

INDEPENDENT ENVIRONMENTAL AUDIT REPORT



CALALA BATTERY ENERGY STORAGE SYSTEM

SSD 52786213

January 2026

Document Control

Project Title: Calala BESS
Project Number: SSD 52786213

Ver.	Date	Prepared by	Approved by	Comments
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1	6/11/2025	Stuart Wilmot, Lead Auditor Wassef Hussain, Assistant Auditor	Stuart Wilmot, Lead Auditor	Final
2	21/1/2026	Stuart Wilmot, Lead Auditor	Stuart Wilmot, Lead Auditor	Update of audit period in response to DPFI ltr dated 23/12/25

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The report is based on matters which were observed or came to the attention of Urban Perspectives' auditors during the day. Findings and observations arising from the independent audit are stated in the report and are based on viewed site conditions and information provided by Equis Pty Ltd.

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ACRONYMS

AC	Alternating current
ACHA	Aboriginal Cultural Heritage Assessment
AES	Accommodation and Employment Strategy
BC Act	Biodiversity Conservation Act 2016
BCS	Biodiversity Conservation and Science Directorate within NSW DCCEEW
BDAR	Biodiversity Development Assessment Report
BESS	Battery Energy Storage System
BMP	Biodiversity Management Plan
CAA	Controlled Activity Approval
CEMP	Construction Environmental Management Plan
dB	Decibels
DC	Direct current
DCCEEW	Department of Climate Change, Energy, the Environment and Water
DNG	Derived Native Grassland
DPHI	Department of Planning, Housing and Infrastructure (the Department)
EIS	Environmental Impact Statement
EMS	Environmental Management System
EPA	Environment Protection Authority
EP&A Act	Environmental Planning and Assessment Act 1979
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPL	Environment Protection License
ESCP	Erosion and Sediment Control Plan
FRNSW	Fire & Rescue NSW
FSS	Fire Safety Study
ha	Hectares
HV	High Voltage
ICNIRP	International Commission on Non-Ionizing Radiation Protection
km	Kilometres
kV	Kilovolt
LGA	Local Government Area
LV	Low Voltage
m	Metres
MW	Megawatt
MWh	Megawatt-hour
MR	Medium Rigid
NFPA	National Fire Protection Association
OOHW	Out of hours work
OSOM	Over-size over-mass
PAR	Post-approval requirements
PCT	Plant Community Type
PHA	Preliminary Hazard Analysis
POEO Act	<i>Protection of the Environment Operations Act 1997</i>
PSI	Preliminary Site Investigation
RFS	Rural Fire Services
SDS	Safety Data Sheet
SEPP	State Environmental Planning Policy
TfNSW	Transport for NSW
TMP	Traffic Management Plan
VPA	Voluntary Planning Agreement

DEFINITIONS

Aboriginal Stakeholders	Aboriginal stakeholders registered for cultural heritage consultation for the development.
Ancillary infrastructure	All project infrastructure with the exception of battery storage, including but not limited to the substation, switching rooms, permanent offices, site compounds, electricity transmission lines and internal roads.
Consequence	Outcome or impact of a hazardous incident, including the potential for escalation.
Construction	The construction of the development, including but not limited to, the carrying out of any earthworks on site and the construction of the battery storage and any ancillary infrastructure (but excludes road upgrades or maintenance works to the public road network, building/road dilapidation surveys, installation of fencing, artefact survey and/or salvage, overhead line safety marking and geotechnical drilling and/or surveying)
Derived Native Grassland	a secondary grassland that develops from a grassy woodland or forest ecosystem after the tree overstorey is removed, such as through clearing or dieback, but the native ground flora, like grasses and herbs, remains relatively intact
Development footprint	The area within the site on which the components of the project will be constructed (shown in Appendix 1 of the development consent)
Equis	The Trustee for Equis Energy (Australia) Ngumi 4 Holding Trust
ESCP	a plan that demonstrates the proposed erosion prevention and sediment control measures/techniques used for a site as part of its construction, including ongoing management and maintenance of these techniques for the length of the development.
Feasible	Feasible relates to engineering considerations and what is practical to build or implement
FRNSW	Fire and Rescue NSW
Heavy vehicle	As defined by the <i>Heavy Vehicle National Law (NSW)</i> , but excluding light and medium rigid trucks and buses no more than 8 tonnes and with not more than 2 axels
Heavy vehicle requiring escort	Any vehicle that requires a pilot vehicle and/or escort vehicle, as defined by the <i>National Heavy Vehicle Regulator's NSW Class 1 Load Carrying Vehicle Operator's Guide</i>
Heritage Act	<i>Heritage Act 1977</i>
Heritage NSW	Heritage NSW division within NSW DCCEEW
Incident	A set of circumstances that causes or threatens to cause material harm to the environment
Material harm	Is harm that: <ul style="list-style-type: none"> • involves actual or potential harm to the health or safety of human beings or to ecosystems that is not trivial; or • results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding \$10,000 (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment)
Megawatt	MW
Megawatt hours	MWh
Minimise	Implement all reasonable and feasible mitigation measures to reduce the impacts of the development
Non-associated residence	A dwelling in existence at the date of this consent which is not associated with the development
Non-compliance	An occurrence, set of circumstances or development that is a breach of this consent but is not an incident
Off-site	Areas extending beyond the development extent boundary.
Operation	The operation of the development, but does not include commissioning, trials of equipment or the use of temporary facilities
Planning Systems SEPP	State Environmental Planning Policy (Planning Systems) 2021

Public Infrastructure	Linear and related infrastructure that provides services to the general public, such as roads, railways, water supply, drainage, sewerage, gas supply, electricity, telephone, telecommunications, irrigation channels, drainage channels
Reasonable	Reasonable relates to the application of judgement in arriving at a decision, taking into account: mitigation benefits, cost of mitigation versus benefits provided, community views and the nature and extent of potential improvements
Rehabilitation	The restoration of land disturbed by the development to a good condition, to ensure it is safe, stable and non-polluting
Resilience and Hazards SEPP	State Environmental Planning Policy (Resilience and Hazards) SEPP 2021
Risk	The likelihood of a specified undesired event occurring within a specified period or in specified circumstances. It may be either a frequency (the number of specified events occurring in unit time) or a probability (the probability of a specified event following a prior event), depending on the circumstances.
Roads Act	<i>Roads Act 1993</i>
SEARs	Secretary's Environmental Assessment Requirements
Site	As indicated by the Site Boundary on the figure in Appendix 1 and listed in Appendix 2 of the development consent
Temporary facilities	Temporary facilities used for the construction, upgrading and/or decommissioning of the development, including but not limited to temporary site offices and compounds, materials storage compounds, maintenance workshops, material stockpiles, laydown areas and parking spaces.
Upgrading	The replacement of battery storage and ancillary infrastructure on site (excluding maintenance) in accordance with the conditions of this consent.
Vehicle movement	One vehicle entering and leaving the site

1 Executive Summary

Urban Perspectives was engaged by Equis Energy to undertake an Independent Environmental Audit (IEA) of the Calala Battery Energy Storage System (the site). This document outlines the method, findings, and recommendations of the Calala BESS IEA and was undertaken from 9-10 September 2025.

The purpose of the IEA was to address the requirements of Condition C14 of the state significant development consent SSD 52786213 (the development consent) and assess overall compliance and environmental performance of the site. In accordance with Condition C15 of the consent, the IEA team was approved by the Planning Secretary, Department of Planning, Housing and Infrastructure (DPHI) on 24 June 2025.

The IEA criteria which the site was assessed against for this IEA included:

- Development consent conditions of SSD 52786213
- Adequacy and implementation of management plans developed in accordance with the development consent approval conditions:
 - Traffic Management Plan (TMP) – Condition B10
 - Biodiversity Management Plan (BMP) – Condition B16
 - Accommodation and Employment Strategy – Condition B36
 - Environmental Management Strategy (EMS) – Condition C1

The IEA included an opening meeting, IEA interviews, site inspection, documentation / evidence review and closing meeting.

IEA Findings

Overall, the project demonstrated a 98% compliance rate with all applicable conditions of consent. Of the 70 conditions audited, 24 were found to be not triggered at the time of the IEA. One condition was identified as non-compliant, and three opportunities for improvement were noted.

IEA Findings & Recommendations

Non-conformances

1. Condition B1 requires that the applicant ensure the development does not generate more than 100 light vehicle movements a day during construction, upgrading, or decommissioning. A record is not being maintained to ensure the development does not exceed daily light vehicle limits. **Refinement of light vehicle monitoring and surveillance is recommended to ensure the development does not generate more than 100 light vehicle movements a day during construction.**

Improvement Opportunities

1. Management to undertake close monitoring of the Accommodation and Employment Strategy during the peak construction period. Currently accommodation choices have largely been driven by employees seeking to maximise their Living Away from Home Allowance (LAHA). However, during major events, such as the Tamworth Country Music Festival, more active management and contingency planning may be necessary to avoid accommodation pressures.

2. Relocate ATF fencing where feasible to protect trees currently within the worksite boundary by positioning them outside the construction area.
3. Investigate obtaining disposal receipts from the Tamworth Sewage Treatment Plant to verify that sewage is managed at a licensed facility.

2 Introduction

The Department of Planning, Housing and Infrastructure (DPHI) has appointed Urban Perspectives to undertake an Independent Environmental Audit (IEA) of the Calala Battery Energy Storage System (Calala BESS), located at 474 Calala Lane, Calala, NSW. The Minister for Planning and Public Spaces, being the consent authority, approved the SSD on 28 June 2024 under section 4.36 of the *Environmental Planning and Assessment Act 1979*.

The independent audit was conducted on 09 September 2025 at the BESS facility in accordance with Condition C14 of the development consent SSD 52786213, which mandates compliance with the Department of Planning's Independent Audit Post-Approval Requirements (2020), and concluded on 10 September 2025. The audit assessed the project's compliance with applicable conditions of consent, environmental management measures, and relevant statutory obligations. This Independent Environmental Audit report presents the findings based on objective assessment of the environmental performance and compliance status of the Calala Battery Energy System (Calala BESS). This report also presents the methodology, key findings, and recommendations for the audit.

2.1 Background

The Calala Battery Energy Storage System (BESS) development site is located 6.5 km southeast of Tamworth and 1.7 km west of Calala town centre (EIS, Mecone, 3 October 2023). The footprint of the Battery Energy Storage System (BESS) occupies approximately of 8.9 ha within Lot 17 DP 629969 (approximately 24% if the total lot area). Tamworth electricity substation is situated approximately 1 km southwest of the BESS site. The BESS will be capable of storing excess energy generated through harnessing the energy from a diverse range of energy sources. The project supports the NSW Government's strategic focus on strengthening the state's energy infrastructure—specifically in transmission, generation, storage, and firming capacity. By delivering dispatchable electricity, it will enhance grid stability in the Tamworth Region, improve energy reliability, and contribute to reducing greenhouse gas emissions.

