

Appendix E

Consultation Plan





Whyte Yarcowie Wind Farm

Transmission Line and Battery Energy Storage System Consultation Plan

June 2026

Whyte Yacowie Wind Farm Pty Ltd

ABN: 55 622 889 294

June 2026

Whyte Yarcowie Wind Farm Transmission Line and Battery Energy Storage Project – Consultation Plan

Quality Information

Revision History

Revision	Description	Date	Originator	Reviewer	Approver
v1 draft	Initial Draft	12/05/2026	Milly Woodgrove and Obaseki Buntine	Jen McDonnell	Patrick Deveney
V2 draft	Revised draft following internal review	3/06/26	Milly Woodgrove and Obaseki Buntine	Jen McDonnell	Patrick Deveney

Distribution

Report Status	No. of copies	Format	Distributed to	Date
Draft	Electronic	PDF	Wind Prospect	12/05/26
Final Draft	Electronic	PDF	Wind Prospect / DEM	03/06/26

Abbreviations	1
1 Introduction	3
1.1 Whyte Yarcowie Wind Farm Project.....	3
1.1.1 Project Area	4
1.1.2 Community context	6
1.1.3 Whyte Yarcowie	8
1.1.4 Community Benefit Sharing	9
1.2 Applicant	11
1.3 Approval requirements	11
1.4 Timing and staging	12
1.5 Scope of the Consultation Plan	13
1.5.1 Aims	13
2 Statutory context and requirements	14
2.1 <i>Hydrogen and Renewable Energy Act 2023</i>	14
2.2 Applicant-led consultation.....	14
3 Consultation objectives	16
3.1 Consultation objectives.....	16
4 Stakeholder analysis	18
4.1 Stakeholders.....	18
4.2 Mining and resources	18
4.3 Additional consultation.....	20
4.3.1 Responding to Stakeholder Feedback	20
5 Consultation history to date	22
5.1 Host Landowners.....	23
5.2 Department of Energy and Mining.....	23
5.3 Community information sessions.....	24
5.4 Project website, phone and email.....	25
5.5 Engagement with Goyder Regional Council and Northern Areas Council	25
5.6 First Nations Engagement	26
6 Consultation Plan	27
Appendices	1

Abbreviations

ABS	Australian Bureau of Statistics
AIL	Associated Infrastructure Licence
BESS	Battery Energy Storage System
CASA	Civil Aviation Safety Association
CEMP	Construction Environmental Management Plan
CFS	Country Fire Service
DCCEEW	Department of Climate Change, Energy, the Environment and Water
DEM	Department for Energy and Mining
DEW	Department for Environment and Water
DIT	Department for Infrastructure and Transport
DPC	Department of Premier and Cabinet
DRMP	Decommissionings and Rehabilitation Management Plan
EIR	Environmental Impact Report
EPA	Environment Protection Authority
GW	Gigawatts
HRE Act	<i>Hydrogen and Renewable Energy Act 2023</i>
HRE Regulations	<i>Hydrogen and Renewable Energy Regulations 2024</i>
km	Kilometre
kV	Kilovolts
LGA	Local government area
m	Metre
MW	Megawatts
MWh	Megawatt hour
Minister	The Minister for Energy and Mining
NNAC	Ngadjuri Nation Aboriginal Corporation
NVC	Native Vegetation Council

OMP	Operational Management Plan
OTL	Overhead Transmission Line
OTL Corridor	70 m wide, 19.5 km long easement within which the OTL will be situated
PIRSA	Department of Primary Industries and Regions
Project Area	Land on which the Project is located
YPMNRP	Yorke Peninsula and Mid North Regional Plan
SEO	Statement of Environmental Objectives
the Project	Whyte Yarcowie Wind Farm Transmission Line and Battery Energy Storage System
TMP	Traffic Management Plan
w/c	Week commencing
WSP	WSP Australia Pty Ltd

1 Introduction

1.1 Whyte Yarcowie Wind Farm Project

Whyte Yarcowie Wind Farm Pty Ltd, a subsidiary of Wind Prospect Pty Ltd, is developing the Whyte Yarcowie Wind Farm; a 500–600-megawatt (MW) wind farm, with up to 83 wind turbines, located outside of the township of Whyte Yarcowie, approximately 180 kilometres (km) north of Adelaide, near the township of Whyte Yarcowie, in the northern Mount Lofty ranges of South Australia. The area is predominantly cleared land, used for livestock and farming. For the purposes of this Consultation Plan, the project Proponent is generally referred to as Whyte Yarcowie Wind Farm or Wind Prospect.

This Consultation Plan specifically relates to the proposed Battery Energy Storage System (BESS), Overhead Transmission Line (OTL), underground cable connection, Belalie Substation expansion and associated infrastructure components of the broader Whyte Yarcowie Wind Farm Project (the Whyte Yarcowie Wind Farm Transmission Line and Battery Energy Storage Project – the Project), which are being assessed under the *Hydrogen and Renewable Energy Act 2023* (HRE Act) through the Associated Infrastructure Licence (AIL) process. The wind farm component of the project has previously submitted an application for a Renewable Energy Infrastructure Licence (REIL) under the HRE Act and is being assessed as REILA2. A consultation plan for the wind farm was submitted to the Department for Energy and Mining (DEM) in November 2024.

Permanent site infrastructure will include:

- a BESS with capacity of up to 270 MW with up to eight-hour duration (270MW/2160 MWh). The BESS Area will also include the following key infrastructure:
 - BESS substation
 - Harmonic filters
 - Electric buildings
 - Maintenance and storage buildings
 - Water storage tank(s)
 - Underground cabling
 - Hard stand areas
 - Internal access roads
 - Site access and parking
 - Drainage and erosion control
 - Lighting protection
 - Communication towers (if required)
 - Site fencing and security
 - Business identification and safety signage
- underground cable connecting the BESS to the wind farm connection at the Belalie Substation Expansion

- 19.5 km long, single-circuit 275 kV OTL to connect the internal Whyte Yarcowie Wind Farm substation (proposed under REILA 2) to ElectraNet's existing Belalie Substation
- expansion of the existing Belalie Substation to support grid connection of the OTL and BESS

Temporary site infrastructure will include:

- Construction compound
- Equipment laydown areas
- Fuelling stations
- Washdown bay (if required).
- Temporary concrete batch plant (if required)
- Temporary fencing and security

Temporary construction infrastructure is anticipated to be located within the BESS Area; however, the final location will be confirmed during the detailed design stage.

Refer to Figure 1-1 for the Indicative Project layout.

The Project constitutes a *regulated activity* under the HRE Act and will seek licencing under two separate AILs; one covering the BESS and another covering the OTL. Both AILs will include necessary expansion and connection works at the Belalie Substation. WSP Australia Pty Limited (WSP) have been engaged to prepare an Environmental Impact Report (EIR), Statement of Environmental Objectives (SEO) and technical studies to support the AIL applications. Capire Consulting Group have been engaged by Whyte Yarcowie Wind Farm to prepare a Consultation Plan to support the EIR and SEO.

1.1.1 Project Area

The Project will be located on an approximately 159.5-hectare site (the Project Area), situated on farmland predominantly used for cropping and sheep grazing.

The Project Area will be accessed via:

- Canowie Road (including two proposed new access points for the BESS Area)
- Gilfillan Road (including one temporary access point for the Belalie Substation expansion)
- various access points along the Underground Cable Easement and OTL Corridor, utilising existing access points where practicable.

The Project Area is characterised by predominantly cleared agricultural land, with vegetation largely comprising non-native grassland associated with historical farming activities. Small areas of native vegetation remain within the Project Area, primarily consisting of open grassland and scattered shrubland in poor to moderate condition.

The Project Area contains a number of minor drainage lines but no major watercourses or water bodies.

The Project Area is generally surrounded by agricultural land uses associated with cropping and grazing activities. Existing renewable energy and utility infrastructure within the broader locality includes the Belalie Substation and existing transmission infrastructure.

A review of existing infrastructure identified the Epic Energy gas pipeline crossing the proposed OTL Corridor near Wilkins Highway. Detailed design and construction management measures will be implemented to avoid impacts to existing infrastructure.

There are no registered non-Aboriginal heritage places within the Project Area; however, two unregistered ruins were identified within the OTL Corridor near Mitchells Road. The Project design will seek to avoid direct and indirect impacts to these features.

A private aeroplane landing area located near the OTL Corridor has also been identified. Whyte Yarcowie Wind Farm Pty Ltd. (the Applicant) is currently consulting with the landowner regarding relocation and re-orientation of the airstrip to minimise aviation safety risks associated with the OTL.

An Indicative Project Layout is shown in Figure 1-1.

The final location of infrastructure, including the BESS layout and transmission tower/pole locations, will be subject to detailed design, informed by:

- detailed geotechnical investigations
- infrastructure and supplier requirements
- environmental constraints
- ongoing stakeholder engagement.



Figure 1-1 Indicative project layout

1.1.2 Community context

The Project Area is located between Belalie East and Whyte Yarcowie, approximately 180 km north of Adelaide, within the South Australian Mid North Region. It spans two Local Government Areas (LGAs): the Regional Council of Goyder and the Northern Areas Council. The area lies within the traditional lands of the Ngadjuri Peoples.

Demographic data presented in this section is derived from the Australian Bureau of Statistics (ABS) 2021 Census of Population and Housing^{1,2}. The Project's regional social area of influence sits within the Yorke and Mid North region and intersects the Regional Council of Goyder and the Northern Areas Council. Together, these LGAs have a combined population of 8,619 people, and are characterised by a small, predominantly rural population living across dispersed townships.

¹ ABS Census of Population and Housing 2021, Goyder, available at <https://www.abs.gov.au/census/find-census-data/quickstats/2021/LGA42110>

² ABS Census of Population and Housing 2021, Northern Areas, available at <https://www.abs.gov.au/census/find-census-data/quickstats/2021/LGA45120>

Across the regional social area of influence:

- the average household size is 2.2 people
- there is a high reliance on private vehicles
- median weekly household incomes is below the South Australian average for both LGAs.

Burra is the largest township located in the Goyder LGA, while Jamestown functions as a key regional centre of the Northern Areas LGA. The Regional Council of Goyder is located within the Federal Division of Grey and the state electoral district of Stuart, and includes towns such as Whyte Yarcowie, Hallett and Terowie. The 2021 ABS Census reported:

- a total population of 4,060 people, comprising of 1,078 families
- 2,361 private dwellings with an average of 2.2 people per household
- a median weekly household income of \$916, a median weekly rent of \$190, and a median monthly mortgage repayment of \$867 (all below the South Australian average)
- an average of 2.2 motor vehicles per dwelling.

The Northern Areas Council is located within the Federal Division of Grey and the state electoral districts of Frome and Stuart and includes towns such as Canowie Belt and Belalie East. The 2021 ABS Census reported:

- a total population of 4,559 people, comprising of 1,218 families
- 2,413 private dwellings with an average of 2.2 people per household
- a median weekly household income of \$1,147, median weekly rent of \$192 and a media monthly mortgage repayment of \$806 (below the South Australian average)
- an average of 2.2 motor vehicles per dwelling.

The Project's local social area of influence encompasses the small rural townships of Whyte Yarcowie, Terowie, Belalie East and Hallett. The nearest regional centre is Jamestown, located approximately 20 km northwest, with a total population of 1,549 people³.

The combined population of the local social area of influence is 413 people, with a combined median age of 48 years. The 2021 ABS Census notes:

- Aboriginal and Torres Strait Islander representation is overall higher across the local social area of influence than the South Australian average of 2.4%, with the highest concentration of 7.4% recorded in Terowie⁴
- 236 private dwellings with an average of 2.2 people per household. Hallett represents the highest number of dwellings at 103⁵

³ ABS Census of Population and Housing 2021, Jamestown, available at: <https://www.abs.gov.au/census/find-census-data/quickstats/2021/SAL40635>

⁴ ABS Census of Population and Housing 2021, Terowie, available at: <https://www.abs.gov.au/census/find-census-data/quickstats/2021/SAL41439>

⁵ ABS Census of Population and Housing 2021, Hallett, available at: <https://www.abs.gov.au/census/find-census-data/quickstats/2021/SAL40553>

- median weekly household incomes vary, with the highest average in Belalie East (\$2,049)⁶ and the lowest in Terowie (\$589). This discrepancy likely reflects the small population size of Belalie East, 62 people compared to 135 people in Terowie, also noting Belalie East holds predominantly working farms⁷, while Terowie, as the larger township, has a wider mix of employment profiles
- a combined average of 2.3 motor vehicles per dwelling.

Services across the local social area of influence are limited:

- Whyte Yarcowie offers a community-run post office (with limited opening hours), while the Whyte Yarcowie Hotel is currently closed and listed for sale
- Terowie includes a 24-hour roadhouse and motel (BP Truckstop) and some campgrounds, corner store (with Australian Post LPO), Terowie CFS, Terowie Rural School and historical Former St Michael & St John Catholic Church Terowie Railway Station and Former Imperial Hotel
- Hallett, of which the Heysen Trail – one of Australia’s longest dedicated hiking trails - passes, includes a café, Hallet Police Station, general store and petrol station, Hallett SES, motel accommodation, farm stay and some campgrounds
- no services are available in Belalie East.

The proximity of towns, localities and dwellings to the project are summarised in Table 1-1 below.

Table 1-1 Localities and towns located within 10 km of the Project Area

Name	Town or locality	Population
Whyte Yarcowie	Locality	50
Terowie	Town	135
Belalie East	Locality	62
Hallett	Town	166
Jamestown	Town	1,549
Peterborough ⁸	Town	1,490

1.1.3 Whyte Yarcowie

Whyte Yarcowie sits on the Barrier Highway between Terowie and Hallett. The town was first surveyed in 1875 and was originally named Yarcowie, which is said to mean ‘wide water’. A railway station was constructed 1880, after which the town experienced rapid growth and came to include hotels, schools, a flour mill, and an Anglican Church. While the church remains, the town is smaller than it once was, with the train station, hotels, schools, and flour mill no longer in operation.

⁶ ABS Census of Population and Housing 2021, Belalie East, available at: <https://www.abs.gov.au/census/find-census-data/quickstats/2021/SAL40090>

⁷ ABS Census Community Profiles 2021, Belalie East, available at: <https://www.abs.gov.au/census/find-census-data/community-profiles/2021/SAL40090>

⁸ ABS Census of Population and Housing 2021, Peterborough, available at: <https://www.abs.gov.au/census/find-census-data/quickstats/2021/SAL41143>

The 2021 Census⁹ recorded 50 people living in the Whyte Yarcowie state suburb area, with a median age of 40 (down from 49 in the 2016 census)¹⁰. The census¹¹ counted 11 families, and 20 private dwellings, all of which were separate houses. Five were owned outright, eight owned with a mortgage, and four rented.

The median weekly household income is \$1,374, in comparison to \$1,455 for South Australia and \$1,746 nationally.

Three residents identified themselves as being Aboriginal and/or Torres Strait Islander in the most recent census. None of the town's households identify as non-English speaking.

1.1.4 Community Benefit Sharing

The Community Benefits Sharing Package forms part of the broader Whyte Yarcowie Wind Farm Project and is outlined here to provide stakeholders with an understanding of the community benefits proposed should the project proceed. The Package is intended to deliver tangible and enduring benefits to the local community by supporting initiatives, organisations and opportunities that contribute to community wellbeing, resilience and long-term prosperity. Implementation of the Community Benefits Sharing Package is contingent on the broader Whyte Yarcowie Wind Farm Project receiving all required approvals and progressing to construction and operation.

Based on the current 83-turbine project design, the Whyte Yarcowie Wind Farm would contribute up to \$500,000 per year in community benefits during operation. Should a project with a smaller number of turbines ultimately proceed the scale of the Community Benefits Sharing Package would be adjusted accordingly.

The Community Benefits Sharing Package applies across the broader Whyte Yarcowie Wind Farm Project, including the wind farm, Battery Energy Storage System (BESS), transmission line and associated infrastructure. This reflects the interconnected nature of the project components and the overlap between the communities associated with each element of the development.

The shape of this Community Benefits Sharing Package has been in draft form and open for consultation with project stakeholders since the Whyte Yarcowie Wind Farm's public launch in 2022. The draft community benefits sharing package includes the following components:

A Neighbour Benefits Program, which will provide payments neighbours of the Whyte Yarcowie Wind Farm, which overlaps with the community surrounding this Project:

- Payments available to eligible dwellings located within 6km of a constructed turbine.
- Benefits to be directed to neighbours closest to the project.

⁹ ABS Census of Population and Housing 2021, Whyte Yarcowie, available at: <https://www.abs.gov.au/census/find-census-data/quickstats/2021/SAL41591>

¹⁰ ABS Census of Population and Housing 2016, Whyte Yarcowie, available at: <https://www.abs.gov.au/census/find-census-data/quickstats/2016/SSC41577>

¹¹ ABS Census Community Profiles 2021, Whyte Yarcowie, available at: <https://www.abs.gov.au/census/find-census-data/community-profiles/2021/SAL41591>

- Details including eligibility criteria, payment amounts and delivery arrangements, remain in draft and will be confirmed with eligible dwellings as the project progresses.

An Energy Offset Program proposed for the community in the vicinity of the project:

- Discounted electricity and an energy rebate of up to \$2,000 per dwelling per year for eligible dwellings located within 6km of a turbine.
- Details including eligibility criteria, payment amounts and delivery arrangements, remain in draft and will be confirmed with eligible dwellings as the project progresses.

A Community Benefit Fund to support local priorities:

- Annual contribution of \$2,000 per constructed turbine.
- Fund to be managed by a community-based committee.
- Funding to support community-focused projects, events and initiatives.
- Governance arrangements to be developed in collaboration with community stakeholders.
- Fund to operate for the duration of the wind farm.

A Community Sponsorship Fund is currently operating to support local groups:

- These funds are available until the Community Benefit Fund commences (if project proceeds).
- Total annual funding of up to \$15,000 for the Community Sponsorship Fund from 2027, reflecting an increase of a previously allocated \$10,000 due to strong community interest.
- Grants of up to \$2,500 available per application.
- Open to community groups and organisations in the vicinity of the project.
- Applications assessed through merit-based process administered by Wind Prospect.

Traditional Owner Benefits Sharing

Whyte Yarcowie Wind Farm recognises the Ngadjuri People as the Traditional Owners of the land on which the Whyte Yarcowie Wind Farm is being developed and we look forward to working with Ngadjuri Nation Aboriginal Corporation to protect and celebrate their culture and language for generations to come.

- The project will support employment opportunities for Ngadjuri people during construction and operations, including roles for qualified workers and apprentices where appropriate.
- The project will provide opportunities for Ngadjuri-owned businesses to be considered for relevant contracting opportunities.
- The project will support education, training and scholarship initiatives for Ngadjuri people, including opportunities to build skills and capacity over the life of the project.
- The project will support cultural initiatives such as artwork and cultural mapping that reflect and celebrate Ngadjuri culture and heritage.
- The project will provide financial support to assist the Ngadjuri Nation Aboriginal Corporation in administering services under the Heritage Survey Agreement.
- The project will establish a joint approach with Ngadjuri representatives to guide the implementation of employment, funding and cultural initiatives. The project will provide

opportunities for Ngadjuri-owned businesses to be considered for relevant contracting opportunities.

Consultation on the design and function of the benefits sharing package will remain open through the upcoming consultation for the project.

1.2 Applicant

The Applicant for the Whyte Yarcowie Wind Farm Transmission Line and BESS is Whyte Yarcowie Wind Farm Pty Ltd. Whyte Yarcowie Wind Farm Pty Ltd was incorporated in 2017 and is a subsidiary of Wind Prospect Group Ltd. The Wind Prospect group is the ultimate holding company of the Applicant (and therefore the Project).

The Wind Prospect group has extensive experience of developing renewable energy projects. To date, Wind Prospect group has secured planning approval for 22 wind farms and 3 solar farms, totalling over 3,700 MW, more than 2,500 MW of which is now operational or under construction. The current portfolio includes a diverse range of major renewable energy projects across Victoria, South Australia, New South Wales and Western Australia.

WSP has been engaged by Whyte Yarcowie Wind Farm Pty Ltd a subsidiary of Wind Prospect Pty Ltd to support in the preparation of the AIL, EIR and SEO for the Project, under the HRE Act. Capire Consulting Group have been engaged by WSP and to prepare a Consultation Plan to support the EIR and SEO.

Applicant details are provided below in Table 1-2.

Table 1-2 Applicant Details

Applicant details	
Name of applicant	Whyte Yarcowie Wind Farm Pty Ltd (ABN 55 622 889 294), a subsidiary of Wind Prospect Pty Ltd (ACN 091 885 924)
ABN	55 622 889 294
ACN	091 885 924
Project contact	Patrick Deveney
Postal address of applicant	Suite 10, 19-35 Gertrude Street, Fitzroy, Victoria 3065
Consultant contact	Tenille Anderson
Postal address of consultant	Level 17, 83 Pirie Street, Adelaide, SA, 5000

1.3 Approval requirements

An energy storage system with a name plate capacity of greater than 5 MW that is to be connected to a transmission or distribution network within South Australian land or coastal waters is prescribed as an associated infrastructure activity under Regulation 3(2)(b) of the *Hydrogen and Renewable Energy Regulation 2024* (HRE Regulations) and is a *regulated activity* under the HRE Act. In addition, the transmission of energy obtained from a renewable energy resource within South Australian land or

coastal waters is also considered a *regulated activity* and associated infrastructure activity under the HRE Act. Under the HRE Act, a person must not undertake a regulated activity unless the activity is authorised, or exempted from authorisation, under the HRE Act. As such, the Project is seeking AILs under Section 23 of the HRE Act to authorise the proposed regulated activities.

Under Section 61 of the HRE Act, an EIR must be developed in respect of a proposed authorised activity. Regulation 31(2) of the HRE Regulations prescribes information required in the EIR. Section 62 of the HRE Act, also prescribes that a SEO must be prepared prior to the granting of AIL for a regulated activity. These required documents have been prepared by WSP.

Sections 61(4) and 63(3) of the HRE Act then require consultation on a proposed EIR and SEO by the Applicant. In undertaking this, Regulation 33(2) of the HRE Regulations requires that the Applicant must present a Consultation Plan for approval by the Minister for Energy and Mining (the Minister) that outlines how the Applicant will undertake the required engagement in accordance with the requirements of the HRE Act and HRE Regulations. Capire Consulting Group have been engaged to prepare the required Consultation Plan to support Whyte Yarcowie Wind Farm in undertaking consultation with relevant stakeholders in relation to the EIR and SEO for the Project.

1.4 Timing and staging

The Project is currently in the planning and concept design stage. Anticipated timeframes are presented in Table 1-3.

These dates present the earliest expected occurrence of key stages of the Project. Timeframes may be extended depending on a number of factors. More certainty regarding the overall Project timeline will be known during preparation of the Operational Management Plan (OMP).

Table 1-3 Project schedule

Activity	Anticipated date*
Construction commences	Year 1 of licence (2027)
Commissioning commences	Year 3 of licence (2028)
Construction concludes / full operation commences	Year 3 of licence (2028)
Operation	25 years duration from year 3 of licence (2028 to 2053)
Decommissioning	From year 25 of licence (2053)**

*Note: Timing assumes licence granted by December 2026.

**Note: The Project may operate for longer than 25 years. Performance will be reassessed prior to decommissioning date if the operation life can safely be extended.

1.5 Scope of the Consultation Plan

The purpose of this Consultation Plan is to guide the Applicant-led stakeholder consultation on the EIR and SEO.

The Consultation Plan has been prepared and will be implemented in accordance with the requirements of Section 61(4) of the HRE Act and Section 33(2) of the HRE Regulations, along with DEM's Regulatory Guidelines 001: Consultation plan preparation.

This Consultation Plan is specific to the EIR and SEO for the Project and is distinct from broader engagement with the community and landowners undertaken by Wind Prospect Pty Ltd.

1.5.1 Aims

The aim of this Consultation Plan is to:

- Guide consultation on all relevant parts of the EIR and SEO
- Identify all relevant stakeholders
- Identify appropriate and effective methods for engagement
- Identify the timeline for engagement
- Identify elements of the environment that stakeholders regard as having particular environmental value or significance.

2 Statutory context and requirements

2.1 *Hydrogen and Renewable Energy Act 2023*

As outlined in Section 1.3, an energy storage system with a name plate capacity of greater than 5 MW that is to be connected to a transmission or distribution network within South Australian land or coastal waters is prescribed as an associated infrastructure activity under Regulation 3(2)(b) of the HRE Regulations and is a regulated activity under the HRE Act. The transmission of energy obtained from a renewable energy resource within South Australian land or coastal waters is also considered a regulated activity under the HRE Act. Under the HRE Act, a person must not undertake a regulated activity unless the activity is authorised, or exempted from authorisation, under the HRE Act.

Under the HRE Act, Applicant/licensee must engage with stakeholders throughout the life of the project. These stakeholders are also provided opportunities to provide formal submissions on proposed projects at specific points during licence application, operations and closure. Licensing provisions in the HRE Act provide protections for Native Title groups through a Native Title agreement, and for landowners through a land access agreement, notices of entry, compensation, dispute resolution mechanisms, transparent licence conditions and compliance activities.

As per Section 61(4) and Section 63(3) of the HRE Act, an Applicant must undertake consultation on the proposed EIR and SEO in accordance with the requirements prescribed by the HRE Regulations¹² (Regulation 33).

2.2 Applicant-led consultation

Section 61(4) and Section 63(3) of the HRE Act requires the Applicant to undertake consultation on a proposed EIR and SEO.

Regulation 33 of the HRE Regulations details the requirements for consultation by the Applicant and sets out the requirements for the Applicant to develop a Consultation Plan for approval by the Minister (Regulation 33(2)). These requirements are provided in Table 2-1. along with identification of where these requirements have been addressed in this Consultation Plan.

Table 2-1 Consultation Plan requirements

Legislative requirement	Consultation plan section
a) states the day on which consultation is due to commence; and	Section 6

¹² <https://www.energymining.sa.gov.au/industry/hydrogen-and-renewable-energy/hydrogen-and-renewable-energy-act/public-consultations>

b) includes a list of the following persons to be consulted as identified by the licensee: 1. the owners of the land to which the report relates; 2. any Recognised Aboriginal Representative Body— A. in respect of the area of land to which the report relates; or B. in respect of a specific Aboriginal site, object or remains on the land to which the report relates; 3. if the land to which the report relates is not the subject of a native title determination and there is no recognised Aboriginal Representative Body identified under subparagraph (ii)—any traditional owners of Aboriginal sites or objects on the land to which the report relates; 4. any affected agency or instrumentality of the Crown; 5. (v) — A. each council within the proposed release area; or B. if any part of the proposed release area falls outside of council areas—the Outback Communities Authority established under the Outback Communities (Administration and Management) Act 2009; and	Table 6.2 and Table 6.3
c) describes the method of engagement to be used in consulting with the persons listed in the consultation plan including how the licensee intends to respond to relevant issues raised as a result of consultation; and	Section 4.2.1 and Table 6.3
d) focuses the engagement on the environmental objectives and assessment criteria necessary to be achieved to demonstrate that any potential consequences of the proposed authorised operations will be adequately managed and controlled; and	Table 6.2 and Table 6.3
e) identifies all relevant parts in the environmental impact report or statement of environmental objectives that are to be consulted on; and	Table 6.2
f) complies with any other requirement specified by the Minister to the licensee.	No additional requirements specified.

3 Consultation objectives

3.1 Consultation objectives

The Applicant is committed to engaging with all stakeholders in an empathetic and respectful manner. This commitment is underpinned by genuine, clear and transparent communication. A strong and consistent local presence is also considered essential to building and strengthening trusted relationships with the community.

The engagement process prioritises inclusivity and diversity, while supporting local purchasing and resource selection policies. A key objective of this approach is to deliver shared and lasting benefits for the local community.

Broad and genuine engagement with community members is an essential component of any major project. Authentic engagement assists in building trust, identifying concerns and opportunities, strengthening relationships, and supporting the establishment and maintenance of social licence throughout the life of the Project. The Applicant has developed key engagement principles to guide its consultation activities outlined in Table 3-1.

Table 3-1 Engagement principles.

Principles
• Empathy and respect for all stakeholders • Development of shared benefits for the local community and the Project • Mutual respect driven by genuine dialogue and honest communication • Building and strengthening community relationships • Ensuring the project has a strong and consistent local presence • Local purchasing and resource selection policy • Commitment for transparency when communicating • Inclusive of diversity • Demonstration of integrity and trust.

The consultation process documented in this Consultation Plan will be undertaken in accordance with engagement principles and will support the finalisation of an EIR and SEO by identifying local concerns, land use considerations, and potential environmental and cultural impacts associated with the development and operation of the Project. The process will ensure regulatory compliance by demonstrating early and meaningful engagement with all relevant parties, including landowners, Traditional Owners, Aboriginal representative bodies, the local council, and government agencies.

Under Section 61(4) of the HRE Act, consultation under this Consultation Plan must focus on the proposed EIR and SEO. Table 3-2 below outlines the proposed environmental objectives for the

Project, under the draft EIR and SEO. These objectives will guide ongoing engagement with stakeholders throughout the Applicant-led consultation process.

Table 3-2 Environmental Objectives

Objective no.	Environmental objective
1	No unauthorised disturbance to native vegetation and fauna, and application of the Mitigation Hierarchy to any disturbance.
2	Decommission and rehabilitate land affected by authorised operations to agreed standards.
3	No introduction or spread of pest plants, pest animals or pathogens.
4	No unacceptable disturbance, including contamination of surface water drainage, water courses and waterbodies.
5	No adverse impacts to groundwater quality or groundwater resources.
6	No unacceptable exposure of humans, environment, and groundwater to contaminated material and hazardous substances.
7	No unauthorised disturbance to Aboriginal cultural heritage sites and objects.
8	No unauthorised disturbance to non-Aboriginal heritage places.
9	No unacceptable construction, operation decommissioning noise impacts.
10	No unacceptable disturbance to the surrounding road network as a result of traffic impacts.
11	No unacceptable disturbance to stakeholders.
12	Maintain aviation safety.
13	No unacceptable air quality impacts.
14	No uncontrolled fires as a result of authorised operations.
15	Maintain the health and safety of the public and other third parties.

4 Stakeholder analysis

4.1 Stakeholders

This section includes the list of stakeholders required to be engaged for the consultation on the EIR and SEO. Having regard to land tenure and other interests over the Project Area, the stakeholders listed Table 4-1 below are required to be consulted by the Applicant in accordance with Regulation 33(2)(b) of the HRE Regulations.

Table 4-1 Target stakeholders

Statutory stakeholder group	Stakeholders	Relevance
The owner of the land to which the EIR/SEO relates	Host Landowner	Regulation 33(2)(b)(i) – Landowner
Adjacent landowners	Owners/occupiers of adjoining land	Regulation 33(2)(b)(iv)
Recognised Aboriginal Representative Body or Traditional Owners	Ngadjuri Nation Aboriginal Corporation (NNAC)	Regulation 33(2)(b)(i) and (ii) – Traditional Owners
The Regional Council of Goyder and The Northern Areas Council	Local Council	Regulation 33(2)(b)(v)(A) –
Relevant Government Agencies	State Government	Regulation 33(2)(b)(v)(B)

4.2 Mining and resources

Consultation with tenement holders across the Project Area will also take place. Using the SARIG (South Australian Resources Information Gateway, available at: <http://catalog.sarig.sa.gov.au>, the tenements and their holders found for the Project Area are listed in Table 4-2 below. A figure showing active tenements in the Project Area can be found in Figure 4-1.

Table 4-2 Tenements across the Project Area and their holders for consultation

Tenement	Holder and contact details
GSEL 766: ECOSSAUS Limited - Gas Storage Exploration Licence	ECOSSAUS Limited Executive Chairman - Mr John Heugh C/- Minerva Corporate, Level 8/99 St George Terrace, PERTH WA 6005 P: 0427 107 690, E: jheugh@ecossaus.com
EL 6799: ECOSSAUS Limited - Mineral and Opal Exploration Licence	ECOSSAUS Limited Executive Chairman - Mr John Heugh C/- Minerva Corporate, Level 8/99 St George Terrace, PERTH WA 6005 P: 0427 107 690, E: jheugh@ecossaus.com
PL1: Epic Energy SA Pty Ltd - Pipeline Licence (Moomba to Adelaide Gas Pipeline) (the transmission line crosses this pipeline)	Epic Energy South Australia Pty Ltd Risk and Compliance Advisor - Mr Adrian Tero GPO Box 860, ADELAIDE SA 5001 P: 08 8343 8138, E: Adrian.Tero@epic.com.au
EL 6921: Rox 1 Pty Ltd – Mineral and Opal Exploration Licence	Rox 1 Pty Ltd 11 Bartlett Place, PORT DENISON WA 6525 Ph: +64 4 562 6253

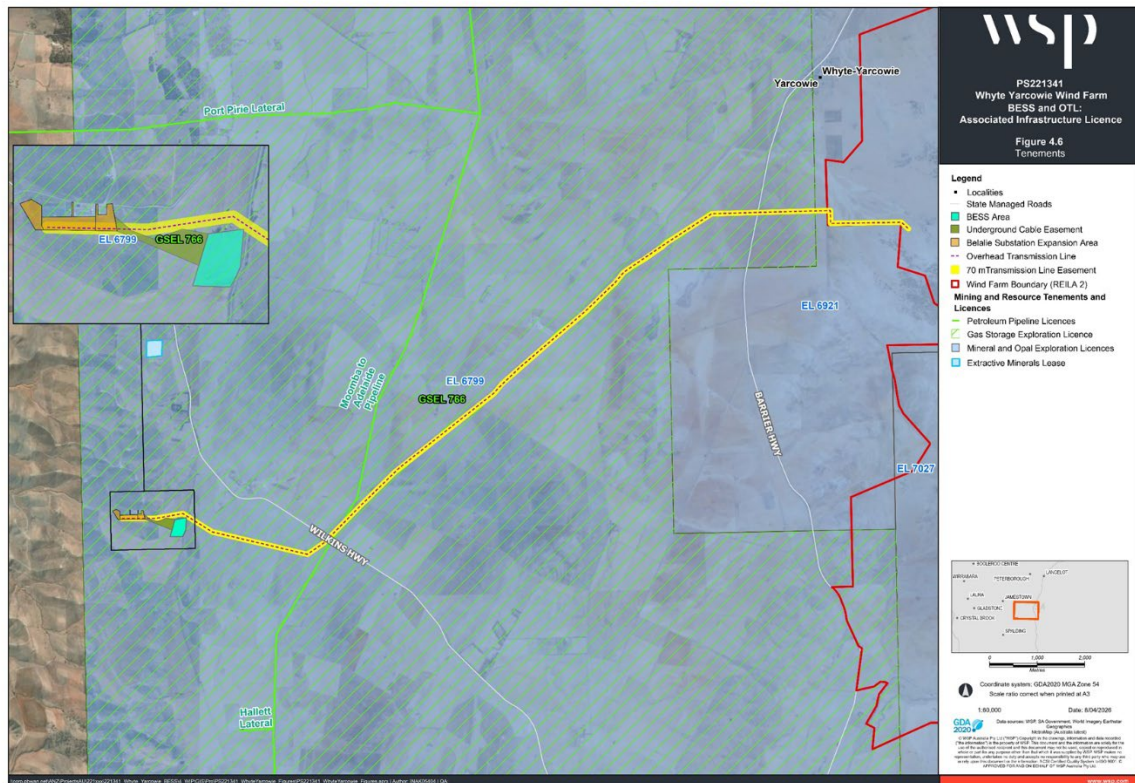


Figure 4-1 Tenements on the proposed project area. Note: Blue Pin indicates location of the proposed Whyte Yarcowie Wind Farm

4.3 Additional consultation

In addition to the targeted stakeholders listed above required to be consulted by the Applicant pursuant to Regulation 33(2)(b) of the HRE Regulations, broader community stakeholders will be invited to provide input and feedback.

Broader community members within a 6km radius of the Project Area are included as stakeholders and will be engaged through information sessions, newsletters, direct mail, and the project website. A complete list of stakeholders is provided in Appendix A.1. Stakeholder analysis.

4.3.1 Responding to Stakeholder Feedback

All feedback received from stakeholders during the consultation period will be documented and reviewed. Key concerns or suggestions raised by stakeholders will be:

- Categorised by theme (e.g. environmental risk, amenity, traffic)
- Considered in the preparation of the EIR and SEO
- Summarised in the final Consultation Report (or chapter of the EIR), including actions taken or rationale for not adopting specific suggestions.

- Where requested, direct responses to stakeholders will be made upon the finalisation of the final Consultation Report.

5 Consultation history to date

Wind Prospect has been undertaking community and stakeholder engagement for the proposed Whyte Yarcowie Wind Farm since July 2022. Due to the number of wind farms in the Mid North (both operational and under development), and the increase in community interest in clean energy, ongoing and transparent engagement has been critical throughout the Project's development and will continue to be into future stages.

Engagement activities previously undertaken by the Applicant include the establishment of the Project website, Project newsletters, community 'drop-in' sessions, a development stage community sponsorship fund, engagement with the local relevant councils and Traditional Owners, engagement with mining exploration licence holders and applicants and engagement with the South Australian Government, an outline of this past consultation is provided below.

Engagement has been undertaken with the following stakeholders for the wider Whyte Yarcowie Wind Farm, identified through stakeholder analysis:

- Host landowners
- Adjacent landowners
- Neighbouring and surrounding landowners
- Ngadjuri Nation Aboriginal Corporation
- Broader community in Hallett, Whyte Yarcowie and Terowie, as well as the broader Goyder and Mid North regions
- The Regional Council of Goyder
- The Northern Areas Council
- The Minister for Trade and Investment and Housing and Urban Development and Planning
- The Department for Trade and Investment
- The Department for Energy and Mining (DEM)
- The Department for Infrastructure and Transport (DIT)
- The Department for Environment and Water (DEW)
- The Environment Protection Authority (EPA)
- The South Australian Country Fire Service (CFS).

Activities undertaken by Wind Prospect for the broader Project, include:

- establishment of the Whyte Yarcowie Wind Farm website
- issues of Project newsletters
- regular Project updates in the Regional Council of Goyder's Renewables Update newsletter
- seven Project community information 'drop-in' sessions (between August 2022-November 2023)
- investment in community led initiatives as part of the Community Sponsorship fund
- consultation with the Regional Council of Goyder and Northern Areas Council

- individual discussions with nearby landowners (both involved and non-participating/neighbouring landowners)
- consultation with the Ngadjuri Nation Aboriginal Corporation
- consultation with relevant mining exploration licence holders and applicants
- consultation with State Government agencies
- consultation with State and Federal members of parliament.

The Applicant is committed to being responsive to issues and feedback as they are identified by the community, with key issues of interest including vegetation and fauna, visual amenity, noise, roads, traffic management, accommodation for construction workforce, cultural heritage, land use, including potential disruptions to nearby agricultural operations, electromagnetic interference, fire management and community benefit sharing.

5.1 Host Landowners

Wind Prospect has a longstanding relationship with the Host landowners for the Project. The Project is being developed wholly on Freehold land, across seven landowners. The Applicant has secured access across the entire Project Area through a combination of leases and easements.

Wind Prospect has developed a positive relationship with these landowners creating an opportunity to align objectives and create shared value.

The host landowners associated with the proposed overhead transmission line (OTL) corridor and Battery Energy Storage System (BESS) locations were first engaged regarding the Project in 2019. Since then, Wind Prospect staff have held approximately 15 formal meetings with relevant landowners up to November 2024. In addition to these formal meetings, regular informal discussions have occurred to keep landowners informed about the status of the Project and to coordinate attendance of project staff and consultants on their properties. While discussions have focused on the proposed OTL corridor and BESS locations, they have at times also included broader Project-related infrastructure, including the proposed wind farm and associated infrastructure.

The Project has considered several options for the transmission line route and BESS locations and has negotiated these options with the relevant affected landowners. Land tenure negotiations with landowners within the potential transmission line corridor and BESS location options have now been completed.

5.2 Department of Energy and Mining

The Project has been discussed with DEM throughout the REIL application process for the Whyte Yarcowie Wind Farm (REILA2). These meetings in 2024 and 2025 were not specifically focussed on the Project, however regular updates of the Project were provided as available. The splitting out of the Project components from the Whyte Yarcowie Wind Farm into a separate AIL process was discussed, along with the description of the Project design as it developed throughout 2025.

A formal introduction of the Project to DEM was made in a meeting on Friday 7 November 2025 with members of the Environmental Regulation section of DEM to introduce the Project.

Wind Prospect and WSP met with DEM on two occasions in February and once in May 2026 to discuss the upcoming Project.

- Wednesday 4 February 2026: Wind Prospect and WSP met with a Jurisdictional System Security Engineer from DEM, representing the Office of the Technical Regulator (OTR), to discuss requirements for the Project in relation to Fast Frequency Response requirements for the BESS, and requirements for a certificate from the OTR to support lodgement of the AIL application.
- Monday 16 February 2026: a meeting was held with representatives from the Environmental Regulation section of DEM to introduce the Project and discuss the proposed licencing approach, technical studies and expected impacts and control measures, and likely timing for lodgement of required documentation. The meeting also included discussion on the wider Whyte Yarcowie Wind Farm and the status of the Renewable Energy Infrastructure Licence.
- Wednesday 13 May 2026 a meeting was held with representatives from the Licencing Department to talk through the Project timing for lodgement, FID and eventual construction and operation of the Project.

5.3 Community information sessions

From July 2022 to 2026, the project team has undertaken a range of engagement activities with local communities associated with wider Whyte Yarcowie Wind Farm to keep stakeholders informed of project progress, seek feedback, and support ongoing community involvement.

