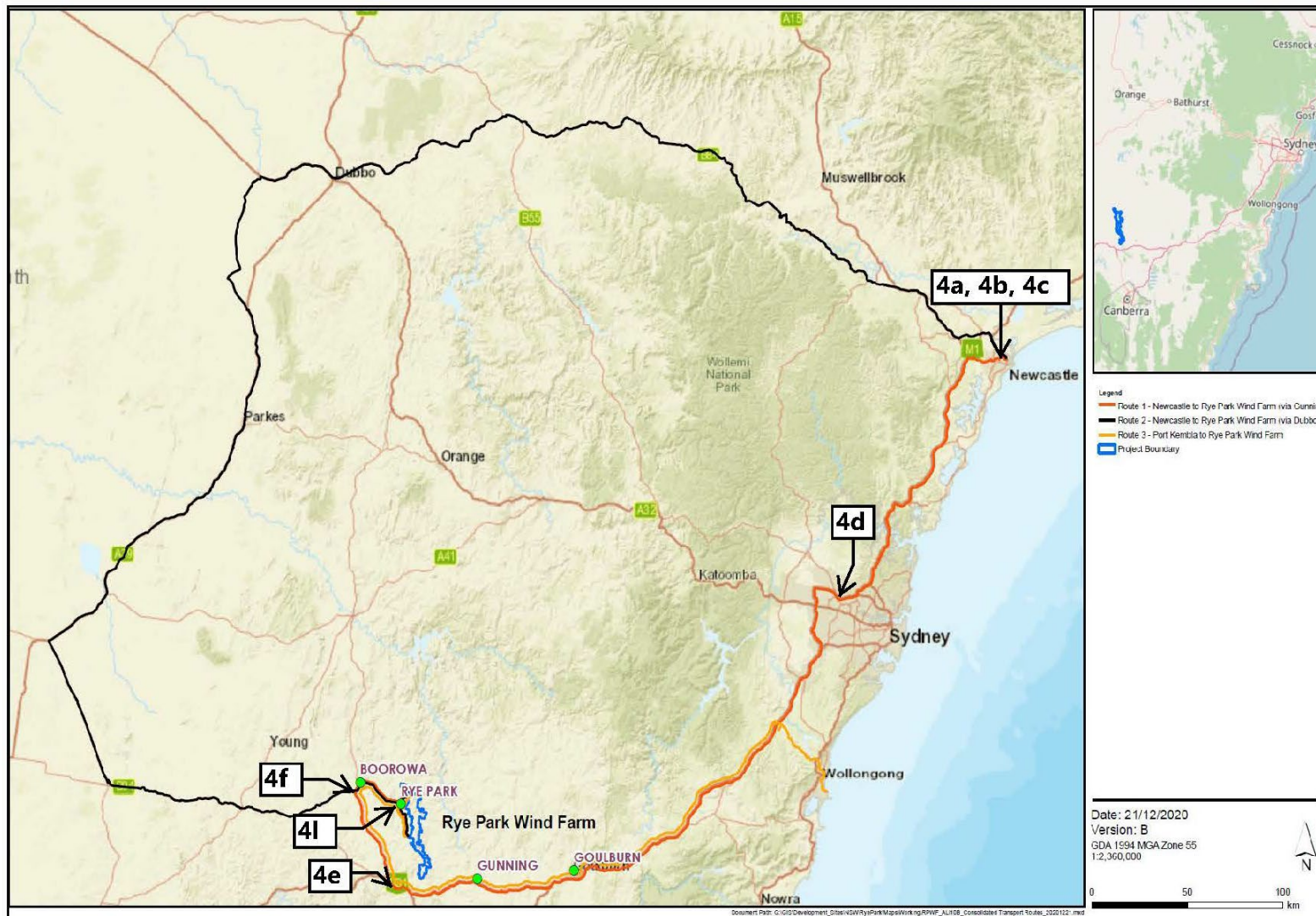


Figure 4 Map of OSOM route upgrades

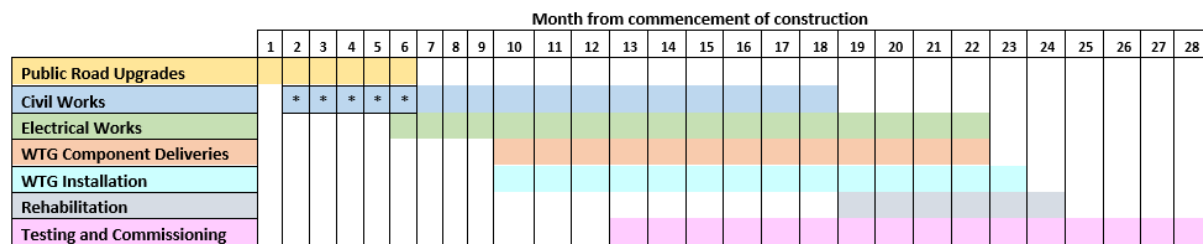


3 Program

The Development will be constructed over an estimated period of 28 months. Physical construction works are expected to take approximately 24 months to complete.

Figure 5 shows the planned construction schedule for the Development.

Figure 5 Construction schedule



* Note HV daily constraint of 0, 5 or 10 applies per Public Road Stages

The public road upgrades scope has been defined as four stages, with the commencement of works on the wind farm site, excluding Pre-construction minor works, linked to the completion of key upgrade works within each stage, including:

- Milestone 1 – Completion of Site Entry Intersections
- Milestone 2 – Completion of Boorowa Bypass Upgrade and Completion of Grassy Creek Road
- Milestone 3 – Completion of Road Upgrades (including Rye Park Bus Stop and Pedestrian Path) for required for Heavy Vehicles

Table 3 provides a summary of the public road upgrade scope and wind farm construction scope (including peak/maximum HV traffic movements) within each road upgrade stage, and the conditions which must be met before the next stage will commence. Figure 6 illustrates the sequencing and expected durations of the public road upgrades.