Fig. 1 below provides an overview of the BESS and the locality. (Source: Environmental Management Strategy, 12/06/2025)

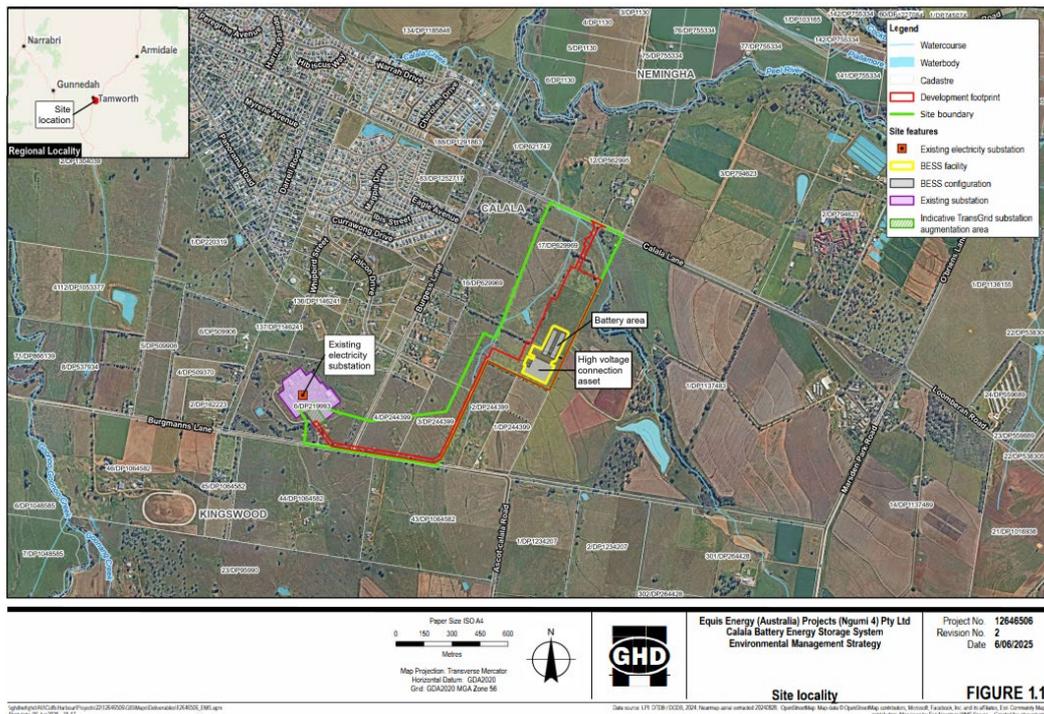


Fig. 1: Overview of the Calala BESS layout.

The development of the standalone BESS, along with its ancillary components, spans multiple lots zoned RU5: Primary Production under the *Tamworth Regional Local Environmental Plan 2010* (Tamworth LEP 2010). Besides the footprint of the BESS, the following lots are affected by the development:

- Lot 16 DP 629969 (57 Burgess Lane, Calala)
- Lot 3 DP 244399 (Burgmanns Lane, Calala)
- Lot 4 244399 (Burgess Lane, Calala)
- Lot 6 219993 (99 Burgess Lane Calala)

In addition, the development makes use of the road corridors along Calala Lane and Burgess Lane. The transmission line connecting Tamworth substation to the BESS will be via an underground transmission cable. **Table 1** below provides an overview of the Calala BESS.

Table 1: Overview of Calala BESS

Key Components	Description
Battery Energy Storage System	<ul style="list-style-type: none"> • a new facility with a storage capacity of up to 300 MW and discharge capacity of 600 MWh. • Comprises battery modules, a substation, inverter stations, distribution kiosks, a control room and switch room, and a warehouse. • located at 474 Calala Lane, which is legally identified as Lot 17 DP629969.
Transmission connection	<ul style="list-style-type: none"> • underground transmission cable from the BESS to Transgrid 330 kV Tamworth substation. • traverses the following lots: <ul style="list-style-type: none"> ○ 57 Burgess Lane, Calala (Lot 16 DP629969) ○ Burgmanns Lane, Calala (Lot 3 DP244399) ○ Burgess Lane, Calala (Lot 4 DP244399) ○ 707 Burgmanns Lane, Calala (Lot 6 DP219993)
Ancillary elements	<ul style="list-style-type: none"> • Site access from Calala Lane • Internal access roads, associated maintenance and parking • Control room and staff amenities • Warehouse, stormwater and fire management infrastructure • Utilities • Signage, fencing and security systems • Noise attenuation walls • Landscaping and site rehabilitation works
Schedule of lands	<ul style="list-style-type: none"> • Lot 17 DP 629969 • Lot 16 DP 629969 • Lot 3 DP 244399 • Lot 4 DP 244399 • Lot 6 DP 219993 • Road Corridor
Site Area	<ul style="list-style-type: none"> • 57.04 ha
Development footprint	<ul style="list-style-type: none"> • 11.4 ha
BESS footprint	<ul style="list-style-type: none"> • 8.9 ha
Land Use	RU4 – Primary Production Small Lots under <i>Tamworth Regional Local Environmental Plan 2010</i> (LEP).
Connection to substation	Existing Tamworth substation located southeast of the BESS facility. BESS connection to be established via underground transmission cable, and ancillary works.
Duration of BESS construction	Approximately 18 months

Phase	Month																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Construction of site access point off Calala Lane	█																	
Site mobilisation		█																
Clearing of surface vegetation and installing security fences		█																
Benching of site		█	█	█	█													
Delivery of components and equipment		█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
Installation of components and commissioning														█	█	█	█	█
Site rehabilitation, landscaping and vegetation works																		█
Site demobilization																		█

Fig. 2: Indicative construction stages (source: Traffic Management Plant, Rev B, 12 June 2025)

Voluntary Planning Agreement

On 20 August 2025, Equis Energy lodged a formal request with the Planning Secretary seeking an extension of time to finalise the Voluntary Planning Agreement (VPA) with Tamworth Council. The Planning Secretary considered the request noting the continued delay in executing the VPA and the consultation with Tamworth Regional Council concerning the proposed changes.

On 16 September 2025, the Planning Secretary approved the request to vary the original agreement, granting an extension of 6 months for executing the Voluntary Planning Agreement (VPA) with Tamworth Regional Council. Under the revised condition, Equis is now required to execute the VPA within 9 months from the commencement of construction or by end of February / early March 2026. If Equis and Council do not enter into a VPA or similar agreement within 9 months of starting construction:

- Then, within 10 months of starting construction (and annually thereafter during the project's operation), the Equis must make a Section 7.12 contribution under the *Environmental Planning and Assessment Act* to the Council for the the amount is specified in Part B of Appendix 5 of the SSD consent.

Furthermore, under the varied agreement issued by the Planning Secretary, Equis is required to make a lump sum payment equivalent to 0.31% of the final Capital Investment Value (as determined at Financial Close) within 20 business days following the execution of the VPA. In addition, the agreement stipulates an annual payment of \$200,000 (adjusted for CPI), to be made either through the VPA or via a separate Community Benefits Fund, for the first three years of the project's operation.

It is noted that Calala BESS is currently in Stage 1 — the construction phase. As the operational phase has not yet commenced, monetary contributions associated with the operational phase of the SSD are not applicable at this time.

Development approval timeline

On 28 June 2024, the Planning Secretary approved Development and granted development consent to Equis. Later, on 16 January 2025, Equis submitted the staging request to the Planning Secretary. To ensure timely delivery of the project, the Planning Secretary granted approval for the development to occur in stages as follows:

- Stage 1 – construction
- Stage 2 – operation
- Stage 3 – decommissioning

Request for further staging: In response to commercial offtake agreements, Equis sought the Planning Secretary's consent on 28 May 2025 to stage the BESS construction in two stages including an initial 250 MW followed by 50 MW. On 10 June 2025, the Director of Energy Assessment (acting on behalf of the Planning Secretary) approved the request. Based on the considerations, the Planning Secretary approved the development to be undertaken in the following stages:

- **Stage 1:** Construction
 - **Stage 1a:** commence road upgrades or maintenance works to the public road network, building/road dilapidation surveys, installation of fencing, artefact survey and/or salvage, overhead line safety marking and geotechnical drilling and/or surveying.
 - **Stage 1b:** commence construction including but not limited to, the carrying out of any earthworks on site and installation of any ancillary infrastructure (excluding the battery storage as defined the development consent).
 - **Stage 1c:** continue construction including works associated with the BESS.
 - **Stage 1d:** continuation of BESS construction including movement of heavy vehicles requiring escort during construction as described in Condition B1 of Schedule 2 of Consent.
- **Stage 2:** BESS Operation; and
- **Stage 3:** BESS Decommissioning

This approval enabled better management of developmental complexities, including minimizing disruptions, with a particular focus on noise and traffic movement. The development timeline is elaborated in **Table 2** below. **Fig.3** and **Fig.4** provide site layout of the BESS and general development layout of the SSD respectively.

Table 2: **Calala BESS development timeline**

28 June 2024	Development consent granted under delegation from the Minister for Planning and Public Spaces and section 4.38 of the <i>EP&A Act 1979</i> .
16 January 2025	Equis (Australia) submits request to the Planning Secretary seeking approval to stage the development
04 March 2025	Planning Secretary approves that development be carried out in the following stages: stage 1 (construction); stage 2 (operation); and stage 3 (decommissioning). Also approves staging of the Traffic Management Plan (TMP) requiring updating TMP for Stage 1a and Stage 1b
01 April 2025	Equis requests the Planning Secretary to allow site establishment works including benching of areas to commence on site in parallel with the construction of the site access point off Calala Lane as required by Condition B6 of Schedule 2 of the development consent (SSD-52786213-PA-4)
07 April 2025	<ul style="list-style-type: none"> • The Planning Secretary approves site establishment works, including benching activities. • Works would be limited to the following: <ul style="list-style-type: none"> ○ on-site car parking for construction personnel involved in the initial construction works; ○ temporary buildings (for site establishment); ○ construction laydown & compound areas; ○ internal access road; and ○ benching of areas directly associated with the initial site establishment work • Furthermore, the site access point off Calala Lane to be completed within 3 months of commencement of the upgrade or prior to any other construction activities beyond those mentioned above commencing on site. See Appendix F for details.
14 May 2025	Acknowledgement receipt from DPHI of the <i>Accommodation and Employment Strategy</i> (ver. 3, 9 May 2025)

28 May 2025	Request by Equis (Australia) to the obtain Planning Secretary’s agreement to construct the BESS in two stages due to commercial offtake agreements. Proposal to construct first stage of 250 MW followed by a second stage of 50 MW.
10 June 2025	<p>Planning Secretary considers request made by Equis (Australia) and agrees to stage the development as follows:</p> <ul style="list-style-type: none"> • Stage 1a: commence road upgrades or maintenance works to the public road network, building/road dilapidation surveys, installation of fencing, artefact survey and/or salvage, overhead line safety marking and geotechnical drilling and/or surveying. • Stage 1b: commence construction including but not limited to, the carrying out of any earthworks on site and installation of any ancillary infrastructure (excluding the battery storage as defined the development consent). • Stage 1c: continue construction including works associated with the BESS. • Stage 1d: continuation of BESS construction including movement of heavy vehicles requiring escort during construction as described in Condition B1 of Schedule 2 of Consent. <p>Notes:</p> <ul style="list-style-type: none"> • The Planning Secretary approves the request allowing construction of the BESS to occur in two stages: an initial 250MW followed by 50MW. • <i>Fire Safety Study</i> to be approved by the Planning Secretary, including written confirmation from Fire and Rescue NSW (FRNSW) prior to Stage 1c.
10 June 2025	The Planning Secretary approves the <i>Biodiversity Management Plan</i> , Version 5, dated 5 June 2025.
13 June 2025	The Planning Secretary approves the <i>Environmental Management Strategy</i> ; Rev 2 dated 12 June 2025
13 June 2025	The Planning Secretary approves the <i>Traffic Management Plan</i> (Version B, dated 12 June 2025).
18 June 2025	Commencement of construction
20 August 2025	Equis Energy sends request to the Planning Secretary seeking time extension for entering into a VPA with the Council.
16 September 2025	The Planning Secretary approves the request made by Equis Energy in relation to delaying the VPA with the Council. The approval states that within 9 months of commencement of construction, Equis must enter into a VPA with the Council.