Community information sessions were held for the wider Whyte Yarcowie Wind Farm in Hallett, Terowie and Whyte Yarcowie with a mix of daytime and evening sessions provided to support community accessibility and participation. Activities undertaken to date are outlined below:

- Three community drop-in sessions (31 August and 1 September 2022)
- Two community drop-in sessions (23–24 November 2022)
- Four community drop-in sessions (29–30 November 2023)
- Three community drop-in sessions (14-15 May 2025)

The community information sessions were promoted through a range of communication channels to support awareness and encourage participation across the local community, including:

- advertisements and notices in the *Jamestown Journal*
- advertisements and notices in the *Plains Producer*
- inclusion in the Regional Council of Goyder e-newsletter
- inclusion in a regular community update prepared by local community member Mel Zerner, providing information on renewable energy projects across the Goyder region¹³
- project newsletters distributed to stakeholders and the local community

¹³ <https://ecbat.au/renewables-projects-update-31st-july-2025-from-mel/>

- information published on the project website
- postcards distributed to the project mailing list and surrounding local region
- electronic direct mail (eDM) communications issued to registered stakeholders
- A1 posters displayed in local shopfronts and community noticeboard locations across the region

Engagement sessions have provided opportunities to discuss both transmission lines and the proposed BESS. Community participants have sought further detail on alignment options, land and property considerations, construction requirements, and the intended role and location of the BESS.

Where responses about the Project could be provided during these sessions they were. This included general locations of the options that were being considered for each Project component, as well as sizing, construction methodologies and scheduling.

Due to the nature of the land tenure process, specific details about locations could not be provided, until such time as land tenure was secured.

5.4 Project website, phone and email

A Project website was established in July 2022 and is regularly updated, available at: whyteyarcowiewindfarm.com.au.

The website provides an overview of the Project as well as contact details (phone and email) where interested stakeholders or members of the public can seek further information, direct any complaints or sign up to the Project newsletter mailing list.

The website is regularly updated with Project fact sheets, FAQs and updates on the planning and approvals process.

Since 2022, Wind Prospect has published an annual newsletter to keep the local community informed, sharing regular updates on project progress, key developments, timelines, and other relevant information each year. The newsletters can be found on Whyte Yacorie's website.

Regular Project updates have been featured in the Regional Council of Goyder's 'Renewables Update' newsletter, ensuring the wider community remains informed.

Local residents in the area have received letters to announce key project milestones and news about the project. Mailouts will continue to be used to reach the local residents.

5.5 Engagement with Goyder Regional Council and Northern Areas Council

Wind Prospect has engaged with both the Regional Council of Goyder and Northern Areas Council throughout the development of the Whyte Yarcowie Wind Farm, including discussions relating to the proposed wind farm, overhead transmission line (OTL) and Battery Energy Storage System (BESS) infrastructure.

Initial engagement with the Regional Council of Goyder commenced with a meeting held on 7 July 2022, which provided an introduction and overview of the Whyte Yarcowie Wind Farm Project and enabled early feedback and discussion. Since this time, ongoing engagement has occurred with elected members and council staff regarding planning, timelines and potential local impacts associated with the broader Whyte Yarcowie Wind Farm Project and related infrastructure. This engagement has always noted that the wind farm necessitated a transmission line to connect the wind farm to the existing grid, and that a BESS would likely be developed to respond to the South Australian OTR requirements.

This has included presentations to elected members outlining the design and future plans, as well as discussions with council staff regarding matters such as traffic, workforce accommodation, local infrastructure and broader community considerations associated with the wind farm, OTL and BESS components of the Whyte Yarcowie Wind Farm.

Engagement has also occurred with Northern Areas Council regarding Project updates and potential regional considerations relevant to the council area, including matters relating to the proposed OTL and BESS infrastructure.

5.6 First Nations Engagement

The Project is located on the traditional lands of the Ngadjuri people. The Project acknowledges the Ngadjuri peoples as the traditional custodians of the lands within the Project's social area of influence.

The Ngadjuri Nation Aboriginal Corporation (NNAC) is a representative body for Ngadjuri People. NNAC was included in the first round of engagement with key stakeholders. In 2023, the Ngadjuri people received a native title consent determination across the area (noting that Native Title has been deemed not to exist across the Project Area).

This early engagement provided Wind Prospect with a valuable opportunity to build a relationship with Ngadjuri Elders and representatives, opening a dialogue grounded in listening and learning about the history and cultural significance of the Project Area. Wind Prospect has been keeping the NNAC updated with their activities in the area.

Ongoing engagement with NNAC will continue throughout Project planning and development, with the project team remaining available to meet at NNAC's convenience and committed to transparently communicating the outcomes of cultural heritage assessments. The most recent meeting between NNAC and the Project team occurred in early April 2026 to provide the Board with an update on Project activities and progress. This included an introduction to the location of the OTL and BESS components of the broader Whyte Yarcowie Wind Farm Project.

Future engagement with NNAC includes the establishment of a Steering committee to discuss matters of mutual interest, the completion of heritage surveys within the Project's Construction Footprint and employment and benefits sharing commitments, and regular project updates via the Steering Committee, for the life of the Project.

6 Consultation Plan

In accordance with Sections 61(4) and 63(3) of the HRE Act, a licensee is required to undertake consultation on the proposed EIR and SEO for the Project.

Stakeholder consultation under this Consultation Plan will address potential project impacts and mitigation measures, which have informed the EIR and SEO. The consultation will be undertaken in accordance with Regulation 33(2)(d) and 33(2)(e) of the HRE Regulations and will commence 18 June 2026 and conclude 10 July 2026. Proposed timelines for the Applicant-led consultation period are provided in Table 6-1.

Table 6-1 Applicant-led consultation timeline

Activity	Anticipated date
Preparation and approval of Consultation Plan required under the HRE Act	April 2026 – May 2026
Applicant-led consultation period	18 June 2026 – 10 July 2026
Preparation of consultation outcomes report and finalisation of EIR/SEO for submission to DEM	July 2026

Stakeholders will be invited to provide input on specific chapters of the EIR and SEO, during the Applicant led consultation period (refer to Table 6-3 for consultation activities), and then formally through the consultation process run by DEM, including but not limited to:

- Environmental values and risks (including native vegetation and biodiversity, weeds/pathogens, water drainage, air quality)
- Cultural heritage
- Noise
- Traffic impacts
- Visual amenity
- Aviation impacts
- Air quality
- BESS hazards
- Public health and safety
- Social impacts
- Emergency management
- Construction and operational management measures
- Cumulative impacts.

These topics align with the environmental objectives outlined in Table 3-2 and will be clearly outlined in engagement materials and online engagement platforms.

Table 6-2 provides a summary of the key environmental and stakeholder considerations for the proposed Project, structured around the identified environmental objectives. Each issue has been assessed in terms of its potential impact, applicable regulatory requirements, and proposed management approach.

Stakeholder identification has been guided by legislative obligations, proximity to the Project Area, and the likelihood of direct or indirect impacts. Despite this focussed approach on ensuring relevant stakeholders are targeted on issues of interest to them, communications measures including information sessions will be held so that all stakeholders have access to information and the project team.

Table 6-3 below outlines the consultation activities to be undertaken for the Project commencing 18 June 2026 and concluding 10 July 2026. It also identifies key matters to be raised, relevant stakeholders, and engagement methods to be used. The key matters to be raised are based on a preliminary analysis of issues and interests raised by stakeholders in consultation activities conducted to date.

Table 6-2 Summary of matters to be considered during stakeholder consultation

Environmental Objective	Matter	Relevant stakeholders to be consulted	Summary matter to be consulted
1. No unauthorised disturbance to native vegetation and fauna, and application of the Mitigation Hierarchy to any disturbance.	Ecology (flora, fauna, weeds and pests, and conservation areas): EIR Section 6.1 and Appendix C 'Native Vegetation Clearance Data Report'.	Native Vegetation Council (NVC), Goyder Regional Council, Northern Areas Council, DEW, DCCEEW, Northern and Yorke Landscape Board	The Project will require clearance of up to 4.85 ha of native vegetation within the OTL Corridor, assessed as a Level 4 clearance under the <i>Native Vegetation Act 1993</i> . Native vegetation is generally in poor to moderate condition and predominantly comprises open grassland and small areas of shrubland. The Project Area was amended to avoid impacts to the EPBC Act and NPW Act listed Pygmy Blue-Tongued Lizard. A Native Vegetation Clearance Application will be submitted to the NVC prior to commencement of any clearance works. While the BESS and OTL Project in isolation is not expected to significantly impact EPBC Act listed species or Threatened Ecological Communities, the Project is being assessed holistically with the wider Whyte Yarcowie Wind Farm under an EPBC Referral currently being assessed by the Department of Climate Change, Energy, the Environment and Water (DCCEEW) as a controlled action. The SEO includes commitments relating to the mitigation hierarchy, pre-clearance ecological surveys, fauna management, rehabilitation of disturbed areas, and ongoing monitoring through the Construction Environmental Management Plan (CEMP), OMP and Decommissionings and Rehabilitation Management Plan (DRMP).
2. Decommission and rehabilitate land affected by authorised operations to agreed standards.	Ecology (flora, fauna, weeds and pests, and conservation areas): EIR Section 6.1 and Appendix C 'Native Vegetation Clearance Data Report'.	Host Landowners, DEM, NVC, Northern and Yorke Landscape Board, Goyder Regional Council, Northern Areas Council	Decommissioning and rehabilitation activities will be undertaken in consultation with relevant landowners and regulatory agencies and managed in accordance with the DRMP, to be approved by DEM. The DRMP will be prepared at least six months prior to commencement of decommissioning and will include rehabilitation objectives, monitoring requirements, management measures and consultation processes to ensure disturbed land is rehabilitated to agreed standards and returned to a stable and safe condition.

Environmental Objective	Matter	Relevant stakeholders to be consulted	Summary matter to be consulted
3. No introduction or spread of pest plants, pest animals or pathogens.	Ecology (flora, fauna, weeds and pests, and conservation areas): EIR Section 6.1 and Appendix C 'Native Vegetation Clearance Data Report'.	Host Landowner, Adjacent Landowners, Department of Primary Industries and Regions (PIRSA), Northern and Yorke Landscape Board	Weed and biosecurity measures will be documented in the CEMP, OMP and DRMP and will be developed to comply with legislative requirements. This will include management measures to avoid, and where avoidance is not possible, minimise the introduction and spread of weeds, pests and pathogens throughout the Project Area and surrounds. Measures will include vehicle and equipment hygiene, monitoring and inspections, restricted access to disturbed areas where required, and management actions. Native vegetation and fauna habitat in the area is largely degraded, however small patches of habitat for threatened species have been confirmed to exist nearby, and could be threatened by any outbreaks of weeds, pests or pathogens if not appropriately managed. Surrounding agricultural land uses could also be threatened by any outbreaks, if not appropriately controlled.
4. No unacceptable disturbance, including contamination of surface water drainage, water courses and waterbodies.	Water resources: EIR Sections 6.2 and Appendix F 'Desktop Hydrology Assessment'	Host Landowner, Northern and Yorke Landscape Board, Goyder Regional Council, Northern Areas Council (if road drainage or local infrastructure is affected), DEW.	A Desktop Hydrology Assessment was undertaken for the Project to assess potential impacts to water resources and undertake a high-level evaluation of hydrological and flood conditions across the Project Area. The assessment included an update to a flood model previously prepared for the wider Whyte Yarcowie Wind Farm to identify flow paths and provide a preliminary review of peak flood depth, peak flood levels and peak flow velocities for 1% AEP and 10% AEP flood events across the Project Area. The assessment identified a number of minor flow paths across the Project Area and a risk of ponding near the north-east end of the OTL Corridor during a 1% AEP flood event; however, no significant flood risks were identified. Outcomes of the flood modelling will inform the detailed design of Project infrastructure, drainage controls and erosion and sediment management measures to minimise impacts to flow paths, drainage lines and dams. Where impacts to drainage features cannot be avoided, relevant approvals under the <i>Landscape South Australia Act 2019</i>, including a Water Affecting Activities Permit(s), may be required.

Environmental Objective	Matter	Relevant stakeholders to be consulted	Summary matter to be consulted
5. No adverse impacts to groundwater quality or groundwater resources.	Water resources: EIR Section 6.2 and Appendix F 'Desktop Hydrology Assessment'.	DEW, Northern and Yorke Landscape Board, Host Landowners	There is currently no reticulated water available within the Project Area. Water will be needed during construction, particularly to support concrete batching (in the instance that a batch plant is installed on site or batch plants developed within the wider Whyte Yarcowie Wind Farm Project Area are utilised) and to facilitate dust suppression. At this stage, it is intended that the majority of water (concrete batching and staff amenities) will be sourced via the Murray River (via the pipeline at Morgan), noting that there are alternative options to consider, which include sourcing groundwater at the site, or a combination of both. A confirmed water supply is yet to be established, and no current agreements are in place. The assessment is ongoing, and Wind Prospect are following a best practice assessment approach by undertaking the following: — developing a list of potential options and completing a high-level go/no-go on — detailed assessments of options to be further considered/progressed, to include both technical and approval feasibility — site investigations to prove up a potential source and inform an impact assessment and any approval/licensing requirements. The final decision will be guided by technical feasibility, environmental sustainability, regulatory compliance, and operational feasibility, and all required licences or permits would be sought prior to the commencement of construction. Groundwater extraction volumes, if required, would be monitored and managed in accordance with the SEO and relevant approvals to avoid adverse impacts to groundwater quality or groundwater resources.
6. No unacceptable exposure of humans, environment, and groundwater to	Site contamination: EIR Section 6.3.	Host Landowner, Northern and Yorke Landscape Board, Goyder Regional Council, Northern Areas Council, DEW	Based on the desktop review undertaken, the site does not appear to present an elevated risk of site contamination; however, this is based on limited information and it is recommended that additional preliminary site investigations should be undertaken prior to construction to determine whether a Potentially Contaminating Activity has occurred within the Project Area. As part of spoil management procedures, the contamination status of material

Environmental Objective	Matter	Relevant stakeholders to be consulted	Summary matter to be consulted
contaminated material and hazardous substances.			should be assessed. Earthworks, spoil management, hazardous materials handling, fuel storage and spill response measures associated with construction, operation and decommissioning of the BESS, OTL and associated infrastructure will be managed through the CEMP, OMP and DRMP. Any unexpected contamination identified during works will be managed in accordance with EPA requirements and relevant legislation, standards and guidelines.
7. No unauthorised disturbance to Aboriginal cultural heritage sites and objects.	Aboriginal cultural heritage: EIR Section 6.4.	NNAC, Attorney-General's Department – Aboriginal Affairs and Reconciliation, Goyder Regional Council, Northern Areas Council	Low risk to Aboriginal heritage in Project Area. Heritage consultant and NNAC representatives have undertaken surveys across the Project Area. Ongoing consultation with the NNAC will continue. Staff induction requirements and stop-work procedures for any chance finds will be documented in the CEMP to manage Aboriginal heritage risks.
8. No unauthorised disturbance to non-Aboriginal heritage places.	Non-Aboriginal cultural heritage: EIR Sections 6.5	Department for Housing and Urban Development, DEW – Heritage Branch, Goyder Regional Council, Northern Areas Council, Adjacent Landowners	There are no registered non-Aboriginal heritage places within the Project Area. The nearest listed non-Aboriginal heritage place is the State heritage listed Coolootoo Shepherd's Hat, located approximately 2.5 km south-west of the Substation Expansion Area. An additional State heritage places were identified approximately 8.5 km south-east of the OTL Corridor: Cappeedee Homestead & Woolshed. No Local, World, National or Commonwealth heritage listed places were identified in close proximity to the Project Area. A site visit identified two areas that may present undocumented non-Aboriginal heritage; both along the OTL Corridor. The detailed design will seek to avoid all direct impacts to the identified undocumented non-Aboriginal heritage sites, and control measures will be implemented during construction to avoid risks of indirect impacts. As such, a permit will not be required under the <i>Heritage Places Act 1993</i>, as all impacts will be avoided.

Environmental Objective	Matter	Relevant stakeholders to be consulted	Summary matter to be consulted
9. No unacceptable construction, operation decommissioning noise impacts.	Noise: EIR Sections 6.6 and Appendix G 'Environmental Noise Assessment'	Nearest Sensitive Receivers including Host Landowners and Adjacent/nearby Landowners, Goyder Regional Council, Northern Areas Council	An Environmental Noise Assessment was undertaken to assess operational noise impacts associated with the BESS component of the Project in accordance with the <i>Environment Protection (Commercial and Industrial Noise) Policy 2023</i> . Other components associated with the Project are not expected to generate significant operational noise, and hence were not included in the assessment. Furthermore, while the Project is associated with the Whyte Yarcowie Wind Farm, the BESS was assessed as a stand alone Project as it is not considered integral to the operation of the wind farm and is located > 14 km from the wind farm whereby cumulative noise impacts from the wind farm are unlikely. Modelling indicated that the Project would be compliant with the applicable noise goal levels (both day and night) at all noise sensitive receivers.
10. No unacceptable disturbance to the surrounding road network as a result of traffic impacts.	Road and traffic: EIR Sections 6.7 and Appendix H 'Traffic Impact Assessment'	Goyder Regional Council, Northern Areas Council, Local Residents and Adjacent Landowners along Canowie Road, Gilfillan Road, Mitchells Road and Booborowie Road, including users of the Wilkins Highway / Canowie Road intersection), Agricultural Landowners and Livestock farmers (adjacent to Project Area), Local School, Department for Infrastructure and	A Traffic Impact Assessment (TIA) was undertaken to assess the traffic demands and impacts of the Project. Construction will increase traffic generation for the 18 months construction period. Road network is adequate, but temporary local disturbances from increased traffic (e.g., for school bus routes, livestock farmers moving sheep for shearing and general farming) are expected. Oversize vehicle routes have been selected to minimise impacts to townships and local roads where possible. Some intersection upgrades and access improvements may be required prior to construction. A Traffic Management Plan (TMP) will be developed in consultation with relevant stakeholders to manage traffic, road safety and access impacts throughout all phases of the Project. Intersections and access/egress points proposed to be utilised by the Project have been assessed as appropriate for the proposed works, although intersection upgrades may be required at some intersections. Access points will be constructed to accommodate the largest design vehicles expected to enter and exit the site. During normal operations, the Project is expected to be remotely operated, generating very small numbers of vehicles for ongoing operations and maintenance activities. Therefore, significant impacts to the road network are not anticipated.

Environmental Objective	Matter	Relevant stakeholders to be consulted	Summary matter to be consulted
		Transport (DIT), SAPOL, emergency services and school bus operators.	
11. No unacceptable disturbance to stakeholders.	Visual amenity: EIR Section 6.8; and Social impacts EIR section and 6.13 and Appendix J 'Landscape Character and Probable Visual Effect Assessment'	Host Landowners, Adjacent Landowners, residents within 10 km of the Project Area, Whyte Yarcowie township residents, Goyder Regional Council, Northern Areas Council.	A Landscape Character and Probable Visual Effect Assessment (LVIA) was undertaken to consider the potential visual impacts of the Project. The Zone of Theoretical Visual Influence (ZTVI) for the Project comprises a 10 km radius around the Project Area. Within this area, four viewpoints were inspected for further assessment. The LVIA found that generally, visual impacts of the Project would be most prominent within the 5 km radius around the Project Area; after which impacts would significantly reduce and eventually become negligible beyond 10 km. It was recommended that the introduction of the OHL within the landscape is likely to be perceived as a series of vertical infrastructure set against the backdrop of the surrounding ranges. It is anticipated that the OHL would have a moderate visual impact, which would reduce with distance due to screening and the presence of other renewable energy infrastructure reinforcing the locality's energy production and modified context. The EIR also identified the potential for temporary stakeholder disturbance during construction associated with increased traffic, workforce presence, noise and changes to local amenity.
12. Maintain aviation safety.	Aviation: EIR Sections 6.9 and Appendix I 'Aviation Impact Assessment'	Civil Aviation Safety Authority (CASA), Country Fire Service (CFS), adjacent landowners, private airstrip owner/operators, Goyder Regional Council, Northern Areas Council.	An Aviation Impact Assessment (AIA) was undertaken for the wider Whyte Yarcowie Wind Farm project to assess potential impacts and provide aviation safety advice in relation to air safety regulations and procedures. The assessment included consideration of impacts from the OHL proposed under this Project. Project does not propose the construction of any structures with a height of 100m or more. Furthermore, under normal operating conditions, the BESS will not produce any plumes that would post a risk to aviation safety. The AIA identified a private aeroplane landing area (air strip) on land adjoining the OTL Corridor may be impacted by the OTL. Wind Prospect are currently in

Environmental Objective	Matter	Relevant stakeholders to be consulted	Summary matter to be consulted
			negotiation with the owners of this air strip to have this moved at least 750m east and reoriented to run parallel to the OTL, to minimise risks to aviation safety, in accordance with the recommendations of the AIA. Ongoing consultation with relevant stakeholders, including the CFS regarding aerial firefighting operations, will continue throughout detailed design and construction.
13. No unacceptable air quality impacts.	Air quality: EIR Sections 6.10	Host Landowner, Adjacent Landowners, Goyder Regional Council, Northern Areas Council	A high-level air quality assessment was undertaken for the Project, which considered the potential dust related air quality impacts from the construction and operation of the Project. Short-term dust generation during construction may impact the Host Landowner or Adjacent Landowners. Potential impacts will be managed under the CEMP and OMP through dust suppression measures.
9. No unacceptable disturbance to stakeholders.			
14. No uncontrolled fires as a result of authorised operations.	BESS hazards: EIR Sections 6.11 and Appendix K 'BESS Hazard Assessment	Host Landowners, Adjacent Landowners, CFS, Goyder Regional Council, Northern Areas Council, local emergency services	A High-level BESS Hazard Analysis (BHA) was undertaken to identify risks associated with BESS and associated infrastructure, including specific hazards associated with the BESS related to thermal runaway and fire. The BHA recommended that when mitigated by suitable battery module design and fire containment systems, the residual risk of BESS fire is reduced to low. The BHA has presented a range of design consideration for the detailed design of the Project, to mitigate risks. Mitigation and management measures will be incorporated into the detailed design and implemented throughout all phases of the Project; including emergency response procedures, to ensure BESS hazards are reduced to as low as reasonably practicable. Emergency response procedures, fire management measures and ongoing consultation with the CFS and surrounding landowners will be implemented through the CEMP, OMP and DRMP to minimise fire risks and ensure hazards are managed to as low as reasonably practicable.
15. Maintain the health and safety of the public and	Public health and safety: EIR Sections 6.12	Host Landowner, Adjacent Landowners, CFS, Goyder Regional	During construction, operation and decommissioning of the Project, potential public and third-party health and safety impacts may arise from vehicle movements, improper use or maintenance of plant and machinery, electric shock, fires, handling of hazardous substances, aviation incidents,

Environmental Objective	Matter	Relevant stakeholders to be consulted	Summary matter to be consulted
other third parties.		Council, Northern Areas Council	contaminated materials, dust, noise and general construction activities associated with the BESS, OTL and associated infrastructure. Risks to the public and third parties will be managed through site security measures, traffic management, emergency response procedures and implementation of mitigation measures identified in the EIR and SEO. Relevant management and monitoring measures will be implemented through the CEMP, OMP and DRMP in accordance with applicable legislation and safety requirements.

Table 6-3 Consultation Activities, Relevant Stakeholders and Engagement Methods

Timing	Activity	Stakeholders to be Engaged	Engagement Purpose	Summary of Topics to be Addressed	Engagement Method(s)
WEEK COMMENCING (W/C) 15 JUNE 2026	Project website update providing an overview of consultation process, key EIR findings, proposed Environmental Objectives and performance criteria.	All stakeholders	Share Project purpose, consultation opportunities, and how to provide feedback for the EIR, Environmental Objectives and performance criteria.	General Project awareness Details of consultation period (3 weeks) and environmental objectives, and how to provide feedback.	Website including details on how to access draft EIR and SEO and where to provide written submission on proposed Project.
W/C 15 JUNE 2026	E-Newsletter and physical mailout	Local residents, interested stakeholders, Host Landowner, Adjacent landowners	Share Project purpose, consultation opportunities, and how to provide feedback for the EIR, Environmental Objectives and performance criteria.	General Project awareness. Details of consultation period and environmental objectives.	E-Newsletter and physical mailout to existing project mailing list, Host Landowner and Adjacent landowners, including details on how to access draft EIR and SEO and where to provide written submission on proposed Project.

Timing	Activity	Stakeholders to be Engaged	Engagement Purpose	Summary of Topics to be Addressed	Engagement Method(s)
					Physical mailout to be conducted for Adjacent landowners where no email details available.
W/C 15 JUNE 2026	Traditional Owner engagement	NNAC	Seek input on heritage values, and how to provide feedback for the EIR, Environmental Objectives and performance criteria.	Seek input to identify additional environmental value or significance. Obtain feedback on environmental objectives – primarily likely to be Aboriginal heritage.	Email and call to invite to participate in the engagement and discuss preferred engagement method, including details on where to provide written submission on proposed Project. Access to draft EIR and SEO to be provided via email. Conversation in preferred format (in person, online or over the phone).
W/C 15 JUNE 2026	Stakeholder information sharing and meeting invitation – Goyder Regional Council, Northern Area Council	Goyder Regional Council, Northern Area Council	Share information on the consultation purpose and how to provide feedback for the EIR, Environmental Objectives and performance criteria. Share what we already know. Offer for Teams meeting to discuss EIR, Environmental Objectives and performance criteria.	Seek input to identify additional environmental values of significance. Obtain feedback on environmental objectives – likely interest in native vegetation, air quality, traffic, management, noise, emergency management.	Email/phone call to Council planning team providing information and inviting a meeting. Access to draft EIR and SEO to be provided via email. Opportunity to provide written submission on proposed Project.
W/C 15 JUNE 2026	Stakeholder information sharing and meeting invitation- Relevant	State Government (see agencies listed in Table 6.2)	Share Project purpose, consultation opportunities, and how to provide feedback for the EIR, Environmental	Seek input to identify additional environmental values of significance. Obtain feedback on management of issues	Email providing information on Project including details on where to provide written submission and inviting a meeting.

Timing	Activity	Stakeholders to be Engaged	Engagement Purpose	Summary of Topics to be Addressed	Engagement Method(s)
	Government Agencies		Objectives and performance criteria. Offer for Teams meeting to discuss EIR, Environmental Objectives and performance criteria.	raised during consultation.	Access to draft EIR and SEO to be provided via email.
W/C 15 JUNE 2026	Stakeholder information sharing and meeting invitation – tenement holders	Tenement holders across Project Area	Share Project purpose, consultation opportunities, and how to provide feedback for the EIR, Environmental Objectives and performance criteria. Offer for Teams meeting to discuss EIR, Environmental Objectives and performance criteria.	Share project purpose and update. Seek input to identify additional environmental values of significance. Obtain feedback on issues management.	Email day before public consultation starts, invitation to meet or comment. Email providing information on Project including details on where to provide written submission and inviting a meeting. Access to draft EIR and SEO to be provided via email.
W/C 15, W/C 22 & W/C 29 JUNE, W/C 6 JULY 2026	In-person information sessions (three sessions in total).	Local residents, local community, interested stakeholders, Host Landowner, Adjacent landowners,	Share Project purpose, consultation opportunities, and how to provide feedback for the EIR, Environmental Objectives and performance criteria. Share what we already know. Physical presence in the local community.	General Project awareness. Details of consultation period and environmental objectives.	In-person conversations with the local community and stakeholders wishing to attend. Discussing details on how to access draft EIR and SEO and where to provide written submission on proposed Project. Collateral to explain the process.

Timing	Activity	Stakeholders to be Engaged	Engagement Purpose	Summary of Topics to be Addressed	Engagement Method(s)
W/C 22-W/C 29 JUNE 2026	Stakeholder meeting – Goyder Regional Council, Northern Area Council	Goyder Regional Council, Northern Area Council	Update Council on the Project and receive feedback Share information on the consultation purpose. Share what we already know.	Seek input to identify additional environmental values of significance. Obtain feedback on environmental objectives – likely interest in native vegetation, air quality, traffic management, noise, emergency management.	Briefing session and/or formal meetings with Council planning team, Councillors and/or other Council representatives (where requested).
W/C 22-W/C 29 JUNE 2026	Stakeholder meetings- Relevant Government Agencies	State Government (see agencies listed in Table 6.2)	Update agencies on the Project and receive feedback Share information on the consultation purpose. Share what we already know.	Seek input to identify additional environmental values of significance. Obtain feedback on issues management.	Briefing session and/or formal meeting with agency representatives (where requested).
W/C 22-W/C 29 JUNE 2026	1:1 meeting with Host Landowners	Landowner	Provide Project update, identify site-specific concerns. Share information on the consultation purpose and how to provide feedback for the EIR, Environmental Objectives and performance criteria. Share what we already know. Seek input to identify additional environmental value or significance.	Seek input to identify additional environmental value or significance. Obtain feedback on environmental objectives – likely interest in native vegetation, air quality, traffic management, weeds, drainage.	Email / phone / letter offering a meeting. 1:1 meetings (where requested).

Timing	Activity	Stakeholders to be Engaged	Engagement Purpose	Summary of Topics to be Addressed	Engagement Method(s)
W/C 22-W/C 29 JUNE 2026	1:1 meeting with Adjacent landowners	Owners/occupiers of adjoining land	Provide Project update, identify site-specific concerns. Share information on the consultation purpose and how to provide feedback for the EIR, Environmental Objectives and performance criteria. Share what we already know. Seek input to identify additional environmental value or significance.	Seek input to identify additional environmental value or significance. Obtain feedback on environmental objectives – likely interest in native vegetation, air quality, traffic management, weeds, drainage.	Email / phone / letter offering a meeting. 1:1 meetings (where requested).

Appendices

A.1. Stakeholder analysis

A comprehensive stakeholder and community interest analysis is provided below in accordance with IAP2/Engagement Institute principles.

A1. 1 Project stakeholder groups and interests/concerns

Stakeholder/group	Description	Likely interests in relation to the project
Neighbours and surrounding community		
Host landowner (associated resident)	Landowner hosting BESS and Overhead Transmission Line (OTL) and associated infrastructure on their property.	- Managing impacts on agricultural land - Host agreements - Benefits sharing initiatives.
Adjacent landowners	Landowners whose properties border the property hosting the BESS and Overhead Transmission Line (OTL) and associated infrastructure on their property.	- Cumulative impacts: noise and visual impacts associated with other existing operational or approved renewable energy projects in the local area - Visual impacts, particularly shadow flicker from the turbines - Auditory impacts - Place based sensitivity from loss of visual amenity - Mitigation measures including project design, vegetation and landscaping design - Benefits sharing initiatives/ neighbour payments or benefits.
Nearby neighbours	Neighbours within 6 km of the Project Area.	- Cumulative impacts: noise and visual impacts associated with other existing operational or approved renewable energy projects in the local area - Place based sensitivity from loss of visual amenity - Mitigation measures including project design, vegetation and landscaping design - Benefits sharing initiatives/ neighbour payments or benefits.
Neighbouring community	Neighbouring community outside 6 km of the Project Area, including nearby towns.	- Cumulative impacts: noise and visual impacts from the Project in combination with other existing operational or approved renewable energy projects in the local area - Mitigation measures including project design, vegetation and landscaping design

		• Benefits sharing initiatives • Property values • Local opportunities – local upskilling, employment, training and supplier opportunities • Environmental management.
Local government		
Goyder regional council	Council encompassing BESS and Overhead Transmission Line (OTL) and associated infrastructure	• Cumulative impacts: noise and visual impacts associated with other existing operational or approved renewable energy projects in the local area • Opportunities for regional communities through benefit sharing • Ensuring appropriate rules, regulations and guidelines are adhered to • Appropriate engagement with all stakeholders • Local issues – local upskilling, employment and education • Alignment with Regional Council of Goyder renewable energy aspirations to develop a Centre for Renewable Excellence.
Northern areas council	Council encompassing BESS and Overhead Transmission Line (OTL) and associated infrastructure encompassing point of grid connection	• Cumulative impacts: noise and visual impacts associated with other existing operational or approved renewable energy projects in the local area • Opportunities for regional communities through benefit sharing • Ensuring appropriate rules, regulations and guidelines are adhered to • Appropriate engagement with all stakeholders • Local issues – local upskilling, employment and education.
Traditional owners		
Ngadjuri nation aboriginal corporation (NNAC)	Ngadjuri Nation Aboriginal Corporation (NNAC)	• Adhering to cultural heritage management practices • Respecting Traditional Owner's values and managing Country • Opportunities for Aboriginal communities, people and businesses through benefit sharing.

First nations	Ngadjuri people	• Adhering to cultural heritage management practices • Respecting Traditional Owner's values and managing Country • Opportunities for Aboriginal communities, people and businesses through benefit sharing.
Community groups/ facilities		
Hallett Community and Sports Association Inc	Community organisation that manage town assets such as the Hall, Swimming Pool and Recreation Ground under a lease from the Council.	• Cumulative impacts: noise and visual impacts associated with other existing operational or approved renewable energy projects in the local area • Place based sensitivity from loss of visual amenity • Benefits sharing initiatives • Property values • Local opportunities – local upskilling, employment, training and supplier opportunities. • Sponsorship opportunities.
Terowie Citizens' Association Inc	Local community group supporting events and initiatives in the community.	• Cumulative impacts: noise and visual impacts associated with other existing operational or approved renewable energy projects in the local area • Place based sensitivity from loss of visual amenity • Mitigation measures including project design, vegetation and landscaping design • Benefits sharing initiatives • Property values • Local opportunities – local upskilling, employment, training and supplier opportunities • Environmental management • Sponsorship opportunities.
Hallett Land Care	Farmer groups in Goyder that promote sustainable farming practices.	• Protection of the natural environment • Opportunities for community participation and education in relation to caring for the environment • Benefits sharing initiatives. • Sponsorship opportunities.
Heritage organisations		
Hallett Historical Society	Actively involved in preserving and promoting the history of the area.	• Protection of heritage assets • Benefits sharing initiatives.
Terowie Pioneer Gallery & Museum	Five historic buildings along the Main Street	• Benefits sharing initiatives.

	maintained by the Terowie Citizens Association.	
Local industry and businesses		
Hallett Corner Store	Community store	• Benefits sharing initiatives • Community expectations and outcomes associated with benefits sharing • Social outcomes from increased economic activity.
Murray's Corner Store, Terowie	Community store	• Benefits sharing initiatives. • Community expectations and outcomes associated with benefits sharing • Social outcomes from increased economic activity.
Hallett Coffee and Collectibles	Community store	• Benefits sharing initiatives • Community expectations and outcomes associated with benefits sharing. • Social outcomes from increased economic activity.
Dusty Mechanical Services	Local mechanic business	• Benefit sharing and local procurement initiatives.
Nearby wind farm proponents	Developers of other nearby wind farm projects	• Local and regional social licence to operate • Managing cumulative impacts in regard to visual impacts to landscape. • Managing cumulative impacts due to any traffic and construction impacts. • Community expectations and outcomes associated with benefits sharing.
Tenement holders	• Holders of active licenses for mineral tenure in South Australia that cross over on the site of the proposed Whyte Yarcowie Wind Farm. Including: - ECOSSAUS Limited - Gas Storage Exploration Licence, and - ECOSSAUS Limited - Mineral and Opal Exploration Licence - Epic Energy SA Pty Ltd - Pipeline Licence	• Understanding project updates and developments. • Sharing information and impacts. • Managing cumulative impacts due to any traffic and construction impacts.

	– Rox 1 Pty Ltd – Mineral and Opal Exploration Licence	
Schools		
Peterborough - Peterborough High School - St Joseph’s School	Primary and high school in Peterborough	• Education programs for the Project • Site visits • Work experience programs • Benefits sharing.
Jamestown - St James School - Jamestown Community School	Primary and high school in Jamestown	• Education programs for the Project • Site visits • Work experience programs • Benefits sharing.
Local media		
Jamestown Journal	Local Jamestown based news organisation	• Newsworthy information regarding the Project • Community sentiment • Benefit sharing initiatives and outcomes.
Plains Producer	Balaklava based local newspaper/online news distributor	• Newsworthy information regarding the Project • Community sentiment • Benefit sharing initiatives and outcomes.
Adelaide Messenger (Barossa, Clare & Gawler)	Newscorp organisation, hard copy and online news distributor, covers up to Barossa and Clare Valley Region	• Newsworthy information regarding the Project • Community sentiment.
Local community media		
Regional Council of Goyder Newsletter	Local council publication	• Information regarding the Project • Community sentiment • Benefit sharing initiatives and outcomes.
Regional Council of Goyder Renewables Update (Mel Zerner)	Local council publication	• Information regarding the Project • Community sentiment • Benefit sharing initiatives and outcomes.
Northern Areas Council Newsletter	Local Council Publication	• Information regarding the Project • Community sentiment • Benefit sharing initiatives and outcomes.
Publications/social media posts published by the Terowie Citizens Association Inc and Hallett Community and Sports Association	Local community associations	• Information regarding the Project • Community sentiment • Benefit sharing initiatives and outcomes.

Renewable energy industry organisation		
AEMO	Manages the National Electricity Market, the Wholesale Electricity Market and the Victorian gas transmission network.	- Ensuring appropriate rules, regulations and guidelines are adhered to - Connections to transmission network and impacts on transmission in the area.
ARENA	Support the global transition to net zero emissions by accelerating the pace of pre-commercial innovation, to the benefit of Australian consumers, businesses and workers.	- Economic incentives and financial implications of the development of commercial solar power generation - Development of the renewable energy sector - Supportive of wind farms.
Clean energy council	Clean Energy Council members are companies who work in or support the clean energy sector.	- Development of the renewable energy sector - Supportive of wind farms.
Energy agencies		
AEMO	Manages the National Electricity Market, the Wholesale Electricity Market and the Victorian gas transmission network	- Ensuring appropriate rules, regulations and guidelines are adhered to - Connections to transmission network and impacts on transmission in the area.
Electranet	An electricity transmission company in South Australia.	Connections to transmission network and impacts to transmission in the area.
Office of the Technical Regulator	Responsible for the electrical, gas and plumbing safety and technical regulation in South Australia.	Ensuring appropriate rules, regulations and guidelines are adhered to.
ESCOSA	Regulate prescribed essential utility services supplied by the electricity, gas, water, ports and rail industries	Ensuring appropriate rules, regulations and guidelines are adhered to.
Government agencies		
Department of Premier and Cabinet (DPC), South Australia	South Australia's Premier and Cabinet Government Department	Section 23 authorisations under Aboriginal Heritage Act and general interest in progress of the project
Department for Energy and Mining (DEM)	Deliver affordable, reliable and secure energy supplies in a transitioning national energy market, and responsibly unlock the value and opportunities offered by South	- Opportunities for regional communities through benefit sharing - Ensuring appropriate rules, regulations and guidelines are adhered to - Appropriate engagement with all stakeholders

Department for Infrastructure and Transport (DIT)	Australia's mineral and energy resources.	• Alignment with South Australian government renewables goals • Impacts on generation and transmission networks
	Deliver effective planning policy, efficient transport, and valuable social and economic infrastructure.	• Road/Lane Closures or impacts during construction and operation. • Damage caused on roads.
	Environment Protection Authority (EPA)	• South Australia's environmental regulator. • Ensuring appropriate rules, regulations and guidelines are adhered to • Appropriate engagement with all stakeholders • Noise standards being met • Sediment control during construction • Cumulative impacts: noise and visual impacts associated with other existing operational or approved renewable energy projects in the local area • Generally supportive of wind farms.
Department for Environment and Water (DEW)	Manages a complex portfolio of natural and built assets that are critical to the wellbeing and economic prosperity of all South Australians.	• Ensuring appropriate rules, regulations and guidelines are adhered to • Appropriate engagement with all stakeholders including First Nations stakeholders • Community engagement and benefits sharing • Permits and approvals including removal of native vegetation and offset requirements for vegetation.
Department of Premier and Cabinet (DPC)	Lead agency supporting the Premier and Cabinet by developing policy and delivering programs to realise the government's vision for South Australia.	• Opportunities for regional communities through benefit sharing • Ensuring appropriate rules, regulations and guidelines are adhered to • Appropriate engagement with all stakeholders • Alignment with South Australian government renewables goals.
Country Fire Service (CFS)	Volunteer based fire service in the Australian state of South Australia. Responsibility as the Control Agency for firefighting and hazardous materials and inland waterways in the country regions of South Australia.	• Fire risk, access changes and issues during construction and operational phases • Benefits sharing initiatives.
Native Vegetation Council (NVC)	State Authority to approve clearance of native vegetation	• Permits and approvals for the Project • Ensuring appropriate rules, regulations and guidelines are adhered to.

Primary Industries and Regions South Australia (PIRSA)	South Australian Government department	• Biosecurity concerns – Risk of spreading weeds, pests • Land use compatibility • Road reserve or drainage impacts.
Northern and Yorke Landscape Board	Statutory authority established under the Landscape South Australia Act 2019 to manage natural resources sustainably, including soil, water, biodiversity, and pest control across the landscape.	• Required if certain infrastructure is needed that impacts watercourse, vegetation in a watercourse, dams, investigative wells, groundwater during construct. • Pest and weed management.
SA Water	Government owned water utility, providing water and sewerage services to the people of South Australia.	• Permits and approvals for the Project • Flooding assessments • Set back guidelines from waterways • Sediment control • Wastewater treatment.
Civil Aviation Safety Association (CASA)	The Civil Aviation Safety Authority is a government body that regulates Australian aviation safety.	• Ensuring appropriate rules, regulations and guidelines are adhered to.
Land Services SA	Service Provider to the South Australian Government for a range of transactional land services and property valuation services.	• Ensuring appropriate rules, regulations and guidelines are adhered to.