Initial wind farm works (civil works) will commence with three (3) work fronts, one commencing at each site entry and will build into the site, facilitating access to all areas of the site. Civil works (e.g., foundations) and electrical works associated with the wind turbines along with wind turbine installation activities will be constructed in a generally north to south sequence.

Table 3 Road Upgrade Stages

Road Upgrade Stage	Time Period	Road Upgrade Scope	Wind Farm Construction Scope			Conditions that permit commencement of next stage ²
			Activities	Maximum One-Off Drop Deliveries	Maximum Wind Farm Construction Daily HV Traffic Movements ³ (one-way)	
Stage 1	For the period between commencement of construction (road upgrades) and Milestone 1	<ul style="list-style-type: none"> • Site Entry Intersections – Complete • Yass Street - Commenced • Heavy Patching of Rye Park - Dalton Road – Commenced • Maintenance of all roads – Commenced • Grassy Creek Road – Commenced • Boorowa Bypass – Commenced • Maintenance of all roads – Ongoing • Cooks Hill Road and ULSC section of Rye Park Dalton Road - Commenced 	Nil ⁴	0	0	Completion of the following will allow for Stage 2 to commence: <ul style="list-style-type: none"> • Site Entry Intersections – Complete

² It is noted that where the road upgrades have been completed (or where no upgrade is required) in accordance with Table 2, this road (or section of road) may be used for the purpose of Wind Farm construction.

³ Wind Farm Construction Daily HV Traffic Movements is defined as movements entering the Site for purpose of wind farm construction.