Pre-Construction conditions

On 7 April 2025, the Planning Secretary issued a letter to Equis Energy (refer to **Appendix F**) authorising the commencement of the following site establishment works:

- on-site car parking for construction personnel involved in the initial construction works;
- temporary buildings (for site establishment);
- construction laydown & compound areas;
- internal access road; and
- benching of areas directly associated with the initial site establishment work described above.

The Planning Secretary’s agreement further included a condition that the site access point of Calala Lane must be completed within 3 months of commencement of the upgrade or prior to any other construction activities beyond those listed commencing on site.

Construction activities – inclusions and exclusions

According to the definition provided in the development consent for Calala BESS, the following activities are considered construction:

☐ Construction activities

- Earthworks on site (e.g. excavation, grading, soil movement, etc.)
- Construction of the battery storage (e.g. building and assembling the battery storage facility).
- Construction of ancillary infrastructure (e.g. supporting structures or systems directly related to battery storage development (e.g., foundations, internal roads, underground services, etc.)

☐ Activities excluded from the definition of construction

- Road upgrades or maintenance works to the public road network (e.g. Any construction or repair on existing public roads outside the development site)
- Building / road dilapidation surveys (e.g. Assessments of existing structures or roads to determine their current condition)
- Installation of fencing (e.g. Erecting boundary or security fences around the site)
- Artefact survey and/or salvage (e.g. Archaeological surveys or recovery of historical items).
- Overhead line safety marking (e.g. attaching visual markers to power lines or other overhead infrastructure for safety).
- Geotechnical drilling and/or surveying (e.g. Subsurface testing and analysis for planning or design purposes)

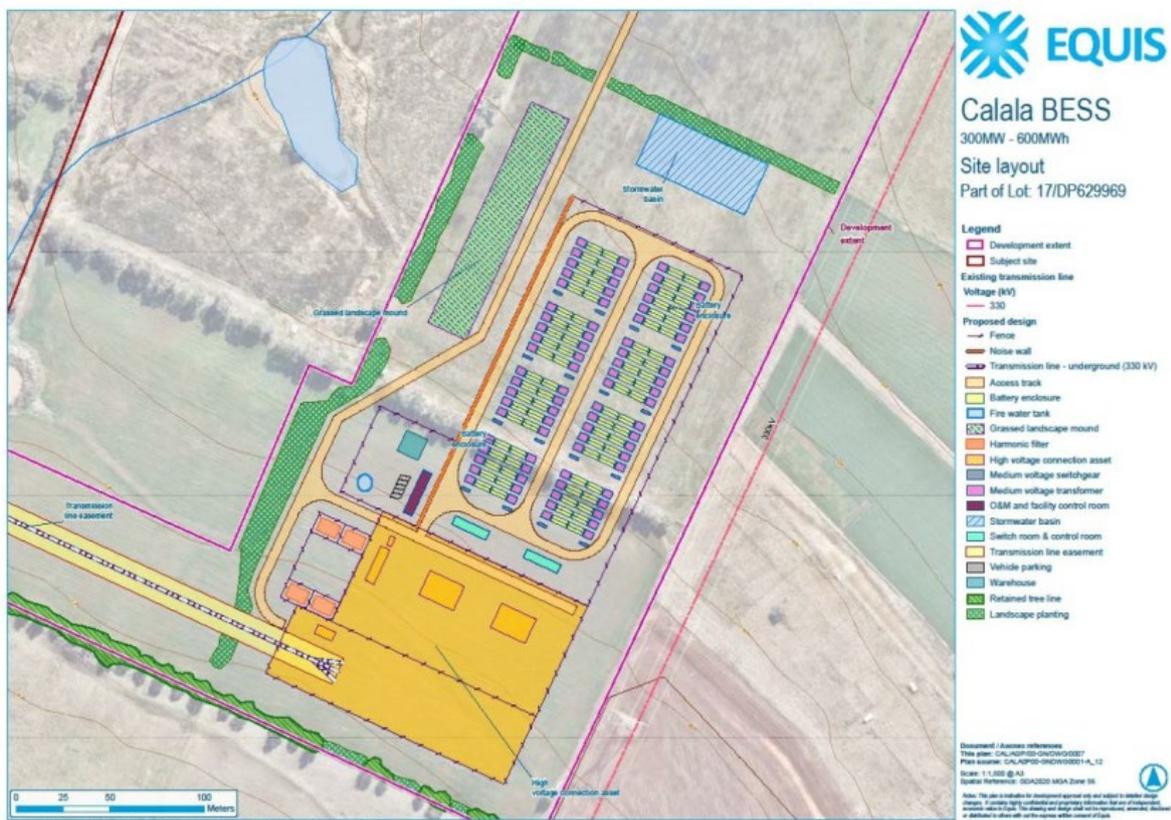


Fig. 3: Site layout of BESS

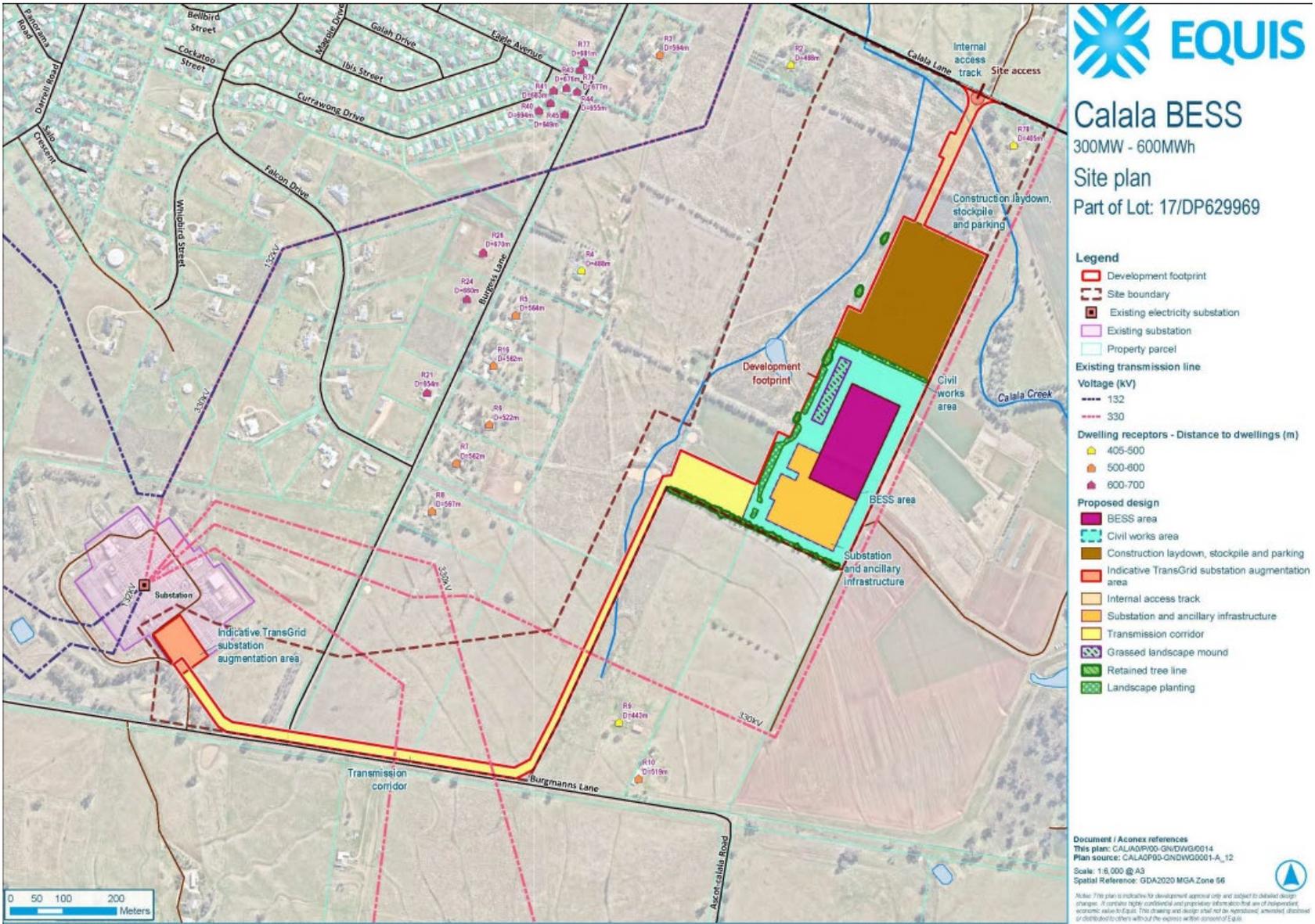
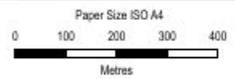
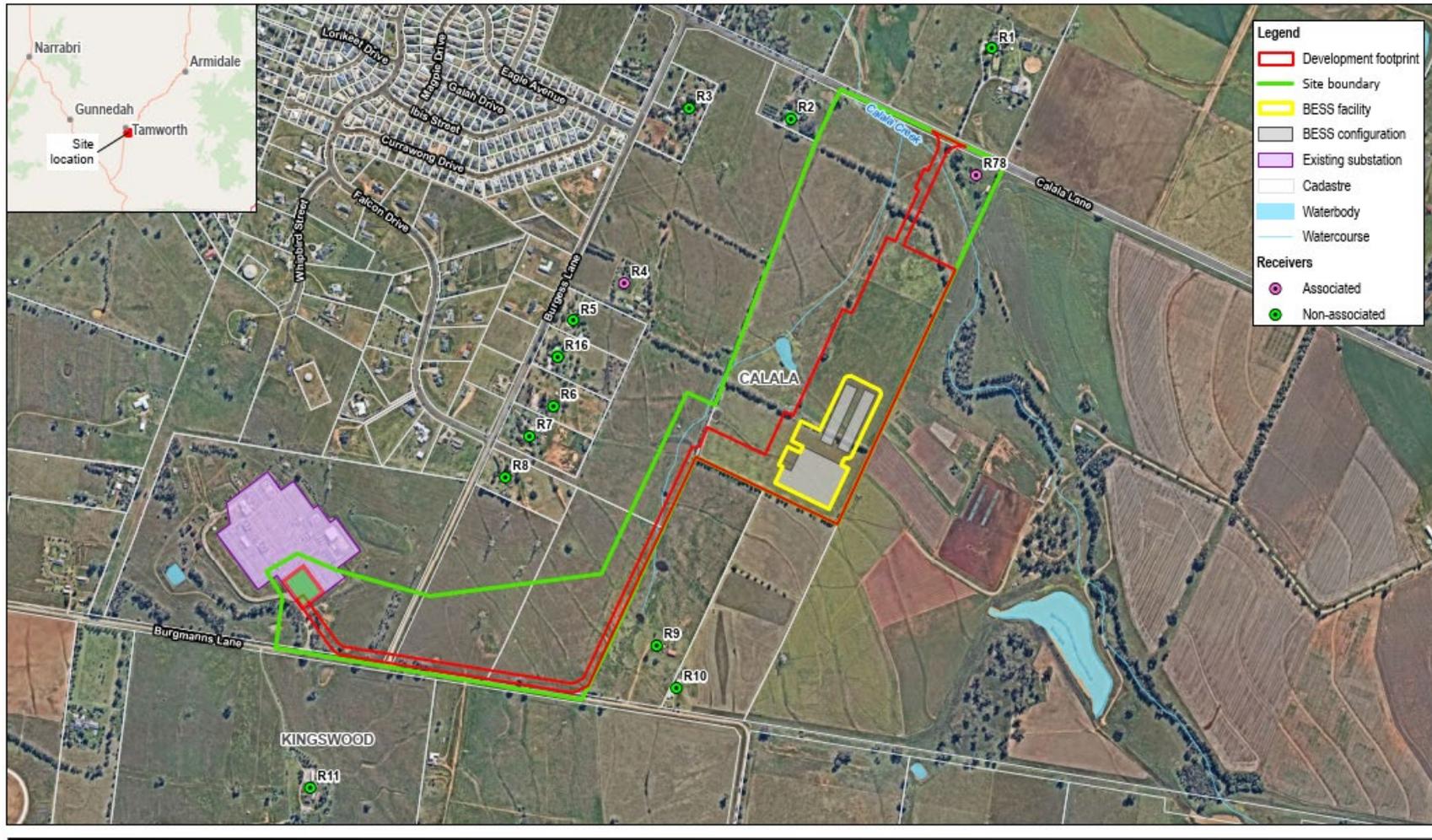