Appendix F

Desktop Hydrology Assessment



Design for a better *future /*

Prepared for Whyte
Yarcowie Wind Farm Pty
Ltd

**Whyte Yarcowie
Wind Farm
Transmission Line
and BESS**

Desktop Hydrology
Assessment

wsp

Question today *Imagine tomorrow* Create for the future

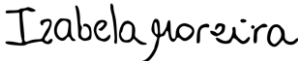
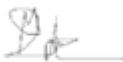
Whyte Yarcowie Wind Farm Transmission Line and BESS Desktop Hydrology Assessment

Prepared for Whyte Yarcowie Wind Farm Pty Ltd

WSP
Level 17, 83 Pirie Street
Adelaide SA 5000
GPO Box 398
Adelaide SA 5001

Tel: +61 8 8405 4300
Fax: +61 8 8405 4301
wsp.com

Rev	Date	Details
A	09/02/2026	Draft for client review
B	13/05/2026	Final issue

	Name	Date	Signature
Prepared by:	Izabela Moreira	13/05/2026	
Reviewed by:	Ivan Jin	13/05/2026	
Approved by:	Michele Zornitta	13/05/2026	

WSP acknowledges that every project we work on takes place on First Peoples lands.
We recognise Aboriginal and Torres Strait Islander Peoples as the first scientists and engineers and pay our respects to Elders past and present.

This document may contain confidential and legally privileged information, neither of which are intended to be waived, and must be used only for its intended purpose. Any unauthorised copying, dissemination or use in any form or by any means other than by the addressee, is strictly prohibited. If you have received this document in error or by any means other than as authorised addressee, please notify us immediately and we will arrange for its return to us.

PS221341-WSP-ADL-HYD-REP-00001
RevB.docx

Table of contents

Abbreviations	ii
Executive summary	iii
1 Introduction	1
1.1 Assessment overview	1
1.2 Project area	1
1.3 Scope of report	3
1.4 Legislative and policy requirements	3
1.5 Assessment methodology	3
2 Existing conditions	4
2.1 Topography	4
2.2 Catchment and drainage	6
2.3 Rainfall and evaporation	8
2.3.1 Climate change on design rainfall	10
2.4 Recorded rainfall and streamflow data	10
3 Flooding	11
3.1 Existing flood model	11
3.2 Updates to existing flood model	11
3.3 Model results	12
4 Conceptual management and mitigation measures	15
5 Summary and recommendations	16
6 References	17
7 Limitations	18
7.1 Permitted purpose	18
7.2 Qualifications and assumptions	18
7.3 Use and reliance	18
7.4 Disclaimer	19

Abbreviations

AEP	Annual Exceedance Probability
AIL	Associated Infrastructure Licence
ARR	Australian Rainfall and Runoff
BESS	Battery Energy Storage System
BoM	Bureau of Meteorology
EIR	Environmental Impact Report
HRE Act	<i>Hydrogen and Renewable Energy Act 2023</i>
IFD	Intensity–Frequency–Duration
Km	Kilometres
LiDAR	Light Detection and Ranging
m AHD	metres Australian Height Datum
MW	Megawatt
OTL	Overhead Transmission Line
REIL	Renewable Energy Infrastructure License
SILO	Scientific Information for Land Owners
SSP	Shared socio-economic pathway
WGA	Walbridge Gilbert Aztec
Wind Prospect	Wind Prospect Group Ltd
WYWF	Whyte Yarcowie Wind Farm

Executive summary

This technical assessment presents of a high level evaluation of hydrological and flood conditions associated with key components of the Whyte Yarcowie Wind Farm (WYWF) project, including to the proposed overhead transmission line (OTL), substation expansion, and Battery Energy Storage System (BESS).

The assessment supports the Environmental Impact Report (EIR) required under the *Hydrogen and Renewable Energy Act 2023* and informs preliminary siting and design considerations.

Scope and methodology: The study involved a desktop review of available topographic and climate data, delineation of contributing catchments, and identification of potential flood risk constraints.

High resolution LiDAR (i.e. 50 cm resolution) and satellite (i.e. SRTM, approx. 30 m grid resolution) data, an existing hydrology and hydraulic model prepared by WGA were considered in this assessment.

The data review identified absence of high resolution topography covering the catchments located upstream of the study area, absence of local gauge data and historical flood records; model review was not conducted as part of this study, therefore, results are indicative only and not suitable for final design levels.

The desktop review identified the following:

- The project area is intersected by multiple drainage lines that convey surface water runoff across the site.
- The model results indicate several areas of ponding and flow velocities reaching up to 3.0 m/s along sections of the OTL corridor. High flow velocities present an elevated erosion risk for the affected areas.

Recommendations

- Maintain critical infrastructure above design flood level plus appropriate freeboard.
- Where practicable, locate OTL poles outside mapped flow paths. Where crossings are unavoidable, design for flood actions, scour, and debris impact to ensure flood resilience at crossing locations.
- Incorporate climate change allowances in future design stages as recommended in the updated ARR guideline.

This assessment provides a high-level understanding of hydrologic constraints and informs early planning. Further detailed investigations, including modelling are required to ensure compliance with legislative requirements and resilience under future climate scenarios.

1 Introduction

1.1 Assessment overview

Whyte Yarcowie Wind Farm (WYWF) is located along the east and south of the town of Whyte Yarcowie, approximately 180 kilometres (km) north of Adelaide, South Australia. The project comprises a wind farm with up to 83 wind turbine generators with a generating capacity of approximately 500 – 600 megawatts (MW), a 19.5 km long overhead transmission line (OTL) to connect the wind farm to the existing Belalie Substation, along with technology to provide Fast Frequency Response services to support grid stability and ‘firming’ capacity; through provision of battery energy storage system (BESS) with a capacity of up to 270 MW/2160 MW hours.

The exploitation, including storage, of a renewable energy resource within South Australian land or coastal waters is a *regulated activity* under the *Hydrogen and Renewable Energy Act 2023* (HRE Act). Under the Act, a person must not undertake a regulated activity unless the activity is authorised, or exempted from authorisation. The Applicant¹ is seeking has sought a Renewable Energy Infrastructure License (REIL) for the WYWF under Section 19 of the HRE Act; allocated as REIL 2.

To support development of the proposed BESS, OTL and required substation connection works, the Applicant is seeking approval of these components under two Associated Infrastructure Licences (AIL) under Section 23 of the HRE Act.

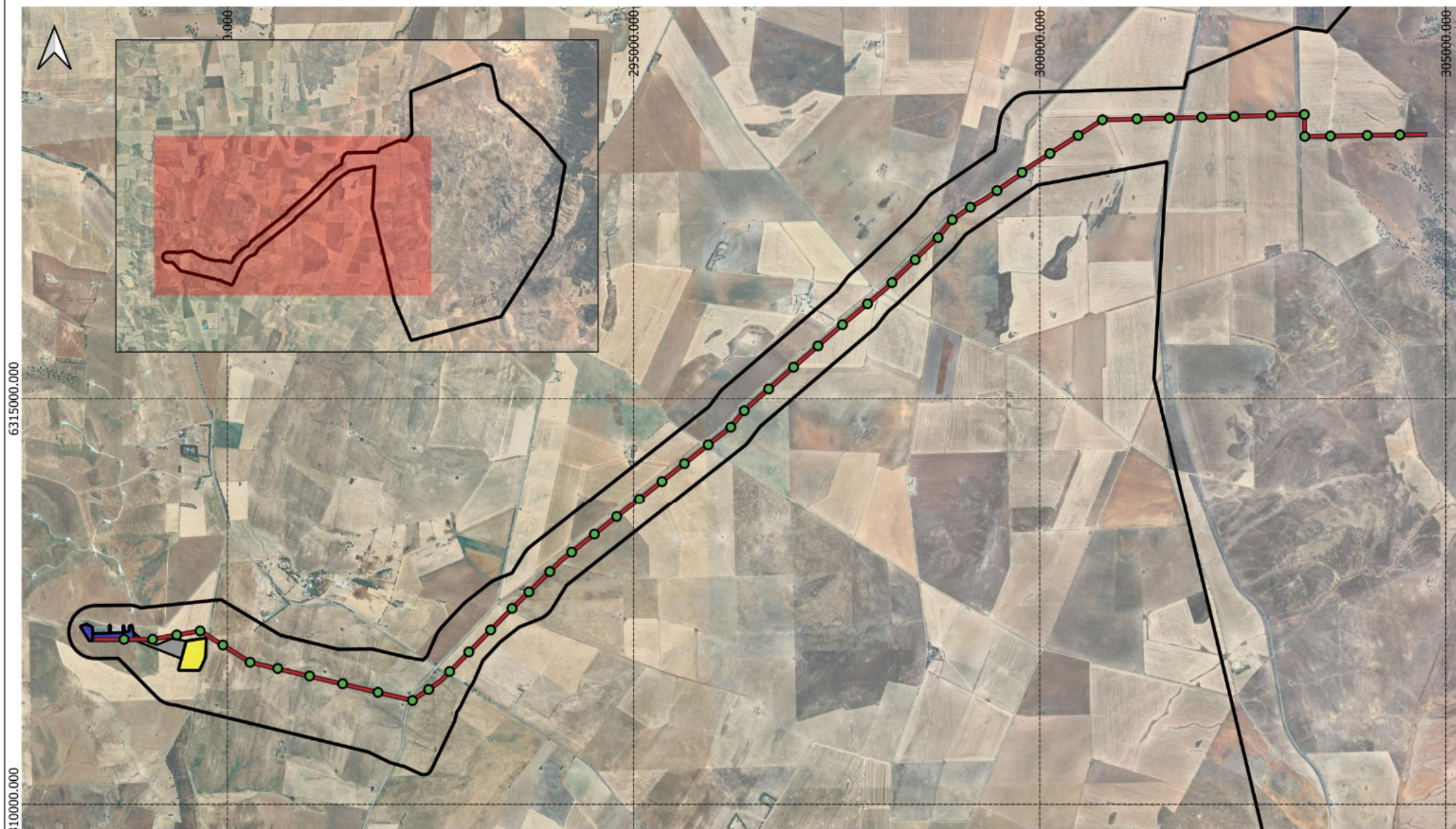
Under Section 61 of the HRE Act, an Environmental Impact Report (EIR) must be prepared for a proposed authorised activity. Under Section 62 of the HRE Act, a AIL must not be granted unless an approved Statement of Environmental Objectives for the regulated activity has been submitted.

This assessment supports the EIR related specifically to the OTL, BESS and proposed substation expansion related to the WYWF. Authorisation for the proposed wind farm has been sought under a separate REIL, and therefore is not part of the current scope.

1.2 Project area

The assessment area (site area), inclusive of proposed OTL (with indicative pole location and alignment), BESS and Belalie Substation expansion, is shown in Figure 1.1. This assessment includes the western part of the WYWF site, where the proposed OTL will connect to the internal wind farm substation.

¹ The Applicant for the Whyte Yarcowie Wind Farm is Whyte Yarcowie Wind Farm Pty Ltd. Whyte Yarcowie Wind Farm Pty Ltd was incorporated in 2017 and is a subsidiary of Wind Prospect Group Ltd (Wind Prospect).



LEGEND

- Indicative Pole/Tower Location
- Indicative OTL Alignment
- Indicative Substation Expansion
- Underground Cable Easement
- Indicative BESS Location
- WYWF Boundaries



CLIENT
WIND PROSPECT

CONSULTANT

wsp

0 1 2 km

Coordinate System: GDA2020 / MGA Zone 54
Scale correct when printed at A3

DATE	2026-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	MZ
APPROVED	MZ

PROJECT
WHYTE YARCOWIE WIND FARM

TITLE
PROJECT OVERVIEW

PROJECT NO
PS221341

REV
0

DOC

Figure 1.1

1.3 Scope of report

The aim of this assessment is to assess the hydrology and flood conditions of the proposed WYWF overhead OTL, Belalie Substation expansion and BESS areas.

1.4 Legislative and policy requirements

The relevant South Australia Planning and Design Code Overlays applicable to the site relating to flooding include:

- Hazards (Flooding – Evidence Required) Overlay: The Hazards (Flooding – Evidence Required) Overlay adopts a precautionary approach to mitigate potential impacts on people, property, infrastructure and the environment from potential flood risk through appropriate siting and design of development.
 - Water Resources Overlay: The Water Resources Overlay seeks to protect the quality of surface waters considering adverse water quality impacts associated with projected reductions in rainfall and warmer air temperatures as a result of climate change. Maintain the conveyance function and natural flow paths of watercourses to assist in the management of flood waters and stormwater runoff.
-

1.5 Assessment methodology

The following objectives have been completed as part of this assessment:

- Obtain and review available topographic, climate data and existing flood study.
- Delineate and define catchments areas contributing to surface water runoff.
- Identify constraints and limitations from a flood risk perspective.

The following limitations apply to the assessment:

- Topography data: The desktop hydrology assessment for the Whyte Yarcowie Wind Farm OTL, substation expansion and BESS is based on the 50 cm and 1 m LiDAR provided by Whyte Yarcowie Wind Farm Pty Ltd. The data does not comprise the entirety of the catchments reporting to the site, for these areas, a satellite data (i.e SRTM 1 arc-second, i.e., approximately 30 m grid resolution) was obtained from ELVIS website.
- Gauges data (such as rainfall or stream flow data) within the catchment: No gauge data were available to inform the assessment.
- Historical flood data: No historical flood data is available for the site area.

2 Existing conditions

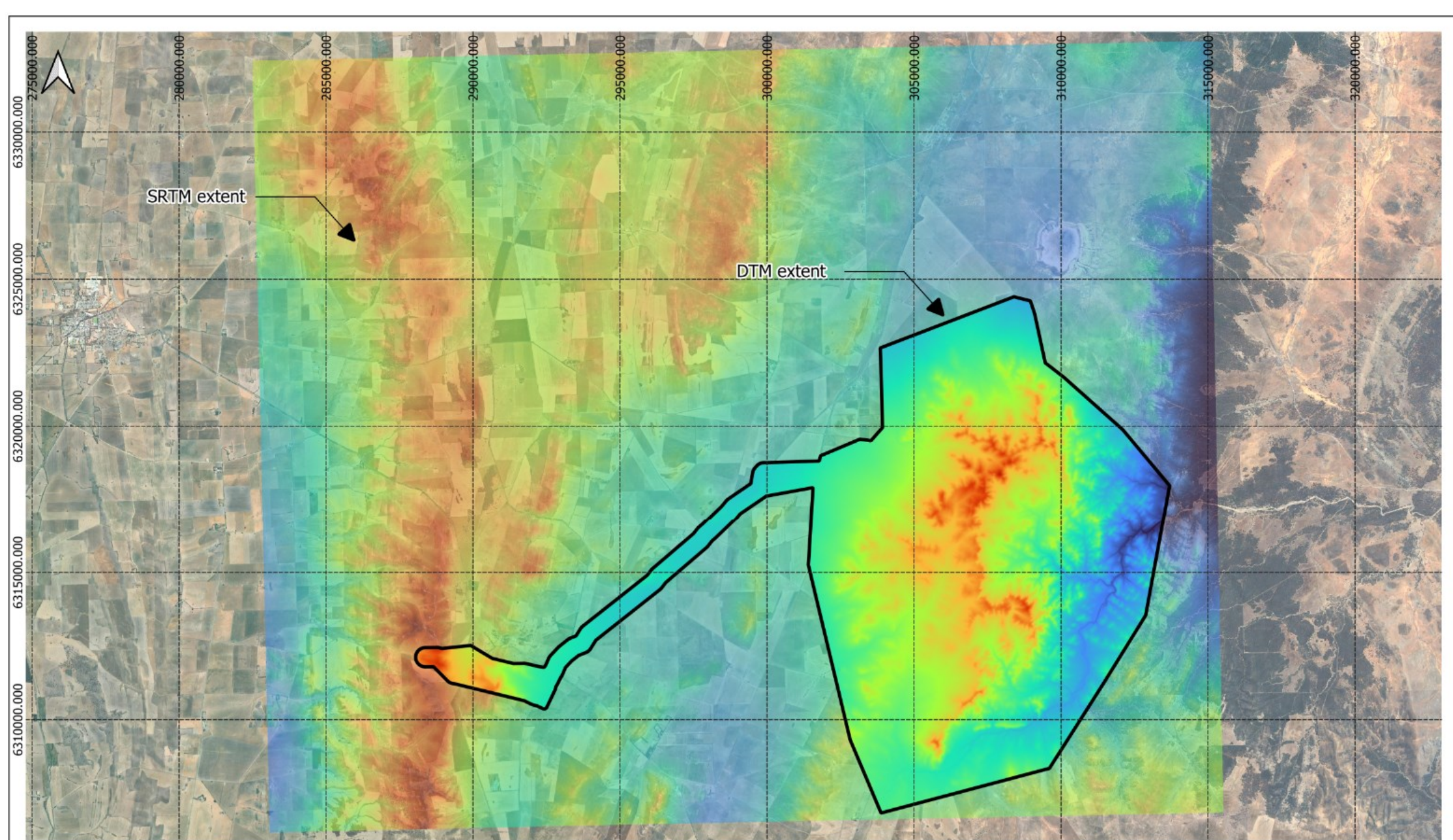
This section describes the existing conditions around the WYWF OTL, substation expansion and BESS areas, as defined by a desktop review of all available data.

2.1 Topography

The topography used in the assessment was generated from a 50 cm point cloud data (provided in .xyz format) provided by Wind Prospect on 27 November 2025.

The dataset covers an area of approximately 160 km². Additional SRTM data (1 arc-second, i.e., approximately 30 m grid) was sourced from ELVIS website (ANZLIC, 2011) to delineate upstream catchments that were not covered by the dataset provided. Figure 2.1 shows the extent of both datasets and the topographic profile in the vicinity of the study area.

The elevation ranges at the site and surroundings range from 750 m AHD to 420 m AHD. At the study area, ground elevation ranges from 700 m AHD near the proposed substation extension areas (southern-west side of the study area) to 517 m AHD along the OTL alignment.



LEGEND

Elevation (mAHD)



CLIENT
WIND PROSPECT

CONSULTANT

wsp

0 2 4 km

Coordinate System: GDA2020 / MGA Zone 54
Scale correct when printed at A3

DATE	2026-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	MZ
APPROVED	MZ

PROJECT

WHYTE YARCOWIE WIND FARM

TITLE

TOPOGRAPHIC DATA

PROJECT NO
PS221341

REV.
0

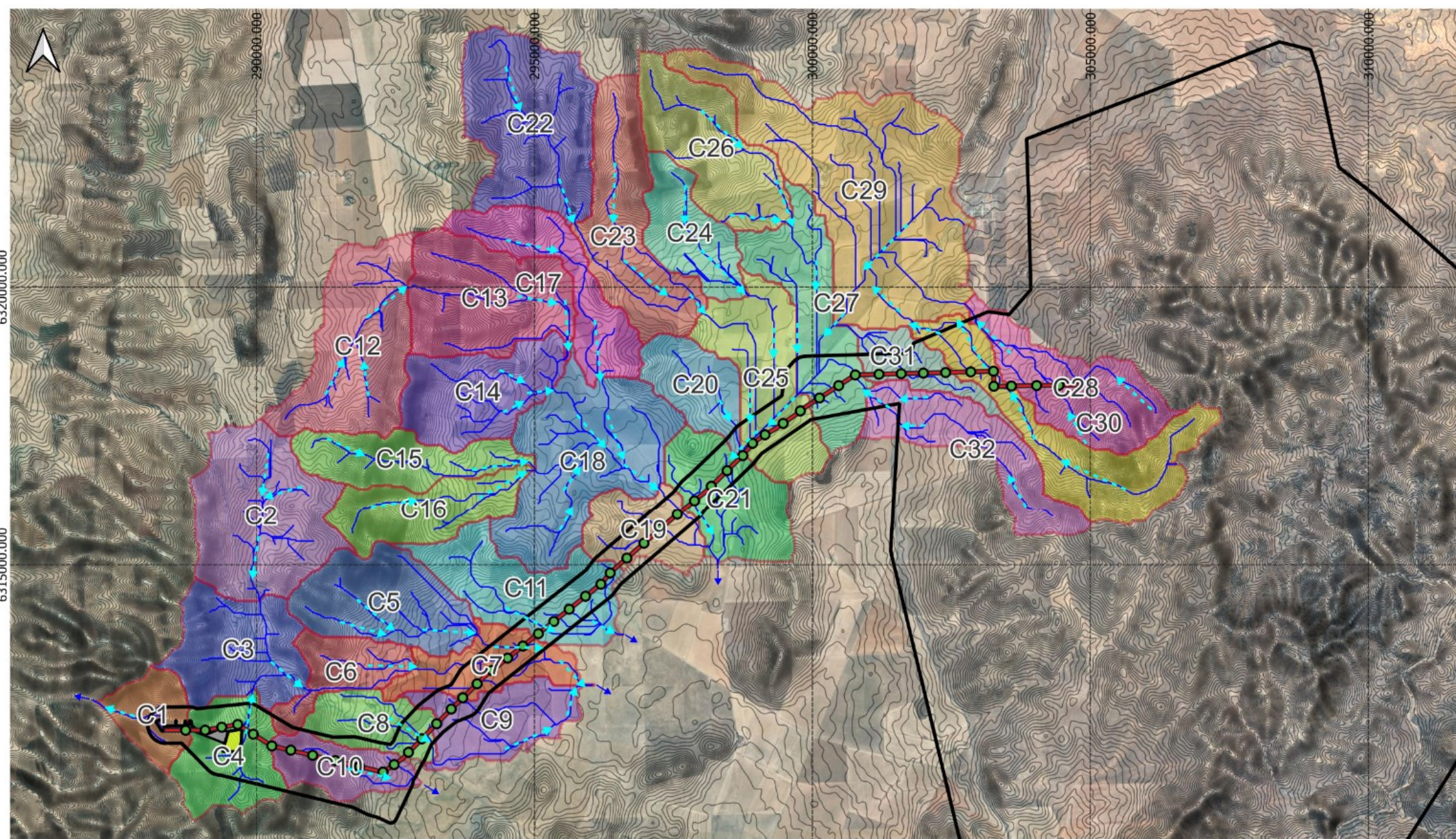
DOC

Figure 2.1

2.2 Catchment and drainage

WSP completed a catchment delineation using the available topographic data to identify drainage lines and flow paths interacting with the proposed alignment.

Figure 2.2 shows the site, the contributing catchments and the flow path direction.



LEGEND

- Indicative Pole/Tower Location
- Indicative OTL Alignment
- Proposed Substation Expansion
- Underground Cable Easement
- Indicative BESS Location
- WYWF Boundaries
- Contours (2.5 m)
- Flow paths
- Catchments
- Indicative direction of flow paths



CLIENT
WIND PROSPECT

CONSULTANT
wsp

0	1	2 km
Coordinate System: GDA2020 / MGA Zone 54		
Scale correct when printed at A3		
DATE	2026-05-11	
DESIGNED	IM	
PREPARED	IM	
REVIEWED	MZ	
APPROVED	MZ	

PROJECT WHYTE YARCOWIE WIND FARM		
TITLE CATCHMENT AREAS		
PROJECT NO PS221341	REV 0	DOC 0

© WSP Australia Pty Ltd ("WSP"). Copyright in the drawings, information and data recorded ("the information") is the property of WSP. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purpose other than that which it was supplied by WSP. WSP makes no representation, underlies no duty and accepts no responsibility to any third party who may use or rely upon this document or the information. WSP is a member of the WSP Group, which is a Certified Quality System to ISO 9001. WSP is APPROVED FOR AND ON BEHALF OF WSP Australia Pty Ltd.

Figure 2.2

Table 2.1 provides the areas for each of the catchments indicated in Figure 2.2.

Table 2.1 Catchment areas

Catchment ID	Area (ha)	Catchment ID	Area (ha)	Catchment ID	Area (ha)
C1	18.2	C12	59.6	C23	53.2
C2	64.9	C13	54.2	C24	27.7
C3	42.0	C14	41.0	C25	48.0
C4	32.4	C15	31.8	C26	47.7
C5	45.0	C16	32.9	C27	47.3
C6	20.8	C17	34.7	C28	44.2
C7	26.8	C18	72.2	C29	125.9
C8	22.0	C19	25.2	C30	54.3
C9	31.0	C20	23.6	C31	17.8
C10	20.6	C21	37.8	C32	38.7
C11	46.7	C22	66.1		

The current land use in the vicinity of the site is predominantly rural. Within the proposed substation expansion area, there is an existing facility known as Belalie Substation. The OTL runs along the Mitchells Rd side for most of its length and also crosses several roads, including Canowie Road, Booborowie Road, Wilkins Highway, The Yards Road, Jones Road, Sunshine Road, Merino Road, Stock Route Road, Barrier Highway, and Pidgeon Box Road.

2.3 Rainfall and evaporation

SILO (Queensland Government, 2025) rainfall and evaporation data since 1889 was obtained for a location near the site (Latitude -33.30, Longitude 138.75). Table 2.2 and Figure 2.3 show the long-term average monthly rainfall and evaporation for the site.

The site is located within the region with low mean annual rainfall and relatively higher mean annual evaporation. The long-term SILO data indicates the average annual rainfall is 519 mm and the average annual evaporation is 1,741 mm.

Table 2.2 Long-term average rainfall and evaporation (Lat -33.30, Long 138.75)

Month	Average rainfall	Average evaporation
January	25	271
February	22	225
March	20	187
April	34	113
May	54	65
June	61	43
July	62	49
August	66	72
September	61	106

Month	Average rainfall	Average evaporation
October	50	159
November	36	201
December	29	250
Average annual total	519	1,741

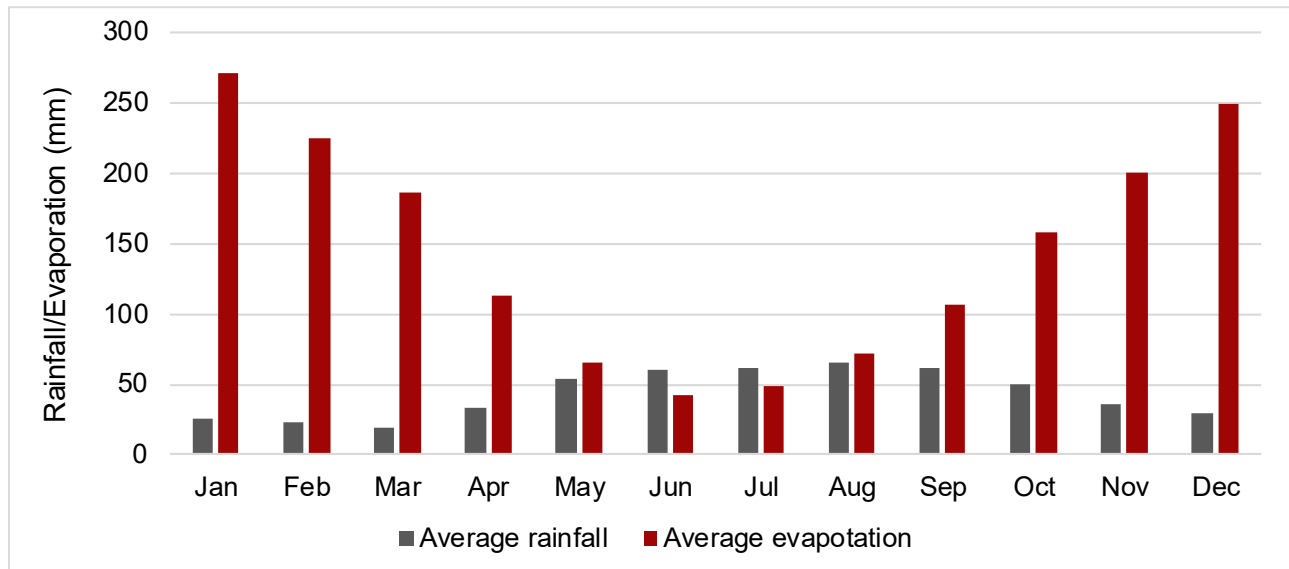


Figure 2.3 Long-term average rainfall and evaporation (Lat -33.30, Long 138.75)

Design flood event rainfall depths near the project site were obtained from the Bureau of Meteorology (BoM) 2016 Intensity-Frequency-Duration (IFD) curves, obtained from the Design Rainfall Data System (Lat -33.31, Long 138.73) (Bureau of Meteorology, 2016). The design event rainfall data is plotted in Figure 2.4.

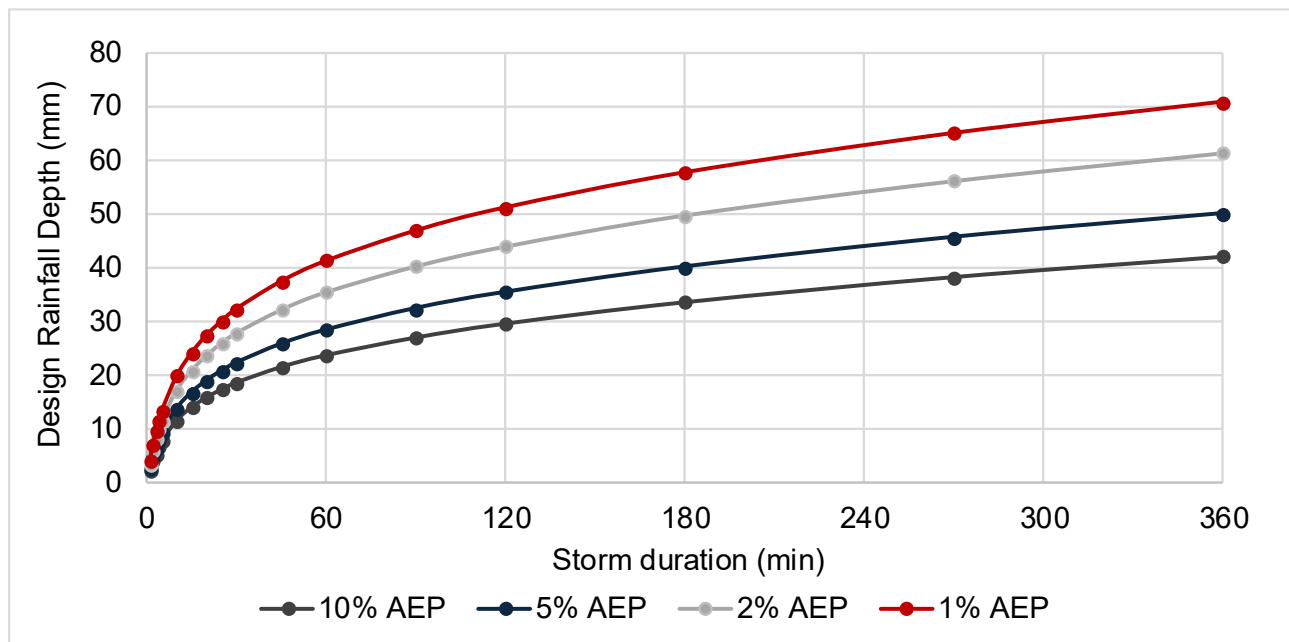


Figure 2.4 Design event rainfall depths based on BoM 2016 IFDs (Lat -33.30, Long 138.75)

2.3.1 *Climate change on design rainfall*

In accordance with the updated climate change factors from the Australian Rainfall and Runoff (ARR) Datahub results (Engineers Australia, 2025), the design rainfall depths are expected to increase by 20% for the ‘Current and near-term (2030 midpoint)’ and by 34% for the ‘Medium-term (2050 midpoint)’ under the SSP-8.5 scenario climate change scenario for storm durations up to 1 hour. For the ‘Long-term (2090 midpoint)’ under the SSP-8.5 climate change scenario, design rainfall depths for storm durations up to 1 hour are expected to increase by 77%.

2.4 Recorded rainfall and streamflow data

Relevant recorded rainfall and streamflow data are not available in the vicinity of the study area.

3 Flooding

3.1 Existing flood model

A flood model was developed by Walbridge Gilbert Aztec (WGA) to assess flood conditions at the entire WYWF site, include the OTL, substation expansion and BESS areas, with the aiming of informing infrastructure design levels (WGA, 2024). The assessment covered the existing conditions, without proposed drainage.

The model was developed as a combination of RORB hydrological modelling for the upstream catchments and rain-on-grid TUFLOW model. The model arrangement is presented in Figure 3.1.

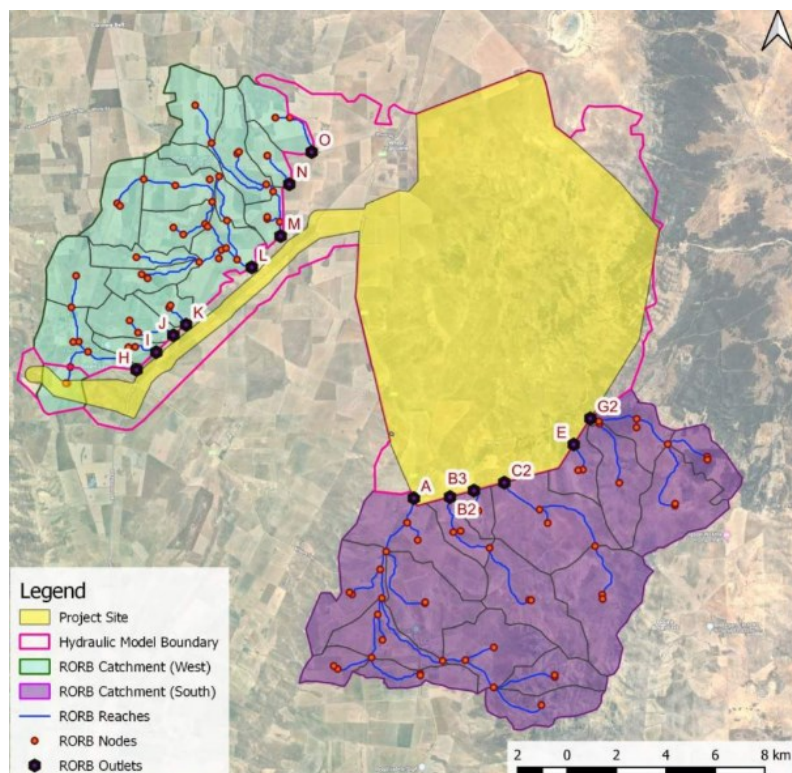


Figure 3.1 Upstream Catchment Delineation and the Hydraulic Model Boundary

The RORB catchment arrangement (West) provided by WGA is consistent with the catchment delineation presented in Section 2.2.

3.2 Updates to existing flood model

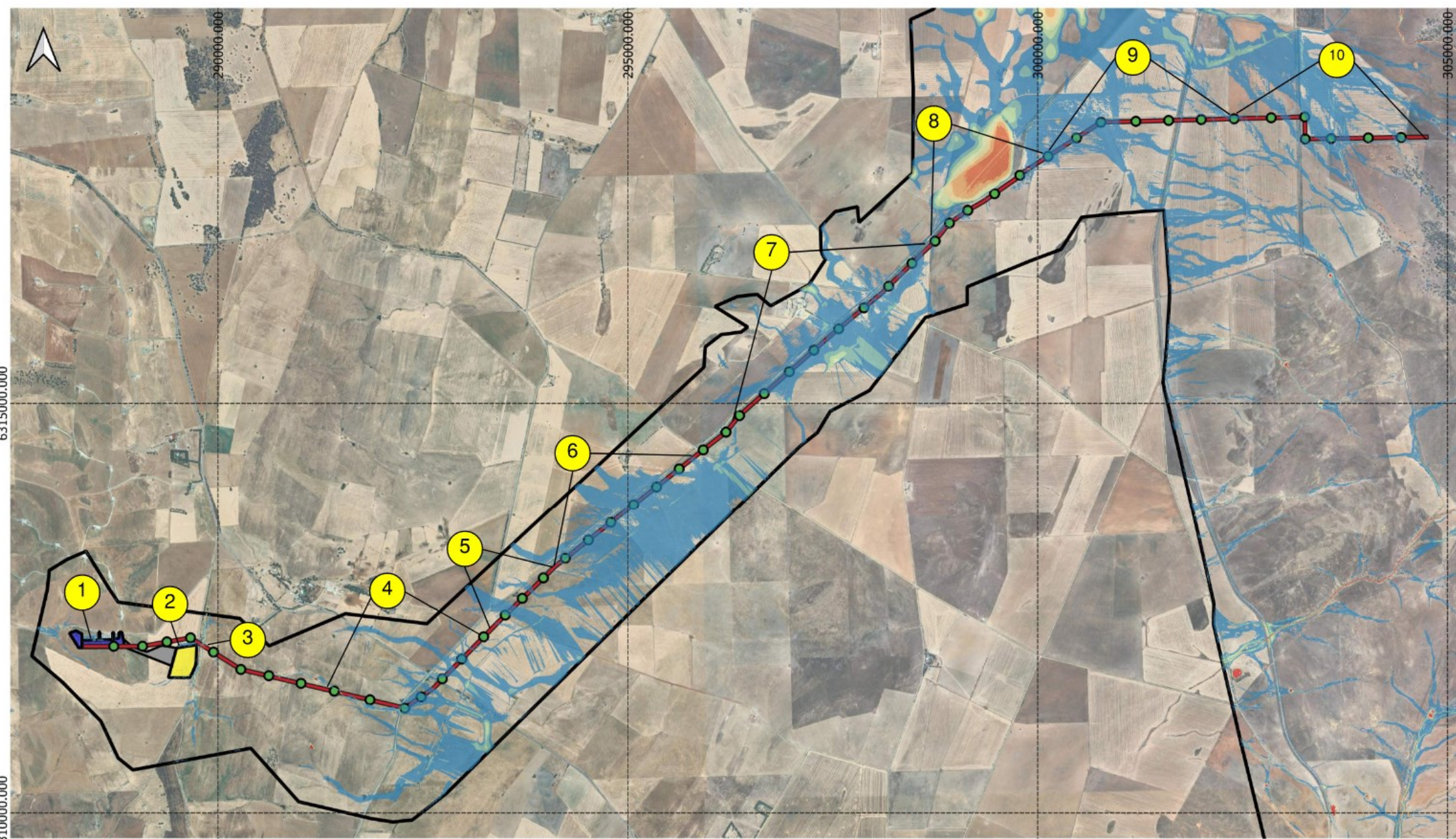
An update to the existing model was conducted to include high resolution topography covering the project area.

WSP did not complete a review of the hydrology and hydraulic models as this was not included in WSP's scope of work. The model results should not be used for definition of design levels and design planning, but rather for indicating flow paths and high-level flood behaviour. Further review of the existing hydrology and hydraulic models are necessary to inform the design in further stages.

3.3 Model results

Several flow paths were identified within the study area; therefore, the siting and design are required to consider the potential overland flooding. Updated flood maps, including peak flood depth, peak flood levels and peak flow velocities, are provided in Appendix A for the 1% Annual Exceedance Probability (AEP) event and Appendix B for the 10% AEP event.

The 1% AEP peak flood depth results are presented in Figure 3.2. The study area was divided into 10 different zones, in which zone 1 corresponds to the vicinity of the substation, zone 2 encompasses the proposed BESS location, and zones 3 to 10 cover the alignment of the OTL. The results observed in these locations are shown in Table 3.1.



LEGEND

- | | | |
|-----------------------------------|----------------------|-------------|
| ● Indicative Pole/Tower Location | Peak Flood Depth (m) | 1.00 - 1.25 |
| ■ Indicative Substation Expansion | ≤ 0.02 | 1.25 - 1.50 |
| ■ Indicate BESS Location | 0.02 - 0.25 | 1.50 - 1.75 |
| ■ Underground Cable Easement | 0.25 - 0.50 | > 1.75 |
| — Indicative OTL Alignment | 0.50 - 0.75 | |
| □ Hydraulic Model Extent | 0.75 - 1.00 | |

CLIENT
WIND PROSPECT

CONSULTANT

wsp

0 1 2 km

Coordinate System: GDA2020 / MGA Zone 54
Scale correct when printed at A3

DATE	2024-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	IJ
APPROVED	MZ

PROJECT
WHYTE YARCOWIE WIND FARM

TITLE
**Peak Flood Depth (m)
1% AEP Storm Event
OTL Overview - Full Extent**

PROJECT NO	REV.	DOC
PS221341	A	

Figure 3.2

Table 3.1 Flood depth and flow velocity results

Zone	Flood Depth (m)		Flow Velocity (m/s)	
	1% AEP	10% AEP	1% AEP	10% AEP
1	0.02 - 0.6	0.02 - 0.5	0.3 - 1.2	0.1 - 0.3
2	0.02 - 0.2	0.01 - 0.1	0.2 - 0.9	0.2 - 0.6
3	0.1 - 3.0	0.1 - 2.7	0.3 - 3.0	0.3 - 2.4
4	0.03 - 1.0	0.01 - 0.8	0.3 - 2.2	0.2 - 1.2
5	0.01 - 0.3	0.01 - 0.2	0.2 - 1.2	0.2 - 0.7
6	0.01 - 0.1	0.01 - 0.09	0.2 - 0.7	0.2 - 0.4
7	0.01 - 0.3	0.01 - 0.2	0.1 - 1.0	0.1 - 0.5
8	0.01 - 0.8	0.01 - 0.4	0.1 - 1.0	0.1 - 0.9
9	0.01 - 0.3	0.01 - 0.2	0.2 - 0.7	0.2 - 0.5
10	0.01 - 0.2	0.01 - 0.2	0.4 - 1.4	0.1 - 1.0

Along the OTL alignment near Zone 8, a ponding area was identified, with peak flood depths reaching approximately 1.7 m for the 1% AEP event. Although this ponding is not anticipated to interact with the OTL under the 1% AEP event, inundation may affect OTL poles during rarer events.

4 Conceptual management and mitigation measures

To manage and mitigate the potential flood risks and impacts, the following measures can be considered during the planning and design phases of the project:

- Locate key project components (e.g., BESS, substation expansion, electrical infrastructure or buildings) away from the flow paths or raise the finished level of the proposed bench area and these project components above the design flood levels with appropriate freeboard.
- Where practicable, poles should sit away from mapped flow paths. Where crossings are unavoidable, poles located within flood extent should be flood resilient.
- The proposed OTL alignment is currently located approximately 35 m from the ponding area identified in Zone 8. The arrangement is generally considered low risk, with around 1.5 m difference between the ground level at the pole location and the modelled 1% AEP flood level. However, given its proximity to a relatively large ponding area, opportunities to further increase separation should be considered where practical. If realignment is not feasible, the primary risk is expected to be shallow inundation and saturated ground conditions. Potential mitigation measures may include designing foundations for saturated ground conditions, and implementing localised drainage and scour protection measures where required.