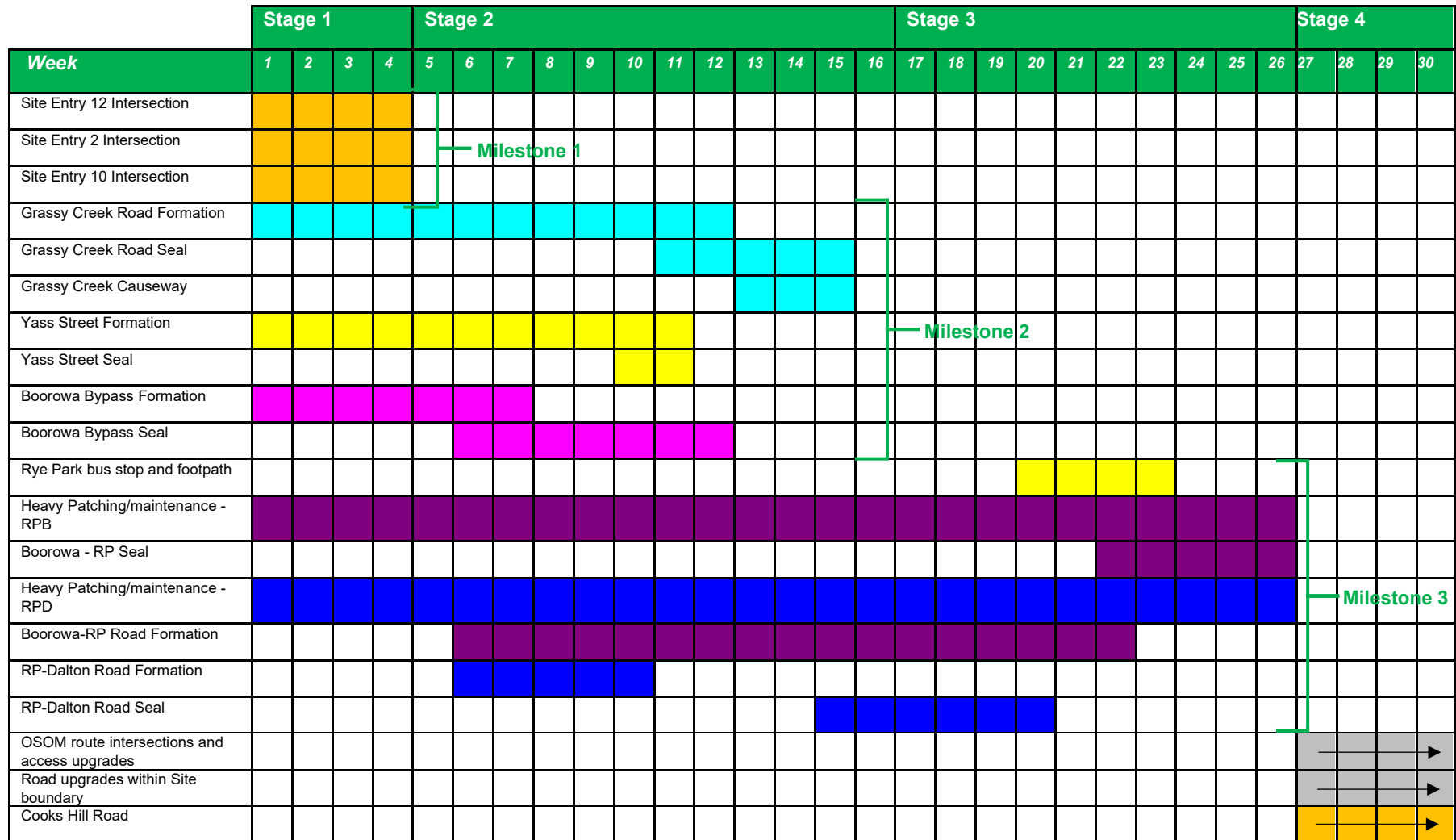
⁴ Excluding pre-construction minor works.