Fig. 4: General development layout – Calala BESS



Equis Energy (Australia) Projects (Ngumi 4) Pty Ltd
 Calala Battery Energy Storage System
 Environmental Management Strategy

Project No. 12646506
 Revision No. C
 Date 12/06/2025

Paper Size ISO A4
 Map Projection: Transverse Mercator
 Horizontal Datum: GDA2020
 Grid: GDA2020 MGA Zone 56

Sensitive receivers

FIGURE 1-3

Lightfoot\gnd\AU_Colls\Harbour\Project\2012646506\GIS\Map\Deliverable\12646506_EMS.aprx
 Print date: 12 Jun 2025 - 10:33

Data source: LPI: DTDB / DDB, 2024; Neemap aerial extracted 20240820; OpenStreetMap; Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri Neemap WMS Server. Created by: alibdy

Fig. 5: Sensitive Receivers surrounding the development site

2.2 Audit Team

In accordance with Schedule 2, Condition C14 of the consent and the NSW Planning Independent Audit Post Approval Requirements (2020), the Planning Secretary has endorsed the following personnel to undertake the Independent Audit of the Calala Battery Energy Storage System (BESS):

- Mr. Stuart Wilmot (Lead Auditor)
- Mr. Wassef Hussain (Assistant Auditor)

2.3 Audit Objectives

The purpose of the independent environmental audit is to deliver an impartial and objective evaluation of the environmental performance and regulatory compliance of the BESS facility, as required under Conditions C12 and C13 of SSD 52786213. The audit also incorporates feedback from relevant stakeholders, gathered through correspondence with the independent auditors, to identify and address any issues or concerns that should be considered in defining the audit scope.

2.4 Audit Scope

The scope of the audit includes:

- Independent evaluation of the project activities against the conditions of approval relevant to the works under stage 1(a) and stage 1(b) at the time of the audit.
- Adequacy and implementation of management plans developed in accordance with the development consent approval conditions:
 - Condition B10 – Traffic Management Plan (TMP)
 - Condition B16 – Biodiversity Management Plan (BMP)
 - Condition B36 – Accommodation and Employment Strategy (AES)
 - Condition C1 – Environmental Management Strategy (EMS)

Limitations

- The audit was carried out in accordance with established protocols, drawing on the auditors' professional expertise and accredited qualifications.
- This report was prepared based on documentation provided by the Principal Contractor CPP prior to the site visit, and data & information gathered during the site inspection.
- The audit team, accompanied by CPP and Equis (Australia) conducted the audit by observing the necessary site safety rules & protocol applicable on that day within the jurisdictional boundary of the approved development and was escorted by CPP during site walk and other associated activities pertaining to evidence collection and observation.
- Findings arising from the audit do not include any confidential information such as names and contact details, especially relating to onboarding, induction and training records.
- The registration details of plant, equipment, and site vehicles, including any heavy, oversize, or over-mass vehicles, have been redacted

The process involved reviewing and analysing selected records and observations within a limited timeframe. Although every effort was made to review all relevant environmental management systems and associated documentation, the reliance on sampling inherently limits the scope of the audit. As such, the findings may not capture all potential non-compliances or issues.

2.5 Audit Period

The audit period is from the date consent was granted on 28 June 2024 to the last site inspection date on 10 September 2025. During this period Stage 1(a) and Stage 1(b) had commenced.

3 Audit Methodology

The Post Approval Requirements (May 2020) require the independent audit to be carried out in accordance with the specified frequency, with the initial independent audit occurring within 12 weeks of construction commencement. The Independent Audit Report and the accompanying proponent's response to the audit findings were submitted to the Department by the due date 10 November 2025. The electronic copy of the Independent Audit (including Equis Energy (Australia) response) accompanies the report and has been submitted to the Department via the Major Projects Portal.

3.1 Selection and Endorsement of Audit Team

The Department of Planning, Housing and Infrastructure (DPHI) endorsed both Stuart Wilmot and Wassef Hussain as the independent auditors for the Calala BESS SSD on 20 January 2025 (Appendix B).

- Stuart is a certified Lead Auditor with JAS-ANZ Exemplar Global (Certificate No. 105563) and holds a Master's degree in Urban and Regional Planning (1997) from the University of Sydney and a Bachelor of Science (1993) from Macquarie University.
- Wassef is a certified Lead Auditor with JAS-ANZ Exemplar Global (Certificate No. 8307256-6126060). He has a Bachelor's degree in Environmental Engineering from the University of NSW, a Master's degree in Urban Planning from the University of Sydney, and certificates in Project Management Practice (Cert IV) and Work Health and Safety (Cert IV).

3.2 Independent Audit Scope Development

Urban Perspectives was engaged by Equis Energy (Australia) to complete the initial independent environmental audit for the Calala BESS facility in accordance with the post approval requirements. The Independent Audit focuses on reviewing the post-approval management plans and documentation, including relevant compliance documents for the current development phase. It also assesses actual impacts against those predicted in the EIS. Conditions C14-C16 of development consent SSD 52786213 state that the audit must be:

- **C14.** Independent Audits of the development must be conducted and carried out at the frequency and in accordance with the Independent Audit Post Approval Requirements (2020).
- **C15.** In accordance with the specific requirements in the Independent Audit Post Approval Requirements (2020), the Applicant must:
 - review and respond to each Independent Audit Report prepared under condition C14 of Schedule 2 of this consent, or condition C16 of Schedule 2 where notice is given by the Planning Secretary; submit the response to the Planning Secretary;
 - and make each Independent Audit Report, and response to it, publicly available within 60 days of submission to the Planning Secretary. unless otherwise agreed by the Planning Secretary.
- **C16.** Independent Audit Reports and the Applicant's response to audit findings must be submitted to the Planning Secretary within 2 months of undertaking the independent audit site inspection as outlined in the Independent Audit Post Approvals Requirements (2020) unless otherwise agreed by the Planning Secretary.

Key components of the audit scope included:

- Review of the consent conditions
- Collection of background documents such as plans and strategies
- Preparation of the audit plan
- Consultation with the local authority involved in the project, as well as other relevant stakeholders
- Conducting site inspection including the opening and close out meetings
- Collection of evidence and relevant documentation held on site
- Site photographs
- Monitoring records
- Preparation of this audit report and action plan

3.3 Compliance Evaluation

The audit consisted of document review – both during site visit, site inspection, interview, and prior to commencement of audit. Preliminary review of the documentation prior to commencement of site visit was effective in formulating the audit plan thus briefing the auditee on the expectations and desirable outcomes of the audit. The site visit under the audit plan included:

- Completing on-site induction after arrival at the site facility
- Opening meeting as an introduction to all parties to provide overview, scope and objectives of the audit.
- Documenting finds based on observations, findings, discussions and interviews as part of review to check compliance with the consent conditions.
- Site inspection, escorted by key project personnel from CPP and Equis.
- Closing meeting on the following day to summarise the findings of the site audit and to discuss additional audit evidence required.

3.4 Site Interviews

The following personnel were involved in the audit and accompanied the auditors on the site visit:

☐ **Equis Representatives (Applicant)**

- Lachlan Gill - Owners Representative
- Gerrit Prent – Senior Development Planner
- Alex Dong – Geotechnical Engineer, Aurecon

☐ **Principal Contractor**

- Jarrod Erbs, Health and Safety Advisor / Manager, CPP
- Francis Flynn, Environmental Advisor (NSW & Qld), CPP
- Shonelle Gleeson-Willey, Principal Consultant, Moss Environmental
- Luke Perabo, Senior Project Manager, CPP

The site interviews concentrated on the consent conditions and any issues prompted by the site walk observations. Items that could not be confirmed through the initial document review were discussed during the audit session. The Senior Project Manager, Environmental Advisor, and Principal Consultant responded to the auditors' inquiries.

3.5 Site Inspections

The auditors began their audit at 8:30 AM on 9 September 2025, spending the entire day on-site, observing key work activities while being accompanied by project personnel, and going through the documentation, drawings and management plans. The weather was partly sunny and remained moderately overcast and cloudy throughout the day, with no recorded rainfall (less than 0.5 mm) in the previous 24 hours. The highest temperature recorded during the site inspection was 21°C, which occurred between 1:30 p.m. and 2:00 p.m. The auditors visited the site on 10 September 2025 to conduct the audit program's close-out meeting and address any outstanding issues. The weather was rainy and overcast, with a recorded rainfall of 5.4 mm.

3.6 Consultation

The audit process included consultation with the key stakeholders, primarily government departments and affiliated agencies. During audit planning, the independent auditors contacted relevant stakeholders including the local council and the local aboriginal land council, and various government departments and agencies primarily to gather feedback and identify relevant issues and concerns for inclusion in the audit scope. The outcomes of these consultations are detailed in Section 4.8 of this report, and the correspondence records are found in **Appendix C**.

3.7 Compliance status descriptors

The Auditor's reporting of compliance is based on the compliance status descriptions as defined in the *Independent Audit Post Approval Requirements (2020)* determined the compliance status of each compliance requirement using the following descriptors from Table 2 of the IAPAR. These are replicated in **Table 3** below.

Table 3: Compliance status descriptors

Status	Description
Compliance (C)	The auditor has collected sufficient verifiable evidence to demonstrate that all elements of the requirement have been complied with within the scope of the audit.
Non-compliant (NC)	The auditor has determined that one or more specific elements of the conditions or requirements have not been complied with within the scope of the audit.
Not triggered (NT)	A requirement has an activation or timing trigger that has not been met during the temporal scope of the audit being undertaken (maybe a retrospective or future requirement), therefore an assessment of compliance is not relevant.

Improvement Opportunity (IO): To support recommendations aimed at enhancing environmental performance from a compliance standpoint, the term 'Improvement Opportunity' or 'IO' has been adopted to describe the identified issues.