5 Summary and recommendations

A desktop hydrology assessment for the proposed WYWF BESS, OTL and substation expansion project was undertaken to understand the hydrology setting for the proposed site, including catchment, drainage and high-level flooding conditions, based on available data.

The desktop hydrology assessment shows that:

- Ground elevation ranges at the site and surroundings range from 750 m AHD to 420 AHD. At the study area, ground elevation ranges from 700 m AHD near the proposed substation extension areas (southern-west side of the study area) to 517 m AHD along the OTL alignment.
- Catchments reporting to OTL alignment, BESS and substation areas were identified, generally flowing Northwest-Southeast. Multiple flow paths were identified within the study area.
- To manage and mitigate the potential flood risks and impacts, the following measures can be considered during the planning and design phases of the Project:
 - i. Locate key project components (e.g., BESS, substation expansion, electrical infrastructure or buildings) away from the flow paths or raise the finished level of the proposed bench area and these project components above the design flood levels with appropriate freeboard.
 - ii. Where practicable, poles should sit away from mapped flow paths. Where crossings are unavoidable, poles located within flood extent should be appropriately designed for flood actions, erosion/scour, debris impact and geotechnical conditions and consider structural stability, electrical clearance, operational risks and foundation performance under flood events.
 - iii. The proposed OTL alignment currently sits around 35 m for the ponding area identified in Zone 8. It is recommended to develop a detailed assessment to evaluate the necessity and feasibility of an alignment shift.

This desktop hydrology assessment was informed by the topography provided (50 cm point cloud provided by Wind Prospect) and satellite data (SRTM data 30 arc-second, i.e, approximately 30 m grid resolution) obtained from ELVIS (ANZLIC, 2011). Additionally, a hydrology and hydraulic model from WGA was updated to include high-resolution data for the proposed OTL alignment and BESS and substation expansion areas.

Further hydrology and hydraulic modelling investigation will be required at a later stage to confirm the findings of this assessment. Design rainfall intensities will increase due to climate change, therefore the climate change effects on flood conditions should also be considered for the project design and implementation.

6 References

- ANZLIC. (2011, October). *ELVIS – Elevation and Depth – Foundation Spatial Data*. Retrieved from <http://elevation.f sdf.org.au/>
- Bureau of Meteorology. (2016). *Intensity-Frequency-Duration – Design Rainfall Data System*. Retrieved from <http://www.bom.gov.au/water/designRainfalls/ifd/>
- Engineers Australia. (2025). *Australian Rainfall and Runoff Datahub*. Retrieved November 5, 2025, from <https://data.arr-software.org/>
- Queensland Government. (2025). *Australian climate data from 1889 to yesterday*. Retrieved from Retrieved November 05, 2025 from SILO: <https://www.longpaddock.qld.gov.au/silo/>
- WGA. (2024). *Whyte Yarcowie Wind Farm Flood Modelling (WGA231361-RP-CV-0001_A)*.

7 Limitations

This Report is provided by WSP Australia Pty Limited (*WSP*) for Whyte Yarcowie Wind Farm Pty Ltd (*Client*) in response to specific instructions from the Client and in accordance with WSP's proposal and agreement with the Client (*Agreement*).

7.1 Permitted purpose

This Report is provided by WSP for the purpose described in the Agreement and no responsibility is accepted by WSP for the use of the Report in whole or in part, for any other purpose (*Permitted Purpose*).

7.2 Qualifications and assumptions

The services undertaken by WSP in preparing this Report were limited to those specifically detailed in the Report and are subject to the scope, qualifications, assumptions and limitations set out in the Report or otherwise communicated to the Client.

Except as otherwise stated in the Report and to the extent that statements, opinions, facts, conclusion and / or recommendations in the Report (*Conclusions*) are based in whole or in part on information provided by the Client and other parties identified in the report (*Information*), those Conclusions are based on assumptions by WSP of the reliability, adequacy, accuracy and completeness of the Information and have not been verified. WSP accepts no responsibility for the Information.

WSP has prepared the Report without regard to any special interest of any person other than the Client when undertaking the services described in the Agreement or in preparing the Report.

7.3 Use and reliance

This Report should be read in its entirety and must not be copied, distributed or referred to in part only. The Report must not be reproduced without the written approval of WSP. WSP will not be responsible for interpretations or conclusions drawn by the reader. This Report (or sections of the Report) should not be used as part of a specification for a project or for incorporation into any other document without the prior agreement of WSP.

WSP is not (and will not be) obliged to provide an update of this Report to include any event, circumstance, revised Information or any matter coming to WSP's attention after the date of this Report. Data reported and Conclusions drawn are based solely on information made available to WSP at the time of preparing the Report. The passage of time; unexpected variations in ground conditions; manifestations of latent conditions; or the impact of future events (including (without limitation) changes in policy, legislation, guidelines, scientific knowledge; and changes in interpretation of policy by statutory authorities); may require further investigation or subsequent re-evaluation of the Conclusions.

This Report can only be relied upon for the Permitted Purpose and may not be relied upon for any other purpose. The Report does not purport to recommend or induce a decision to make (or not make) any purchase, disposal, investment, divestment, financial commitment or otherwise. It is the responsibility of the Client to accept (if the Client so chooses) any Conclusions contained within the Report and implement them in an appropriate, suitable and timely manner.

In the absence of express written consent of WSP, no responsibility is accepted by WSP for the use of the Report in whole or in part by any party other than the Client for any purpose whatsoever. Without the express written consent of WSP, any use which a third party makes of this Report or any reliance on (or decisions to be made) based on this Report is at the sole risk of those third parties without recourse to WSP. Third parties should make their own enquiries and obtain independent advice in relation to any matter dealt with or Conclusions expressed in the Report.

7.4 Disclaimer

No warranty, undertaking or guarantee whether expressed or implied, is made with respect to the data reported or the Conclusions drawn. To the fullest extent permitted at law, WSP, its related bodies corporate and its officers, employees and agents assumes no responsibility and will not be liable to any third party for, or in relation to any losses, damages or expenses (including any indirect, consequential or punitive losses or damages or any amounts for loss of profit, loss of revenue, loss of opportunity to earn profit, loss of production, loss of contract, increased operational costs, loss of business opportunity, site depredation costs, business interruption or economic loss) of any kind whatsoever, suffered on incurred by a third party.

Appendix A

Flood maps

1 % AEP





LEGEND

- Indicative Pole/Tower Location
 - Indicative Substation Expansion
 - Indicate BESS Location
 - Underground Cable Easement
 - Indicative OTL Alignment
 - Hydraulic Model Extent
- Peak Flood Depth (m)
- | | |
|-------------|-------------|
| <= 0.02 | 1.00 - 1.25 |
| 0.02 - 0.25 | 1.25 - 1.50 |
| 0.25 - 0.50 | 1.50 - 1.75 |
| 0.50 - 0.75 | > 1.75 |
| 0.75 - 1.00 | |



CONSULTANT



0 1 2 km

Coordinate System: GDA2020 / MGA Zone 54
Scale correct when printed at A3

DATE	2026-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	IJ
APPROVED	MZ

PROJECT
WHYTE YARCOWIE WIND FARM

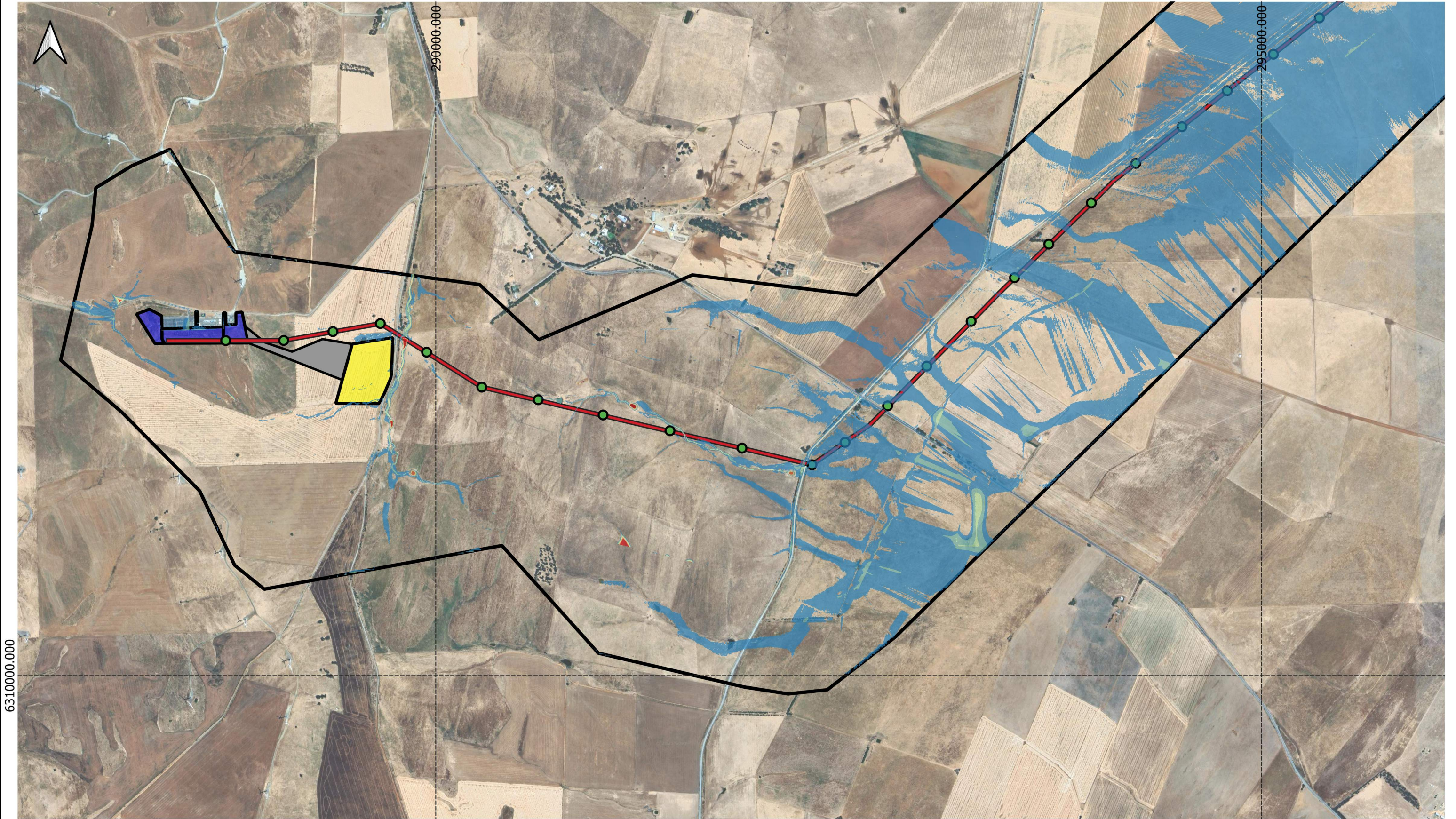
TITLE
Peak Flood Depth (m)
1% AEP Storm Event
OTL Overview - Full Extent

PROJECT NO
PS221341

REV.
0

DOC
Appendix A

FIGURE
1



LEGEND

- | | | |
|-----------------------------------|----------------------|-------------|
| ● Indicative Pole/Tower Location | Peak Flood Depth (m) | 1.00 - 1.25 |
| ■ Indicative Substation Expansion | ≤ 0.02 | 1.25 - 1.50 |
| ■ Indicate BESS Location | 0.02 - 0.25 | 1.50 - 1.75 |
| ■ Underground Cable Easement | 0.25 - 0.50 | > 1.75 |
| — Indicative OTL Alignment | 0.50 - 0.75 | |
| □ Hydraulic Model Extent | 0.75 - 1.00 | |

© WSP Australia Pty Ltd ("WSP") Copyright in the drawings, information and data recorded ("the information") is the property of WSP. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purpose other than that which it was supplied by WSP. WSP makes no representation, undertakes no duty and accepts no responsibility to any third party who may use or rely upon this document or the information. NCST Certified Quality System to ISO 9001. © APPROVED FOR AND ON BEHALF OF WSP Australia Pty Ltd.



CONSULTANT



0 0.5 1 km

Coordinate System: GDA2020 / MGA Zone 54
Scale correct when printed at A3

DATE	2026-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	IJ
APPROVED	MZ

PROJECT
WHYTE YARCOWIE WIND FARM

TITLE
**Peak Flood Depth (m)
1% AEP Storm Event
OTL Overview - Part 1**

PROJECT NO
PS221341

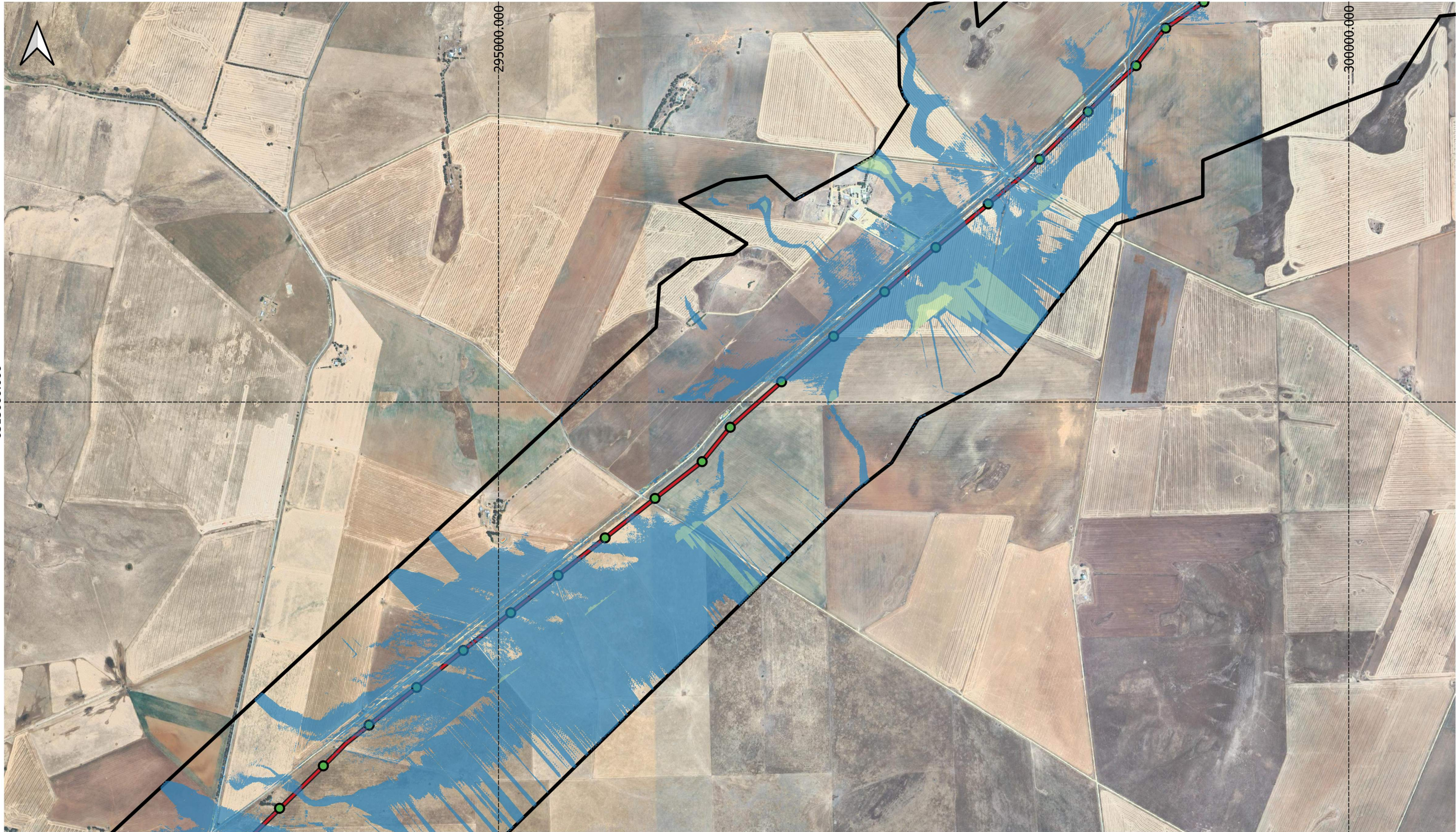
REV.
0

DOC
Appendix A

FIGURE
1.1

CRS:EPSG:7854 - +proj=utm +zone=54 +south +ellps=GRS80 +units=m +no_defs

6315000.000



LEGEND

- Indicative Pole/Tower Location

Indicative OTL Alignment

Hydraulic Model Extent
- Peak Flood Depth (m)

<= 0.02
- 0.02 - 0.25

0.25 - 0.50

0.50 - 0.75

0.75 - 1.00

1.00 - 1.25

1.25 - 1.50

1.50 - 1.75

> 1.75



CONSULTANT



0 0.5 1 km

Coordinate System: GDA2020 / MGA Zone 54
Scale correct when printed at A3

DATE	2026-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	IJ
APPROVED	MZ

PROJECT
WHYTE YARCOWIE WIND FARM

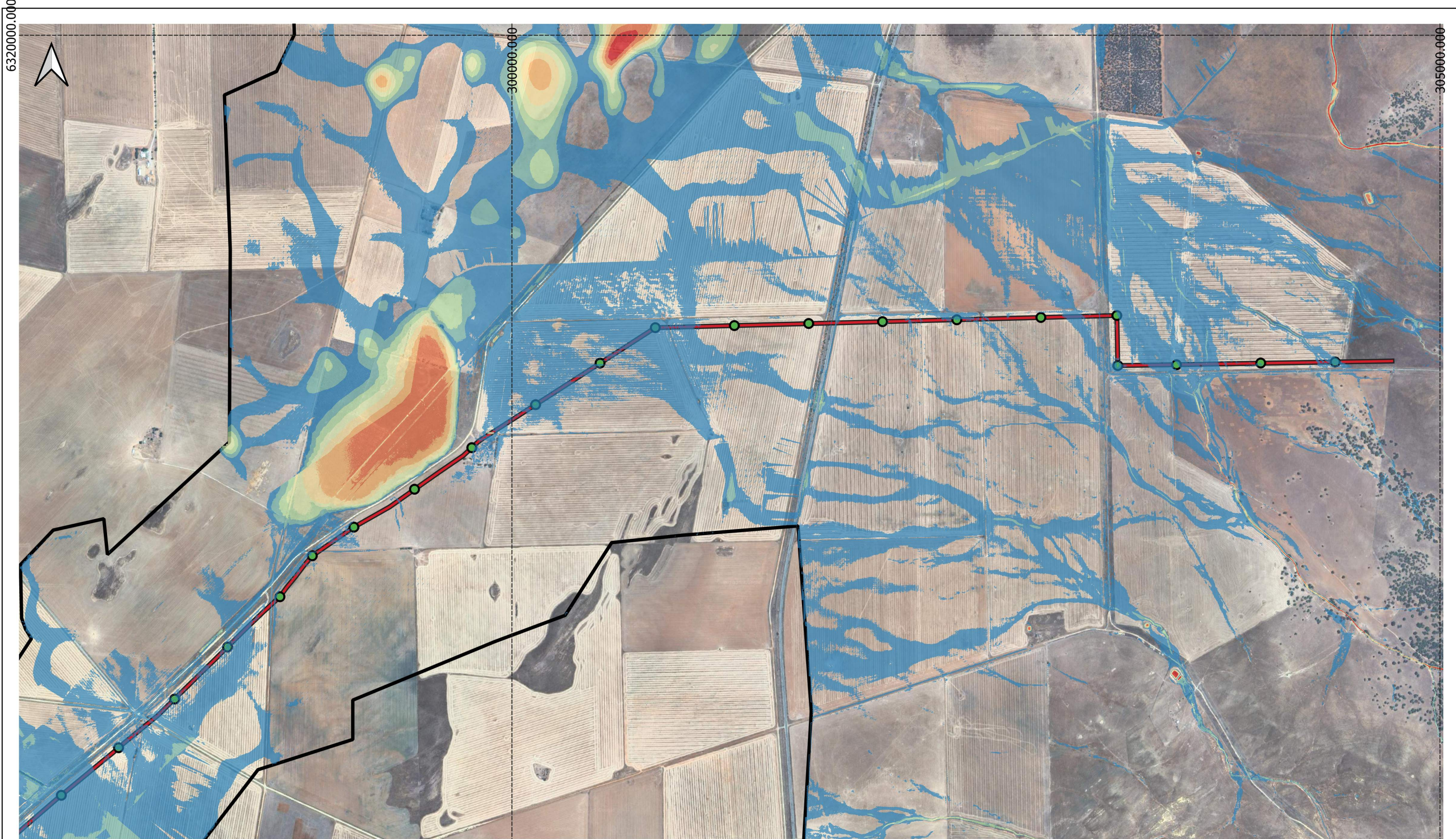
TITLE
Peak Flood Depth (m)
1% AEP Storm Event
OTL Overview - Part 2

PROJECT NO
PS221341

REV.
0

DOC
Appendix A

FIGURE
1.2



LEGEND

- Indicative Pole/Tower Location
 - Indicative OTL Alignment
 - ▭ Hydraulic Model Extent
- Peak Flood Depth (m)
- | | | | | | | | | |
|--------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------|
| ≤ 0.02 | 0.02 - 0.25 | 0.25 - 0.50 | 0.50 - 0.75 | 0.75 - 1.00 | 1.00 - 1.25 | 1.25 - 1.50 | 1.50 - 1.75 | > 1.75 |
|--------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------|



CONSULTANT



0 0.4 0.8 km

Coordinate System: GDA2020 / MGA Zone 54
Scale correct when printed at A3

DATE	2026-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	IJ
APPROVED	MZ

PROJECT
WHYTE YARCOWIE WIND FARM

TITLE
**Peak Flood Depth (m)
1% AEP Storm Event
OTL Overview - Part 3**

PROJECT NO
PS221341

REV.
0

DOC
Appendix A

FIGURE
1.3



LEGEND

- Indicative Pole/Tower Location

■

 Indicative Substation Expansion

■

 Indicate BESS Location

■

 Underground Cable Easement

—

 Indicative OTL Alignment

□

 Hydraulic Model Extent
- Peak Flood Level (mAHD)

■

 ≤ 425

■

 425 - 450

■

 450 - 475

■

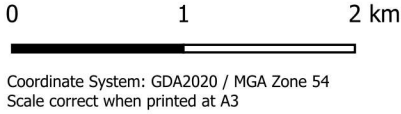
 475 - 500

■

 500 - 525
- 525 - 550
- 550 - 575
- 575 - 600
- 600 - 625
- > 625



CONSULTANT



Coordinate System: GDA2020 / MGA Zone 54
Scale correct when printed at A3

DATE	2026-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	IJ
APPROVED	MZ

PROJECT
WHYTE YARCOWIE WIND FARM

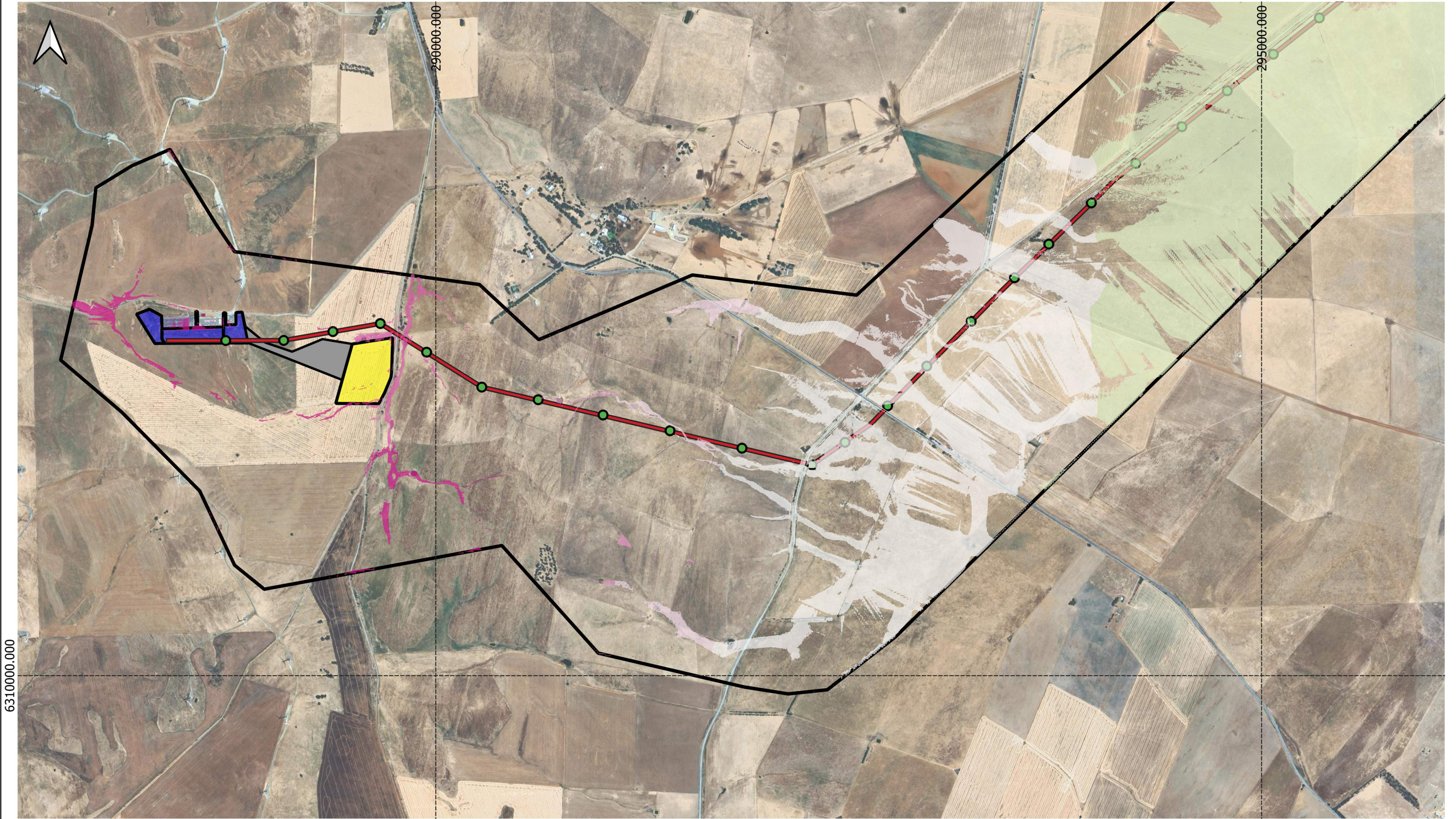
TITLE
Peak Flood Level (mAHD)
1% AEP Storm Event
OTL Overview - Full Extent

PROJECT NO
PS221341

REV.
0

DOC
Appendix A

FIGURE
2



LEGEND

- Indicative Pole/Tower Location

Indicative Substation Expansion

Indicate BESS Location

Underground Cable Easement

Indicative OTL Alignment

Hydraulic Model Extent
- Peak Flood Level (mAHD)

<= 425

425 - 450

450 - 475

475 - 500

500 - 525
- 525 - 550

550 - 575

575 - 600

600 - 625

> 625

CLIENT
WIND PROSPECT

CONSULTANT

wsp



DATE	2026-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	IJ
APPROVED	MZ

PROJECT
WHYTE YARCOWIE WIND FARM

TITLE
**Peak Flood Level (mAHD)
1% AEP Storm Event
OTL Overview - Part 1**

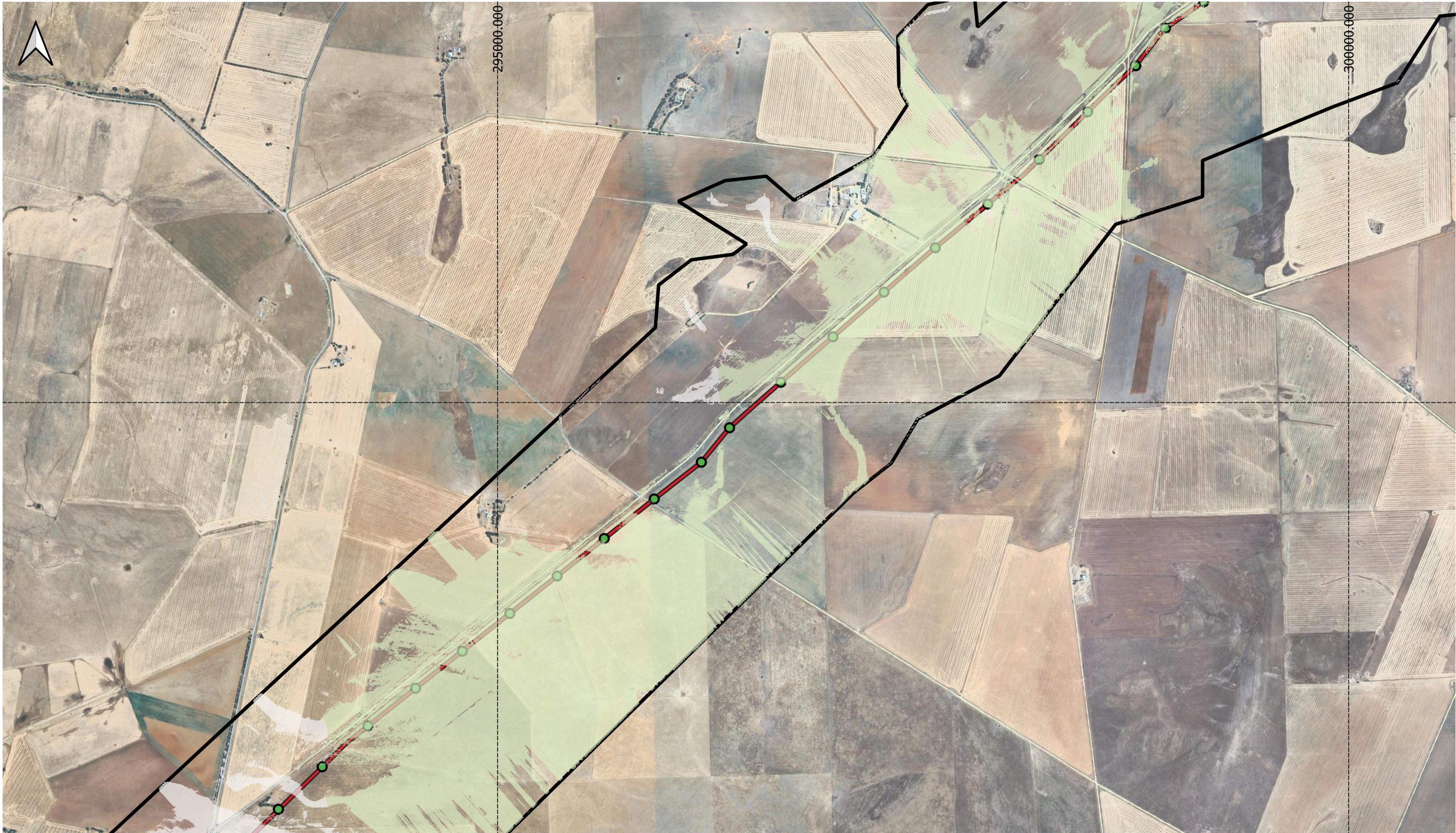
PROJECT NO
PS221341

REV.
0

DOC
Appendix A

FIGURE
2.1

6315000.000



LEGEND

- Indicative Pole/Tower Location

Indicative OTL Alignment

Hydraulic Model Extent
- Peak Flood Level (mAHD)

<= 425
- 425 - 450

450 - 475

475 - 500

500 - 525

525 - 550

550 - 575

575 - 600

600 - 625

> 625



CONSULTANT



0 0.5 1 km

Coordinate System: GDA2020 / MGA Zone 54
Scale correct when printed at A3

DATE	2026-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	IJ
APPROVED	MZ

PROJECT
WHYTE YARCOWIE WIND FARM

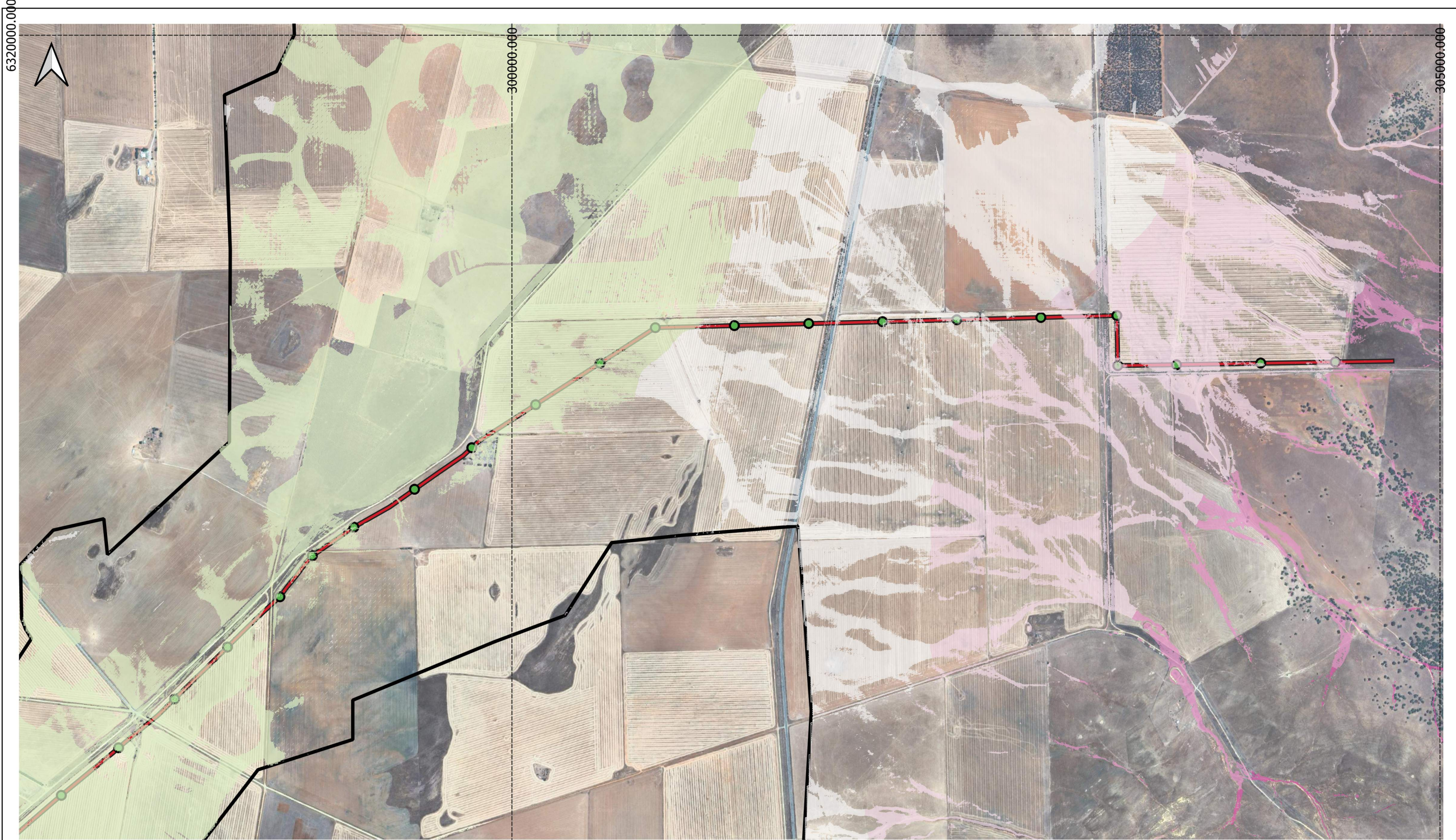
TITLE
Peak Flood Level (mAHD)
1% AEP Storm Event
OTL Overview - Part 2

PROJECT NO
PS221341

REV.
0

DOC
Appendix A

FIGURE
2.2



LEGEND

- Indicative Pole/Tower Location

Indicative OTL Alignment

Hydraulic Model Extent
- Peak Flood Level (mAHd)

<= 425
- 425 - 450

450 - 475

475 - 500

500 - 525

525 - 550

550 - 575

575 - 600

600 - 625

> 625

© WSP Australia Pty Ltd ("WSP") Copyright in the drawings, information and data recorded ("the information") is the property of WSP. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purpose other than that which it was supplied by WSP. WSP makes no representation, undertakes no duty and accepts no responsibility to any third party who may use or rely upon this document or the information. NCST Certified Quality System to ISO 9001. © APPROVED FOR AND ON BEHALF OF WSP Australia Pty Ltd.



CONSULTANT



0 0.4 0.8 km

Coordinate System: GDA2020 / MGA Zone 54
Scale correct when printed at A3

DATE	2026-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	IJ
APPROVED	MZ

PROJECT
WHYTE YARCOWIE WIND FARM

TITLE
Peak Flood Level (mAHd)
1% AEP Storm Event
OTL Overview - Part 3

PROJECT NO
PS221341

REV.
0

DOC
Appendix A

FIGURE
2.3

6315000.000

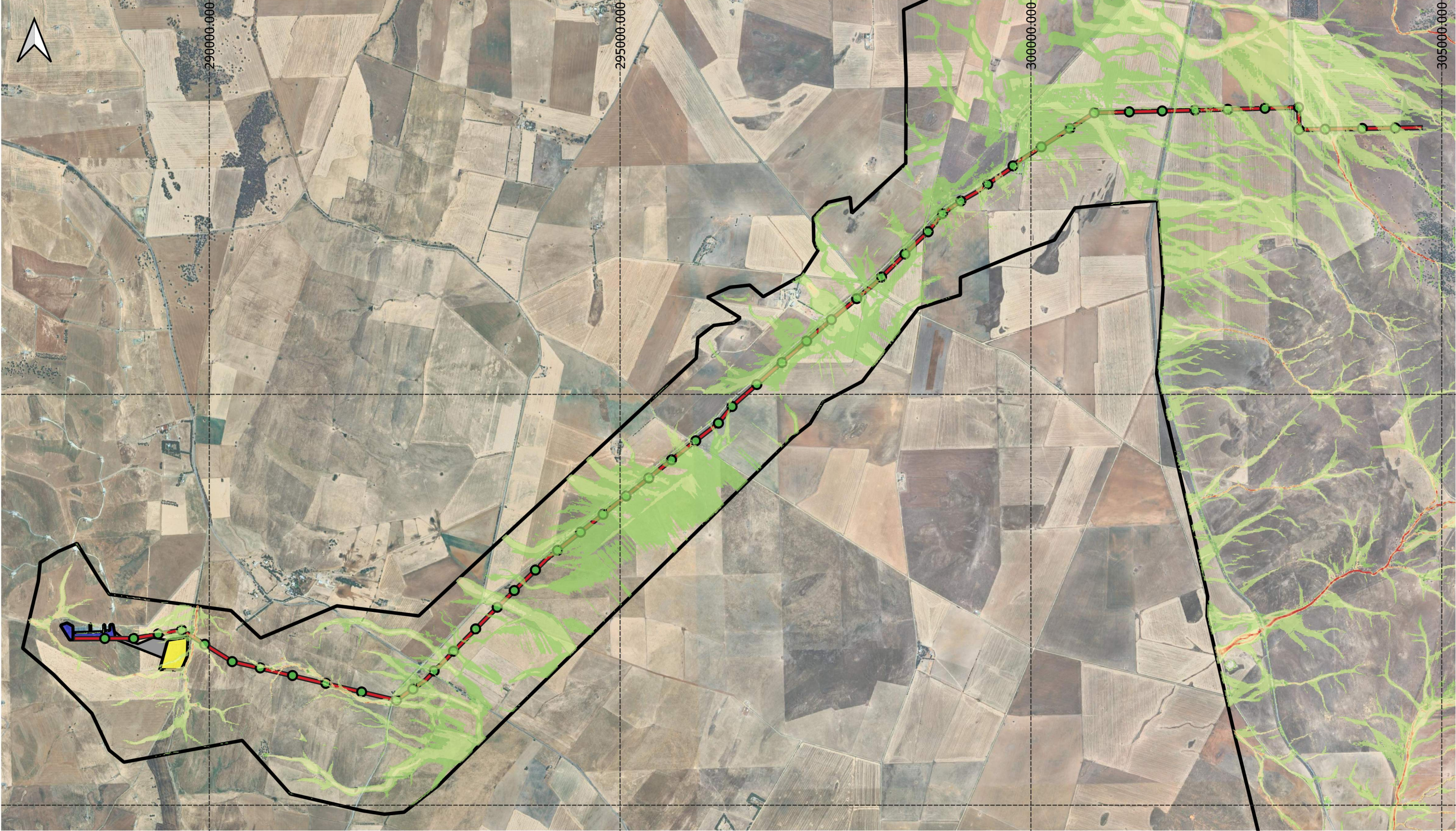
6310000.000

2990000.000

2950000.000

3000000.000

3050000.000



LEGEND

- | | | |
|-----------------------------------|--------------------------|-----------|
| ● Indicative Pole/Tower Location | Peak Flow Velocity (m/s) | 2.0 - 2.5 |
| ■ Indicative Substation Expansion | ≤ 0.2 | 2.5 - 3.0 |
| ■ Indicate BESS Location | 0.2 - 0.5 | 3.0 - 3.5 |
| ■ Underground Cable Easement | 0.5 - 1.0 | > 3.5 |
| — Indicative OTL Alignment | 1.0 - 1.5 | |
| □ Hydraulic Model Extent | 1.5 - 2.0 | |

© WSP Australia Pty Ltd ("WSP") Copyright in the drawings, information and data recorded ("the information") is the property of WSP. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purpose other than that which it was supplied by WSP. WSP makes no representation, undertakes no duty and accepts no responsibility to any third party who may use or rely upon this document or the information. NCST Certified Quality System to ISO 9001. © APPROVED FOR AND ON BEHALF OF WSP Australia Pty Ltd.