Road Upgrade Stage	Time Period	Road Upgrade Scope	Wind Farm Construction Scope			Conditions that permit commencement of next stage ²
			Activities	Maximum One-Off Drop Deliveries	Maximum Wind Farm Construction Daily HV Traffic Movements ³ (one-way)	
Stage 2	For the period between Milestone 1 and Milestone 2	<ul style="list-style-type: none"> • Boorowa Bypass – Complete • Yass St - Complete • Grassy Creek Rd – Commenced • Heavy Patching of Rye Park - Dalton Rd - Commenced • Maintenance of all roads - Commenced • Rye Park - Boorowa Rd Upgrade - Commenced • Rye Park - Dalton Rd Upgrade – Commenced • Cooks Hill Road and ULSC section of Rye Park Dalton Road - Ongoing • Maintenance of all roads - Ongoing 	<ul style="list-style-type: none"> • One off drop and civil works in Site Entry 12 (internal quarries) • One off drop and earthworks at Site Entries 2 and 10 • Delivery and installation of met masts • Heavy vehicles required to support earthworks e.g., fuel and servicing. 	84 (with no more than 10 per day)	5	<p>Completion of the following will allow for Stage 3 to commence:</p> <ul style="list-style-type: none"> • Yass Street – Seal complete • Grassy Creek Road – Seal complete • Boorowa Bypass – Seal Complete • Minor causeway on Yass Street • Grassy Creek Road causeway (Grassy Creek Road) • Trucking Yard Road causeway (Boorowa Bypass) • Flakney Creek causeway (Rye Park Dalton Road) • Minor culverts on Boorowa Bypass, Yass Street and Grassy Creek Road.

Road Upgrade Stage	Time Period	Road Upgrade Scope	Wind Farm Construction Scope			Conditions that permit commencement of next stage ²
			Activities	Maximum One-Off Drop Deliveries	Maximum Wind Farm Construction Daily HV Traffic Movements ³ (one-way)	
Stage 3	For the period between Milestone 2 and Milestone 3	<ul style="list-style-type: none"> Grassy Creek Road - Complete Rye Park - Dalton Road Upgrade - Complete Heavy Patching of Rye Park - Dalton Road - Complete Rye Park - Boorowa Road Upgrade – Complete Rye Park bus stop and pedestrian path – Complete Heavy Patching Rye Park - Boorowa Road – Complete ULSC section of Rye Park Dalton Road - Complete Maintenance of all roads - Ongoing 	<ul style="list-style-type: none"> One off drop and civil works in Site Entry 12 (internal quarries) One off drop and earthworks at Site Entries 2 and 10 Quarry material supplied from Quarries B and C to Site Entries 2 and 10 Heavy vehicles required to support earthworks e.g., fuel and servicing 		Boorowa Rye Park Road – 10 & Cumulative Cap of 30 Rye Park Dalton Road – 15 & Cumulative Cap of 37	Completion of the following will allow for works on the wind farm to commence in full: <ul style="list-style-type: none"> Rye Park - Dalton Road Upgrade - Seal complete Heavy Patching of Rye Park - Dalton Road - Complete Rye Park - Boorowa Road Upgrade - Seal complete Rye Park bus stop and pedestrian path – Complete Heavy Patching Rye Park - Boorowa Rd – Complete Minor culverts on Rye Park Boorowa Road and Rye Park Dalton Road. ULSC section of Rye Park Dalton Road – Complete

Road Upgrade Stage	Time Period	Road Upgrade Scope	Wind Farm Construction Scope			Conditions that permit commencement of next stage ²
			Activities	Maximum One-Off Drop Deliveries	Maximum Wind Farm Construction Daily HV Traffic Movements ³ (one-way)	
Stage 4	For the period between Milestone 3 and completion of construction	<ul style="list-style-type: none"> OSOM route intersections and access upgrades (Selwyn Street and Industrial Drive; Mayfield #4 berth and Selwyn Street; Industrial Drive and Maitland Road; M1 and Pennant Hills Road; Hume Highway and Lachlan Valley Way; Lachlan Valley Way and Trucking Yard Road; Grassy Creek Road - Pudman Creek Culvert) - Complete Road upgrades within Site boundary - Complete Cooks Hill Road - Complete Maintenance of all roads - Ongoing Maintenance of all roads - Complete 	<ul style="list-style-type: none"> Heavy vehicles to support ongoing civil and electrical construction activities OSOM deliveries including transformers and wind turbines (e.g. blades and tower sections) 	No cap - traffic generation as outlined in the TMP	No cap - traffic generation as outlined in the TMP	Completion of the OSOM route intersections and access upgrades is required to occur prior to the first OSOM delivery over relevant roads/intersections.