4 Audit Findings

4.1 Approval and Document List

The IEA involved obtaining suite of documentation relating to the development of the Calala BESS project. CPP (the Principal Contractor) shared the following project documentation prior to site visit for the audit:

4.1.1 Approved Plans and Supporting Documentation

- Environmental Management Strategy, Calala Battery Energy Storage System, Rev 2 dated 12 June 2025. Approved by the Department.
- Traffic Management Plan, Calala Battery Energy Storage System, Version B dated 12 June 2025. Approved by the Department.
- Biodiversity Management Plan, Calala Battery Energy Storage System, prepared by Biosis, Final Version 05, 05 June 2025. Approved by the Department.
- Accommodation and Employment Strategy, Calala Battery Energy Storage System, Version 3 dated 09 May 2025.
- Fire Safety Study, Calala Battery Energy Storage System, Rev E dated 09 April 2025. (Pending approval of the Department).
- Construction Environmental Management Plan, CPP,

4.1.2 Acknowledgements and Correspondence

- Notification sent by Equis to the DPHI prior to commencement of construction, 17 June 2025.
- Correspondence letter - response from the DPHI to Equis (Australia), Re: Request to vary (VPA), 07 April 2025.
- Approval letter from the DPHI for the *Environmental Management Strategy*, 13 June 2025.
- Approval letter for *Traffic Management Plan* from the DPHI, 13 June 2025
- Approval letter for *Biodiversity Management Plan*, Final Version 5, dated 5 June 2025 from the DPHI.
- Email correspondence, Biodiversity Conservation Fund to Equis (Australia), 20 May 2025
- Receipt of acknowledgement – Biodiversity Credit Retirement Section 6.33 Certificate for the Calala BESS, 22 May 2025
- Statement confirming payment into Biodiversity Conservation Fund for an offset obligation, 20 May 2025
- The DPHI's acknowledgement of the '*Accommodation and Employment Strategy*' issued in a letter dated 14 May 2025

4.1.3 Management, surveillance and monitoring

Plant & Equipment

- Daily Plant Inspection Checklists (2025) – dated 27/06, 23/06, 03/07, 01/07, 07/07, 11/07, 15/07, 18/07, 21/07, 29/07, 04/08 and 05/08.
- Telehandler logbook 08/06/2025 – 06/07/2025

Plant Maintenance

- Annual Safety Inspection (ASI) Certificate - Boom Pump, 25 June 2025
- Owner Instructions: Safety checks / maintenance record – Cat Roller, 30 May 2023 – 20 June 2024
- Service History – Cat Smooth Drum Roller, 17 July 2025
- Service History – Dump Truck, 20 June 2025
- Vehicle History Summary – Dozer, 03 February 2023 – 06 May 2025

- Komatsu Servicing Dump Truck, 17 December 2024 (should ask about the decal and safety warning), 17 December 2024
- Workshop Service Tax Invoice – Grader, 12 November 2024
- Register - Grader
- Pre-Delivery Inspection Report, Wheeled Excavator, 15 July 2025
- Heavy Vehicle Service Checklist – Hydrema Dump Truck, 29 December 2024
- Register of Excavators, with service notes
- Register, Komatsu excavator
- Maintenance log – Padfoot roller, 30 May 2025
- Street Sweeper
- Service report – Telehandler, 27 June 2025
- Maintenance by Item – Tipper Truck, 10 July 2024 – 16 June 2025
- Asset Maintenance – Vacuum Truck, 23 May 2025
- Vehicle History Summary – Dump Truck, 23 September 2024 and 09 April 2025
- Plant Inspection Report – Water Cart, 02 May 2025

4.1.4 Mobile Plant Inspections

- FRM-S123 Boom Pump, 22 July 2025
- FRM-S123 Cat Dozer, 02 July 2025
- FRM-S123 Cat Grader, 14 July 2025
- FRM-S123 Cat Roller, 18 June 2025
- FRM-S123 Cat Roller, 17 June 2025
- FRM-S123 Cat Smooth Drum, 18 July 2025
- Inform - Duck, 28 July 2025
- FRM-S123 Dump Truck, 20 June 2025
- FRM-S123 Dump Truck, 25 June 2025
- FRM-S123 Dump Truck, 20 July 2025
- GPWF Mobile Plant Inspection – Grader, 05 August 2025
- FRM-S123 Hino Tipper, 17 June 2025
- FRM-S123 Hydrea Dump Truck, 20 June 2025
- FRM-S123 JCB Excavator, 18 July 2025
- FRM-S123 Komatsu, 17 July 2025
- FRM-S123 Street Sweeper, 17 July 2025
- FRM-S123 Telehandler, 02 July 2025
- FRM-S123 Vacuum Truck, 17 June 2025
- FRM-S123 Water Cart, 17 June 2025
- Mobile Plant Register

4.1.5 Induction & Toolboxes

- FRM-S139 Project Visitor Induction, CPP
- Calala BESS Project Induction – CPP
- Delivery Driver Induction Forms (2025) – A total of 15 from 17/07, 19/07, 27/06, 30/06, 25/06, 24/06, 23/06 21/06, 18/06. (multiple inductees on certain days)
- FRM-161 Delivery Driver Induction
- Toolbox Meeting Agenda on flood mitigation, 01 August 2025
- Emergency Response Review, 03 July 2025
- Consultation record concerning worker and SWMS, 04 July 2025
- Toolbox Meeting Agenda:
 - Rainfall Management, 30 July 2025
 - Vape, 03 July 2025
 - Segregation of topsoil, 16 July 2025

- Rock on road, 15 July 2025
- Vegetation and No-Go Zones, 09 July 2025
- Working around water, 29 July 2025
- Dogging and Rigging, 24 June 2025
- General issues, 20 June 2025
- Vegetative zones, 25 June 2025
- Short term HSE Induction Record
 - Subcontractor Supplier, 04 August 2025
 - Electrician, 08 July 2025
 - Plant Mechanic, 04 July 2025
 - Operator, 25 June 2025
 - Traffic Control Supervisor, 20 June 2025
 - Electrician, 19 June 2025
 - Excavator operator, 24 June 2025
 - IT Worker, 20 June 2025
 - Fitter – Mechanical Engineering, 21 June 2025
 - Electrician, 19 June 2025
 - Excavator Technician, 24 June 2025
 - Temporary Fencing Worker 1(CPP), 16 June 2025
 - Temporary Fencing Worker 2 (CPP), 16 June 2025
 - Supplier, 18 June 2025
 - Fuel Tank Checker, 25 June 2025
- Project Induction Declaration
 - August 2025 induction: 5 personnel including 1 owner’s representative and 4 representing subcontractors.
 - July 2025 induction: 34 personnel including CPP staff and Subcontractors. Inductees included Supervisor, Operator, Traffic Controller, Concreter, Foreman, Mechanic, Tester, Fitter, Plant Mechanic, Pump Linesman, Pump Operator, Cleaner, Project Administrator, HSE Officer, Commissioning Engineer, Electrician, Surveyor, Construction Manager, and WHS Trainee.

4.1.6 Safe Work Method Statements (SWMS)

- CPP - Civil Works – General
- CPP - Installation of Electrical Apparatus and Equipment – EWP
- CPP - Mobile Plant Lifting; Telehandler or Excavator used as a Crane
- CPP - Mobile Plant Operation
- Subby – SWMS Review Form, Concrete Pumping, 21 July 2025
- Subby – Concrete Pumping, 01 July 2025

Post audit correspondence

Following completion of the site visit, the audit team remained in correspondence with the Primary Contractor and Equis in relation to obtaining clarification and any further documentation. The auditors obtained relevant documents both from CPP and Equis which are listed below:

- September toolboxes - register
- August toolboxes - register
- July toolboxes – register
- June toolboxes – register
- Calala BESS Weekly Site Inspection, 05 August 2025
- Calala BESS Weekly Site Inspection, 19 August 2025
- Calala BESS Weekly Site Inspection, 28 August 2025
- WHS Inspection Register
- Calala BESS Consultation Register dated from 12 September 2024 to 05 August 2025.

- Photo – Vegetation Management Zones (VMZ 1-2) x 2
- Tree protection
- Accommodation providers within 100 km site
- Accommodation providers within 50 km to site
- CPP Accommodation explanation draft 15.9.2025
- Fauna Habitat Assessment and Weed Survey for BESS at Calala Lane, Calala NSW, 11 June 2025.
- AEP 5565 Biodiversity Management Baseline Data Report, Rev 01, 19 August 2025.
- 255-P-09-A _ Calala BESS ATF Pickup 10-09-2025
- September toolboxes - register
- APPENDIX E - ACHAR and HAIS Addendum Letter for the Calala BESS, Tamworth, NSW, Biosis, 26 April 2024.
- Calala BESS Project Updates – redacted
- Calala BESS Project Updates – NTSCorp
- Calala BESS Commencement Notification
- General waste - Tamworth waste management - 30.06.2025
- Septic waste 11-8-2025
- Waste Doc - 28.08.25
- Water cart size (MR vehicle)
- Progressive Erosion and Sediment Control Plan, including the culvert crossing Calala Creek.
- A copy of the Emergency Management Plan prepared by CPP, Rev 1, 06 June 2025.
- The DPHI’s approval to vary Voluntary Planning Agreement (VPA) agreement, 16 September 2025

4.2 Compliance Performance

The table below summarises the number of compliant and non-compliant conditions of consent, as well as those not triggered at the time of the audit.

Table 4: Key metrics

Parts of Conditions	Total	Compliance	Non-compliant	Not triggered
Part A Administrative Conditions	15	9	0	6
Part B Environmental Conditions – General	37	24	1	12
Part C Environmental Management, Reporting and Auditing	18	13	0	5

4.3 Summary of agency notices, orders, penalty notices or prosecutions

No agency notices, orders, penalty notices and prosecutions were identified for the site during the audit period.

4.4 Non-compliances

During the independent audit, one (1) non-compliance was noted against Condition B1(a)(ii), as monitoring measures were not in place to ensure that light vehicle movements during construction stayed below 100 per day.

4.5 Previous audit recommendations

Not applicable - this is the first independent audit conducted for Calala BESS.

4.6 Environmental plans, subplans and post approval documents

□ Adequacy of Environmental Management Strategy (EMS)

An Environmental Management Strategy (EMS) has been prepared for the project Environmental Management Strategy: Calala Battery Energy Storage System (GHD 2025) in response to Condition C1 of the Development Consent (SSD 52786213) issued by the NSW Government Minister for Planning and Public Spaces under the NSW Environmental Planning and Assessment Act 1979 (EP&A Act). This overarching management plan applies to Stage 1 Construction and Stage 2 Operations only and not decommissioning, providing the framework for environmental management of the site construction.