CONSULTANT



0 1 2 km

Coordinate System: GDA2020 / MGA Zone 54
Scale correct when printed at A3

DATE	2026-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	IJ
APPROVED	MZ

PROJECT
WHYTE YARCOWIE WIND FARM

TITLE
Peak Flow Velocity (m/s)
1% AEP Storm Event
OTL Overview - Full Extent

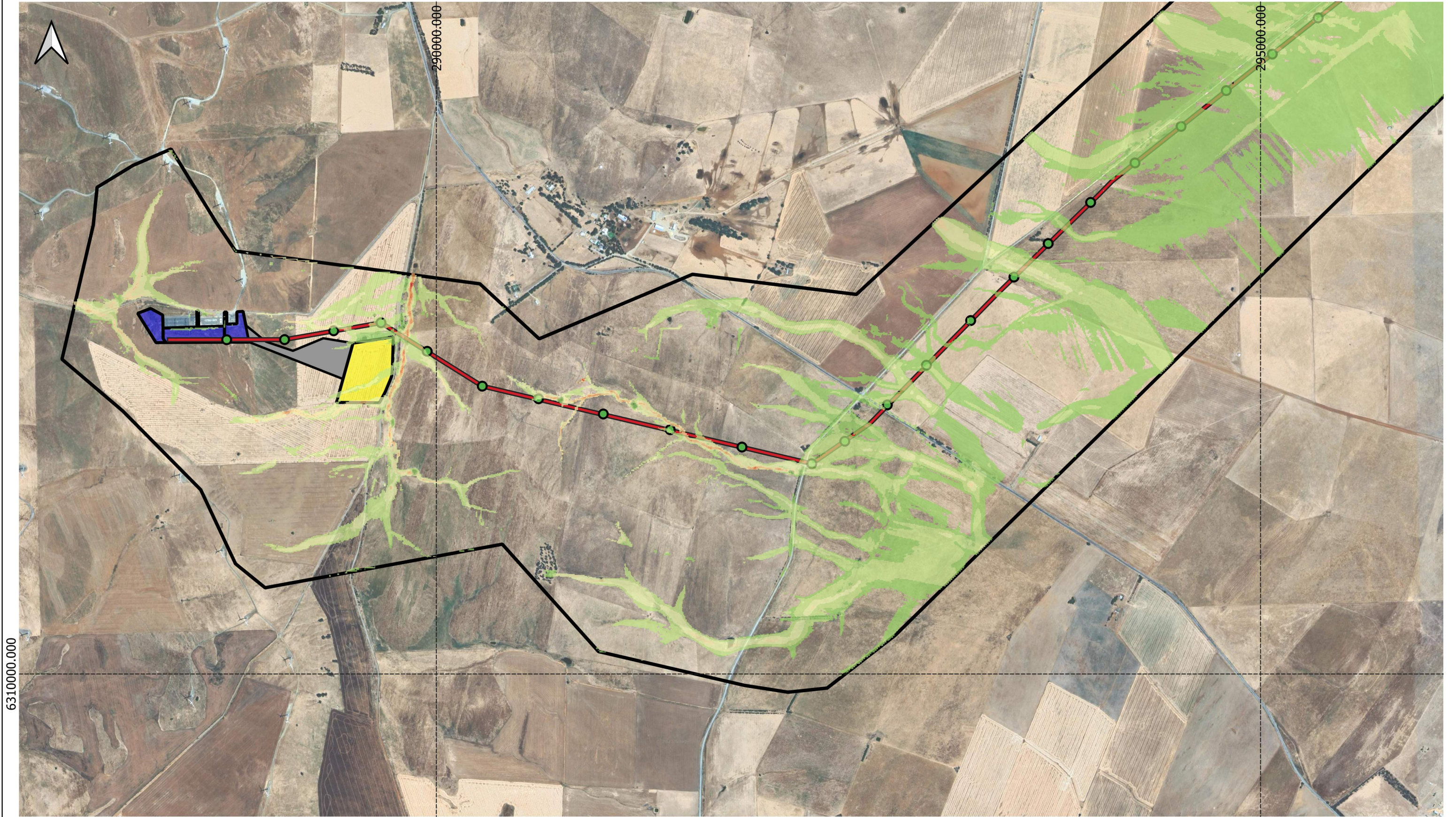
PROJECT NO
PS221341

REV.
0

DOC
Appendix A

FIGURE
3

CRS:EPSG:7854 - +proj=utm +zone=54 +south +ellps=GRS80 +units=m +no_defs



LEGEND

- | | | |
|-----------------------------------|--------------------------|-----------|
| ● Indicative Pole/Tower Location | Peak Flow Velocity (m/s) | 2.0 - 2.5 |
| ■ Indicative Substation Expansion | ≤ 0.2 | 2.5 - 3.0 |
| ■ Indicate BESS Location | 0.2 - 0.5 | 3.0 - 3.5 |
| ■ Underground Cable Easement | 0.5 - 1.0 | > 3.5 |
| — Indicative OTL Alignment | 1.0 - 1.5 | |
| □ Hydraulic Model Extent | 1.5 - 2.0 | |

© WSP Australia Pty Ltd ("WSP") Copyright in the drawings, information and data recorded ("the information") is the property of WSP. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purpose other than that which it was supplied by WSP. WSP makes no representation, undertakes no duty and accepts no responsibility to any third party who may use or rely upon this document or the information. NCST Certified Quality System to ISO 9001. © APPROVED FOR AND ON BEHALF OF WSP Australia Pty Ltd.



CONSULTANT



0 0.5 1 km

Coordinate System: GDA2020 / MGA Zone 54
Scale correct when printed at A3

DATE	2026-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	IJ
APPROVED	MZ

PROJECT
WHYTE YARCOWIE WIND FARM

TITLE
**Peak Flow Velocity (m/s)
1% AEP Storm Event
OTL Overview - Part 1**

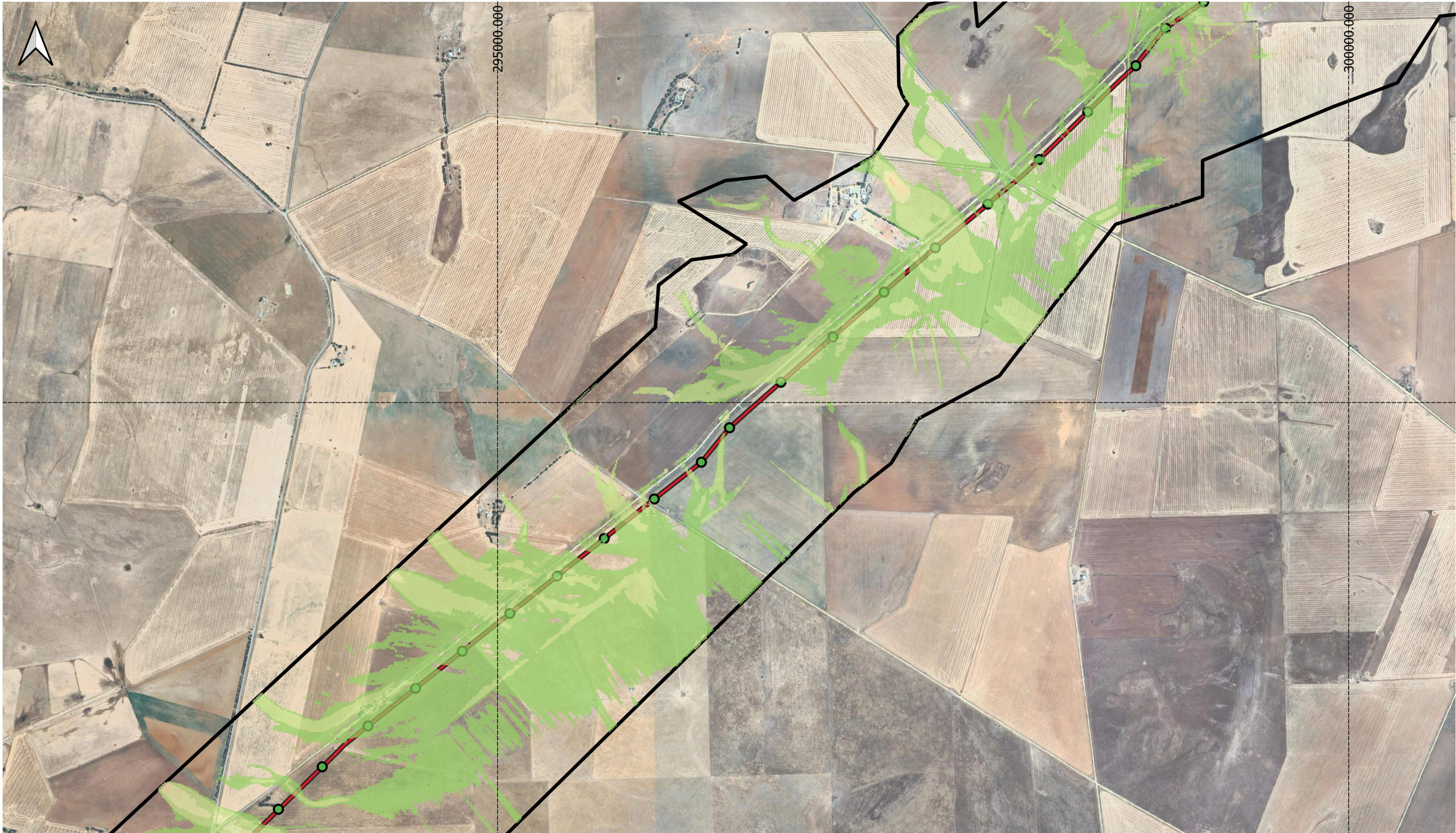
PROJECT NO
PS221341

REV.
0

DOC
Appendix A

FIGURE
3.1

6315000.000



LEGEND

- Indicative Pole/Tower Location

Indicative OTL Alignment

Hydraulic Model Extent
- 0.2 - 0.5

0.5 - 1.0

1.0 - 1.5

1.5 - 2.0

2.0 - 2.5

2.5 - 3.0

3.0 - 3.5

> 3.5
- Peak Flow Velocity (m/s)

<= 0.2



CONSULTANT



0 0.5 1 km

Coordinate System: GDA2020 / MGA Zone 54
Scale correct when printed at A3

DATE	2026-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	IJ
APPROVED	MZ

PROJECT
WHYTE YARCOWIE WIND FARM

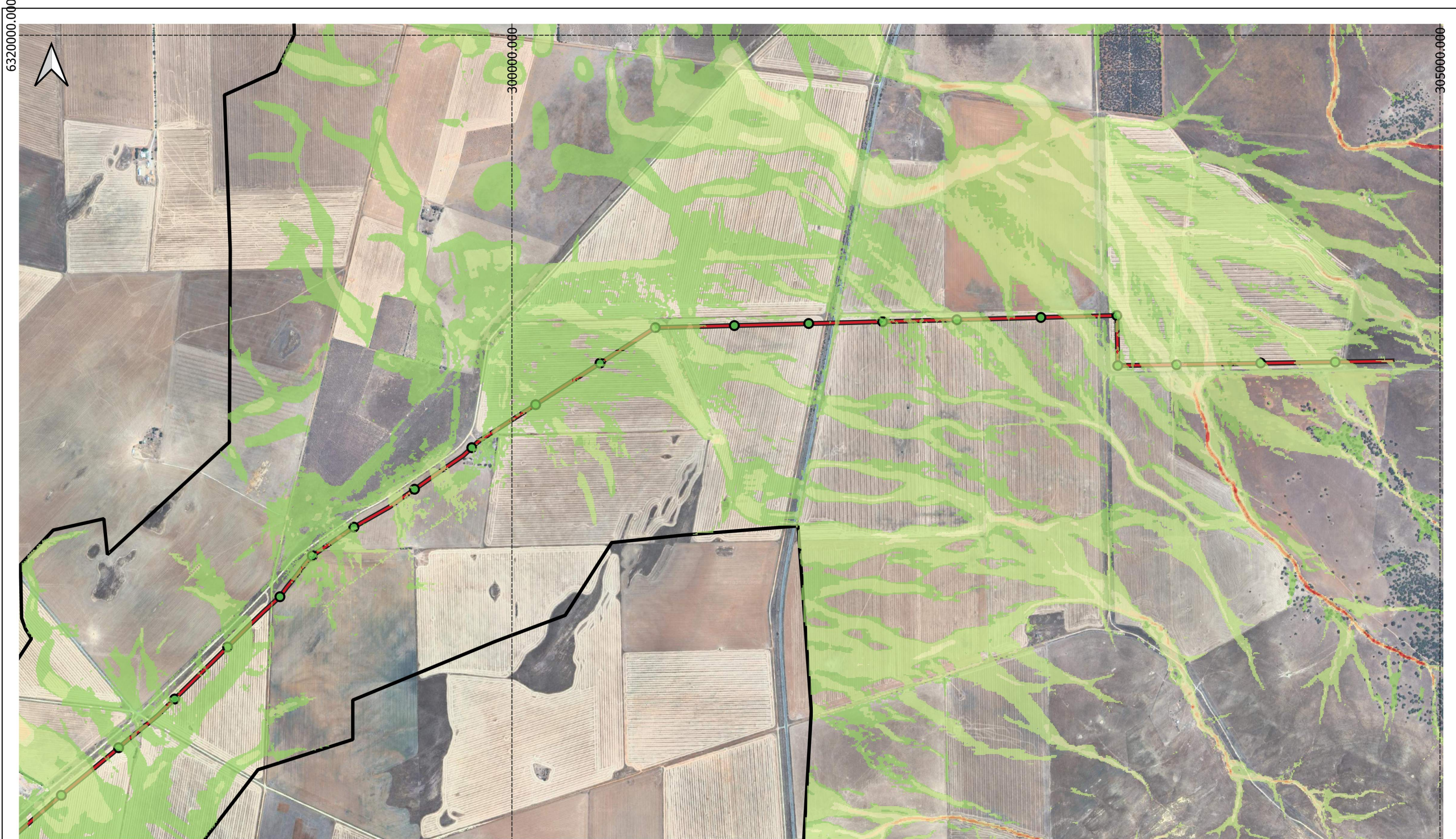
TITLE
**Peak Flow Velocity (m/s)
1% AEP Storm Event
OTL Overview - Part 2**

PROJECT NO
PS221341

REV.
0

DOC
Appendix A

FIGURE
3.2



LEGEND

- Indicative Pole/Tower Location
 - Indicative OTL Alignment
 - ▭ Hydraulic Model Extent
- Peak Flow Velocity (m/s)
- | | | |
|-------|-----------|-----------|
| ≤ 0.2 | 0.2 - 0.5 | 2.5 - 3.0 |
| | 0.5 - 1.0 | 3.0 - 3.5 |
| | 1.0 - 1.5 | > 3.5 |
| | 1.5 - 2.0 | |
| | 2.0 - 2.5 | |



CONSULTANT



0 0.4 0.8 km

Coordinate System: GDA2020 / MGA Zone 54
Scale correct when printed at A3

DATE	2026-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	IJ
APPROVED	MZ

PROJECT
WHYTE YARCOWIE WIND FARM

TITLE
**Peak Flow Velocity (m/s)
1% AEP Storm Event
OTL Overview - Part 3**

PROJECT NO
PS221341

REV.
0

DOC
Appendix A

FIGURE
3.3

Appendix B

Flood maps

10 % AEP





LEGEND

- Indicative Pole/Tower Location
 - Indicative Substation Expansion
 - Indicate BESS Location
 - Underground Cable Easement
 - Indicative OTL Alignment
 - Hydraulic Model Extent
- Peak Flood Depth (m)
- | | |
|-------------|-------------|
| <= 0.02 | 1.00 - 1.25 |
| 0.02 - 0.25 | 1.25 - 1.50 |
| 0.25 - 0.50 | 1.50 - 1.75 |
| 0.50 - 0.75 | > 1.75 |
| 0.75 - 1.00 | |



CONSULTANT



0 1 2 km

Coordinate System: GDA2020 / MGA Zone 54
Scale correct when printed at A3

DATE	2026-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	IJ
APPROVED	MZ

PROJECT
WHYTE YARCOWIE WIND FARM

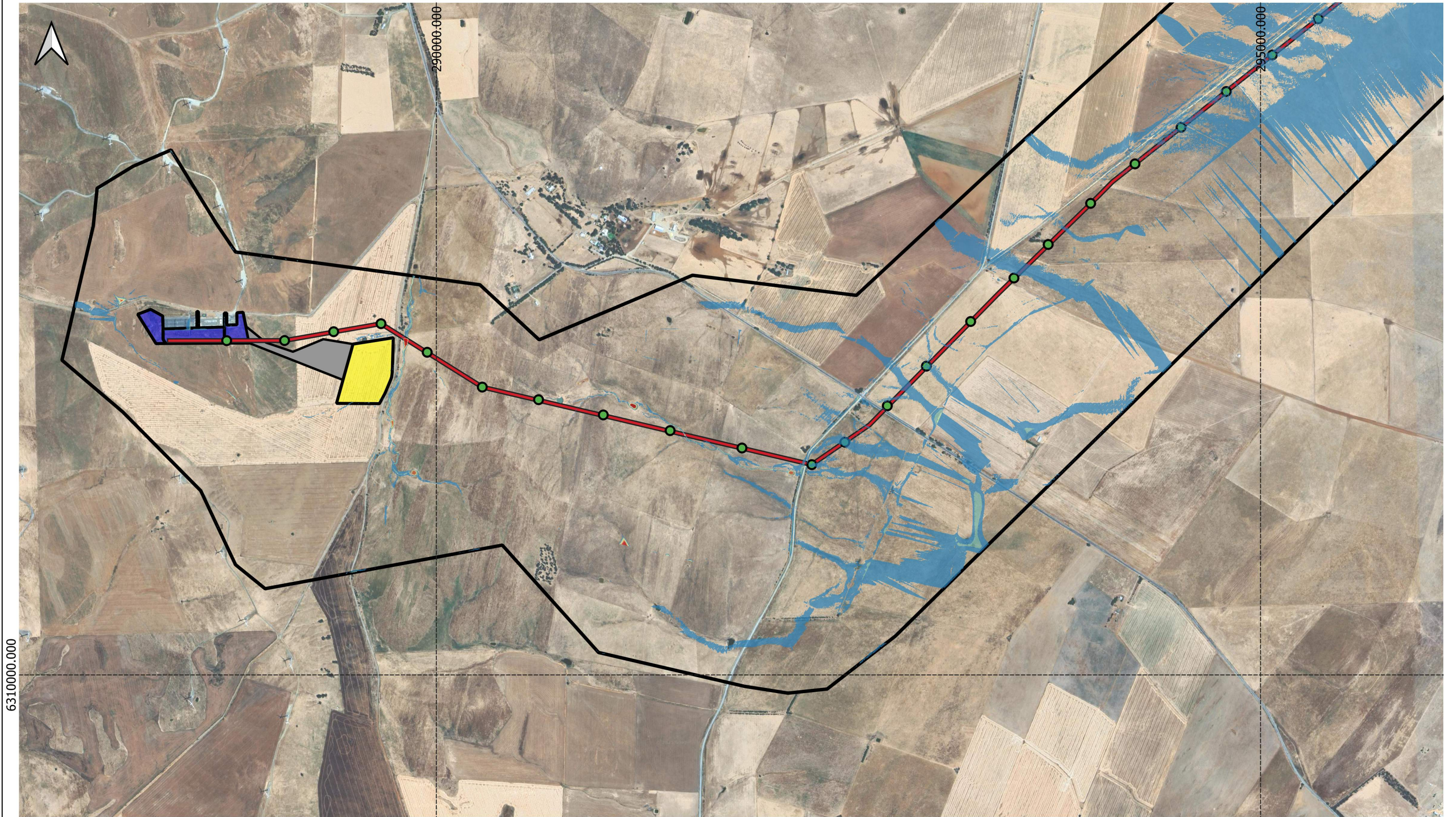
TITLE
Peak Flood Depth (m)
10% AEP Storm Event
OTL Overview - Full Extent

PROJECT NO
PS221341

REV.
0

DOC
Appendix B

FIGURE
4



LEGEND

- Indicative Pole/Tower Location

■

 Indicative Substation Expansion

■

 Indicate BESS Location

■

 Underground Cable Easement

—

 Indicative OTL Alignment

□

 Hydraulic Model Extent
- Peak Flood Depth (m)

■

 ≤ 0.02

■

 0.02 - 0.25

■

 0.25 - 0.50

■

 0.50 - 0.75

■

 0.75 - 1.00
- 1.00 - 1.25

■

 1.25 - 1.50

■

 1.50 - 1.75

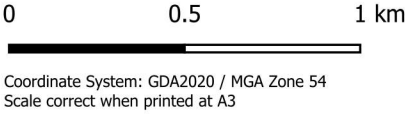
■

 > 1.75

CLIENT
WIND PROSPECT

CONSULTANT

wsp



DATE	2026-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	IJ
APPROVED	MZ

PROJECT
WHYTE YARCOWIE WIND FARM

TITLE
**Peak Flood Depth (m)
10% AEP Storm Event
OTL Overview - Part 1**

PROJECT NO
PS221341

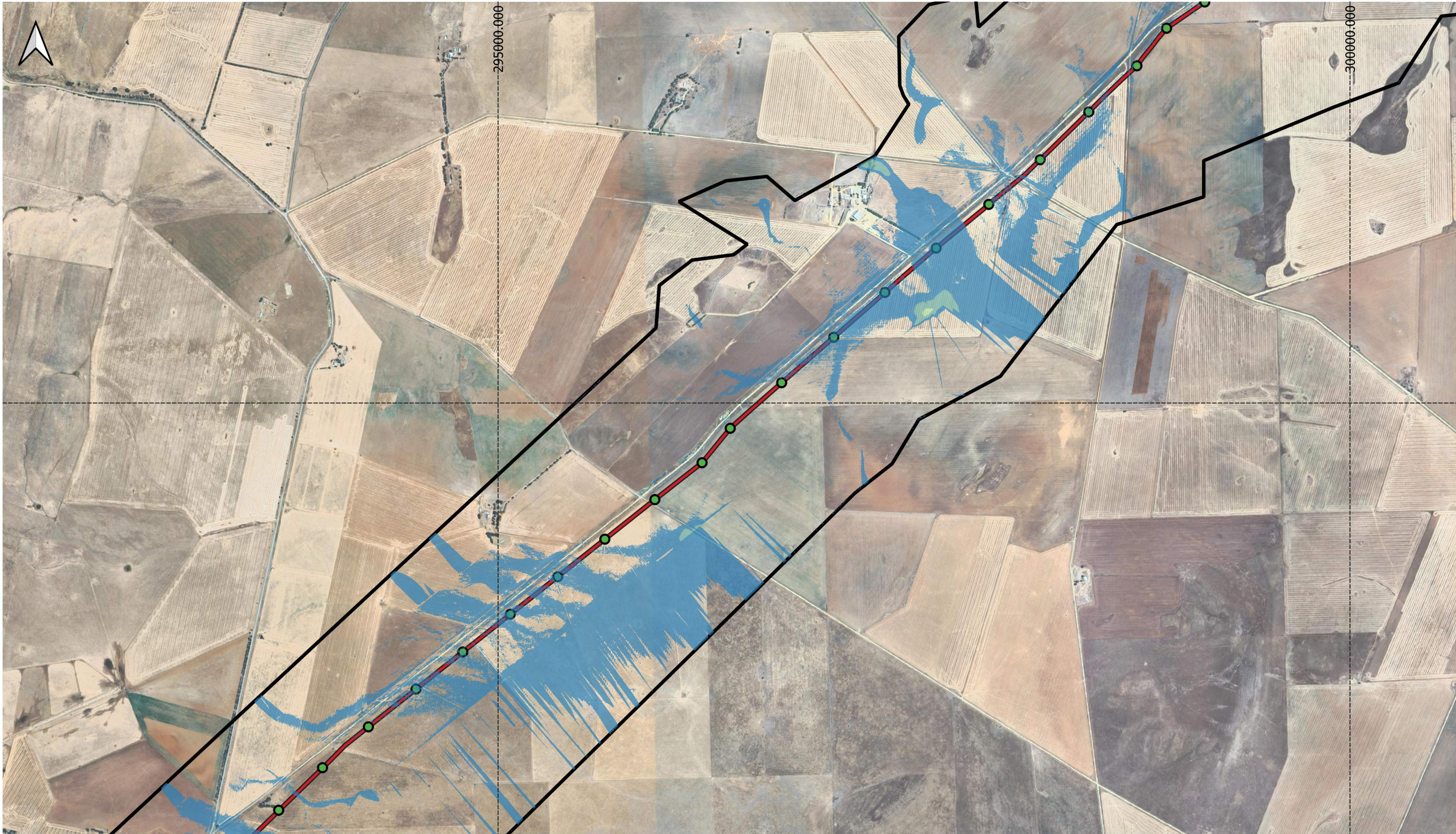
REV.
0

DOC
Appendix B

FIGURE
4.1

© WSP Australia Pty Ltd ("WSP") Copyright in the drawings, information and data recorded ("the information") is the property of WSP. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purpose other than that which it was supplied by WSP. WSP makes no representation, undertakes no duty and accepts no responsibility to any third party who may use or rely upon this document or the information. NCST Certified Quality System to ISO 9001. © APPROVED FOR AND ON BEHALF OF WSP Australia Pty Ltd.

6315000.000



LEGEND

- Indicative Pole/Tower Location

Indicative OTL Alignment

Hydraulic Model Extent
- 0.02 - 0.25

0.25 - 0.50

0.50 - 0.75

0.75 - 1.00

1.00 - 1.25

1.25 - 1.50

1.50 - 1.75

> 1.75
- Peak Flood Depth (m)

<= 0.02



CONSULTANT



0 0.5 1 km

Coordinate System: GDA2020 / MGA Zone 54
Scale correct when printed at A3

DATE	2026-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	IJ
APPROVED	MZ

PROJECT
WHYTE YARCOWIE WIND FARM

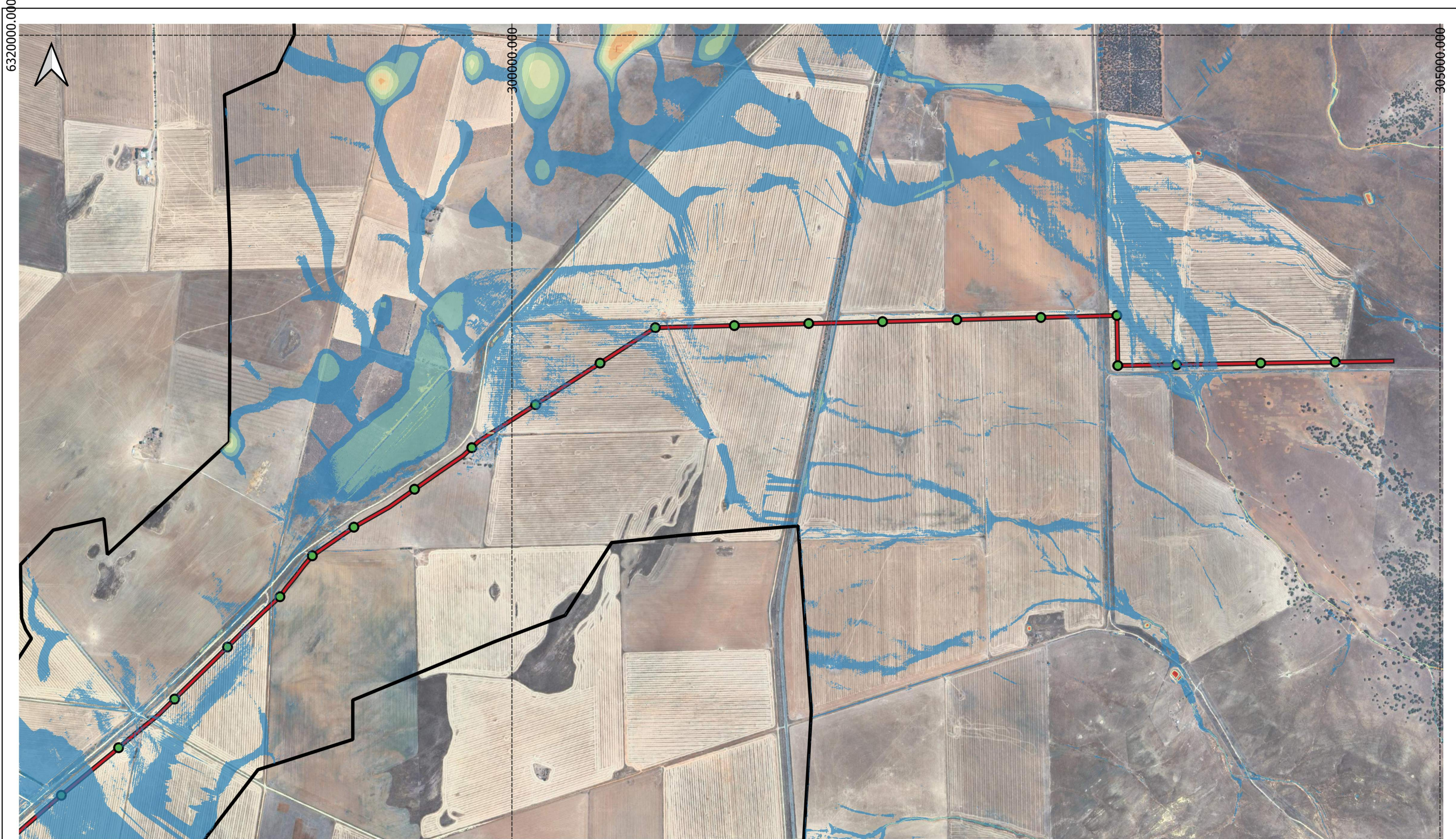
TITLE
Peak Flood Depth (m)
10% AEP Storm Event
OTL Overview - Part 2

PROJECT NO
PS221341

REV.
0

DOC
Appendix B

FIGURE
4.2



LEGEND

- Indicative Pole/Tower Location
- Indicative OTL Alignment
- Hydraulic Model Extent
- Peak Flood Depth (m)

<= 0.02
- 0.02 - 0.25

0.25 - 0.50

0.50 - 0.75

0.75 - 1.00

1.00 - 1.25

1.25 - 1.50

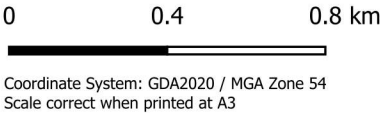
1.50 - 1.75

> 1.75

CLIENT
WIND PROSPECT

CONSULTANT

wsp



DATE	2026-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	IJ
APPROVED	MZ

PROJECT
WHYTE YARCOWIE WIND FARM

TITLE
**Peak Flood Depth (m)
10% AEP Storm Event
OTL Overview - Part 3**

PROJECT NO
PS221341

REV.
0

DOC
Appendix B

FIGURE
4.3



LEGEND

- Indicative Pole/Tower Location

■

 Indicative Substation Expansion

■

 Indicate BESS Location

■

 Underground Cable Easement

—

 Indicative OTL Alignment

□

 Hydraulic Model Extent
- Peak Flood Level (mAHD)

■

 ≤ 425

■

 425 - 450

■

 450 - 475

■

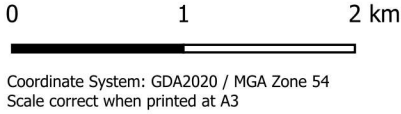
 475 - 500

■

 500 - 525
- 525 - 550
- 550 - 575
- 575 - 600
- 600 - 625
- > 625



CONSULTANT



Coordinate System: GDA2020 / MGA Zone 54
Scale correct when printed at A3

DATE	2026-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	IJ
APPROVED	MZ

PROJECT
WHYTE YARCOWIE WIND FARM

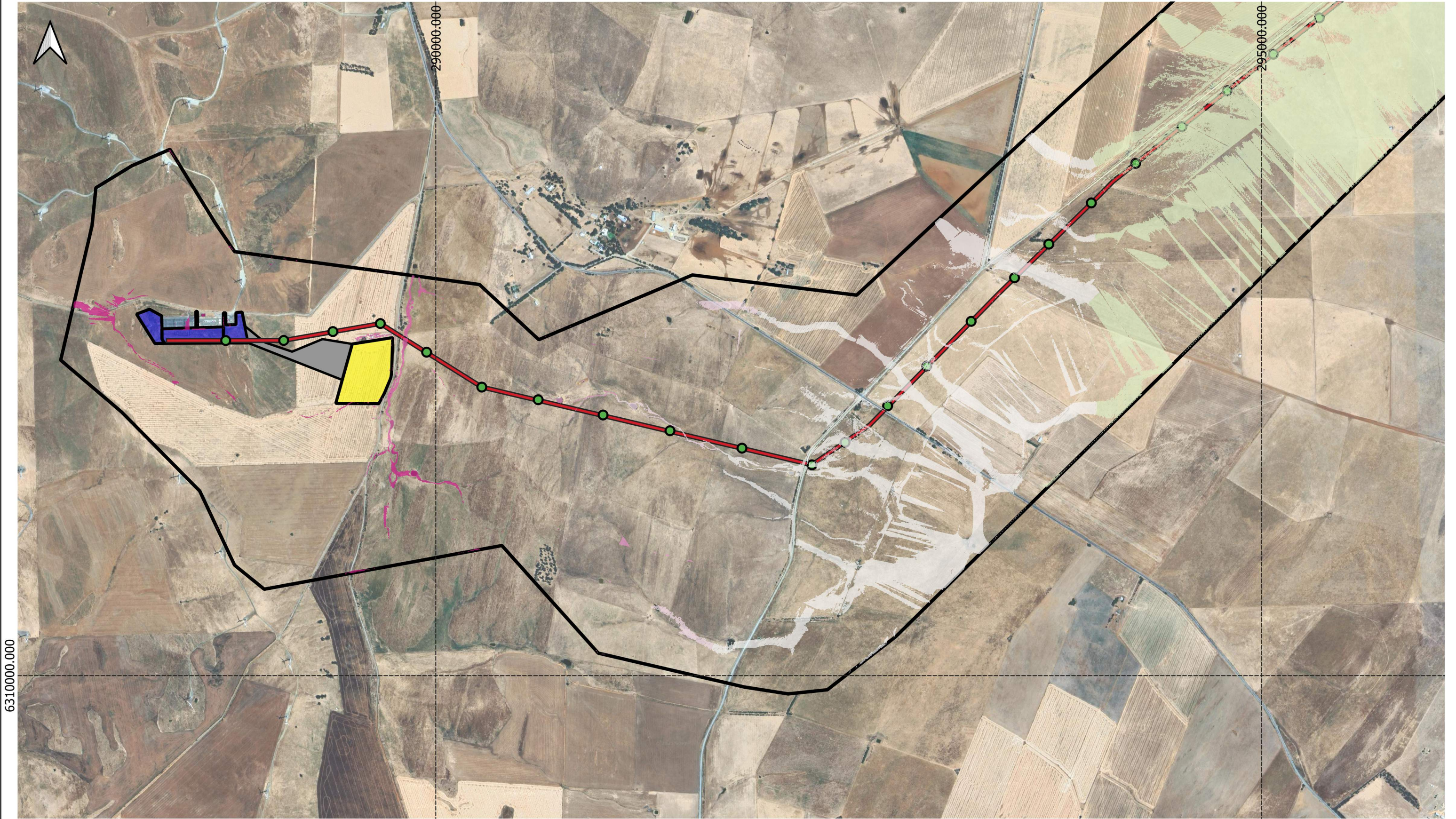
TITLE
Peak Flood Level (mAHD)
10% AEP Storm Event
OTL Overview - Full Extent

PROJECT NO
PS221341

REV.
0

DOC
Appendix B

FIGURE
5



LEGEND

- Indicative Pole/Tower Location

Indicative Substation Expansion

Indicate BESS Location

Underground Cable Easement

Indicative OTL Alignment

Hydraulic Model Extent
- Peak Flood Level (mAHD)

<= 425

425 - 450

450 - 475

475 - 500

500 - 525
- 525 - 550

550 - 575

575 - 600

600 - 625

> 625



CONSULTANT



0 0.5 1 km

Coordinate System: GDA2020 / MGA Zone 54
Scale correct when printed at A3

DATE	2026-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	IJ
APPROVED	MZ

PROJECT
WHYTE YARCOWIE WIND FARM

TITLE
Peak Flood Level (mAHD)
10% AEP Storm Event
OTL Overview - Part 1

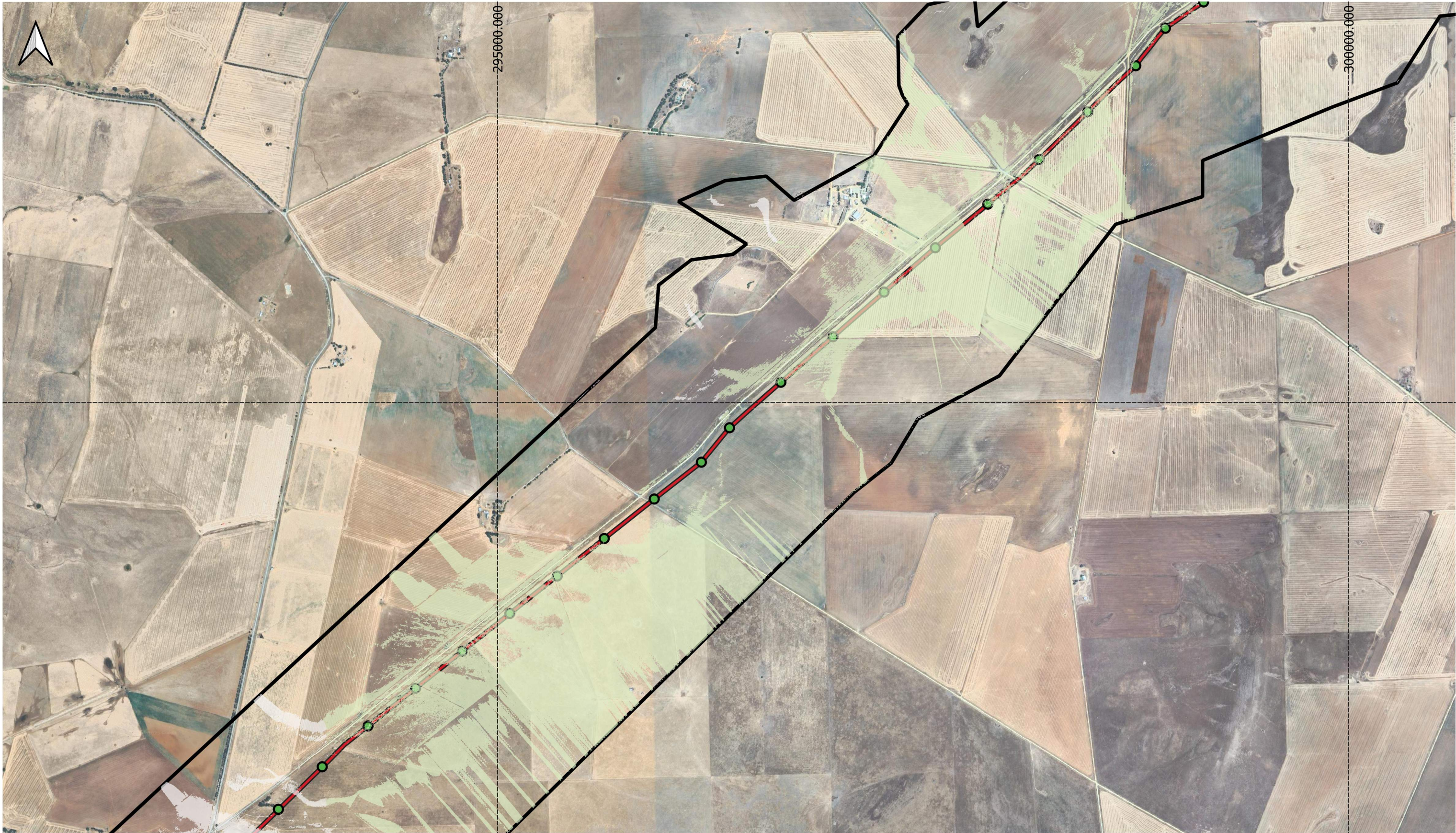
PROJECT NO
PS221341

REV.
0

DOC
Appendix B

FIGURE
5.1

6315000.000



LEGEND

- Indicative Pole/Tower Location

Indicative OTL Alignment

Hydraulic Model Extent
- Peak Flood Level (mAHD)

<= 425
- 425 - 450

450 - 475

475 - 500

500 - 525

525 - 550

550 - 575

575 - 600

600 - 625

> 625



CONSULTANT



0 0.5 1 km

Coordinate System: GDA2020 / MGA Zone 54
Scale correct when printed at A3

DATE	2026-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	IJ
APPROVED	MZ

PROJECT
WHYTE YARCOWIE WIND FARM

TITLE
Peak Flood Level (mAHD)
10% AEP Storm Event
OTL Overview - Part 2

PROJECT NO
PS221341

REV.
0

DOC
Appendix B

FIGURE
5.2



LEGEND

- Indicative Pole/Tower Location
 - Indicative OTL Alignment
 - ▭ Hydraulic Model Extent
- Peak Flood Level (mAHD)
- | | | |
|-------|-----------|-----------|
| ≤ 425 | 425 - 450 | 550 - 575 |
| | 450 - 475 | 575 - 600 |
| | 475 - 500 | 600 - 625 |
| | 500 - 525 | > 625 |
| | 525 - 550 | |



CONSULTANT



0 0.4 0.8 km

Coordinate System: GDA2020 / MGA Zone 54
Scale correct when printed at A3

DATE	2026-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	IJ
APPROVED	MZ

PROJECT
WHYTE YARCOWIE WIND FARM

TITLE
**Peak Flood Level (mAHD)
10% AEP Storm Event
OTL Overview - Part 3**

PROJECT NO
PS221341

REV.
0

DOC
Appendix B

FIGURE
2.3



LEGEND

- Indicative Pole/Tower Location

Indicative Substation Expansion

Indicate BESS Location

Underground Cable Easement

Indicative OTL Alignment

Hydraulic Model Extent
- Peak Flow Velocity (m/s)

<= 0.2

0.2 - 0.5

0.5 - 1.0

1.0 - 1.5

1.5 - 2.0
- 2.0 - 2.5

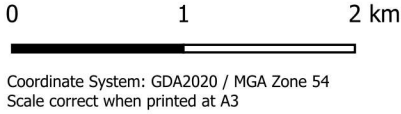
2.5 - 3.0

3.0 - 3.5

> 3.5



CONSULTANT



Coordinate System: GDA2020 / MGA Zone 54
Scale correct when printed at A3

DATE	2026-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	IJ
APPROVED	MZ

PROJECT
WHYTE YARCOWIE WIND FARM

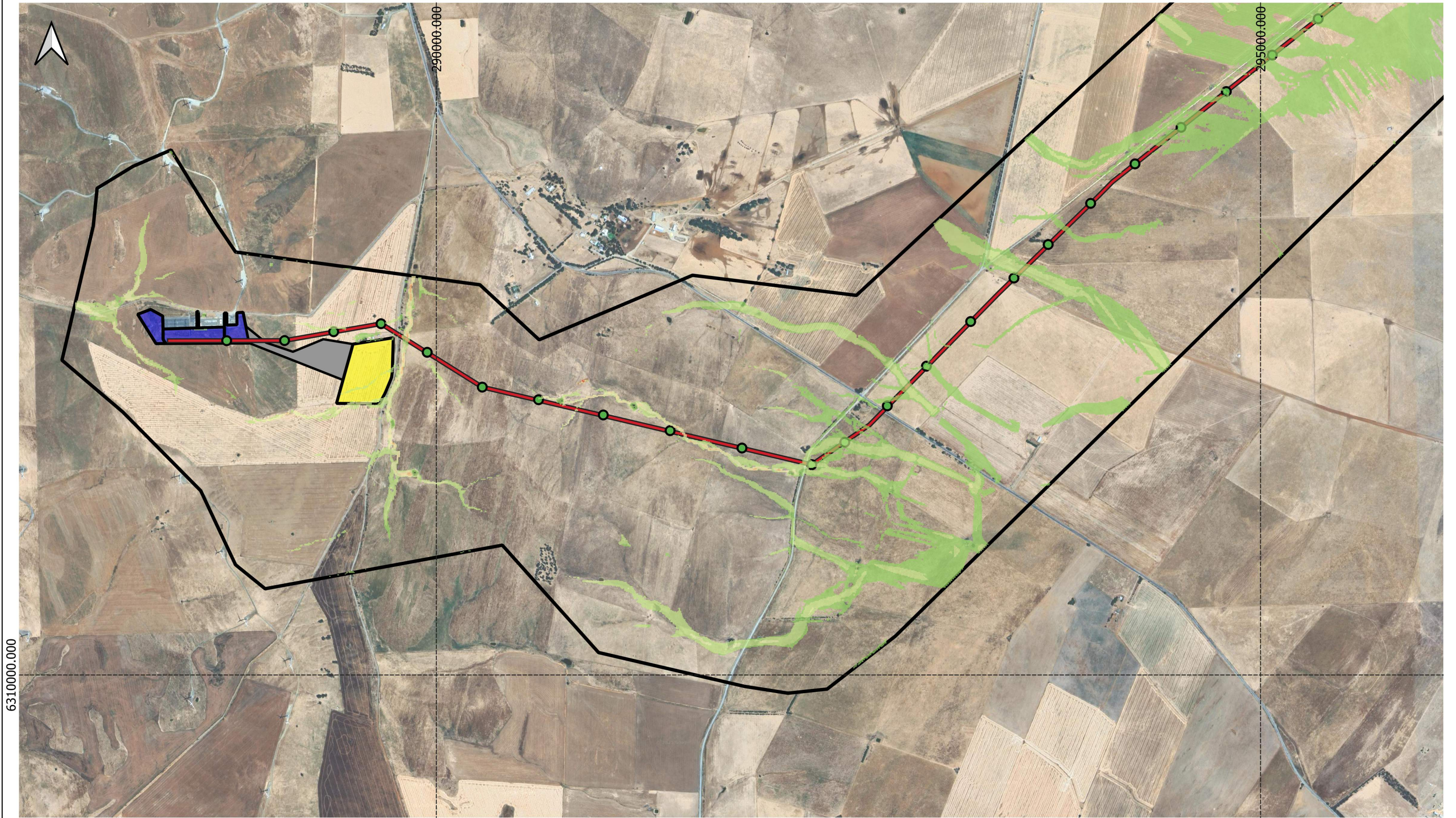
TITLE
Peak Flow Velocity (m/s)
10% AEP Storm Event
OTL Overview - Full Extent

PROJECT NO
PS221341

REV.
0

DOC
Appendix B

FIGURE
6



LEGEND

- Indicative Pole/Tower Location

Indicative Substation Expansion

Indicate BESS Location

Underground Cable Easement

Indicative OTL Alignment

Hydraulic Model Extent
- Peak Flow Velocity (m/s)

<= 0.2

0.2 - 0.5

0.5 - 1.0

1.0 - 1.5

1.5 - 2.0
- 2.0 - 2.5

2.5 - 3.0

3.0 - 3.5

> 3.5

CLIENT
WIND PROSPECT

CONSULTANT

wsp



DATE	2026-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	IJ
APPROVED	MZ

PROJECT
WHYTE YARCOWIE WIND FARM

TITLE
**Peak Flow Velocity (m/s)
10% AEP Storm Event
OTL Overview - Part 1**

PROJECT NO
PS221341

REV.
0

DOC
Appendix B

FIGURE
6.1

© WSP Australia Pty Ltd ("WSP") Copyright in the drawings, information and data recorded ("the information") is the property of WSP. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purpose other than that which it was supplied by WSP. WSP makes no representation, undertakes no duty and accepts no responsibility to any third party who may use or rely upon this document or the information. NCST Certified Quality System to ISO 9001. © APPROVED FOR AND ON BEHALF OF WSP Australia Pty Ltd.