Figure 6 Road Upgrades Indicative Schedule



Note: Timing of Stage 4 works has not been detailed noting these road upgrades are required between Milestone 3 and the completion of construction (86 weeks anticipated remaining).

4 Compliance

4.1 Development Consent

The Development Consent includes a set of conditions set out in Schedules 2 to 4. These conditions are required to:

- Prevent, minimise, and/or offset adverse environmental impacts;
- Set standards and performance measures for acceptable environmental performance;
- Require regular monitoring and reporting; and
- Provide for the ongoing environmental management of the development.

The conditions relate to the pre-construction, construction (including road upgrades, wind farm construction and commissioning), operational and decommissioning phases of the Development.

Many of the requirements are required to be satisfied:

- Prior to the commencement of construction, whereby construction means the construction of the development, including but not limited to the construction of wind turbines, ancillary infrastructure and road upgrades, and excluding preconstruction minor works.
- Prior to the commencement of commissioning, whereby commissioning means all activities, including turning of turbines, after the components of the first complete wind turbine are installed. The date on which commissioning commences is the first date on which the blades of the first completed wind turbine start rotating.

4.1.1 Environmental Framework

To meet the requirements of the Development Consent (as well as the requirements of EPBC 2020/8837 and to support the implementation of other licenses and permits) an environmental framework has been developed for the Development including the Environmental Management Strategy and associated management plans. Once approved, these documents will be published on the Rye Park Wind Farm website (www.ryeparkwf.com.au).

Table 4 sets out the key strategies and plans prepared in accordance with the Development Consent (and EPBC 2020/8837), including the timing in which these documents are required to be prepared.

Table 5 provides a summary of the other key actions required by the Development Consent, however the view set of requirements please refer to the Development Consent (and EPBC 2020/8837) available on the Development's website. Furthermore, further details on the environmental framework for the Development is contained in the Environmental Management Strategy and management plans.

Table 4 Strategies and Plans

Condition	Plan / Requirement	Required by
Schedule 2 Condition 10 (and Condition 12 of EPBC 2020/8837)	Final Layout Plans	Pre-Construction
Schedule 3 Condition 13	Noise Management Plan	Pre-Commissioning

Condition	Plan / Requirement	Required by
Schedule 3 Condition 20 (and EPBC 2020/8837 Condition 2, 13 and 14)	Update Biodiversity Calculations (<i>and Offset Strategy</i>)	Pre-Construction ⁵
Schedule 3 Condition 22 (and EPBC 2020/8837 Condition 5-7)	Biodiversity Management Plan	Pre-Construction
Schedule 3 Condition 23	Bird and Bat Adaptive Management Plan	Pre-Commissioning
Schedule 3 Condition 25	Heritage Management Plan	Pre-Construction
Schedule 3 Condition 30	Traffic Management Plan	Pre-Construction
Schedule 3 Condition 34	Emergency Plan	Pre-Construction
Schedule 3 Condition 35	Safety Management System	Pre-Commissioning
Schedule 5 Condition 1	Environmental Management Strategy	Pre-Construction
Schedule 5 Condition 6 (and Condition 5 of the EPBC 2020/8837)	Works as Executed Plans (<i>Completed Layout Plans</i>)	Pre-Operations
(Conditions 18-21 of the EPBC 2020/8837)	(<i>Superb Parrot Population Monitoring Program</i>)	(<i>Pre-Commissioning</i>)