In accordance with Condition C3 (a-c) of the consent (SSD 52786213), Equis (Australia) elected to stage the submission of this EMS to align with the staging of the project. With the Planning Secretary's approval, the Calala BESS project proceeded with staging as follows:

- **Stage 1a:** commence road upgrades or maintenance works to the public road network, building/road dilapidation surveys, installation of fencing, artefact survey and/or salvage, overhead line safety marking and geotechnical drilling and/or surveying.
- **Stage 1b:** commence construction including but not limited to, the carrying out of any earthworks on site and installation of any ancillary infrastructure (excluding the battery storage as defined the development consent).
- **Stage 1c:** continue construction including works associated with the BESS
- **Stage 1d:** continuation of BESS construction including movement of heavy vehicles requiring escort during construction as described in Condition B1 of Schedule 2 of Consent.
- **Stage 2:** BESS Operations
- **Stage 3:** Decommissioning of the project at the cessation of life

□ Adequacy of Biodiversity Management Plan (BMP)

The BMP has been prepared to comply with condition B16 of the Development Consent as well as in accordance with the Code of Practice for injured, sick and orphaned protected fauna (OEH 2011), Planning Systems SEPP and guidelines listed in Section 3.2. A review has confirmed the adequacy of the Biodiversity Management Plan (BMP), demonstrating that the plan:

- Was developed in consultation with Biodiversity and Conservation Science (BCS) and endorsed by the Planning Secretary as satisfactory
- Clearly outlines the measures and associated timeframes for implementation to ensure protection of biodiversity values
- Includes a comprehensive monitoring program to assess the effectiveness of implemented measures
- Contains a protocol for managing incidental findings of threatened species
- Provides for the ongoing monitoring, review, and adaptive implementation of management requirements

□ Adequacy of Traffic Management Plan (TMP)

On 13 June 2025, the Department conditionally approved the Traffic Management Plan (TMP) for Stages 1a, 1b, and 1c of the Calala BESS development, in accordance with Condition B10 of Schedule 2. During the development of the TMP, key stakeholders—Transport for NSW (TfNSW) and Tamworth Regional Council—provided feedback which was addressed alongside comments from the Department's initial review. Equis Energy incorporated all stakeholder input into the final version of the TMP, which was subsequently lodged with the Department and approved by the Planning Secretary.

The approved TMP remains valid and does not require amendment prior to the commencement of works for Stage 1c. However, Equis Energy will be required to engage with TfNSW and Tamworth Regional Council to

address any matters related to the movement of Over Size Over Mass (OSOM) vehicles during Stage 1d activities. Additionally, any future site upgrades or decommissioning works will necessitate further consultation with these stakeholders.

For further details, refer to **Appendix A1** and **Appendix F**.

□ **Adequacy of Accommodation and Employment Strategy (AES)**

Condition B36 of the Calala BESS development consent requires the proponent to prepare an Accommodation and Employment Strategy (AES) outlining the approach and key objectives for managing workforce accommodation and employment impacts and opportunities during both the construction and operational phases of the project.

The AES comprehensively addresses the following matters:

- (a) **Housing and Accommodation Availability** – ensuring current and future needs are met through a strategic approach to supply and accessibility;
- (b) **Economy and Employment** – supporting economic growth by aligning accommodation planning with workforce and labour market demands;
- (c) **Education and Training** – promoting skills development and lifelong learning to enhance employment outcomes and participation; and
- (d) **Stakeholder Views** – incorporating feedback from local communities, industry, and other stakeholders to ensure the strategy reflects local needs and insights.

In accordance with Condition B36, Equis Energy (Australia) submitted AES Version 3 (dated 9 May 2025), detailing the proposed approach and objectives for managing accommodation and employment matters associated with the Calala BESS project. The Department reviewed the submission and, on 14 May 2025, issued a letter acknowledging receipt of the AES.

While the AES broadly meets the requirements for preparation and implementation under Condition B36, the Department clarified in its acknowledgment letter that it does not have formal approval authority over the document. Although the AES was reviewed and acknowledged, the Director of Energy Assessment—acting under delegation from the Planning Secretary—determined that it would not be appropriate for the Department to formally approve the plan.

A review of the Strategy and discussions indicate market forces are used to dictate accommodation choices. Employees are primarily motivated to maximise their Living Away from Home Allowance (LAHA), leading them to select more affordable accommodation options assumed to have lower demand. However, during major events, such as the Tamworth Country Music Festival, more active management and contingency planning may be necessary to avoid accommodation pressures. As the construction peak is expected to coincide with the next audit, the effectiveness of the Accommodation and Employment Strategy should be a focus of that audit.

4.7 Environmental Performance

The audit finds the environmental performance of the project meeting expectations and requirements of the consent conditions. CPP completes in-house reporting based on the workplace inspections that are recorded in the Workplace, Health, Safety and Environment checklists used for conducting regular compliance checks.

The audit confirmed that key environmental controls are in place, including:

- Erosion and sediment control measures as per Erosion and Sediment Control Plan relevant to the current stage of the development.
- Segregation of topsoil for future reuse during site rehabilitation.
- Waste management practices, such as waste separation and proper disposal of concrete waste.
- Dust suppression using a water cart.

- Biodiversity mitigation measures, especially retirement of biodiversity credits and installation of tree protection measures for both retained and habitat trees.
- Plant & equipment maintenance record, including service history stored electronically, as well as manually in mobile plant cab.
- Effective communication between project personnel and subcontractors ensuring construction vehicles operate safely without causing occupational harm or injury and adhere to the special warnings and instructions.

4.8 Consultation Outcomes

4.8.1 Department of Planning, Housing and Infrastructure (DPHI)

The auditors reached out to the Department seeking input to the scope of the IEA. During the consultation process, the Department advised that the audit should include all the relevant consent conditions, and particularly focus on the outcomes of the following:

No.	Query	Findings & Observations
1.	Progress towards establishing the required vegetation buffer/s.	<p>Site Preparation Activities:</p> <ul style="list-style-type: none"> • Early works have commenced, including: • Preparation for the Battery Energy Storage System (BESS) • Setup of parking areas and a temporary compound • Installation of temporary buildings • Excavation and placement of crushed aggregate <p>Vegetation Buffer Progress:</p> <ul style="list-style-type: none"> • A significant portion of the site has been excavated specifically for the vegetation mound, which is intended to serve as the vegetation buffer. See <i>Photo B11-2</i> in Appendix F and Condition B11 in Appendix A1: Compliance Table for further information. • The formation of the mound indicates active progress toward meeting the buffer requirements, although vegetation planting may still be pending or in early stages.
2.	Installation/maintenance and suitability of erosion and sediment controls.	Appropriate erosion and sediment control measures installed at identified locations in accordance with the Erosion and Sediment Control Plan prepared by a Certified ErSed Practitioner. Culvert crossing Calala Creek constructed and maintained in accordance with the ErSed plan. See Photos associated with Conditions B27 and B28 in Appendix F.
3.	Compliance with the approved disturbance boundary.	All works are located within the development footprint. CPP provided surveyor's drawing confirming the location of the fence line and setbacks from the boundary. CPP are operating plant and machinery on site that use GPS systems to follow a programmed path. The temporary carpark is located outside the Development Layout in Appendix 1 but within the described as part of section 3.1.4 of the EIS Amendment.
4.	Compliance with all pre-construction related condition requirements.	During the site visit, it was observed that the road upgrade works at the site access point off Calala Lane were incomplete. Subsequent discussions confirmed that the Primary Contractor were planning on completing the tie-in works between the site access point and the culvert crossing over Calala Creek.
5.	Compliance with approved heavy vehicle routes.	<ul style="list-style-type: none"> • All heavy vehicle drivers receive a formal project induction during onboarding.

No.	Query	Findings & Observations
		<ul style="list-style-type: none"> • A map showing the approved heavy vehicle routes is distributed to all project personnel, including employees and subcontractors. • To date, there have been no instances of non-compliance involving heavy vehicles using routes other than those approved for the project. • For reference, see Condition B3 in Appendix A1 and <i>Photo B3-1</i> in Appendix F.

4.8.2 Tamworth Regional Council

During the Environmental Impact Statement (EIS) phase, prior to the granting of project approval, Tamworth Regional Council raised several concerns. These included issues related to traffic, water resources, stormwater management, erosion and sediment control, the Voluntary Planning Agreement (VPA), and cumulative impacts—particularly those involving worker accommodation. The auditors sent letter to the Council seeking feedback on the progress of the development. No comments received to date.

4.8.3 Land Use and Agriculture

The audit team contacted Land Use and Agriculture informing the department about the upcoming independent audit the requesting input in the scoping of the audit. No comments received to date.

4.8.4 Biodiversity Conservation and Science (BCS)

On 11 August 2025, the auditors corresponded with the Senior Conservation Officer requesting to provide any comments or raise any issues regarding the scope of the independent audit, especially relating to the consent conditions involving Biodiversity Management Plan (BMP). On 18 August, the Team Leader of Planning Northwest provided response suggesting the audit team to check and confirm during the audit program the establishment of vegetation buffers prescribed for landscape screening. Outcomes verified during the audit are provided in Appendix A1: Compliance Table and Appendix F: Audit Photographs of this report.

4.8.5 Tamworth Local Aboriginal Land Council

On 11 August 2025, the audit team emailed Tamworth LALC notifying of the upcoming independent audit at the Calala BESS and requesting input in the scope of the audit. Letter sent to the LALC is provided in **Appendix F**. No comments received to date.

4.8.6 Transport for NSW (TfNSW)

The audit team contacted TfNSW by email to seek input on the development of the independent audit scope for the Calala BESS project. TfNSW provided several key comments, primarily concerning compliance with the Traffic Management Plan, road upgrade works, heavy vehicle access and movement limitations, and adherence to the driver’s code of conduct. Further details are provided in Appendix A1.

No.	Query	Findings & Observations
1.	Compliance with the requirements of the Traffic Management Plan.	<ul style="list-style-type: none"> • All necessary signage, barriers, and designated site access point clearly in place to ensure the safe movement of plant & equipment, and site vehicles. • Safe pedestrian pathways are clearly marked and protected by fencing and barriers to ensure safety for

No.	Query	Findings & Observations
		<p>visitors and site personnel. (See Photo B10(c)(ii)-3 in Appendix F).</p> <ul style="list-style-type: none"> • Site access point constructed awaiting planned upgrade required for accommodating the movement of heavy vehicles. • Heavy vehicle approach and departure routes are communicated to drivers and operators during the site induction process.
2.	Compliance with conditions of consent particularly Part B Environmental Conditions – General, conditions B1 to B10.	Please refer to the Environmental Management – Traffic section of the IEA Compliance Table (Appendix A1) and the Management Commitments (Appendix A2) of this report.
3.	Review of the operation of the access intersection and compliance with the increase in traffic volumes as per the nominated approval dated 28 June 2024	The audit considered operation of the access during the construction phase. The audit found records were not being maintained to ensure the development does not exceed daily light vehicle limits of 100 vehicle movements. A recommendation to improve monitoring has been made as part of this audit.
4.	Road upgrade/intersection treatment works are conducted as outlined within the Consent.	Road upgrade works at the intersections required for facilitating movement of Over Size Over Mass (OSOM) vehicles have not yet commenced. The audit observed work activities involving site access works, site establishment and early works for the BESS being undertaken under Stage 1(a) of the SSD.
5.	Road upgrades required for heavy vehicles requiring escort and proposed parking provisions (Condition B7)	<p>The development is in the early stages of construction, with site establishment works underway, including site preparation for the BESS and car park. A temporary parking area for light vehicles, SUVs, and utes has been set up on Equis Energy's property, located immediately northeast of the site off Calala Lane.</p> <p>Vehicle escort would be necessary at a later stage when Over Size Over Mass (OSOM) vehicles would travel to the site via the designated access route. A separate OSOM specific TMP would then be prepared and implemented.</p>
6.	Vehicle movements are aligned to numbers indicated in TMP and nominated Approval (specifically Condition B1 & B4).	The Primary Contractor has implemented a process of recording the number of heavy vehicles. Site security personnel stationed at the access gate keeps records of heavy vehicles entering and leaving sites. No exceedance observed since commencement of construction. Data kept in a separate register maintained by the Primary Contractor.
7.	Heavy vehicles to use only the access routes as described in condition B1 – B5.	Traffic controllers receive a site-specific induction briefing before being deployed to manage construction vehicle movements, primarily involving the entry and exit of semi-trailers and B-Doubles. In addition, two-way communication between drivers and site management is maintained in accordance with the implemented Driver Code of Conduct.
8.	Traffic control plan (Condition B10 (c)(ii))	<p>The Traffic Control Plan has been prepared and issued to all site personnel, with particular attention given to delivery drivers requiring them observe traffic rules for ensuring safety to the local community and road users. For detailed compliance information, please refer to Appendix A1: Compliance Table.</p> <p>Furthermore, the site audit confirmed the implementation of traffic control measures along Calala Lane in proximity to the site. These measures included the installation of speed limit signage and appropriate warning signs to ensure safe and regulated traffic flow, especially during construction hours. Warning signs are installed prior to commencing construction works by nominated traffic controllers. See <i>Photo B10(c)(ii) – 1 & 2</i> in Appendix F.</p>