6315000.000



LEGEND

- Indicative Pole/Tower Location

Indicative OTL Alignment

Hydraulic Model Extent
- Peak Flow Velocity (m/s)

<= 0.2

0.2 - 0.5

0.5 - 1.0

1.0 - 1.5

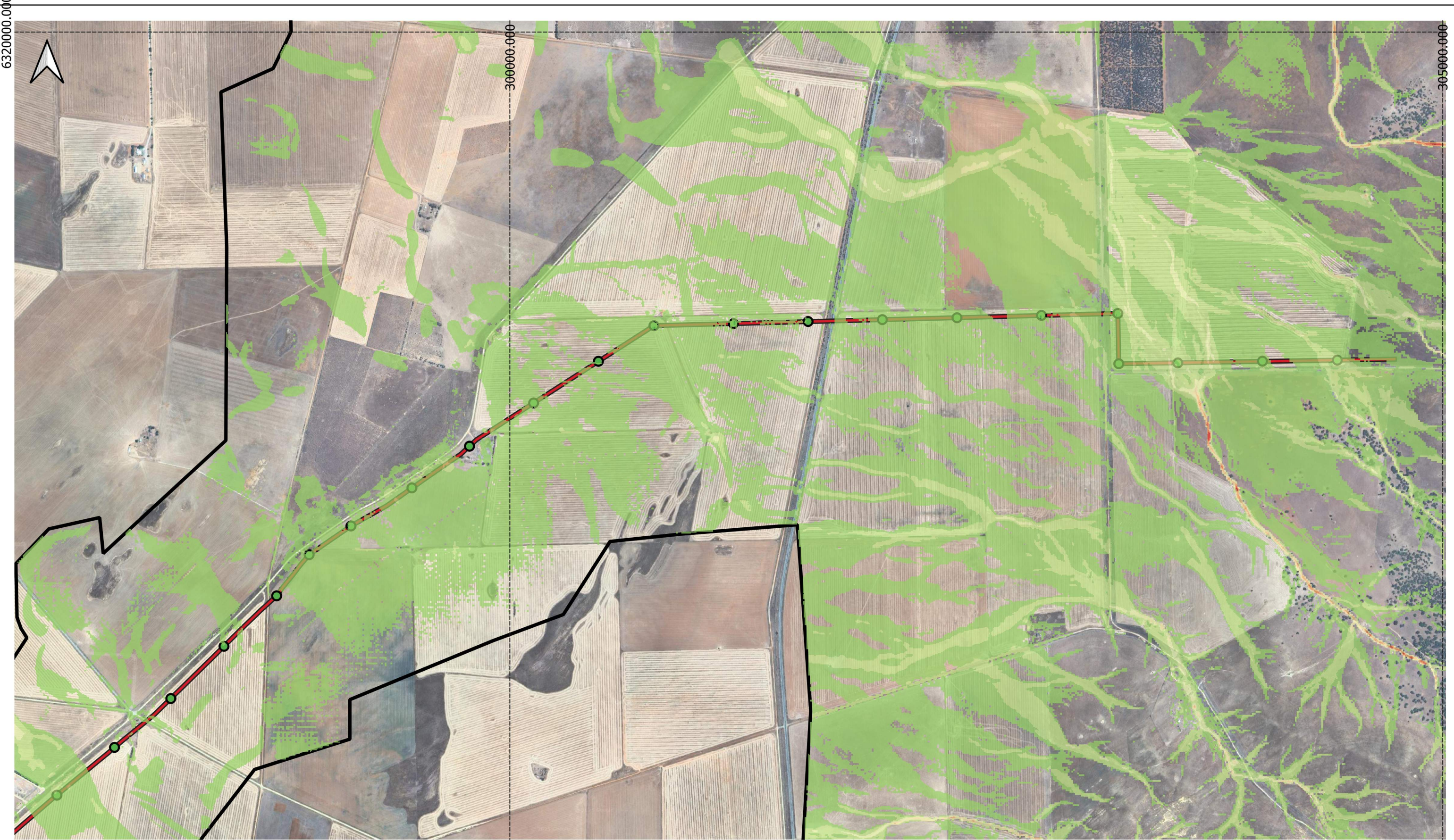
1.5 - 2.0

2.0 - 2.5

2.5 - 3.0

3.0 - 3.5

> 3.5
-
- CONSULTANT
-
- 0 0.5 1 km
- Coordinate System: GDA2020 / MGA Zone 54
Scale correct when printed at A3
- | | |
|----------|------------|
| DATE | 2026-05-11 |
| DESIGNED | IM |
| PREPARED | IM |
| REVIEWED | IJ |
| APPROVED | MZ |
- PROJECT
WHYTE YARCOWIE WIND FARM
- TITLE
**Peak Flow Velocity (m/s)
10% AEP Storm Event
OTL Overview - Part 2**
- PROJECT NO
PS221341
- REV.
0
- DOC
Appendix B
- FIGURE
6.2
- © WSP Australia Pty Ltd ("WSP") Copyright in the drawings, information and data recorded ("the information") is the property of WSP. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purpose other than that which it was supplied by WSP. WSP makes no representation, undertakes no duty and accepts no responsibility to any third party who may use or rely upon this document or the information. NCST Certified Quality System to ISO 9001. © APPROVED FOR AND ON BEHALF OF WSP Australia Pty Ltd.
- CRS:EPSG:7854 - +proj=utm +zone=54 +south +ellps=GRS80 +units=m +no_defs



LEGEND

- Indicative Pole/Tower Location

Indicative OTL Alignment

Hydraulic Model Extent
- Peak Flow Velocity (m/s)

<= 0.2
- 0.2 - 0.5

0.5 - 1.0

1.0 - 1.5

1.5 - 2.0

2.0 - 2.5

2.5 - 3.0

3.0 - 3.5

> 3.5



CONSULTANT



Coordinate System: GDA2020 / MGA Zone 54
Scale correct when printed at A3

DATE	2026-05-11
DESIGNED	IM
PREPARED	IM
REVIEWED	IJ
APPROVED	MZ

PROJECT
WHYTE YARCOWIE WIND FARM

TITLE
**Peak Flow Velocity (m/s)
10% AEP Storm Event
OTL Overview - Part 3**

PROJECT NO
PS221341

REV.
0

DOC
Appendix B

FIGURE
6.3

Appendix G

Environmental Noise Assessment





Whyte Yarcowie Wind Farm Transmission Line and Battery Energy Storage System

Environmental Noise Assessment

A250047RP1 Revision A

Monday, 11 May 2026



Document Information

Project	Whyte Yarcowie Wind Farm Transmission Line and Battery Energy Storage System
Client	WSP Australia Pty Ltd on behalf of Whyte Yarcowie Wind Farm Pty Ltd
Report title	Environmental Noise Assessment
Project Number	A250047

Revision Table

Report revision	Date	Description	Author	Reviewer
0	17 February 2026	For issue	Eleanor Tan	Jon Copper
A	11 May 2026	Updated to address comments	Eleanor Tan	Jon Copper

Disclaimer

This report has been prepared by Resonate Consultants Pty Ltd (Resonate) for the exclusive use of our Client. Our advice is not intended for use by any third parties, and any reliance on our advice by third parties shall be entirely at their own risk. Resonate accepts no responsibility or liability for any consequences arising from the use of our advice by persons other than our Client. Our advice has been prepared for the specific purpose and scope agreed with our Client. It is not intended to be a substitute for professional advice in other contexts or to address other issues outside the scope of work for this project.

The information, findings, and recommendations are based on the conditions and data available at the time of preparation. Any opinions or recommendations expressed are subject to the assumptions, limitations, and conditions as stated. Any reliance on external information has been accepted in good faith as being accurate and valid.

Glossary

A-weighting	A spectrum adaption that is applied to measured noise levels to represent human hearing. A-weighted levels are used as human hearing does not respond equally at all frequencies.
Characteristic	Associated with a noise source, means a tonal, impulsive, low frequency, intermittent, or modulating characteristic of the noise that is determined in accordance with the <i>Guidelines for the use of the Environment Protection (Commercial and Industrial Noise) Policy 2023</i> to be fundamental to the nature and impact of the noise.
Continuous noise level	A-weighted noise level of a continuous steady sound that, for the period over which the measurement is taken using fast time weighting, has the same mean square sound pressure as the noise level which varies over time when measured in relation to a noise source and noise-affected premises in accordance with the Noise Policy
Day	Between 7 am and 10 pm as defined in the Noise Policy
dB	Decibel—a unit of measurement used to express sound level. It is based on a logarithmic scale which means a sound that is 3 dB higher has twice as much energy. We typically perceive a 10 dB increase in sound as a doubling of loudness.
dB(A)	Units of the A-weighted sound level.
Frequency (Hz)	The number of times a vibrating object oscillates (moves back and forth) in one second. Fast movements produce high frequency sound (high pitch/tone), but slow movements mean the frequency (pitch/tone) is low. 1 Hz is equal to 1 cycle per second.
Indicative noise level	Indicative noise level determined under clause 5 of the Noise Policy.
L ₉₀	Noise level exceeded for 90 % of the measurement time. The L ₉₀ level is commonly referred to as the background noise level.
L _{eq}	Equivalent Noise Level—Energy averaged noise level over the measurement time.
L _{max}	The maximum instantaneous noise level.
Night	Between 10 pm on one day and 7 am on the following day as defined in the Noise Policy
Noise source	Means a commercial or industrial premises at which an activity is undertaken, or a machine or device is operated, resulting in the emission of noise
Quiet noise designated area	A noise designated area is a quiet noise designated area if the land uses under the Planning and Design Code provisions that make land use rules for the noise designated area are principal land uses that all fall within either or both of the following land use categories (a) Residential; (b) Rural Living.

Table of Contents

1	Introduction	2
2	Proposed development	3
2.1	Location	3
2.2	Operation	4
2.2.1	Whyte Yarcowie Wind Farm	4
2.2.2	BESS	4
3	Legislations, policies and guidelines	5
3.1	Wind Farm Environmental Noise Guidelines	5
3.2	HRE Act	5
3.2.2	Licensing	6
3.2.3	HRE Information Sheet 007	6
3.2.4	HRE Regulatory Guidelines 002	6
3.3	Environment Protection (Commercial and Industrial Noise) Policy	7
4	Assessment	8
4.1	Noise modelling	8
4.1.1	Modelling parameters	8
4.1.2	Modelling scenarios	8
4.2	Sound levels	9
4.3	Predicted noise levels	10
4.3.1	Characteristic penalties	10
4.3.2	Predicted noise levels	11
4.4	Summary	12
4.5	HRE Environmental Impact Assessment	12
5	Conclusion	13
	Appendix A—Preliminary design	14
	Appendix B—Preliminary HRE Environmental impact assessment (operational noise)	15

1 Introduction

This report outlines the environmental noise assessment for the proposed construction of a new Battery Energy Storage System (BESS) associated with the proposed Whyte Yarcowie Wind Farm Transmission Line and Battery Energy Storage System project. The facility is to have a capacity of 8 hours, 270 MW / 2160 MWh, and is to be located at southeastern side of 140 Canowie Road, Belalie East South Australia 5491. The facility is located to the southeast of the existing Belalie Substation (201 Gilfillan Road, Belalie East South Australia 5491).

It is anticipated that the BESS facility will include the following equipment, which may operate at any time of day and night:

- 432 x Batteries (TenerS)
- 72 x Inverters (HEM-PCSM Gen 3 Inverter)
- 320 MVA transformer

The BESS capacity and equipment selected for the purpose of this assessment presents a worst-case scenario. The final capacity and equipment selection will be developed at the detailed design stage of the Project; which may result in a reduce BESS capacity and/or the selection of alternative equipment.

The noise impact assessment has been undertaken in consideration of the following legislation, policies, guidelines and documentation:

- *South Australia Hydrogen and Renewable Energy Act 2023 (HRE Act)*
- *Hydrogen & Renewable Energy Information Sheet 002—Approval pathways for standalone BESS – transitioning and new projects*
- *Hydrogen & Renewable Energy Information Sheet 007—Environmental Impact Assessment Criteria*
- *Hydrogen & Renewable Energy Regulatory Guidelines 002—Environmental Impact Assessment Criteria*
- *Environment Protection (Commercial & Industrial Noise) Policy 2023 (Noise Policy)*
- *Guidelines for the use of the Environment Protection (Commercial and Industrial Noise) Policy 2023 (Guidelines for Noise Policy)*
- Layout drawings, EDF-PS-Whyte Yarcowie-Rev01.dwg, dated 13/01/2026, as shown in Appendix A—
- Equipment data as outlined in Section 4.2.

2 Proposed development

2.1 Location

The proposed facility site is located at southeastern side of 140 Canowie Road, Belalie East South Australia 5491, and is bounded by vacant land and premises as outlined in Table 1.

Table 1 Nearby premises around the subject site

Receivers	Address	Approximate distance from facility boundary ⁽¹⁾
R1	6510 Wilkins Highway, Belalie East SA 5491	2.4 km to the north of the subject site
R2	6510 Wilkins Highway, Belalie East SA 5491	2 km to the north of the subject site
R3	6671 Wilkins Highway, Belalie East SA 5491	1.4 km to the northeast of the subject site
R4	6729A Wilkins Highway, Belalie East SA 5491	1.5 km to the northeast of the subject site
R5	6729A Wilkins Highway, Belalie East SA 5491	1.5 km to the northeast of the subject site
R6	6729A Wilkins Highway, Belalie East SA 5491	1.4 km to the northeast of the subject site
R7	6729A Wilkins Highway, Belalie East SA 5491	1.6 km to the northeast of the subject site
R8	6833 Wilkins Highway, Belalie East SA 5491	2.4 km to the northeast of the subject site
R9	6720 Wilkins Highway, Belalie East SA 5491	850 m to the northeast of the subject site

(1) The distance is estimated from the boundary of the proposed facility extent. Actual distance from noise sources to the premises are greater than presented.

Figure 1 shows an aerial image of the site in relation to adjacent land and zoning.

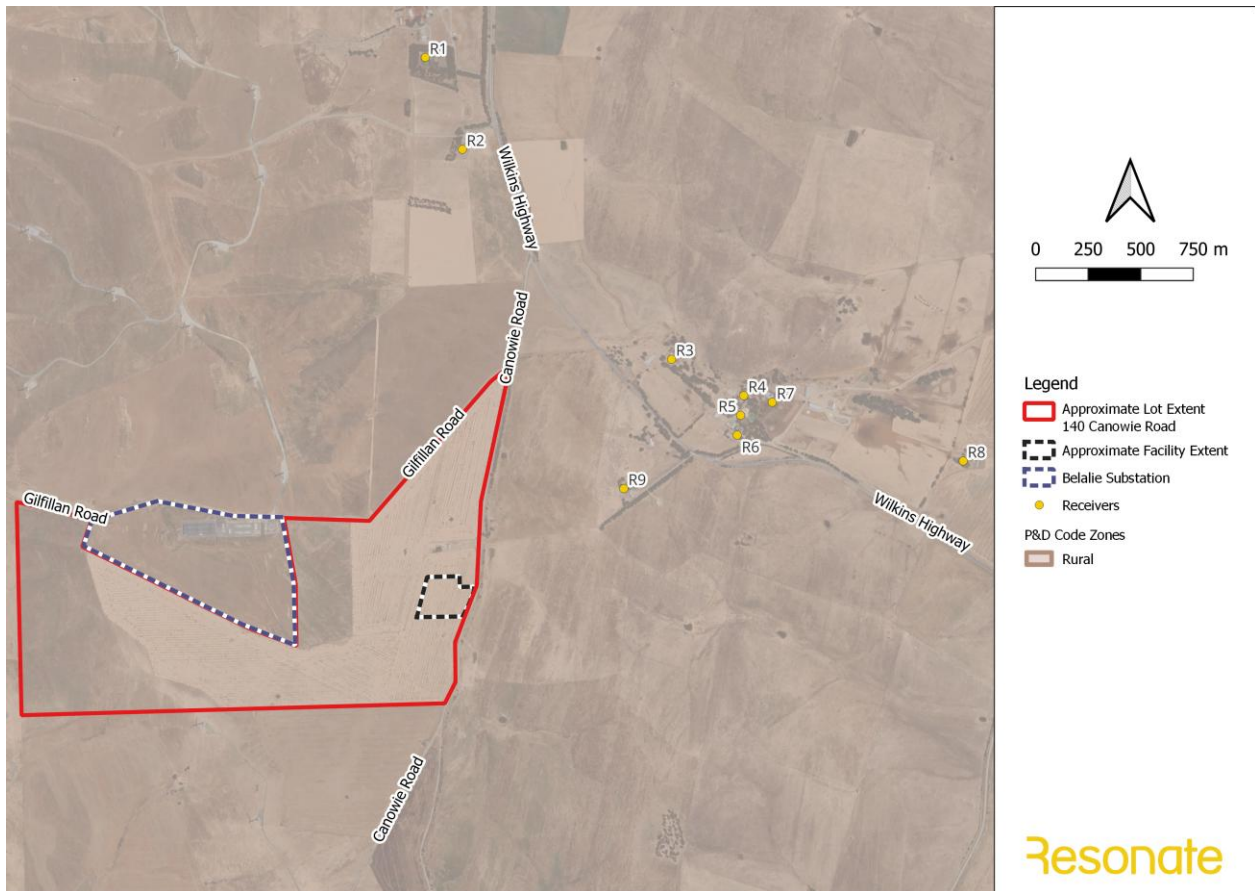


Figure 1 Aerial image of site, adjacent land, and zoning

2.2 Operation

2.2.1 Whyte Yarcowie Wind Farm

It is noted that Whyte Yarcowie Wind Farm is located >14 km from the BESS facility, however, the BESS facility is not considered integral to the operation of the wind farm. Further details are discussed in Section 3.1.

2.2.2 BESS

The facility may operate at any given time of the day and night. However, it is from our understanding that the operation of the facility is likely to be less intensive during night time (10 pm to 7 am), due to the generally lower ambient temperatures which leads to less demand for batteries and cooling fans.

Appendix A— shows the arrangement of the proposed equipment for the BESS facility.

3 Legislations, policies and guidelines

3.1 Wind Farm Environmental Noise Guidelines

The South Australia EPA Wind Farms Environmental Noise Guidelines (issued 2009, updated 2021) notes that a wind farm typically comprises of auxiliary structures such as electrical substations, switches and service yards. These additional noise sources constitute an integral part of the development and may contribute toward the environmental impact from the development. Cumulative impact from wind turbines and other components of a wind farm should be predicted and assessed to compare with applicable noise limits under the guidelines.

In this instance, the BESS facility is not considered integral to the operation of the wind farm as the BESS will be capable of operating independently from the wind farm and will be located greater than 14 km from the wind farm boundary. In addition, given the distance from the wind farm site, the BESS facility will have different sensitive receivers compared to the wind farm.

This was further confirmed by EPA via email on 10 February 2026 as follows:

The Wind Farm Environmental Noise Guidelines require all noise impacts from integral parts of the windfarm to be considered under the guidelines. It may be argued that the BESS portion of the development is not “integral” to the operation of the windfarm. Therefore, there is no requirements for the BESS portion of the site to meet the more stringent noise criteria required within the guidelines. Ultimately, the Environment Protection (Commercial and Industrial Noise) Policy 2023 applies.

As such, the BESS facility is considered as a standalone facility as opposed to an ancillary facility to the Wind Farm. The following sections outline the relevant policy and legislation which have been adopted for the purpose of the noise assessment for the BESS facility.

3.2 HRE Act

The *Hydrogen and Renewable Energy Act 2023* (HRE Act) regulates and licences large-scale hydrogen and renewable energy projects across South Australia.

Division 4 (Part 4)—Environmental impact provides objects as follows:

- (a) ensuring that authorised operations that have or may have adverse effects on the environment are managed so as to reduce environmental damage as far as reasonably practicable;
- (b) eliminating, as far as reasonably practicable, the risk of significant long term environmental damage as a result of undertaking authorised operations;
- (c) ensuring that land adversely affected by authorised operations is properly rehabilitated.

Division 4 (Part 4) Clause 60 (section 60)— Environmental impact assessment criteria states:

- (1) The Minister must, by notice in the Gazette, determine criteria (the environmental impact assessment criteria) against which the environmental impact of authorised operations is to be assessed for the purposes of this Division;
- (2) The Minister may, in accordance with any requirements prescribed by the regulations, undertake a review of the environmental impact assessment criteria;
- (3) The Minister must—
 - (i) before determining the environmental impact assessment criteria; or

- (ii) in undertaking a review of the environmental impact assessment criteria, undertake consultation with persons or agencies prescribed by the regulations in a manner prescribed by the regulations.

We note that the HRE Act is used to regulate and licence large-scale hydrogen and renewable energy projects across South Australia and therefore does not include any specific noise goals. However, guidance documentations have been supplemented to assist in understanding the licensing and approval requirements under HRE Act.

3.2.2 Licensing

According to HRE Information Sheet 002, *Approval pathways for standalone BESS – transitioning and new projects*, dated June 2025, all Battery energy storage systems (BESS) above 5MW nameplate capacity are required to be licensed under the HRE Act. There are three approval pathways provided under HRE Act for BESS facilities:

- Pathway 1: Transitional – Standalone BESS existing operator
- Pathway 2: Transitional – EOI BESS / approved BESS not operating
- Pathway 3: New standalone BESS – assessment and approval HRE Act

We note that this BESS facility is a new standalone BESS over 5MW nameplate and therefore requires preparation of an environmental impact report (EIR) and statement of environmental objectives (SEO).

3.2.3 HRE Information Sheet 007

HRE Information Sheet, *Environmental Impact Assessment Criteria*, dated October 2024, establishes the criteria and framework under Part 4 of the HRE Act, which governs how the environmental impact of an authorised operation must be assessed. There are 6 assessment criteria that must be included in an Environmental Impact Report (EIR), which are:

- Criteria 1: Elements of the Environment
- Criteria 2: Potential Impact Events
- Criteria 3: Confirmation of Impact Events
- Criteria 4: Control and Management Strategies and Uncertainty Assessment
- Criteria 5: Environmental Significance Assessment
- Criteria 6: Statement of Environmental Objectives.

3.2.4 HRE Regulatory Guidelines 002

HRE Regulatory Guidelines 002, *Environmental Impact Assessment Criteria (HRE RG 002)*, dated October 2024) provides some guidance for undertaking an environmental impact assessment to satisfy the Environmental Impact Assessment Criteria, required under Part 4, section 60 of the HRE Act, addressing the criteria as outlined in Information Sheet 007. HRE RG 002 states that:

Examples where criteria should adopt legislative provisions or maximum allowable limits include noise, air quality and water quality, which are set through environment protection policies under the Environment Protection Act 1993.

The *Environment Protection (commercial and industrial noise) Policy 2023* (the Noise Policy) is applicable under the Environment Protection Act 1993 and is also listed as an example of applicable government legislation for assessment of noise impacts under the HRE Act.

3.3 Environment Protection (Commercial and Industrial Noise) Policy

The Noise Policy environmental noise criteria are based on the land use categories determined based on the principal land uses outlined in the Planning & Design Code for the noise source and noise-affected premises. The land uses and indicative noise factors are as shown in Table 2.

Table 2 Excerpt from Noise Policy—Table 2(subclause(1)(b))

Land use category	Indicative noise factor dB(A)	
	Day (7 am to 10 pm)	Night (10 pm to 7 am)
Rural living	47	40
Residential	52	45
Rural industry	57	50
Light industry	57	50
Commercial	62	55
General industry	65	55
Special industry	70	60

Based on the land use categories as outlined in the EPA's *Indicative Noise Factor Guidelines*, the relevant criteria for the noise-affected premises in each zone are as outlined in Table 3. In accordance with Part 5¹ of the Noise Policy, the relevant criteria are the average of the relevant indicative noise factors less 5 dB(A).

Table 3 Summary of zones, land uses, and Noise Policy criteria

Site	Zone	Land use categories	Criteria, dB(A)	
			Day (7 am to 10 pm)	Night (10 pm to 7 am)
Subject site	Rural	Rural Industry	N/A	N/A
All receivers (R01 – R09)	Rural	Rural Industry	L _{eq} 52	L _{eq} 45

¹ Assessment against the more stringent Part 5 noise criteria is not strictly required for developments assessed under the HRE Act, however it is recommended for consistency with developments assessed under the Planning, Development and Infrastructure Act 2016. This approach also provides a buffer that reduces risks associated with prediction uncertainty and cumulative noise impacts from multiple projects.

4 Assessment

4.1 Noise modelling

4.1.1 Modelling parameters

Noise emissions from site have been modelled in SoundPLAN Environmental Software v9.1 program, using the Conservation of Clean Air and Water in Europe (CONCAWE) algorithms. The model takes into consideration:

- attenuation of noise source due to distance
- barrier effects from buildings, topography and the like
- air absorption
- ground effects
- weather conditions (wind speed, wind direction, time of day, and cloud cover)

CONCAWE has six different meteorological categories—CONCAWE meteorological category 1 represents weather conditions that are least conducive to noise propagation (best case situation with the lowest predicted noise levels), CONCAWE meteorological category 4 represents neutral weather conditions, and CONCAWE meteorological category 6 represents weather conditions that are the most conducive to noise propagation (the worst case situation with the highest predicted noise levels).

As the proposed BESS facility may operate at any given time, noise emissions must be assessed for both day and night time compliance. In accordance with the *Guidelines for the use of the Environmental Protection (Commercial & Industrial Noise) Policy 2023*, CONCAWE meteorological category 5 are to be used for day time noise emissions and CONCAWE meteorological category 6 for night time noise emissions. However, worst case nighttime noise propagation conditions (i.e. CONCAWE meteorological category 6) were assumed for the assessment against the most stringent night time criteria only for the purpose of designing mitigation treatments.

4.1.2 Modelling scenarios

Noise emissions from the operation of the new facility have been assessed from the scenarios outlined in Table 4 for a 15-minute assessment period.

Table 4 Modelling scenarios

Scenario	Activity
Scenario 1	All BESS components fully operational with: • transformer operating at 100% • all inverters operating at 100% fan speed (without noise attenuation kit) • all batteries operating at 100% fan speed.

The modelling scenario uses a conservative approach and assesses all components operating at 100% fan speed. However, we have been informed that, during a practical scenario, component fan speeds would typically reach a maximum physical capacity of around 90% and would target a night time fan speed of no more than 70% (unless under extenuating circumstances).

4.2 Sound levels

A summary of the sound power levels for each component is provided in Table 5, which is based on the following data:

- Technival Engineering C240203 *Acoustic characterisation power electronics HEM-PCSM Gen 3 Inverter report (ISO 3744) 2024-Feb*
- Technival Engineering C240203-X1 *Acoustic characterisation power electronics HEM-PCSM Gen 3 Inverter (ISO 3744) 2024-Feb ANNEX-FDO*
- CATL CAIT-VI-250133-E, v1.0 *Sound Power & Sound Pressure Test*, dated 27/03/2025

Table 5 Units and corresponding sound levels

Items	Quantity	Sound level per unit	Notes
Inverters – HEM-PCSM Gen 3	72	L _w 98 dB(A) at 100% without noise attenuation kit	Inverter noise source levels (L _w) obtained directly from datasheets. No directional data provided. All inverters are modelled without noise attenuation kit (NAK) operating at 100% fan speed during day and night time. Modelled as 3D source with specific noise emission surfaces estimated from images/drawings. 36 inverters are modelled with chillers facing West, with the other 36 inverters with chillers facing East.
Battery – TenerS	432	L _w 97.5 dB(A) at 100% fan speed – Scenario 1	The manufacturer's data provides both measured sound pressure levels at distance, and calculated sound power level (L _w). The sound power level appears to have been determined in accordance with ISO 3744 and is calculated from the spatial average of the sound pressure levels around the battery container (P1 – P16). Battery noise source levels (L _w) obtained directly from datasheets. The batteries are modelled as 3D sources with specific noise emission locations estimated from drawings and images. 216 batteries are modelled with noise emission surfaces facing North, with the other 216 batteries with noise emission surfaces facing South.
320 MVA Transformer	1	L _w 101 dB(A)	Maximum sound power level was calculated in accordance to AS/NZS 60076.10:2023. Modelled as an area source at height of 5 m AGL. Similar transformer arrangements typically include a firewall, which may reduce noise emissions in some directions. No firewall is included in the assessment.

4.3 Predicted noise levels

4.3.1 Characteristic penalties

Penalties can be applied to a noise source for a variety of characteristics, such as impulsive, low frequency, modulating, or intermittent characters. For a characteristic penalty to be applied at a noise sensitive receiver location, it must be fundamental to the character of the noise and dominate the overall noise impact.

The definition of each characteristic is as outlined in Table 6 as exerted from the Noise Policy.

Table 6 Definition of characteristics

Characteristic	Definition
Impulsive	a noise has an impulsive characteristic if it has a dominant characteristic consisting of a single pressure peak, or a sequence of such peaks, or a single burst with multiple pressure peaks whose amplitude decays with time, or a sequence of such bursts
Intermittent	a noise has an intermittent characteristic if the noise level increases noticeably and rapidly, and holds the higher level for a noticeable period, on at least 2 occasions during the assessment period that applies under clause 13(1)(b)
Low frequency	a noise has a low frequency characteristic if it has a characteristic that dominates the overall noise with content between 20 hertz and 250 hertz
Modulating	a noise has a modulating characteristic if the noise level has a noticeable and cyclic variation in frequency or amplitude
Tonal	a noise has a tonal characteristic if it has a perceptible and definite pitch or tone

Noise from BESS is not expected to be impulsive, intermittent or modulating to the extent that this is fundamental to the noise impact. In our experience, some BESS components may exhibit tonal and/or low frequency characteristics at the source. Our assessment included analysis of predicted third-octave band levels at receiver locations to determine if tonality and low frequency characteristics are present to the extent that a penalty is appropriate.

With respect to **tonality**, the Guidelines for the use of the Noise Policy further state that:

A tonal characteristic can be identified objectively in accordance with the method in Australian Standard AS1055-2018 Acoustics-Description and measurement of environmental noise. The method involves the comparing average noise levels of adjacent one-third octave band are different depending on the frequency range being considered in Table below

	Frequency	Difference for tonal character
Low frequency	31.5 – 125 Hz	> 15 dB
Mid frequency	160 Hz – 400 Hz	> 8 dB
Mid to high frequency	500 – 16 kHz	> 5 dB

With respect to **low frequency**, the Guidelines for the use of the Noise Policy further states that:

The assessment method described in Downey and Parnell (2017) is endorsed as the appropriate methodology to determine if a penalty for low frequency characteristics applies. A simple objective screening test would comprise measuring and comparing 'A' and 'C' weighted equivalent noise levels. A difference of 15 dB or more may mean that further investigation of low frequency is required.

The 'Z' weighted one-third frequency components of the noise measured with potential for low frequency noise are then compared with the criterion values in Table below. Where any of the one-third octave noise levels are exceeded during night time hours, a penalty may be applicable. During daytime hours, if any of the one-third octave noise levels are exceeded by 5 dB or more, a penalty may be applicable.

External low frequency comparison criteria													
Hz	10	12.5	16	20	25	31.5	40	50	63	80	100	125	160
dB	92	89	86	77	69	61	54	50	50	48	48	46	44

The assessment and application of the characteristics have been discussed further in the following sections.

4.3.2 Predicted noise levels

A summary of the predicted noise levels at noise-affected premises under worst case meteorological conditions is presented in Table 7.

Table 7 Predicted noise levels

Prediction location	Predicted noise level, L_{eq} dB(A)	Noise Policy Criteria, L_{eq} dB(A)	
		Day	Night
R01	39	52	45
R02	42		
R03	40		
R04	44		
R05	44		
R06	45		
R07	43		
R08	37		
R09	40		

An objective screening has been undertaken to compare 'A' and 'C' weighted noise levels at the receivers and from the review of the 1/3 octave band predicted noise levels, it is noted that:

- A difference less than 15 dB between the 'A' and 'C' weighted noise levels at the receivers is predicted. Further investigation of low frequency has therefore not been performed.
- The predicted noise level at all receivers does not contain a tonal characteristic in accordance with the definition as outlined in Section 4.3.1.

As such, no characteristic penalty has been applied to the predicted noise levels.

4.4 Summary

The predicted indicative noise levels comply with the Noise Policy day and night time criteria at all receivers and addressed all criteria under HRE Environmental Impact Assessment based on:

- All equipment orientation to be aligned as described in Table 5.
- Appendix B—Preliminary HRE Environmental impact assessment to be considered

4.5 HRE Environmental Impact Assessment

Based on the above assessment and results, a preliminary noise impact assessment has been prepared in the format recommended in HRERG 002 guidance tables. This is provided in Appendix B—Preliminary HRE Environmental impact assessment, and may be used to inform the Project HRE Environmental impact Assessment to be documented in the main body of the EIR.

5 Conclusion

An environmental noise impact assessment has been undertaken for the proposed construction of a new BESS associated with Whyte Yarcowie Wind Farm Transmission Line and Battery Energy and Storage System (BESS) project. The facility is to have a maximum capacity of 8 hours, 270 MW / 2160 MWh, and is to be located at southeastern side of 140 Canowie Road, Belalie East South Australia 5491. The facility is located to the southeast of the existing Belalie Substation (201 Gilfillan Road, Belalie East South Australia 5491).

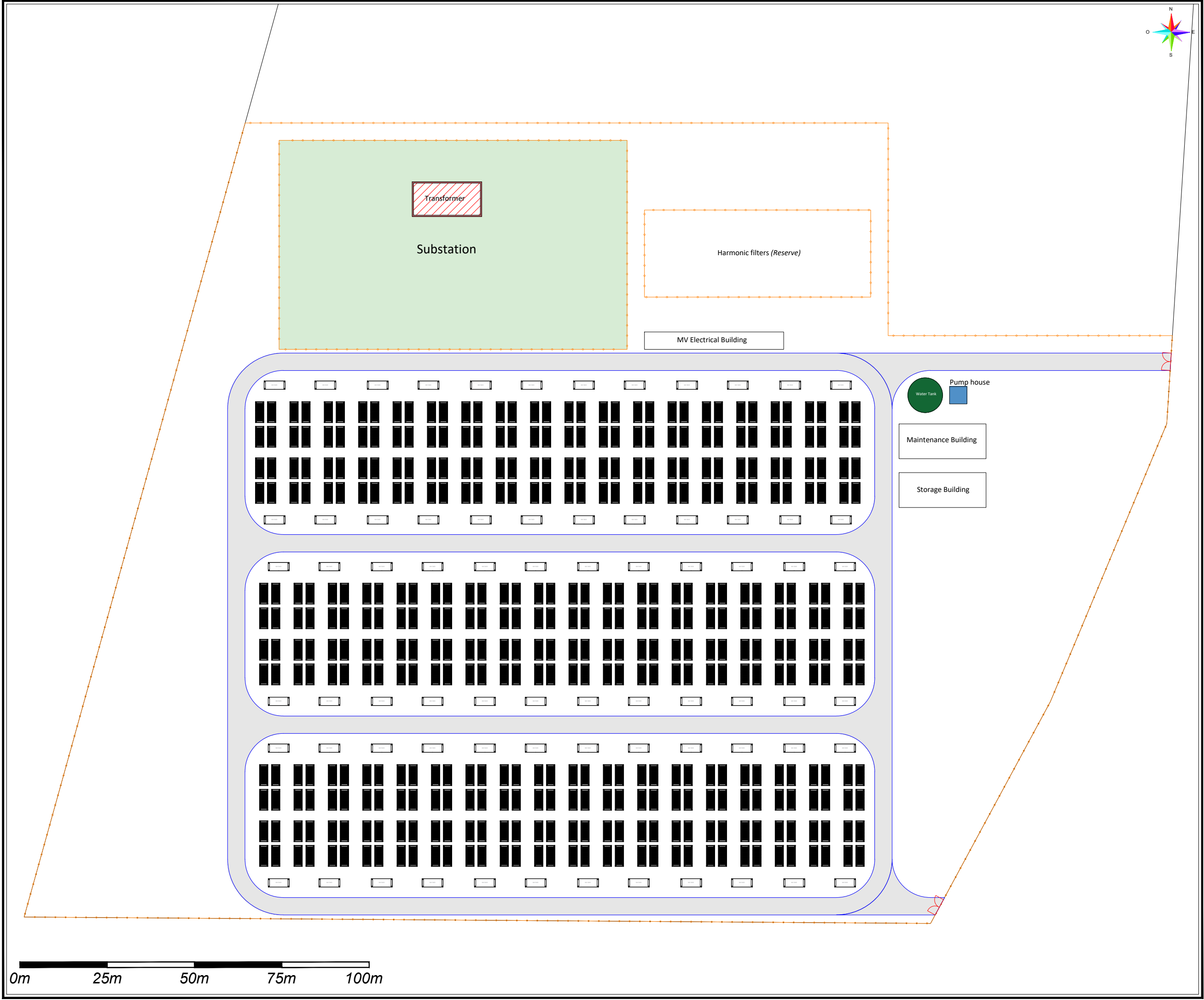
This assessment has demonstrated that noise emissions from the operation of the proposed development will comply with Hydrogen and Renewable Energy Act and Environment Protection (Commercial & Industrial Noise) Policy 2023 based on the operating conditions as outlined in table below.