Table 5 Other Key Development Consent Actions

Condition	Plan / Requirement	Required by
Schedule 3 Condition 28	Dilapidation survey	Pre-Construction
Schedule 2 Condition 11 and Schedule 5 Condition 4 (EPBC 2020/8837 Condition 23)	Notification of commencement of construction	Pre-Construction ⁶
Schedule 3 Condition 1 and Schedule 4 Condition 1(a))	Notification of acquisition rights	Pre-Construction
Schedule 3 Condition 3, and Schedule 4 Condition 1(b))	Notification of Visual Impact Mitigation Program	Pre-Construction
Schedule 5 Conditions 7 (EPBC 2020/8837 Condition 31)	Incident Reporting	Ongoing

⁵ The Offset Strategy is required to be prepared prior to the clearing activities, excluding clearing associated with the road upgrades or HBTs.

⁶ Notification is also required to DAWE, however this must be undertaken within 10 business days following the commencement of construction (EPBC 2020/8837 Condition 23).

Furthermore, notification of the commencement of wind farm construction will also be undertaken (e.g., at the commencement Public Road Upgrades Stage 2).

Condition	Plan / Requirement	Required by
Schedule 5 Conditions 8-10 (EPBC 2020/8837 Condition 30)	Non-Compliance Reporting	Ongoing
Schedule 3 Condition 31 and 32	Notification of location to aviation authorities	Pre-Construction ⁷
Schedule 2 Condition 17	Voluntary Planning Agreements entered into with Councils	Pre-Construction
Schedule 5 Conditions 11 to 16 (EPBC 2020/8837 Condition 32-34)	Independent Audits	Within 3 months of commencement of construction ⁸
(EPBC 2020/8837 Condition 29)	(Annual Reporting)	(Ongoing)

4.1.2 Road Upgrades

Schedule 3 Condition 27 of the Development Consent requires the Applicant to implement the road upgrades identified in Appendix 6 in accordance with the relevant timing requirements unless otherwise agreed by the Planning Secretary, to the satisfaction of the roads authority.

Section 2.5 of this report describes the road upgrade requirements set out by Appendix 6 and the timing associated timing for these works as agreed by the Planning Secretary.

4.2 Other Approval / Compliance Requirements

In addition to the Development Consent (and EPBC 2020/8837), the Development is subject to a number of legislative and approval requirements. The Environmental Management Strategy outlines the key requirements for the Development, including (but not limited to):

- Environmental Protection Licence (No. 21535) (*Protection of the Environment Operations Act 1997* (NSW)).
- Crown Land Licence (Combined Licence No. RN 622918) (Section 2.18 *Crown Lands Management Act 2016*, Section 152A *Roads Act 1993*)
- Section 138 Consent for works or activities in a public reserve, public road way or footpath (*Roads Act 1993*, Sections 71 138)

⁷ This requirement must be undertaken prior to the commencement of construction of any wind turbine or wind monitoring mast.

⁸ DAWE may request an independent audit to be undertaken by the Developer in accordance with these conditions.

4.3 Complaint Handling Procedure

The Development is committed to managing complaints in a transparent and professional manner. Complaints not handled correctly can incur significant cost through damage to reputation or fines by the regulatory authorities. Complaints also provide an opportunity to improve the way that the Development conducts its business.

The Development has a specific Complaints Handling Procedure which outlines how it will receive and handle complaints and disputes following the commencement of construction. All reporting, monitoring and evaluation associated with complaints management for the Development must be in accordance with this procedure.

The Complaints Management Plan is prepared to specifically address the construction and operation phase of the Development, in accordance with *Australian / New Zealand Standard AS / NZS 10002:2014 – Guidelines for complaint management in organizations* (AS/NZS 10002:2014) and to address the requirements of the Development Consent.

A copy of the Complaints Management Plan will be available on the Development's website (www.ryeparkwf.com.au).

Any enquiries, complaints and/or compliments, including those related to traffic will be directed to the Development information line, via email or telephone.