No.	Query	Findings & Observations
9.	Compliance with the Drivers' Code of Conduct (Condition B 10(d)) is effectively monitored, with particular emphasis on the requirements for carpooling and informing drivers of prevailing road conditions.	<p>The project induction provided to employees, subcontractors, and visitors at Calala highlights key priorities: transport efficiency, safety, and effective communication for all contractors and site personnel.</p> <p>To reduce light vehicle traffic, carpooling is actively encouraged, with future consideration being given to shuttle services as an additional measure.</p> <p>Traffic management is monitored and reported in accordance with Table 6.1 of the Traffic Management Plan. As outlined in the table, The Driver's Code of Conduct is reviewed every six months, or earlier if there's a complaint or incident that requires changes. To keep drivers informed about road conditions, the Primary Contractor has a system that sends mobile alerts to project drivers advising to adhere to any Council announcements on flooding and comply with any road closure and rerouting procedures —especially for serious weather events like floods that block roads. Other road alerts involving any unexpected extreme weather conditions are informed through mobile text notification. For further information, refer to Condition B10(f) in Appendix A1: Compliance Table and <i>Photo B10(f)-1</i> in Appendix F of this report.</p>

4.8.7 Rural Fire Services

The auditors emailed a letter on 11 August 2025. No comments received to date other than general acknowledgement.

4.8.8 Fire & Rescue NSW

The auditors had sent a letter on 11 August 2025. No comments received to date.

4.8.9 DCCEEW – Water Assessments

The Water Assessment division of DCCEEW responded on 5 September 2025 seeking information and update relating to water management including extraction plans, metering, access licence/s, intake via storage, diversion, interception or extraction, etc. The NSW DCCEEW Water Group requested that the audit address compliance with the following specific elements of the consent conditions and related legislative requirements in a manner consistent with the above audit scope:

Requirements stated by Water Assessments	Response
Water Management Plans and related sub-plans e.g., Site Water Balance, Erosion and Sediment Control Plan, Stormwater Management Plan, Surface and Groundwater Management Plan.	It is not anticipated that any water access licences under the <i>Water Management Act 2000</i> will be required.
Extraction Plans and related sub-plans e.g., Water Management Plan, Subsidence Management Plan.	As noted, water is not sourced from groundwater, rivers, or creeks for construction works.
Prepare and implement trigger action response plans for water source impacts which set clearly defined limits and actions. This is to be reported on within annual and exceedance-based reporting.	Since the newly constructed culvert at Calala Creek is part of the SSD, sections 89, 90, and 91 of the <i>Water Management Act 2000</i> do not apply, in accordance with section 4.41 of the <i>Environmental Planning and Assessment Act 1979</i> . Furthermore,
Water take at the site via storage, diversion, interception or extraction is clearly documented and is authorised by a relevant Water Access Licence or exemption under the <i>Water Management (General) Regulation 2025</i> .	
Water metering at the site is in accordance with the NSW Non-Urban Metering Framework where relevant.	

Requirements stated by Water Assessments	Response
Water Access Licence/s used to account for water take by the project nominates the work where the water is being taken from.	the current water retention capacity at the site based on calculations is 3.4 megalitres, which is less than the 64 megalitres (harvestable water rights).
Annual reporting clearly documents; 1) water take, use and water source impacts, 2) compares results with previous years, and 3) identifies exceedances and how these are managed / mitigated.	

4.8.10 Heritage NSW

On 11 August 2025, the audit team contacted Heritage NSW, part of the Department of Climate Change, Energy, the Environment and Water (DCCEEW), to seek input on the scope of the audit. In response, Heritage NSW advised the team to reach out to the Compliance Unit within DPHI for relevant information and feedback regarding the BESS development. The audit team had, in parallel, already approached the Compliance Unit to gather input on the audit scope.

4.9 Complaints

A review of the complaints register found that there have been no reportable complaints in this audit period.

4.10 Incidents

No reportable incident since commencement of site establishment works or during the ongoing construction activities.

4.11 Actual v Predicted impacts

4.11.1 Biodiversity

Biodiversity		
Type	Predicted Risks / Impacts	Actual
Regulatory	Generation of 35 ecosystem credits under the BC Act triggered by the clearing undertaken to facilitate the development of the BESS, transmission line, roads and other ancillary works.	Equis Energy has retired 35 ecosystem credits by making necessary payment into the Biodiversity Conservation Fund of NSW. Pursuant to section 6.33 of the <i>Biodiversity Conservation Act 2016</i> , the NSW BC Trust confirmed the receipt on 20 May 2025. See <i>Photo B14-1</i> in Appendix F.
Direct	<p>Clearing PCT 599: 1.63 ha</p> <ul style="list-style-type: none"> Blakely’s Red Gum-Yellow Box grassy tall woodland on flats and hills in the Brigalow Belt South Bioregion and Nandewar Bioregion. This PCT is associated with the Threatened Ecological Community (TEC) White Box – Yellow Box – Blakely’s Red Gum Grassy Woodland and Derived Native Grassland (Box Gum Woodland). This TEC is listed as a Critically Endangered Ecological Community (CEEC) under the Biodiversity Conservation Act 2016 (BC Act); and 1.31 ha of this vegetation meets the condition threshold to be listed as a CEEC under the <i>Environmental Protection and</i> 	<p>Thirty-two (32) ecosystem credits triggered for biodiversity offsets relating to clearing of 599-Blakely’s Red Gum-Yello Box grassy tall woodland on flats and hills in the Brigalow Belt South Bioregion and Nandewar Bioregion. Offset obligations met.</p> <p>One (1) ecosystem credit triggered for biodiversity offsets relating to clearing of 599 – Blakely’s Red Gum – Yellow Box grassy tall woodland on flats and hills in the Brigalow Belt South Bioregion and Nandewar Bioregion. Offset obligations met.</p>

Biodiversity		
Type	Predicted Risks / Impacts	Actual
	<i>Biodiversity Conservation Act 1999</i> (EPBC Act).	
Direct	<p>Clearing of PCT 84_DNG: 0.16 ha</p> <ul style="list-style-type: none"> Rough-barked Apple-red gum-box riparian tall woodland (wetland) of the Brigalow Belt South Bioregion and Nandewar Bioregion. This PCT is not associated with a TEC under the BC Act or EPBC Act. 	<p>Vegetation clearing within Vegetation Management Zone 1 (Calala Creek riparian zone and adjoining lands) triggered two (2) ecosystem credits that Equis retired as part of biodiversity offset obligations.</p> <p>Naturally regenerated native woody vegetation is retained to enhance riparian corridor values.</p>
Indirect	<p>Inadvertent impact on adjacent habitat or vegetation:</p> <ul style="list-style-type: none"> Damage to tree roots as a result of construction within the transmission line corridor eventually leading to deterioration of its root system. Above-ground impact such as broken branches and limbs or damage to tree trunks during construction within the transmission line corridor. Adjacent retained habitat affected by lighting associated with the construction and development of the BESS. <p>Areas of high biodiversity values and native vegetation affected by the indirect impact from the BESS development – such as noise, light, and dust spill.</p>	<p>The habitat tree at the northeast corner of the site, outside the development area, has been protected using flagging and delineated from entry leading to the temporary car park. See <i>Photo B13-3</i> in Appendix F.</p> <p>Trees along the perimeter fence of the site protected with flagging to prevent inadvertent damage or material encroachment. See <i>Photo B13-4</i> in Appendix F.</p> <p>No significant impact identified as a result of the ongoing site establishment works observed during the site inspection.</p>
Indirect	Reduced viability of adjacent habitat due to edge effects evolving from removal of 1.63 ha of native vegetation from the subject land.	While previous land clearing has resulted in some edge effects, the remnant vegetation surrounding the subject site is unlikely to be further impacted by the ongoing construction works.
Indirect	<p>Reduced viability of adjacent habitat due to noise, dust or light spill:</p> <ul style="list-style-type: none"> Adjacent habitat prone to impact from the noise, dust and light spill during construction and operation of the BESS. Moderate light and noise pollution as a result of the BESS development due to presence of existing light and noise associated with the residential area nearby. 	At this early stage of construction involving site preparation for the BESS (Battery Energy Storage System) development, no significant environmental impacts have been triggered in relation to the adjacent habitat. Dust levels remain low and are being managed effectively through standard mitigation measures, with no observable degradation of adjacent habitat viability. Light spill is not known to occur but the impact may be considered for operational stage.
Indirect	Transport of weeds and pathogens from the site to adjacent vegetation.	Weed inspection procedure in place and enforced under the Biosecurity – General Hygiene Protocol. Observed plant, equipment and vehicles operating within designated area and not interfering with adjacent vegetation that remained outside the boundary fence.

Biodiversity		
Type	Predicted Risks / Impacts	Actual
Indirect	Increased risk of starvation, exposure and loss of shade or shelter due to removal of one tree within PCT 599_Woodland.	Not detected.
Indirect	Trampling of threatened flora species	No threatened flora were damaged due to the ongoing site establishment works under Stages 1(a) and 1(b). Workers were made aware during induction of the presence of threatened species habitat within the Biodiversity Management Plan area. The BMP area is 44.18 hectares in area and located approximately 9 kilometres southeast of the Oxley Highway between Tamworth and Westdale in northwest NSW, as shown Figure 1 of the Biodiversity Management Plan (Final Version 5, dated 5 June 2025).
Prescribed	<p><i>Corridors or other areas of connectivity linking habitat for threatened entities.</i></p> <ul style="list-style-type: none"> Fragmentation of habitat due to the removal of limited number of planted Eucalyptus rows and PCT 599_Woodland. 	Not triggered.
Prescribed	<p><i>Water bodies or any hydrological processes that sustain threatened entities.</i></p> <ul style="list-style-type: none"> In simple terms, the extent of impermeable surface; increase resulting in higher surface-runoff overflowing into the nearby waterbodies, such as the artificial dams. This process helps sustain the native vegetation on the land, including the Box Gum Woodland. No impact on groundwater quality. Hydrological modification to the Calala Creek without construction of the culvert. 	The impact to surface water environment, especially relating to surface runoff is mitigated by practicable measures. The culvert crossing the Calala Creek has been built in accordance with the Erosion and Sediment Control prepared by a certified ErSed Practitioner. Furthermore, an independent environmental Principal/Specialist engaged by the Primary Contractor conducts monitoring to verify the implementation and effectiveness of plan.
Prescribed	<p><i>Where the proposed development may result in vehicle strike on threatened fauna or on animals that are part of a threatened ecological community</i></p> <ul style="list-style-type: none"> Injury and/or mortality to resident or native fauna species, including birds and macropods, especially those that are active during the day. Vehicle strike of macropods is likely to be an impact already in place, which may be exacerbated during construction. Higher potential of harm where refuge/forage habitat exists immediately adjacent to areas experiencing vehicle movements. 	No injury or mortality to threatened fauna or animals have occurred to date since commencement of construction under Stage 1a or Stage 1b.