Items	Outcomes and recommendations
Batteries	- Assumed batteries operating at 100% fan speed - Batteries quantity of 432 - Layout and orientation of the batteries as Table 5 and Appendix A—
Inverters	- Assumed batteries operating at 100% fan speed - Inverters quantity of 72 - Layout and orientation of the batteries as Table 5 and Appendix A—
Transformers	No specific acoustic treatments are required based on assumed noise data. To be reviewed during detailed design to confirm

This assessment is subject to the equipment selections, layout and operation described in this report. Further noise modelling and assessment should be undertaken during detailed design, or in the event that any of these parameters change.



Appendix A—Preliminary design



BATTERY STORAGE

WHYTE YARCOWIE
270 MW / 2160 MWh

State : South Australia

Transformer	320 MVA - 275 kV/33 kV
Energy battery container	6.017 MWh
Number of battery container	432
Number of MV Skid	72
Surface area	5.85 ha
Useful area	3.05 ha
Name of project	EDF-PS-Whyte Yarkowie-Rev01.dwg

LEGEND

Aménagement :

- Fence
- Useful area
- Perimeter track
- Heavy road
- Lifting platform
- Exclusion zone

Equipement:

- Gate
- Battery container 20Ft
- MV SKID

N°	Modifications	Réalisé par	Date	Vérifié par	Date
1	Realization of the design	V.Berville	13/01/2026	C.Ladoux	13/01/2026
2					
3					
4					
5					
6					
7					
8					

EDF Power Solutions France

Agence de Montpellier
Le Prism
981 Avenue Raymond Dugrand
34000 - Montpellier





Appendix B—Preliminary HRE Environmental impact assessment (operational noise)

Table 8 Environmental elements, views of affected parties, legislation, standards and receptors

Environmental Element	Views of affected parties	Applicable government Legislation	Applicable non-legislated standards	Environmental receptor
Noise	N/A	Environment Protection (Commercial and Industrial noise) Policy 2023	- Indicative noise factor guidelines for the Environment Protection (Commercial and Industrial Noise) Policy 2023 - Guidelines for the use of the Environment Protection (Commercial and Industrial Noise) Policy 2023.	Local community residents

Table 9 Environmental Impact Assessment

Environmental Element	Phase of project	Impact ID	Potential impact event	Source	Pathway	Environmental Receptor	Uncertainties and assumptions	Sensitivity to change (in assumptions)	Confirmation of source-pathway-receptor	Description of the likely impact
Noise	Ongoing operations	N1	Noise disturbances to nearby residents by operational noise from the BESS facility.	Noise generated by equipment items described in Table 5.	Acoustic waves through air	Local residents	Noise model relies on sound data provided by the manufacturer (as outlined in Section 4.2).	Predicted noise levels based on sound data provided by the manufacturer. Reassessment of noise impacts is required if the final equipment selection differs from that specified in Section 4.2, or if the noise data is otherwise updated.	Yes – based on noise modelling, some noise of a broadband nature from the equipment may be audible based on the worst meteorological conditions.	Impacts of noise on local communities are not unreasonable on the basis that: - The facility is designed to comply with the Noise Policy night time (more stringent) criteria - It is assumed that all equipment to be running 24/7 at maximum capacity, under nominal worst-case conditions for propagation of sound. The predictions therefore represent the highest expected noise levels under normal operational conditions and actual noise levels are expected to be less for most of the time.
							Noise model assumes meteorological conditions, air absorption and ground effect as outlined in Section 4.1.1).	Assumptions based on nominal worst-case conditions for normal operation.		
							Noise model does not consider other noise sources that may be associated with the development, such as deliveries, vehicles within the site and externally located mechanical plant other than the BESS equipment at this stage	Noise from these sources is expected to be negligible in the context of overall noise emissions, which are likely to be dominated by noise from battery and inverter cooling systems for the majority of the time during operation.		

Environmental Element	Phase of project	Impact ID	Potential impact event	Source	Pathway	Environmental Receptor	Uncertainties and assumptions	Sensitivity to change (in assumptions)	Confirmation of source-pathway-receptor	Description of the likely impact
							No significant cumulative noise impacts from the BESS and other noise sources in the vicinity, beyond those from the BESS alone	The SA Noise Policy does not explicitly require assessment of cumulative noise impacts from the development plus existing/approved other noise sources. Cumulative noise is indirectly addressed in the Noise Policy by application of more stringent noise criteria to new developments, compared to the criteria applicable to existing noise sources. This assessment adopts the more stringent Noise Policy Part 5 criteria. Notwithstanding the above, we expect that the impact of cumulative noise from the proposed BESS and other existing sources (e.g. the existing substation) is not any more than the impact of noise from the BESS alone.		
							Noise model only considers normal 'worst-case' operation and does not consider noise associated with equipment malfunction	While equipment malfunction is possible, it is unlikely that this would occur concurrently with the assumed scenario, further reducing risk of exceedance of the noise policy criteria.		

Table 10 Control measures, environmental objectives and criteria

Phase of project	Impact ID	Impact event	Control measures	Uncertainties and assumptions	Sensitivity to change of assumptions	Proposed environmental objective	Assessment criteria	Leading performance criteria
Ongoing operations	N1	Noise disturbances to nearby residents by operational noise from the BESS facility.	SA Environment (Commercial and Industrial Noise) Policy 2023 are complied with, noise modelling undertaken to confirm. Table 7 for predicted noise levels at all nearby premises and Sections 4.1.2 and 0for construction requirements.	Noise model relies on sound data provided by the manufacturer (as outlined in Section 4.2). Noise model assumes meteorological conditions, air absorption and ground effect as outlined in Section 4.1.1	Predicted noise levels based on sound data provided by the manufacturer. Reassessment of noise impacts is required if the final equipment selection differs from that specified in Section 4.2, or if the noise data is otherwise updated. Assumptions based on nominal worst-case conditions for normal operation.	No public nuisance impacts from noise as a result of BESS operations.	Compliance with the SA Environment (Commercial and Industrial Noise) Policy 2023. Demonstration that noise emissions do not exceed the noise levels set out in Table 3.	- Infrastructure and equipment operated and maintained in accordance with manufacturer specification. - No legitimate noise complaints from local residents in relation to noise from operation of the facility

Phase of project	Impact ID	Impact event	Control measures	Uncertainties and assumptions	Sensitivity to change of assumptions	Proposed environmental objective	Assessment criteria	Leading performance criteria
				Noise model does not consider other noise sources that may be associated with the development, such as deliveries, vehicles within the site and externally located mechanical plant other than the BESS equipment at this stage	Noise from these sources are expected to be negligible in the context of overall noise emissions, which are likely to be dominated by noise from battery and inverter cooling systems for the majority of the time during operation.			Post construction noise compliance monitoring undertaken in response to legitimate complaint(s) to confirm acceptable noise levels, and/or to identify and rectify any anomalous noise issues.
				No significant cumulative noise impacts from the BESS and other noise sources in the vicinity, beyond those from the BESS alone	The SA Noise Policy does not explicitly require assessment of cumulative noise impacts from the development plus existing/approved other noise sources. Cumulative noise is indirectly addressed in the Noise Policy by application of more stringent noise criteria to new developments, compared to the criteria applicable to existing noise sources. This assessment adopts the more stringent Noise Policy Part 5 criteria. Notwithstanding the above, we expect that the impact of cumulative noise from the proposed BESS and other existing sources (e.g. the existing substation) is not any more than the impact of noise from the BESS alone.			
				Noise model only considers normal 'worst-case' operation and does not consider noise associated with equipment malfunction	While equipment malfunction is possible, it is unlikely that this would occur concurrently with the assumed scenario, further reducing risk of exceedance of the noise policy criteria.			

Table 11 Environmental significance assessment

Impact ID	Potential Impact event	Avoidance	Frequency	Duration	Extent	Severity	Cumulative effects	Sensitivity of receiving environment	Outcome
N1	Noise disturbance to local communities	No – noise modelling indicates that the potential exists that broadband noise may be audible for some local community based on the worst meteorological conditions.	Low. Operation will depend on the demand. However, - The facility is designed to comply with the Noise Policy night time (more stringent) criteria - It is assumed that all equipment to be running 24/7 at maximum capacity (100% fan speed), which is conservative.	Long. Operational lifespan of facility. Operational condition will be dependent on the demand. Duration of noise impacts will be reduced by the implementation of the facility design along the mitigation treatment as outlined in Section 4.	Confined. Noise impacts are confined to surrounding project areas as demonstrated by noise modelling	Low. Selected unit, utilisation of site topography (civil benching) suggest that noise impacts will be low. Noise modelling suggests that noise is not unreasonable as outlined in SA <i>Environment (Commercial and Industrial Noise) Policy 2023</i>. Uncertainty of noise impacts to the community remains in atypical scenarios.	Low. The existing substation has been decommissioned and therefore cumulative impact with existing substation is therefore not expected to be any more than the impact from the BESS facility.	Moderate - Interviews with local community have not been survey for noise - Background noise monitoring has not been performed but will be carried out.	Significance of potential impact is minor. Impacts are expected to occur infrequently, constrained to the local area only, and within Noise Policy criteria based on this assessment. Reduction of cooling fan speeds at night (when ambient temperatures are usually lower) could be considered if necessary to reduce potential impacts.

Appendix H

Traffic Impact Assessment





Empirical
Traffic
Advisory

Whyte Yarcowie Wind Farm Transmission Line and Battery Energy Storage System

Whyte Yarcowie and Belalie East

Transport Impact Assessment
#eta1000039

DATE
11 June 2026

Document Information

Project Name	Whyte Yarcowie Wind Farm Transmission Line and Battery Energy Storage System
Project Location	Whyte Yarcowie and Belalie East
Type	Transport Impact Assessment
Version	1
Issue Date	11 June 2026
Client	Whyte Yarcowie Wind Farm Pty Ltd
Project Number	1000039
Filename	260611_1000039_whytetransmission_traffic_1.docx

© Empirical Traffic Advisory 2023

The information contained in this document is confidential and intended solely for the use of the client for the purpose for which it has been prepared and no representation is made or is to be implied as being made to any third party. Use or copying of this document in whole or in part without the written permission of Empirical Traffic Advisory constitutes an infringement of copyright. The intellectual property contained in this document remains the property of Empirical Traffic Advisory.

Quality Record

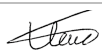
Issue	Date	Description	Author	Checked	Approved	Signed
0	11 May 2026	Final	TJ	PSM	PSM	PSM
1	11 June 2026	Final – Discussed Wording Changes	TJ	PSM	PSM	

Table of Contents

1	Introduction	1
1.1	Background	1
2	Existing Conditions	2
2.1	Subject Site	2
2.2	Road Network	4
2.3	Restricted Access Vehicles Road Network	9
3	Development Proposal	11
4	Traffic Assessment	12
4.1	Traffic Generation	12
4.2	Traffic Generation Summary	15
4.3	Traffic Distribution	15
4.4	Traffic Impact	17
4.5	Road Condition Management	18
5	Site Access And Intersections Sight Distance	19
5.1	Intersection Sight Distance Assessment	19
5.2	Site Access - Mitchells Road/Booborowie Road and Canowie Road	22
5.3	Site Access along Gilfillan Road	24
5.4	Oversize Vehicles	25
6	Conclusions	27
Appendix A	Large Diagrams	A-1

Figures

Figure 2.1:	Site Locality	2
Figure 2.2:	Site and Surrounding Environs	3
Figure 2.3:	Wilkins Highway	4
Figure 2.4:	Barrier Highway	5
Figure 2.5:	Mitchells Road	6
Figure 2.6:	Booborowie Road	7
Figure 2.7:	Gilfillan Road	8
Figure 2.8:	Canowie Road	9
Figure 2.9:	30 metre Road Train Gazetted Routes	10
Figure 2.10:	36.5 metre Road Train Gazetted Routes	10
Figure 3.1:	Proposed Development Layout	11
Figure 4.1:	Surrounding Regional Areas	16
Figure 4.2:	Austroroads Turning Warrant	18
Figure 5.1:	Wilkins Highway / Canowie Road Intersection - Looking North-West	20
Figure 5.2:	Wilkins Highway / Canowie Road Intersection - Looking South-East	20
Figure 5.3:	Canowie Road / Gilfillan Road Intersection - Looking South	21
Figure 5.4:	Canowie Road / Gilfillan Road Intersection - Looking North	22
Figure 5.5:	Mitchells Road - Looking East	23
Figure 5.6:	Booborowie Road - Looking East	23
Figure 5.7:	Gilfillan Road - Looking North-East	24
Figure 5.8:	Gilfillan Road - Looking West	25
Figure 5.9:	OSM Approved Network - 4.6m Wide Load Carrying Vehicle	26

Tables

Table 4.1:	Other Transmission Line Traffic Report Comparison	12
Table 4.2:	Civil Works Phase Traffic Generation	13
Table 4.3:	Construction Phase Traffic Generation	14
Table 4.4:	Commissioning Phase Traffic Generation	14
Table 4.5:	Site Operation Phase Traffic Generation	15
Table 4.6:	Traffic Generation Summary	15
Table 4.7:	Anticipated Traffic Generation - Broader Road Network	17

1 INTRODUCTION

1.1 Background

A Renewable Energy Infrastructure Licence (REIL) is currently being sought for a proposed renewable energy development on land located 3 kilometres east of the Whyte Yarcowie township to the north of greater Adelaide. As part of the supporting infrastructure of the project, the proposed development consists of a new electrical transmission line connecting the wind farm to the electrical grid and a battery energy storage system (BESS).

Empirical Traffic Advisory was commissioned by Whyte Yarcowie Wind Farm Pty Ltd to undertake a transport impact assessment of the proposed development.

This report sets out an assessment of the anticipated transport implications of the proposed development, including consideration of the following:

- existing traffic and parking conditions surrounding the site
- site inspection of the subject site and surrounds
- traffic demands of the proposed development
- access arrangements for the proposed development
- overall transport impact of the proposed development.

2 EXISTING CONDITIONS

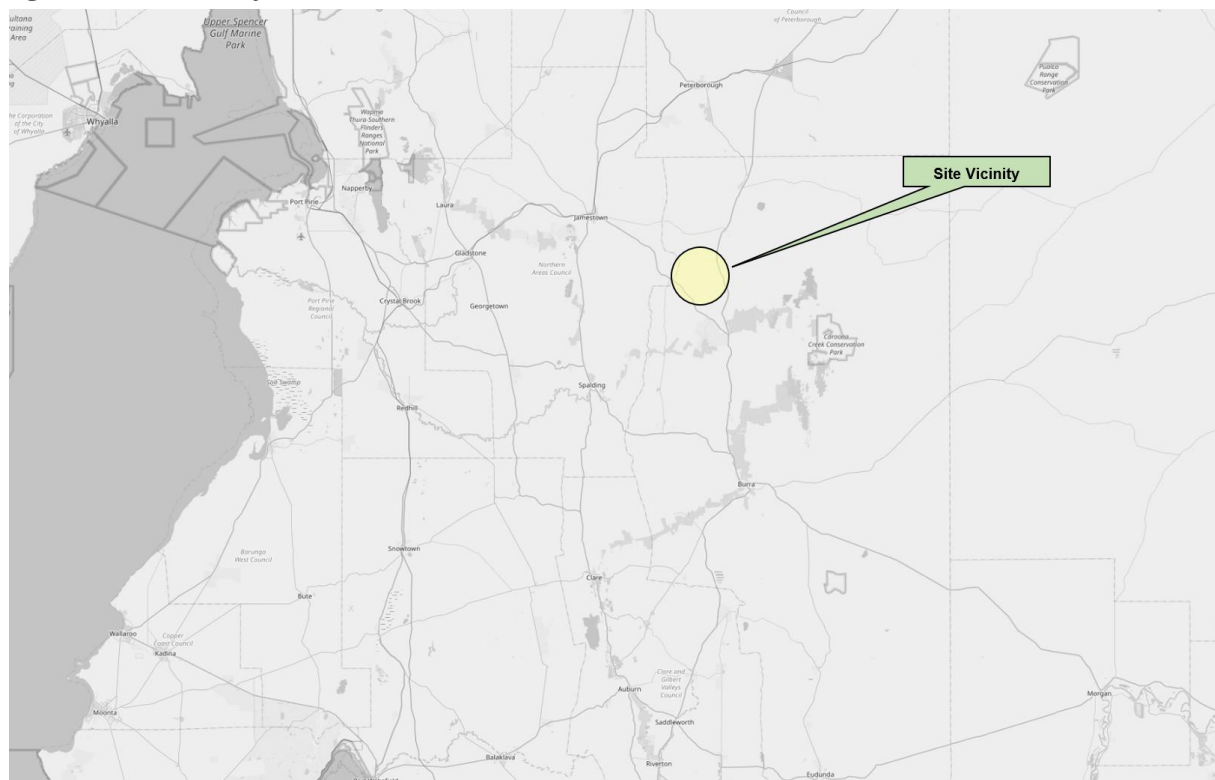
2.1 Subject Site

The Whyte Yarcowie Wind Farm is located east of the Whyte Yarcowie township in South Australia. The proposed transmission Line travels between the site and the existing Belalie Substation located on Gilfillan Road in Belalie East. The proposed transmission line travels through farmland, along/adjacent Mitchells Road, Booborowie Road and Gilfillan Road.

The site is located within a Rural zone and is currently farmland. The surrounding properties are primarily farmland and farmhouses.

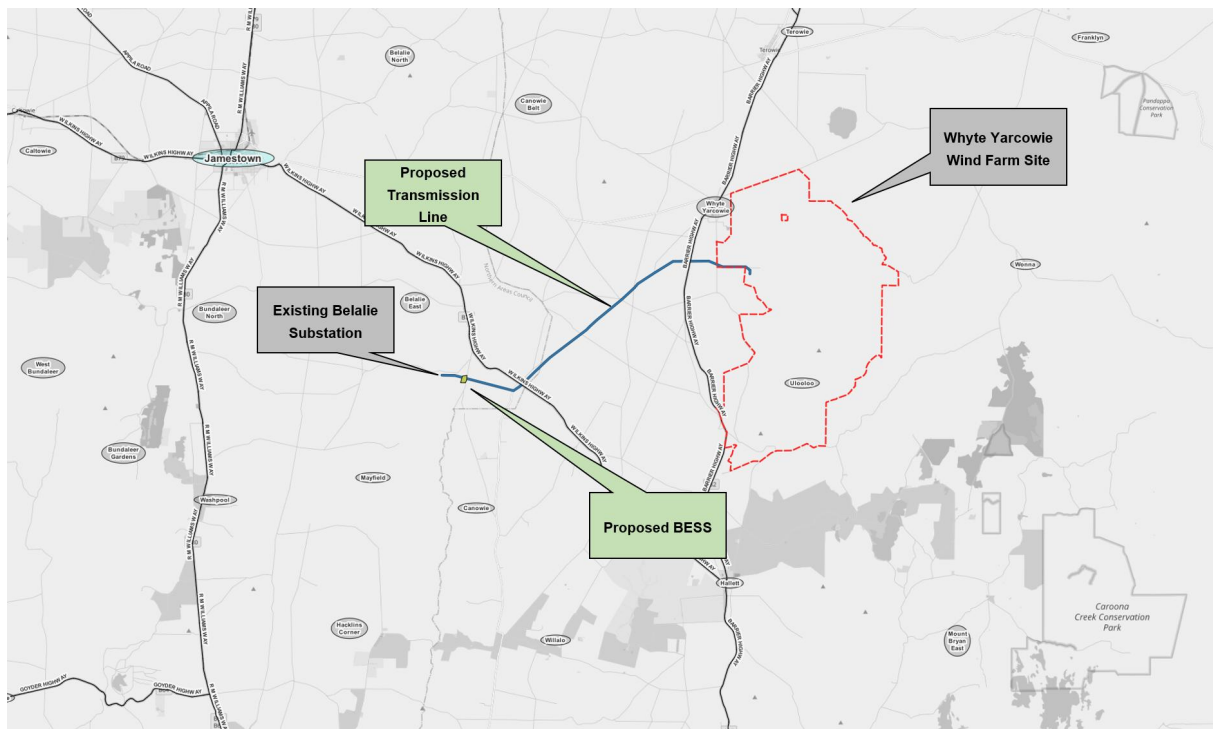
The location of the subject site and the surrounding environs is shown in Figure 2.1 and Figure 2.2.

Figure 2.1: Site Locality



(Base Image courtesy of OpenStreetMaps)

Figure 2.2: Site and Surrounding Environs



2.2 Road Network

2.2.1 Wilkins Highway

Wilkins Highway is an arterial road under the care and control of Department for Infrastructure and Transport and is shown in Figure 2.3. It is a two-way sealed road with a single carriageway providing one travel lane of approximately 3.3m in width in each direction.

The highway carries 250 vehicles per day with 30% commercial vehicles of which approximately 30% are B-Doubles and Road Trains. The speed limit of the highway is 110km/h.

Figure 2.3: Wilkins Highway



Photo taken 14th November 2025

2.2.2 Barrier Highway

Barrier Highway is an arterial road under the care and control of Department for Infrastructure and Transport. It is a two-way sealed road with a single carriageway providing one travel lane in each direction. It is configured lanes of 3.5 metres (approximately) and formed shoulders approximately 2 metres wide on each side of the road.

The highway carries 650 vehicles per day with 27.5% commercial vehicles of which just under half are B-Doubles and Road Trains. The speed limit of the highway is 110 km/h outside of township extents.

Figure 2.4: Barrier Highway



Photo taken 3rd December 2022

2.2.3 Mitchells Road

Mitchells Road is a two-way unsealed road under the care and control of the Regional Council of Goyder and is configured with an approximate carriageway width of between 6 and 7 metres, set within an approximately 60 metre wide road reserve as shown in Figure 2.5. It is classified as a Category 3A or 3B unsealed road (typical formation width of 8m and sheeted width 6m) as per the Regional Council of Goyder Roads and Works guidelines.

Mitchells Road surface appears to be of a good quality constructed formation and in good condition (at the time of inspection), providing access to the existing farming properties located within the surrounding area. Due to the rural nature of the road and the limited surrounding properties, traffic volumes are estimated to be less than 100 vehicles per day.

Figure 2.5: Mitchells Road



Photo taken 3rd December 2022

2.2.4 Booborowie Road

Booborowie Road is a two-way unsealed road configured with approximate carriageway width of 6 to 7 metres, north of Wilkins Highway and between 10 and 11 meters to the south of Wilkins Highway, as shown in Figure 2.6. It is located within both the Northern Areas Council and the Regional Council of Goyder, with the relevant section of the roadway generally located within the Northern Areas Council.

Booborowie Road surface appears to be of a good quality constructed formation and in good condition (at the time of inspection), providing access to the existing farming properties located within the surrounding area, and access to the Hallet Wind Farm Substation. Due to the rural nature of the road and the limited surrounding properties, traffic volumes are estimated to be less than 100 vehicles per day.

Figure 2.6: Booborowie Road



Photo taken 3rd December 2022

2.2.5 Gilfillan Road

Gilfillan Road is a two-way unsealed road configured with an approximate formation width of 6 to 7 metres, set within an approximately 18 to 19 metre wide road reserve as shown in Figure 2.7. It is under the care and control of the Northern Areas Council.

Gilfillan Road provides access to the existing farming properties located within the surrounding area and traffic volumes are estimated to be less than 100 vehicles per day.

Figure 2.7: Gilfillan Road



Photo taken 14th November 2025

2.2.6 Canowie Road

Canowie Road is a two-way unsealed road configured with an approximate formation width of 7 to 8 metres, set within an approximately 20 to 40 metre wide road reserve as shown in Figure 2.8. It is under the care and control of the Northern Areas Council.

Canowie Road provides access to the existing farming properties located within the surrounding area and traffic volumes are estimated to be less than 100 vehicles per day.

Figure 2.8: Canowie Road

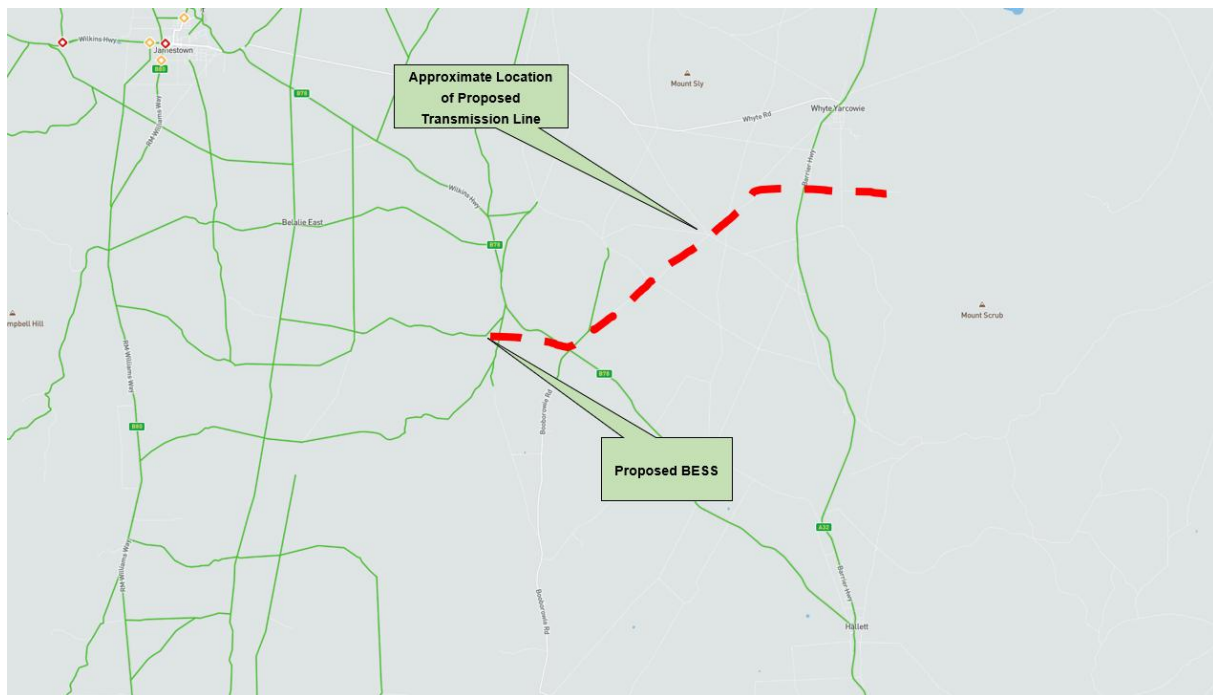


Photo taken 14th November 2025

2.3 Restricted Access Vehicles Road Network

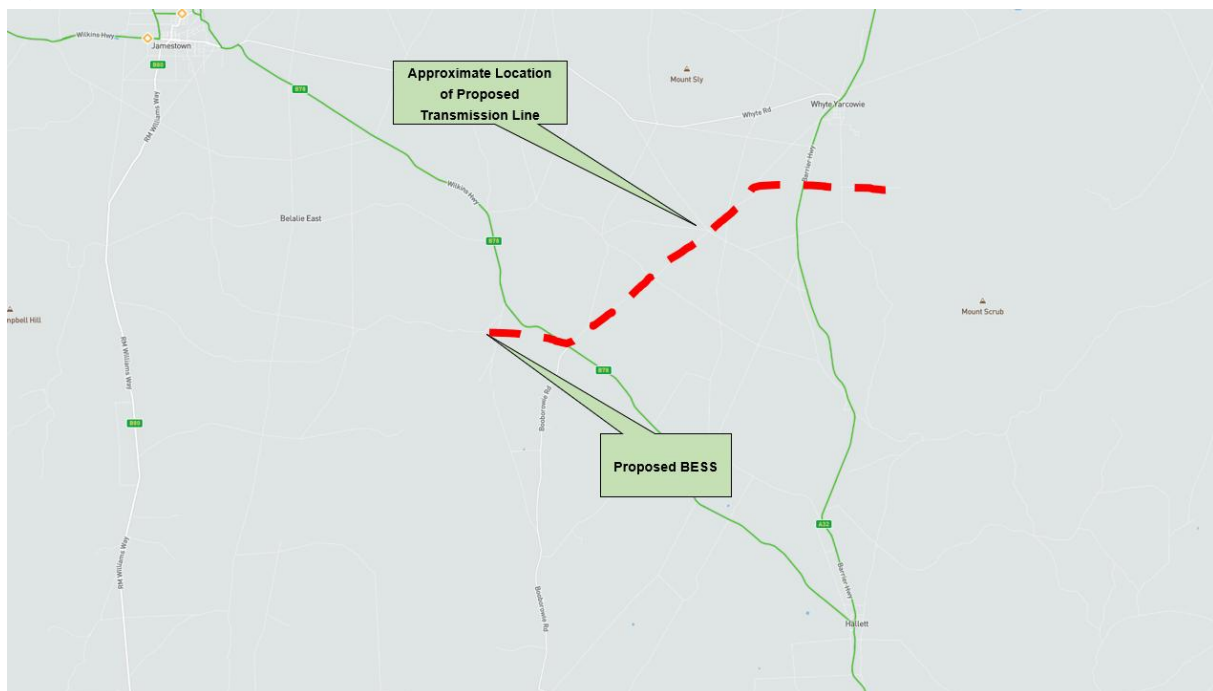
The surrounding sealed road network adjacent the subject site is generally gazetted for use by vehicles up to a 30 metre Road Train, as shown in Figure 2.9 with the main highways gazetted for 36.5 metre Road Trains as shown in Figure 2.10.

Figure 2.9: 30 metre Road Train Gazetted Routes



Source: NHVR

Figure 2.10: 36.5 metre Road Train Gazetted Routes



Source: NHVR

3 DEVELOPMENT PROPOSAL

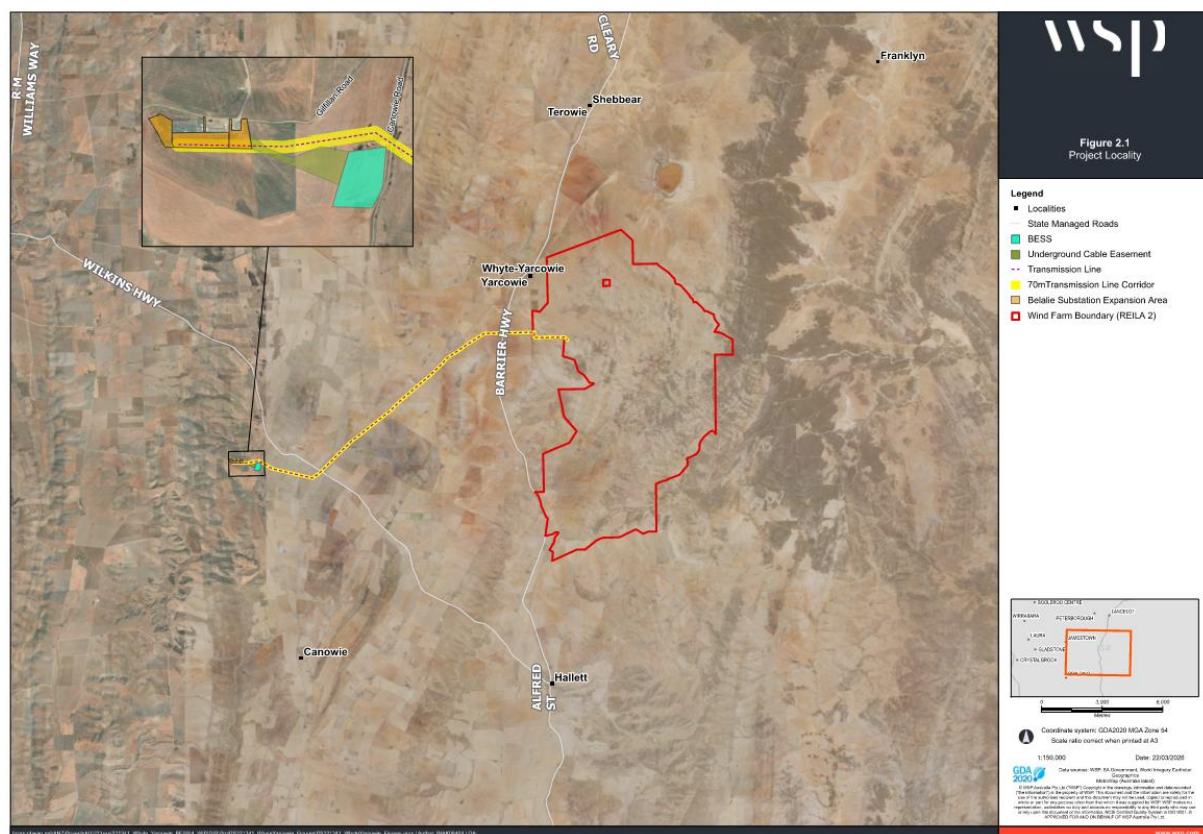
The proposed development consists of a new electrical transmission line connecting the between the Whyte Yarcowie Wind Farm at Whyte Yarcowie to the existing Belalie East substation at Belalie East.

The proposed transmission line will consist of a 275kV dual circuit transmission line approximately 19.2 km long, with towers no greater than 50m tall , spaced approximately 400m apart. The final design and locations are under consideration, however lattice style towers have been considered for the purpose of this assessment..

The proposed BESS development is proposed to be up to a 270MW/2160MWh facility located from Canowie Road.

The proposed location of the site and the proposed transmission line route, BESS and substation connection is shown in Figure 3.1

Figure 3.1: Proposed Development Layout



Source: WSP

4 TRAFFIC ASSESSMENT

4.1 Traffic Generation

The anticipated number of daily vehicle movements for the site has been based on experience from similar projects. The anticipated traffic volumes have been broken down between the transmission lines and the BESS proposals.

4.1.1 Transmission Lines Traffic Generation

Civil and Construction Phase

The traffic generation for the construction of this type of project can vary depending on location, characteristics and logistical requirements. In order to understand the traffic generation for this type of project, a number of similar recent projects were reviewed to identify traffic generation from the respective traffic assessments. A summary of these projects and the identified traffic generation is shown in Table 4.1.

It is noted that the review has identified the peak daily traffic generation for the construction phase, which will be the maximum daily traffic volume generated by the construction activities. Traffic demands at the site would ramp up from the initial preconstruction activities to the full construction program, and then ramp down towards the end of the construction period (i.e. when delivery of tower equipment is complete and stockpiled on the site for instance). A comparison of traffic generation for other similar transmission line projects has been developed to apply to the proposed development.

Table 4.1: Other Transmission Line Traffic Report Comparison

Location/Project	Year	By	Transmission Line Distance (km)	Peak Construction Daily Trips
Project EnergyConnect, SA	2021	Tonkin	200	136
Jerrabomberra 132 kV Transmission Line Extension, ACT	2021	GHD	12	40
Meandu Mine Transmission Line Relocation Project, QLD	2022	WSP	5	56
CopperString 2032, QLD	2024	pitt&sherry	350	62
			AVERAGE	74

Based on the review above, the peak daily traffic generation does not appear to be relative to the length of the transmission line. Based on the above, during construction the proposed transmission line could generate between 40 and 136 daily vehicle trips. For the purposes of this assessment, it is assumed that the average of 74 daily vehicle trips is applied to the site.

During the construction phase it is anticipated that there could be in the order of 20 staff on site, equating to 40 daily light vehicle trips. The remaining 34 daily trips would be undertaken by heavy/commercial vehicles. It is anticipated that the majority of these movements will occur by vehicles up to a 19 metre semi trailer, with a proportion (in the order of 20% based on existing commercial vehicle percentages in the vicinity) being undertaken by vehicles up to a 30 metre Road Train (6 trips). It is noted that there could be some overlap between the transmission Line construction and the BESS construction/commissioning periods.

Equipment and construction materials (i.e. concrete, reinforcement steel, pavement material, water, etc) can be transport under general approved vehicles on the overall road network, ranging from rigid trucks up to 19m semi trailers. Parts of the unsealed road network are gazetted for vehicles up to 30 metre road train, as shown in Figure 2.9. Deliveries by vehicles larger than current gazettals will require the relevant NHVR permits to access the non-gazetted road network. It is not anticipated that there would be regular deliveries by oversize and/or over mass vehicles.

Operation Phase

For the most part the transmission line will be designed to operate automatically. Once constructed, there will only likely be a small full-time workforce that will monitor and undertake inspections as required along the transmission lines. There is anticipated to be no regular truck movements to/from the site, only occurring when/if required for maintenance.

4.1.2 BESS Traffic Generation

Estimates of the BESS traffic generation have been based on ETA's experience across multiple locations within South Australia.

Civil Works

The heavy vehicle movements associated with the Civil Works stage are anticipated to be primarily associated with transport of machinery and transporting material into and out of the site. It is anticipated that the majority of these movements will occur by vehicles up to a 19 metre semi trailer, with a proportion (in the order of 20% based on existing commercial vehicle percentages in the vicinity) being undertaken by vehicles up to a 30 metre Road Train. It is not anticipated that any Over Size/Over Mass (OSM) vehicles will access the site during this period.

Light vehicle movement to/from the site will be generally associated staff working on-site (in the order of 75 staff on site). The number of light vehicles travelling to/from the site may be reduced with the introduction of mini bus services, which could reduce the number of light vehicle trips to the site (in the order of 25-50%). For the purposes of this assessment, this potential reduction has not been considered.

The anticipated number of vehicles during the civil works phase is summarised in Table 4.2.

Table 4.2: Civil Works Phase Traffic Generation

Vehicle Type	Vehicles per Day	Vehicle Trips per Day
Light Vehicles	75	150
Truck Movements – up to 19 metre semi	24	48
Truck Movements up to 30 metre Road Train	6	12
Total	105 vehicles per day	210 vehicle trips per day

Construction Phase

The general solar and battery energy storage components are generally able to be transported within the typical size requirements of 19 metre Semi-trailers and 30 metre Road Train vehicles. It is anticipated that during this phase, it is anticipated that in the order of 60% of trips will occur via vehicles up to a 19 metre Semi-trailer, and 40% undertaken by vehicles up to a 30 metre Road Train. As with the Civil Works stage, light vehicle movement to/from the site will be generally associated staff working on-site (in the order of 90 staff on site).

The anticipated number of vehicles during the civil works phase is summarised in Table 4.3.

Table 4.3: Construction Phase Traffic Generation

Vehicle Type	Vehicles	Vehicle Trips per Day
Light Vehicles	90	180
Truck Movements – up to 19 metre Semi	36	72
Truck Movements up to 30 metre Road Train	24	48
Total	150 vehicles	300 vehicle trips per day

It is anticipated that components such as transformers, switch rooms and control rooms will be the widest equipment that will be transported to the site. At this stage, the dimension of this equipment is not known. These components may need to be transported to the site via OSM transport methods, and will be subject by the relevant requirements and permits for the final dimensions. It is anticipated that approximately 7 of OSM vehicles may be required. In the vicinity of the subject site, the Barrier Highway and Wilkins Highway are approved for OSM vehicles up to 4.6 metres in width, with connection to the site via the existing Road Train network on Canowie Road.

Commissioning Phase

During the commissioning phase, the number of vehicle movements to/from the site is anticipated to decrease, with the movements being primarily associated with light vehicles/staff (up to 45 staff on site). The typical number of trucks is anticipated to decrease to approximately one vehicle per day. No OSM vehicles are anticipated to access the site during this period. At certain periods, additional deliveries may be required, but would only be for a short period and not occur on a daily basis.

The anticipated number of vehicles during the civil works phase is summarised in Table 4.4.

Table 4.4: Commissioning Phase Traffic Generation

Vehicle Type	Vehicles	Vehicles Trips per Day
Light Vehicles	45	90
Truck Movements – up to 19 metre semi	2	4
Truck Movements up to 30 metre Road Train	0	0
Total	47 vehicles	94 vehicle trips per day

Site Operation

The development will be designed to operate automatically for the most part. There would be up to 20 full-time staff using light vehicles only monitoring the operation and maintaining the facility once the construction is complete. There is anticipated to be no regular truck movements to/from the site, only occurring when/if required for maintenance.

The anticipated number of vehicles during the civil works phase is summarised in Table 4.4.

Table 4.5: Site Operation Phase Traffic Generation

Vehicle Type	Vehicles per Day	Vehicle Trips per Day
Light Vehicles	20	40
Truck Movements – up to 19 metre semi	0	0
Truck Movements up to 30 metre Road Train	0	0
Total	20 vehicles per day	40 trips per day

4.2 Traffic Generation Summary

Based on the above, a summary of the various phases is outlined in Table 4.6. The peak period for vehicles movements will occur during the Construction Phase, with up to 364 vehicle trips per day occurring, followed by the Civil Works Phase with 264 vehicle trips per day. The below estimates have been based on both the transmission lines and BESS projects being constructed at the same period.

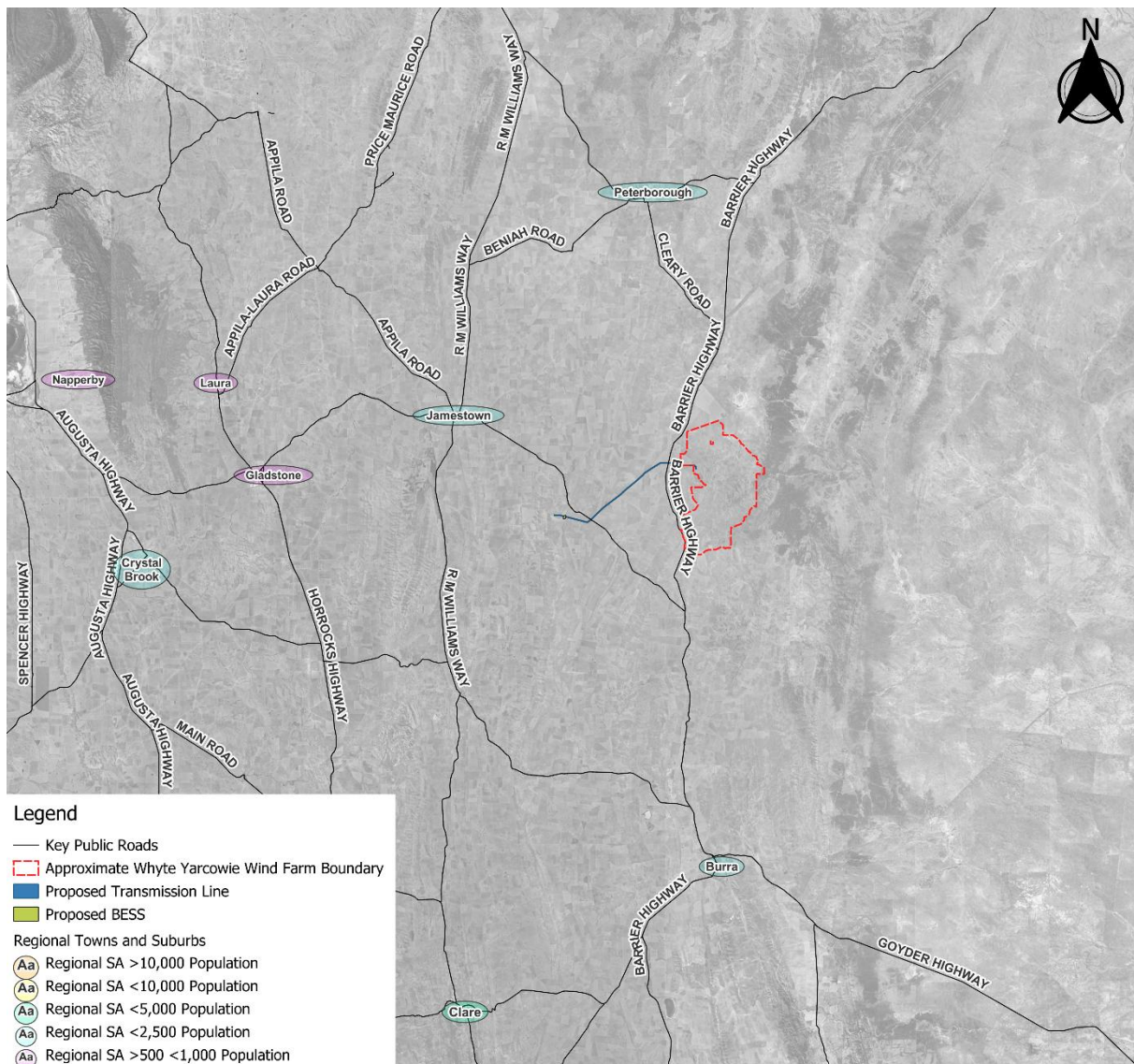
Table 4.6: Traffic Generation Summary

Vehicle Type	Vehicle Trips per Day			
	Civil Works	Construction Phase	Commissioning Phase	Site Operation
Light Vehicles	190	210	120	40
Truck Movements up to 19 metre semi	76	100	32	0
Truck Movements up to 30 metre Road Train	18	54	6	0
Total (Trips Per Day)	284	364	158	40

4.3 Traffic Distribution

Traffic generated by the proposed development would be distributed to the surrounding residential and employment areas. Areas such as Jamestown, Peterborough, Burra, Clare, Crystal Brook and surrounding smaller town are assumed to supply the majority of construction and operational staff for the development. While workforce and general construction materials may be sourced from local areas and nearby towns, more specialised equipment and project components will need to be transported from other areas such as the Greater Adelaide region. The location of the surrounding regional towns to the subject site is shown in Figure 4.1.

Figure 4.1: Surrounding Regional Areas



Based on the location of the regional hubs, it is anticipated that vehicles will utilise the main connecting roads such as the Barrier Highway, Wilkins Highway and RM Willams Way to access the surrounding areas. The anticipated traffic distributions by the proposed development during the peak Construction period is shown in Table 4.7.

Table 4.7: Anticipated Traffic Generation - Broader Road Network

Road	Distribution	Additional Traffic Volume	Existing Daily Volume (vehicles per day)	Predicted Daily Volume (vehicles per day)
Barrier Highway (south of Hallett)	15%	54	900	954
Barrier Highway (north of Hallett)	15%	54	650	704
Wilkins Highway (to Jamestown)	45%	164	250	414
Wilkins Highway (between Jamestown and Gladstone)	25%	91	1000	1091
R M Williams Way (south of Jamestown)	25%	91	650	741

4.4 Traffic Impact

Traffic generated by staff commuting to and from the site could be expected to fall within the typical peak periods for the road network.

The peak hour traffic forecast is based on the anticipated trips generated by the staff travelling to or from the site. Assuming all personnel were to arrive in a one-hour period, the peak hour traffic is estimated to be from 20 trips per hour during the operational phase and up to 90 trips per hour during the construction phase.

As outlined in Section 2.2, each of the surrounding unsealed roads are anticipated to carry less than 100 vehicles per day, and primarily utilised by land owners in the vicinity.

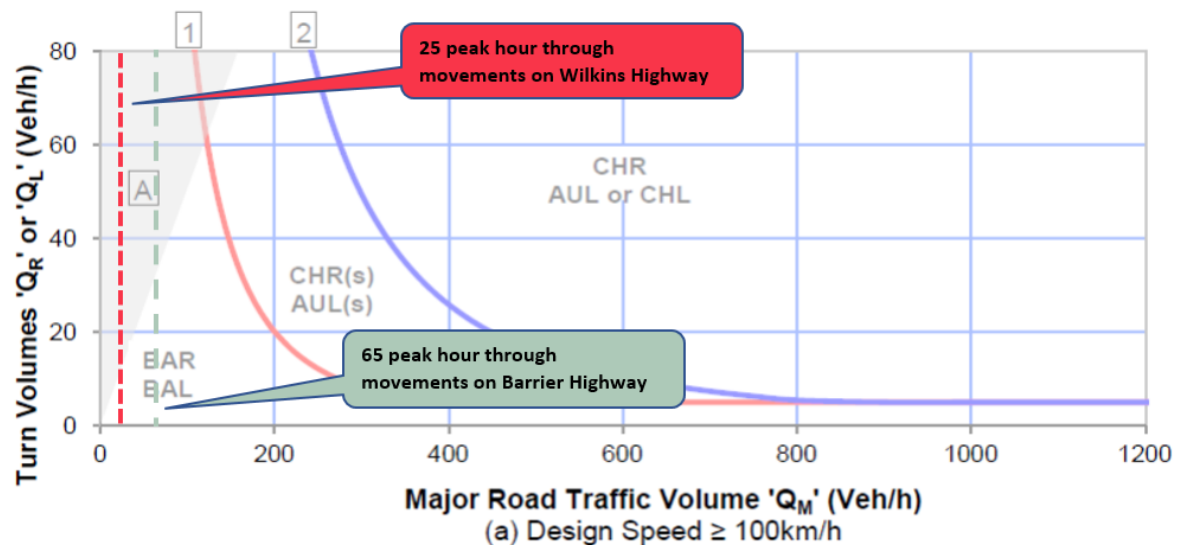
During the peak construction phase, the proposal could be expected to generate in the order of 364 vehicle movements per day, resulting in the order of 450 vehicles per day considering both the existing and construction traffic volumes on the surrounding unsealed road network. This period is anticipated to occur over a 12 to 18 month period. Outside of the peak construction period, the anticipated traffic movements are anticipated to reduce as material deliveries reduce, resulting in no more than 250 vehicles per day considering the existing and construction traffic volumes on the surrounding unsealed road network.

Based on the above, the forecast daily traffic volumes fall within the typical current practice where unsealed roads can carry up to 500 vehicles per day, and as a result is not expected to impact on the safety or function of the surrounding road network.

The predicted traffic volumes on each of the key arterial roads impacted by the proposed development will remain low, and well below the capacity of each of the roads. Whilst the percentage increase is quite large given the existing low volumes, the resulting traffic volume is considered insignificant.

Due to the daily traffic volumes on the Barrier Highway being 650 vehicles per day, and Wilkins Highway being 250 per day, the peak hour volumes could be in the order of 65 trips and 25 trips per hour. If the turning volumes were to be assessed in accordance with the Austroads guidelines, the maximum turning treatment required would be a Basic Right Turn BAR treatment (shoulder sealing and widening) involving shou, shown in Figure 4.2.

Figure 4.2: Austroads Turning Warrant



Instead of providing/upgrading the intersection to provide formal turning treatments, it is considered that alternative treatments could be provided, in particular due to the low traffic volumes on the surrounding roads. Alternative treatments such as temporary traffic management speed reductions to 80km/h in proximity to main site access locations with the associated warning signage and/or temporary speed limit zones could be provided to reduce the operating speed limit for key locations.

4.5 Road Condition Management

The proposed routes for delivery of equipment and materials to the site will generally utilise unsealed and unformed roads once vehicles leave the Barrier Highway or Wilkins Highway. Forecast daily traffic volumes expected to be generated on these roads during construction, in cumulation with existing traffic volumes, is not expected to result in an exceedance of the expected carrying capacity of the roads (which is typically considered to be up to 500 vehicles per day for unsealed roads). The condition of these roads and tracks at the time of the inspection varied and will need to be managed during the course of the project, which will occur over a number of years and through seasonal weather. It is likely that maintenance will be required to these roads across the overall construction program in order to maintain the roads to the existing road conditions.

Agreement with Council should be made on the condition of roads prior to commencement of construction which will inform the required level of standard for maintenance and condition of the road at the end of the construction works and/or during operation. This should include a dilapidation survey of each road prior to construction and following construction/operation as part of the agreement.

5 SITE ACCESS AND INTERSECTIONS SIGHT DISTANCE

Adequate sight distance must be provided at the access points to ensure safe operation of access points and road intersections. The Austroads *Guide to Road Design - Part 4A: Unsignalised and Signalised intersections* provides intersection sight distance requirements for various road speeds. Sight distance requirements for private access points is outlined in Australian Standards Parking Facilities Part 1 and Part 2 (AS2890.1:2004 and AS2890.2:2018) for light and commercial vehicles. It is noted that if a sight access can meet the intersection requirements of Austroads, it will exceed the requirements of the Australian Standards.

The key sight distance requirement for an intersection is Safe Intersection Sight Distance (SISD), which relates to the sight distance for a vehicle on approach to the intersection to observe an obstruction in the road (e.g. stalled car) and allow sufficient time to decide on a course of action and react.

Based on the requirements for a heavy vehicle and a design speed of 110km/h (posted/default rural speed limit), an intersection would have a SISD requirement of 351 metres and a design speed of 110km/h (default unsealed rural speed limit), an intersection would have a SISD requirement of 303 metres.

The sight distance along the impacted roadways and relative intersections in the vicinity of the site has been assessed for SISD.

5.1 Intersection Sight Distance Assessment

5.1.1 Wilkins Highway / Canowie Road

The intersection of Wilkins Highway and Canowie Road occurs with an existing bend located to the north of the intersection. A desktop assessment of the available horizontal sight distances indicates the existing intersection will achieve 277 metres to the south-east and in excess of 500m to the north.

The existing sight distance does not meet the SISD requirements for a 110km/h posted speed limit to the south-east for trucks remaining within the road reserve, only meeting the requirements for a 94km/h speed. It is noted that the intersection is existing, and there is not crash history at the intersection for the past 5 years.

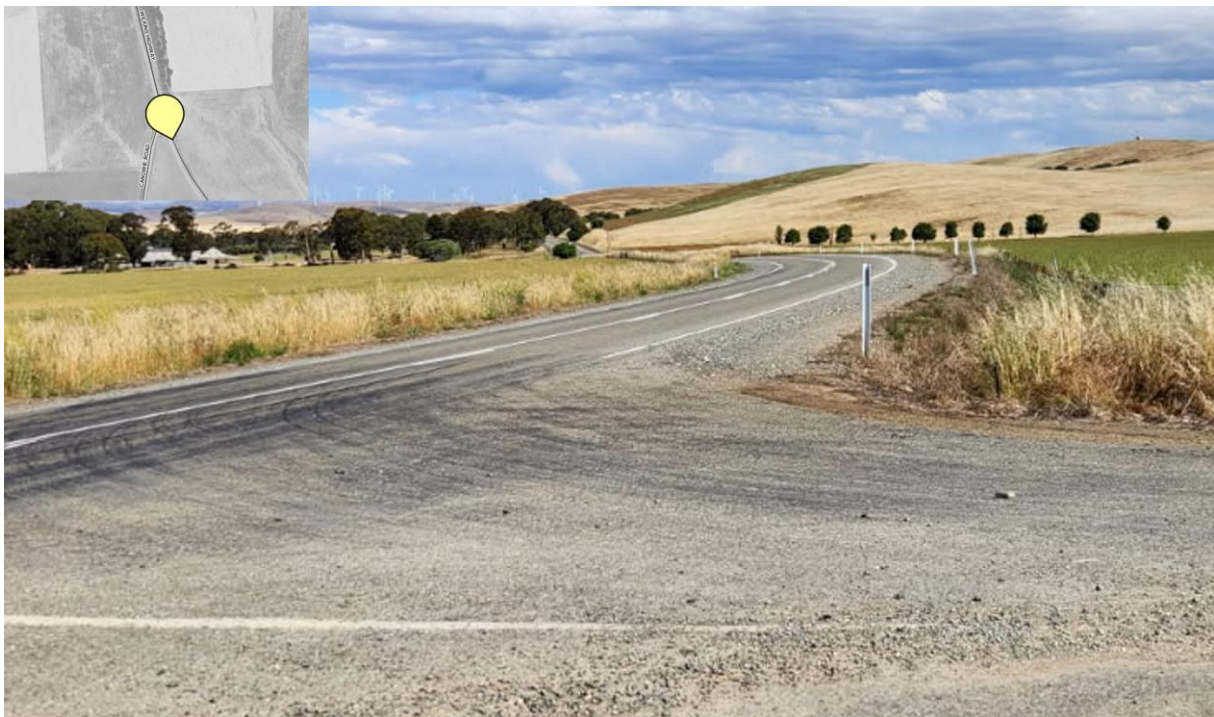
In order to accommodate the SISD requirements, consideration could be given to providing a lower speed limit of 90km/h as part of the construction traffic management plan for vehicle access. This would assist in managing safety at this intersection, conforming with the existing sight distance that is available; at the intersection. This would need to be considered as part of the construction traffic management plan with discussions with DIT and/or Council.

The existing intersection sight distance is shown in Figure 5.1 and Figure 5.2.

Figure 5.1: Wilkins Highway / Canowie Road Intersection - Looking North-West



Figure 5.2: Wilkins Highway / Canowie Road Intersection - Looking South-East



5.1.2 Canowie Road / Gilfillan Road

The existing intersection of the Canowie Road and Gilfillan Road is a T intersection, with two wheel tracks providing left and right turn access due to the low number of turning movements present at the intersection.

A desktop assessment of the available horizontal sight distances indicates the existing intersection will achieve in excess of 300 metres to the north and in excess of 500m to the south. The existing sight distance meets the SISD requirements for a 100km/h posted speed limit.

The existing intersection sight distance is shown in Figure 5.3 and Figure 5.4.

Figure 5.3: Canowie Road / Gilfillan Road Intersection - Looking South



Figure 5.4: Canowie Road / Gilfillan Road Intersection - Looking North



5.2 Site Access - Mitchells Road/Booborowie Road and Canowie Road

The proposed site is likely to have access points located along the Mitchells Road/Booborowie Road and Canowie Road to enable connection to the various transmission towers and BESS as required.

Mitchells Road/Booborowie Road has a generally straight alignment with a flat topography, as shown in Figure 5.5 and Figure 5.6, enabling SISD to be readily achieved.

Figure 5.5: Mitchells Road - Looking East



Figure 5.6: Booborowie Road - Looking East



Canowie Road also has a generally straight alignment with a slight undulating topography at the proposed BESS location, which would likely enable SISD to be readily achieved.

It is recommended that any access that is to be positioned along Mitchells Road/Booborowie Road or Canowie Road, be located away from existing intersections, ensuring that any part of the crossover they meet the minimum Australian Standards requirements (min 6m separation from the tangent point/property boundary projection).

5.3 Site Access along Gilfillan Road

The proposed transmission line is proposed to travel along the southern side of Gilfillan Road between the existing substation and the existing bend located in the road. Due to the existing road topography and the bend in the road, if an access is required along this section of Gilfillan Road, it is recommended to be located on the outside of the bend to maximise the available sightlines. The available sight lines are shown in Figure 5.7 and Figure 5.8.

Figure 5.7: Gilfillan Road - Looking North-East



Figure 5.8: Gilfillan Road - Looking West

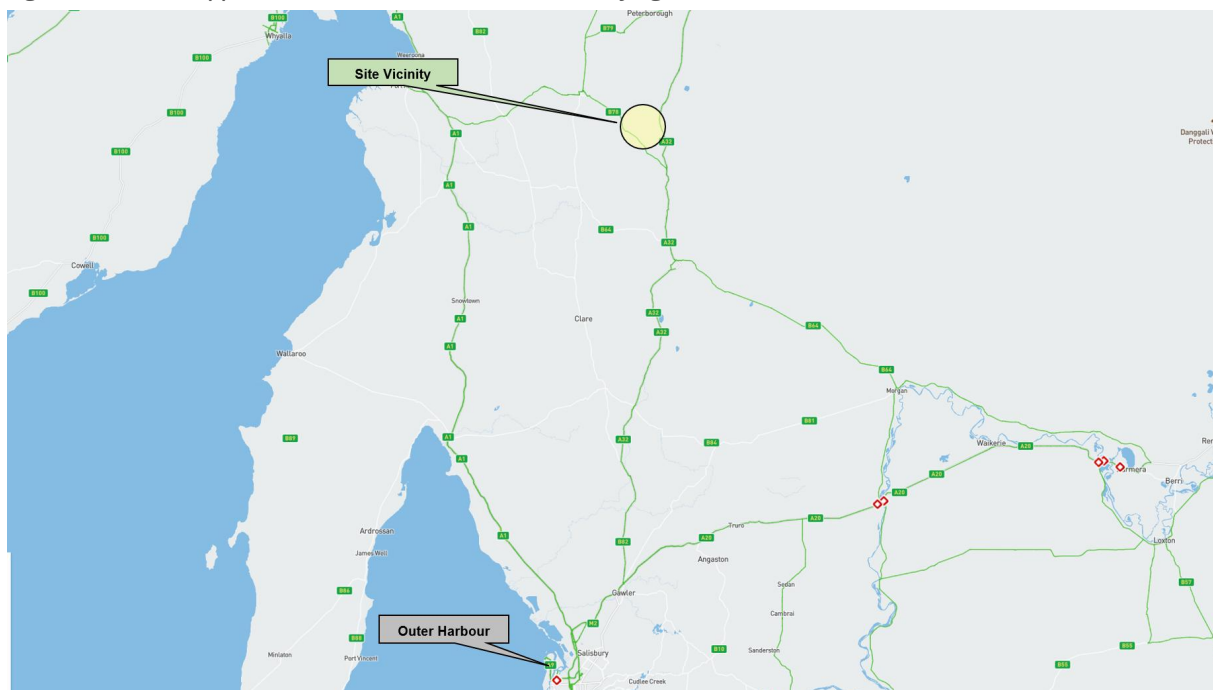


5.4 Oversize Vehicles

While it is not anticipated that the proposal would require regular deliveries by oversize or over mass vehicles, there could be occasional deliveries requiring access to the site. The preferred route for these components is likely to be from Outer Harbour and therefore would require transportation via the approved OSM road network where possible.

While the dimensions of the oversize components are not known at this stage, the road network along the Barrier Highway from Outer Harbour to the vicinity of the site is approved for vehicles up to 4.6 metres wide and a length of 30 metres. The existing approved OSM routes are shown in Figure 5.9. Traffic management associated with OSM vehicles will be further considered once details (e.g. final measurements and transportation requirements) of the components are known. Traffic management measures will need to be developed in consultation with DIT and/or the relevant Council as appropriate and documented in a Traffic Management Plan which is to be developed for the Project.

Figure 5.9: OSM Approved Network - 4.6m Wide Load Carrying Vehicle



Source NHVR

Access to the proposed site could be via either the Barrier Highway or Wilkins Highway for over dimension loads, connecting to the local unsealed roads where required. The access route would be from Port Adelaide, via Port River Expressway, Northern Connector, Northern Expressway, Horrocks Highway, Barrier Highway, Copperhouse Road, West Street, Barrier Highway then onto Wilkins Highway. This route would minimise the locations where an oversize load is required to travel through larger townships and travelling along an ungazetted route.

While the dimensions of the oversize vehicles are not known at this stage, as the site is able to accommodate standard Road Train vehicles, and the limited vegetation within the verge areas on the road network, it is considered that that these vehicles are able to undertake the turning movements without impacting on the existing intersections.

Notwithstanding, the final route and vehicle dimensions will be subject to the relevant requirements and permits.

6 CONCLUSIONS

The proposed development consists of a transmission line and the associated infrastructure on land located in the vicinity of the Whyte Yarcowie Wind Farm.

The components of the structures can be delivered to the site by heavy vehicles up to 30 metre Road Train, with the ability to provide access by OSM vehicles if/as required. The site is anticipated to generate up to 364 vehicle trips per day (210 light vehicle and 154 heavy vehicle) during the peak construction period.

Route Assessment and Site Access

1. The existing road network in the vicinity of the site is gazetted up to 30 metre Road Train vehicles.
2. The possible locations of the site access and egress points along Mitchells Road, Booborowie Road and Canowie Road are considered appropriate, with good sight distance available in accordance with relevant design standards and guidelines.
3. The existing intersection of Wilkins Highway and Canowie Road does not meet the SISD requirements for 110km/h posted speed limit. In order to accommodate the SISD requirements, consideration could be given to providing a lower speed limit of 90km/h as part of the traffic management plan following discussions with DIT and/or Council.
4. The possible locations of the site access and egress points along Gilfillan Road is recommended to be provided on the existing bend, to maximise sight distance available along the road.

Traffic Impact

5. During the peak construction phase, the anticipated number of vehicle movements is anticipated to be in the order of 364 vehicles per day. Outside of the peak construction period, the anticipated traffic movements are anticipated to reduce, resulting in no more than 250 vehicles per day considering the existing and construction traffic volumes on the surrounding unsealed road network.
6. Forecast daily traffic volumes expected to be generated on these roads during construction, in cumulation with existing traffic volumes, is not expected to result in an exceedance of the expected carrying capacity of the roads, which is typically considered to be up to 500 vehicles per day for unsealed roads.
7. When comparing the additional traffic volume generated by the site during the construction and operational phases against current traffic volumes on the road network, it is not expected the site traffic will impact on the safety or function of the surrounding road network.

Appendix A Large Diagrams

Figure A-1: Site and Surrounding Environs

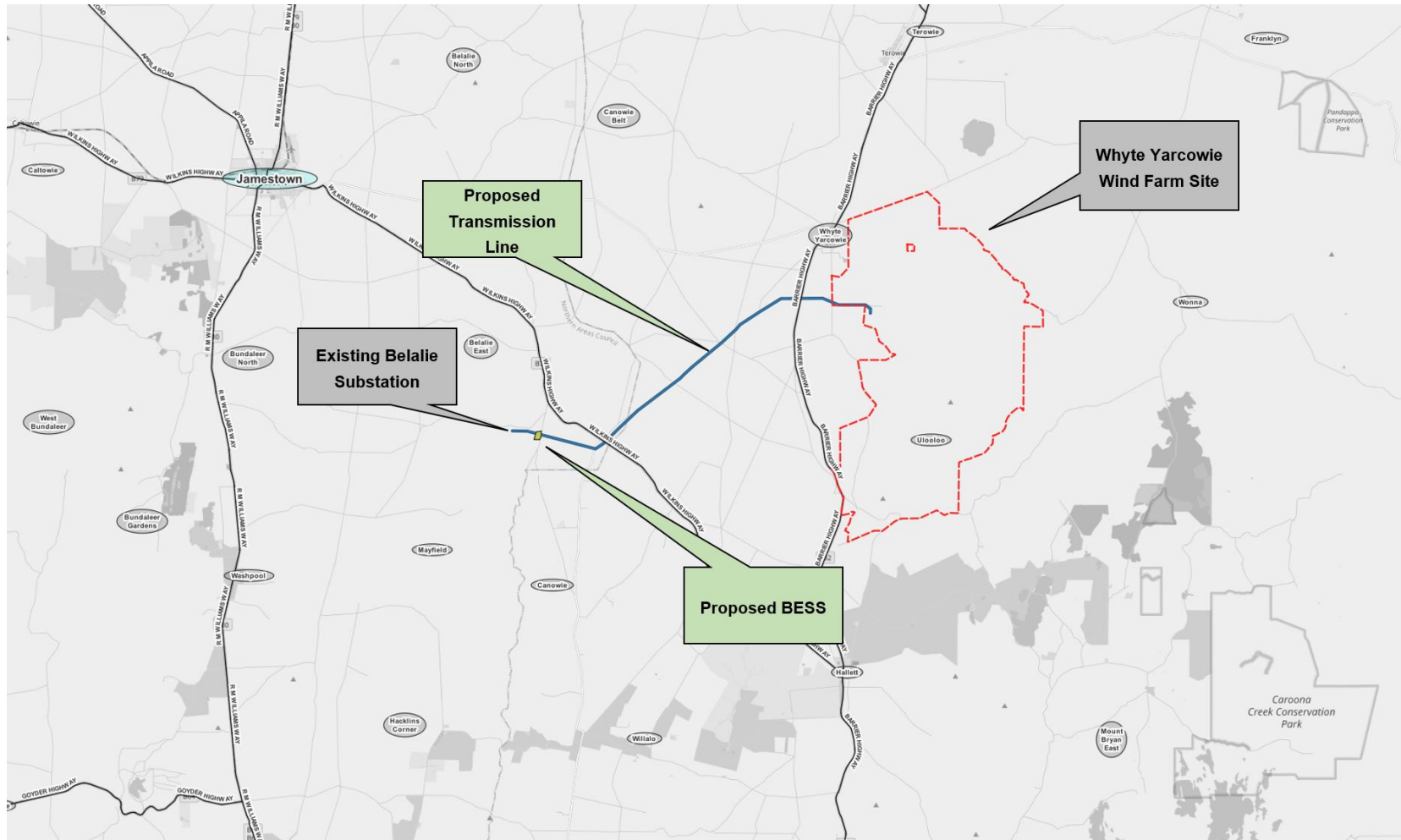
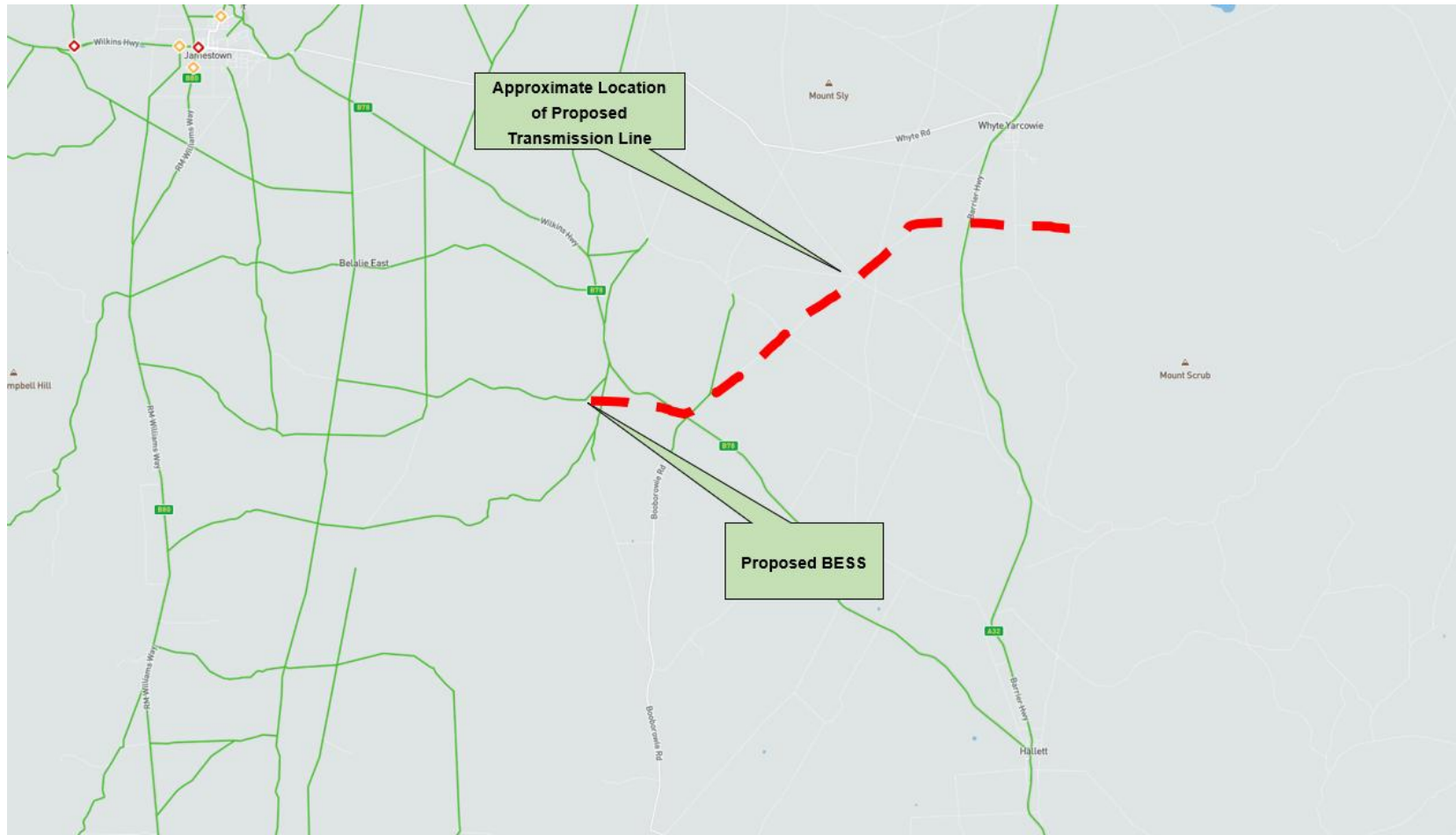
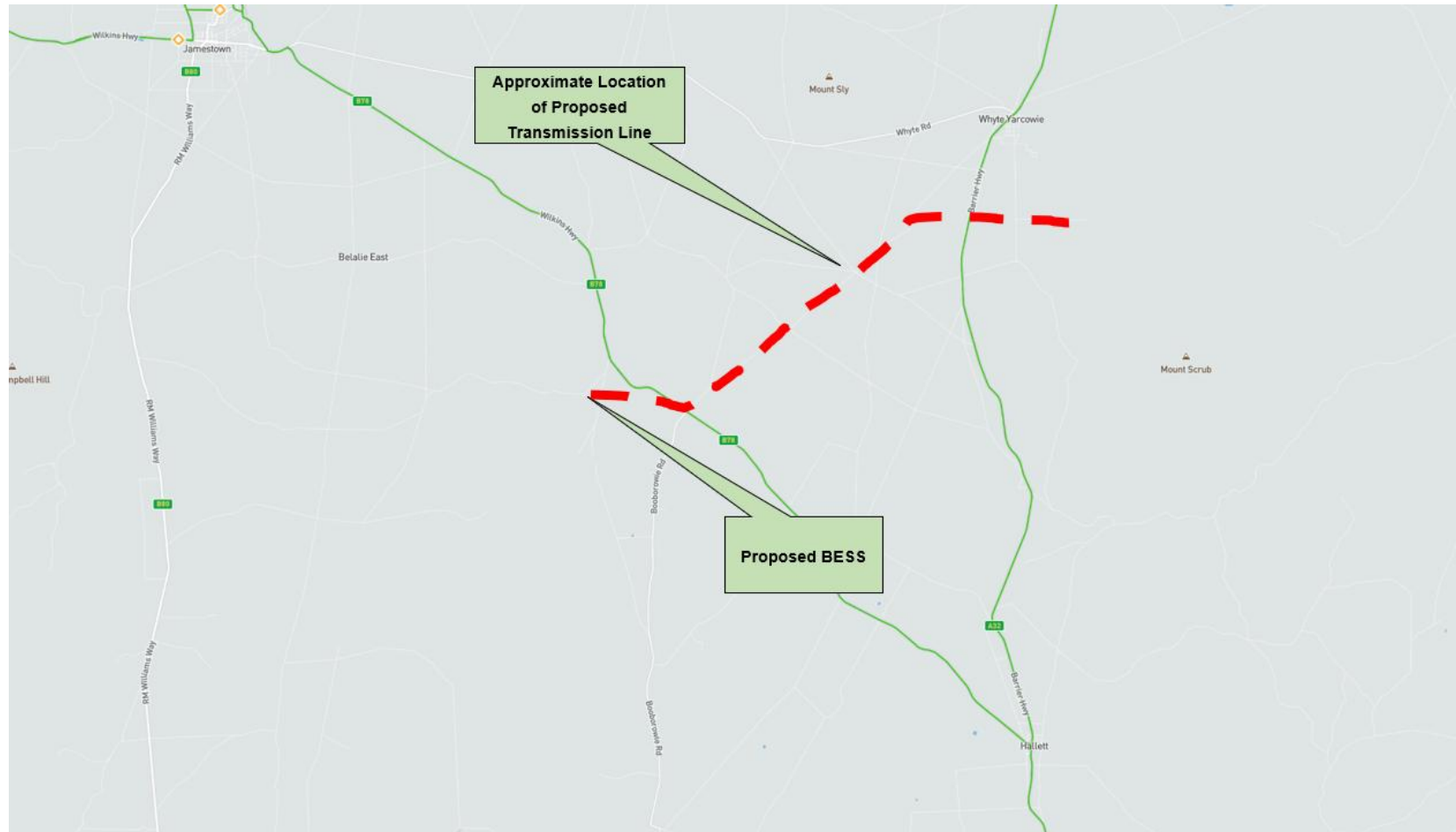


Figure A-2: 30 metre Road Train Gazetted Routes



Source: NHVR

Figure A-3: 36.5 metre Road Train Gazetted Routes



Source: NHVR

Figure A-4: Surrounding Regional Areas

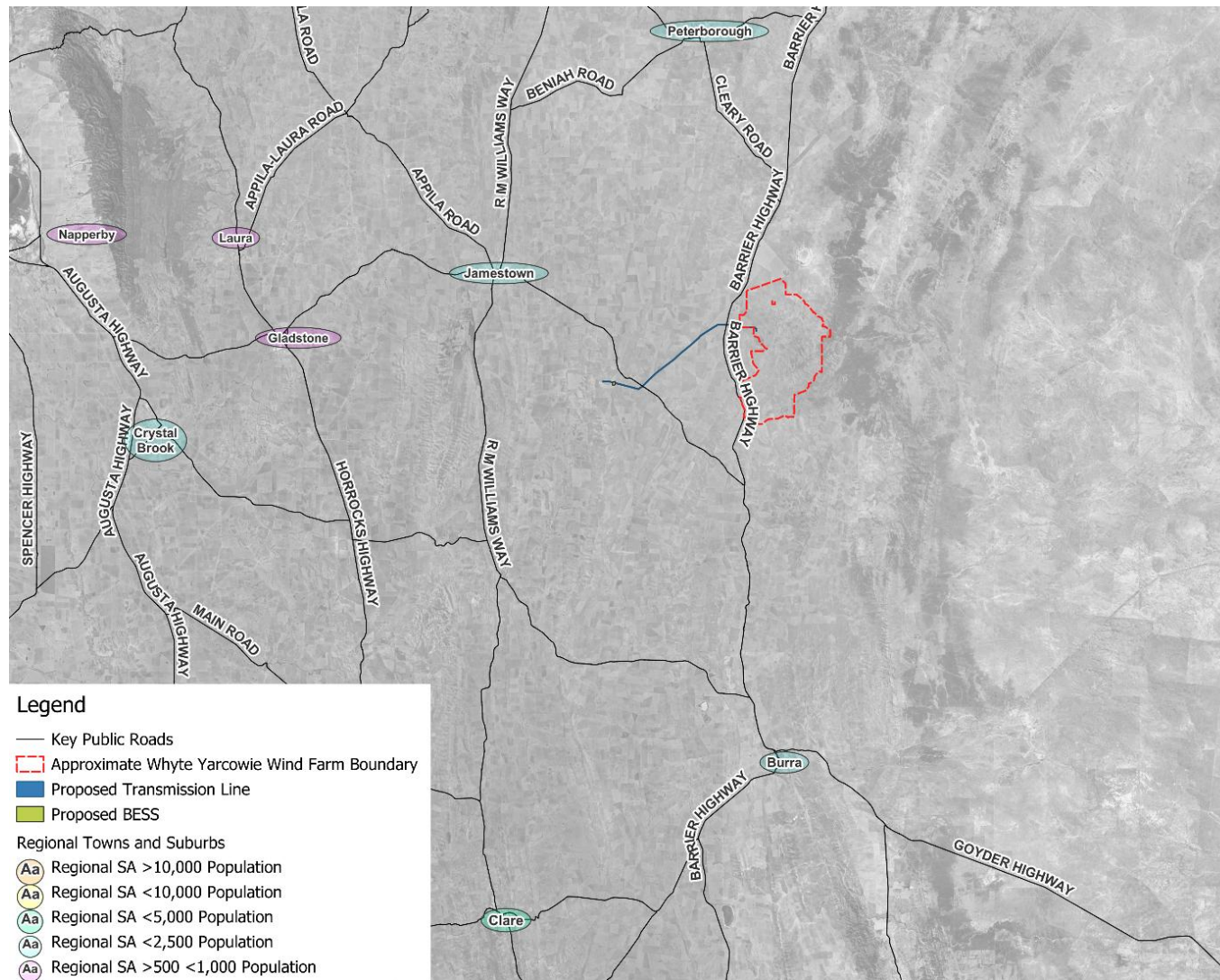
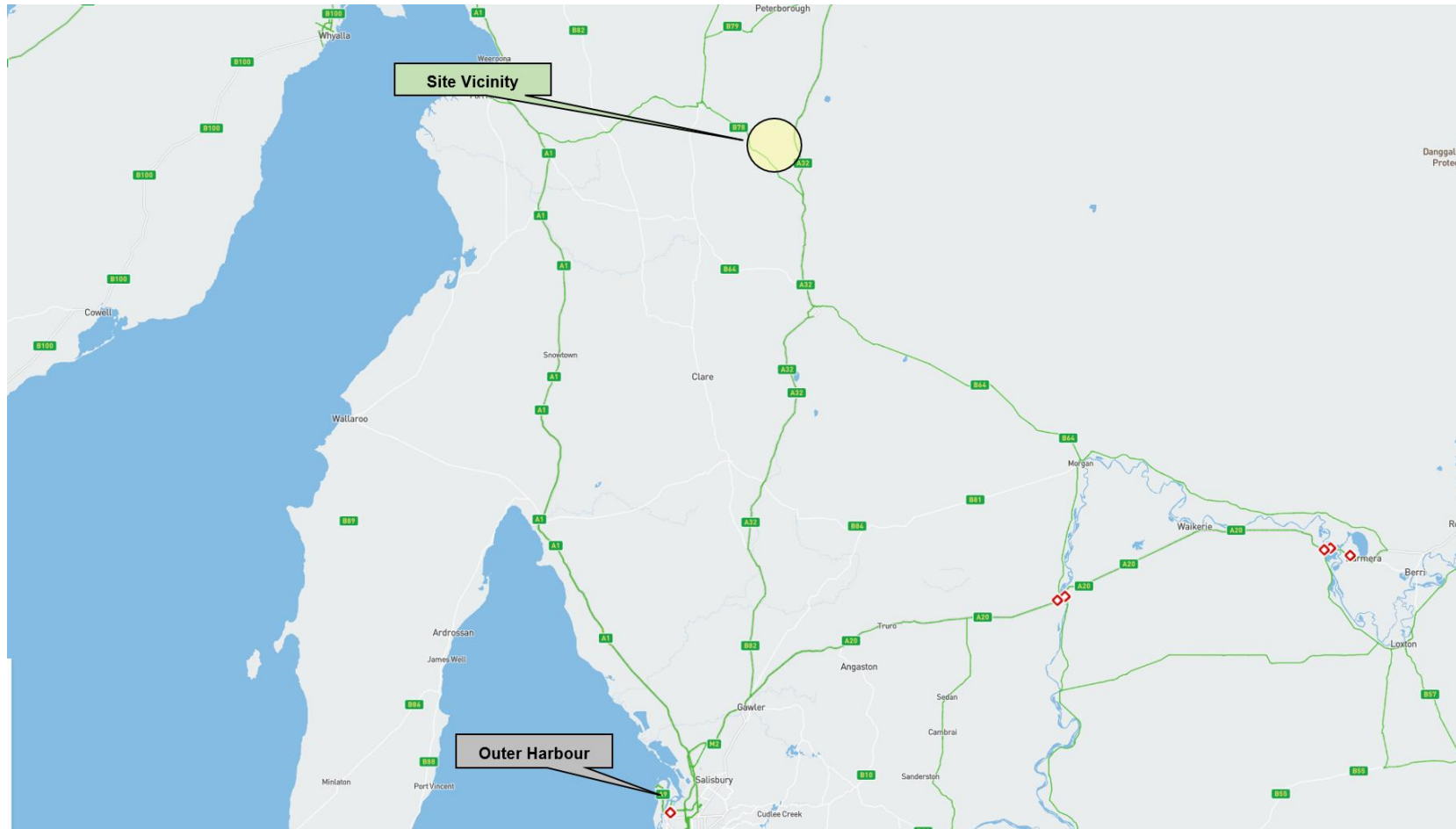


Figure A-5 OSM Approved Network - 4.6m Wide Load Carrying Vehicle



Source NHVR