NB: Prescribed impacts are outlined in Table 18 of Amended BDAR. Only those be considered relevant but are negligible have been listed in the Table above.

4.11.2 Traffic

Traffic		
No.	Predicted Risks / Impacts	Actual
1.	Interference with local traffic during construction activities as well as deliveries.	A Construction Traffic Management Plan has been developed for the project, which includes the designated traffic routes for heavy and OSOM vehicles, including mitigation measures. By far, there has been minimal disruption since construction began, and no Over-Size Over-Mass (OSOM) vehicles have been used to date.
2.	Complaints from local community and road users (unassociated with the project) as a result of construction vehicles causing disruptions to normal traffic movement.	No complaints were received from the local community or road users unassociated with the project regarding construction vehicles causing disruptions to normal traffic movement. Traffic management measures were effectively implemented and maintained throughout the construction period to minimize impacts on public traffic flow.
3.	Lack of coordination between drivers and the primary contractor with regard to rules & instructions concerning traffic management.	Coordination protocols established between drivers and the primary contractor regarding traffic management thus ensuring greater consistency in following site rules and instructions.
4.	Peak generation of approximately 100 light vehicles and 120 heavy vehicle movements per day, and up to seven heavy vehicles requiring escort during the 18-month construction period.	<p>August 2025: 12 heavy vehicles on August 01, 2025.</p> <p>July 2025: For July, records demonstrate the following heavy vehicle (HV). Only 1 light vehicle recorded on July 4.</p> <p>1 July: 13 heavy vehicles 2 July: 2 heavy vehicles 3 July: 8 heavy vehicles 4 July: 20 heavy and 1 light vehicles 7 July: 12 heavy vehicles 8 July: 22 heavy vehicles 9 July: 27 heavy vehicles 10 July: 29 heavy vehicles 11 July: 18 heavy vehicles 14 July: 28 heavy vehicles 15 July: 30 heavy vehicles 17 July: 15 heavy vehicles 30 July: 27 heavy vehicles (unclear about one) 31 July: 31 or 32 heavy vehicles</p> <p>June 2025: 4 (17/6), 13 (18/6/25), 27 (19/6/25), 13 (20/6/25), 3 (21/6/25), 4 (23/6/25), 14 (24/6/25), 16 (25/6/25), 11 (26/6/25), 18 (27/6/25), 28 (30/6/25),</p> <p>1 light vehicle on 25/6/25), 2 (26/6/25), 3 (27/6/25), 5 (30/6/25)</p>
5.	Workers during construction occupy more than 60 allocated car spaces . (Table 1.2, Section 1.8, TMP)	A temporary parking area designated primarily for light vehicles has been established outside the main site, within the boundaries of Equis' property. Parking capacity was limited to a

Traffic		
No.	Predicted Risks / Impacts	Actual
		maximum of 25 light vehicles connected to the development
6.	Accident or injury due to speed limit exceedance or inadvertently not using headlights and/or hazard lights when necessary to improve visibility.	Steps aimed to significantly reduce such occurrences and enhance overall road safety implemented and monitored. No injury or exceedance of speed limit reported.
7.	Drivers not adhering to warnings and notifications, especially during unexpected extreme weather events, thus causing accidents and injury.	Drivers remain in touch with the Primary Contractor receiving mobile / push notifications of any extreme weather events.
8.	Drivers contributing to accidents or incidents due to failure to report identified hazards or damage to the primary contractor.	No reported accidents or incidents involving project vehicles on designated routes.
9.	Vehicle damage and occupational injuries to drivers resulting from poor and unstable conditions along designated heavy-vehicle routes.	No report of any injuries.

4.11.3 Soil and Water

Water		
Type	Predicted Risks / Impacts	Actual
Construction	The project would require up to 22.1 megalitres (ML) of non-potable water and 0.26 ML of potable water during construction.	Water during the construction stage is primarily sourced from the town water supply. No groundwater bores in place or used for extracting raw water for construction.
Construction	About 74% of water required would be sourced from Council supply, nearby farm dams and/or licensed groundwater bores.	
Construction	Localized flood event as Calala Creek breaks capacity due to the excess water overflowing from the three existing dams.	There were no reports of flooding impacting properties or infrastructure. The culvert crossing Calala Creek has been designed and constructed to accommodate the creek to the probable maximum flood and the potential erosion and sediment impacts.
Operation	Ongoing operational water demand is estimated to be 10 kL per year, mainly for firefighting reserves.	Not triggered
Operation	Approximately 4.33 ML of water would be required in the first year of operation for dust suppression and irrigation while the site is established.	Not triggered

4.11.4 Hazards & Bushfire

The BESS development is vulnerable to fire and hazards due to land being identified as Category 3 bushfire prone land under the Council's Bushfire Prone Land Map.

Bushfire		
No.	Predicted Risks / Impacts	Actual
1.	One medium risk event associated with unauthorised access resulting in asset damage. Effects to unauthorised person are expected to be	Not triggered during the current stage of the development.

Bushfire		
No.	Predicted Risks / Impacts	Actual
	localised and not expected to have an off-site impact. The impact is to a member of public but occurs onsite. For a fire event, the effects are not expected to have an off-site impact based on separation distance to existing off-site receptors. (Table 8.4: Risk Results, PHA Amendment Report, 02/05/2024)	
2.	Based on the separation distances to off-site receptors, the effects from a battery enclosure fire are not expected to result in significant off-site impacts (i.e. serious injury due to heat radiation or irritation from toxic combustion products to the off-site receptors). (Section 9.2, PHA Amendment Report, 02/05/2024)	The site is situated in bushfire-prone land. Construction for the BESS facility will commence under Stage 1(c) hence no impact is triggered at the current stage of development.
3.	The project is not considered as 'potentially hazardous' with respect to the storage and transportation of dangerous goods, not requiring a PHA. (Section 4.5, PHA Amendment Report, 02/05/2024)	Not triggered at the current stage of development
4.	The storage and transport of hazardous materials for the project will not exceed the relevant risk screening threshold. (Section 3.5, PHA Amendment Report, 02/05/2024)	Not triggered at the current stage of development
5.	Toxic gas generation from decomposition of battery electrolyte due to fire. (section 5.4, PHA Amendment Report, 02/05/2024)	Not triggered at the current stage of development
6.	EMF created from the project will not exceed the ICNIRP occupational exposure reference level. (Section 5.3, PHA Amendment Report, 02/05/2024)	Not triggered at the current stage of development

4.11.5 Archaeology and Heritage

Heritage (Aboriginal and European)		
No.	Predicted Risks / Impacts	Actual
1.	The proposed development or construction activities are not expected to affect Aboriginal heritage values due to low potential for Aboriginal or historical archaeological sites to occur within the study area. (Amendment Report, ACHAR and HAIS, Biosis, 26/04/2024)	As per Department's recommendation, a Chance Finds Protocol has been implemented, however, no unexpected finds reported to date.
2.	The proposed development over the study area does not contain any AHIMS sites. Even the additional study area, which is outside the original study areas, does not contain any AHIMS site.	As per Department's recommendation, a Chance Finds Protocol has been implemented, however, no unexpected finds reported to date.

4.11.6 Visual

Land Use		
No.	Predicted Risks / Impacts	Actual
1.	Clutter generated due to lack of housekeeping on site.	The site was well-maintained, with safety signs, barriers and delineation in place. Disturbed areas kept free of litter and rubbish. Materials stored in designated area.
1.	Impact of offsite Lighting resulting from non-compliance with AS 4282-1997 – Control of the Obtrusive Effects of Outdoor Lighting	No impact triggered at this stage of works.
2.	Inadequate non-reflective finishes and colour treatment generating intermittent glare subject to solar incidence intensity.	Not triggered at this stage of works.
3.	Impact - particularly in relation to the nearby residential dwelling R9 Highest visual impact on	Not triggered at this stage of works.
4.	Existing trees suffer damage due to lack of signage or flagging to clearly identify protected trees or not installing physical barriers or fencing around trees earmarked for retention. (Ref: V4, Table 11.11 Visual Measures, Environmental Management Strategy)	Habitat tree outside the development boundary near the site access point was clearly marked by flagging. No impact detected as a result of vehicular movement.
5.	Potential harm to trees such as broken branches, accidental breakage of the canopy or wear and tear of tree trunk caused by driving or parking construction vehicles too close to protected trees.	No damage to trees other than the removal approved for the project to allow for site establishment works.
6.	Trees with inadequate protection sustain damage due to placing and storage of construction materials, soil, or debris near or against protected trees.	Tall mature trees retained along the perimeter fence remained free from any encroachment. Flagging installed later to enhance level of protection.

4.11.7 Noise

A computer model was created in the environmental noise modelling program SoundPLAN v8.2 to predict noise levels from the proposed development to relevant noise-affected receivers in the vicinity of the subject site. The noise model has been used to calculate noise levels at the nearest noise-affected premises in accordance with ISO-9613-2:1996 Acoustics – Attenuation of sound during propagation outdoors – Part 2: General method of calculation (ISO 9613-2). The noise model enables the calculation of noise levels over a wide area, and accounts for key considerations including site arrangement, terrain, and atmospheric conditions. (Noise Modelling Method, Appendix O – Noise and Vibration Assessment, Marshall Day Acoustics, EIS, 18 August 2023)

Noise		
No.	Predicted Risks / Impacts	Actual
1.	The nearest receivers identified for noise and vibration assessment as part of the EIS are predicted to experience a range of noise impact as a result of various construction tasks each likely to vary in degree, scale and extent. Table 14 , details the indicative range of construction noise predictions, providing a detailed breakdown of how noisy different construction activities are expected to be, and how those noise levels compare to established management thresholds. The predicted noise level ranges for each of the main construction tasks at the noise sensitive receiver	No noise complaints were recorded during the audit period. No complaints from any of the sensitive receivers identified during the assessment.

Noise		
No.	Predicted Risks / Impacts	Actual
	nearest the subject construction task, based on aggregated sound power levels for each task. Noise levels at receivers further away will be lower than that indicated by the construction noise assessment. (Section 7.2, EIS – Noise and Vibration Assessment, 18 August 2023)	
2.	Operational noise limits required for the BESS is not applicable at this stage.	Not triggered at this stage of development.

The tables below identify the location of sensitive receptors and predicted noise impacts at each receptor.

Table 1: Noise sensitive receiver positions included in the assessment, GDA2020 / MGA Z56

Receiver ID	Easting, m	Northing, m	LEP Zoning	Distance to Project boundary, m
R1	306,380	6,553,415	RU4	661
R2	305,926	6,553,261	RU4	431
R3	305,688	6,553,273	RU4	554
R4 (Project Landholder)	305,556	6,552,895	RU4	460
R5	305,435	6,552,815	RU4	535
R6	305,396	6,552,612	RU4	485
R7	305,324	6,552,545	RU4	535
R8	305,283	6,552,455	RU4	565
R9	305,619	6,552,096	RU4	408
R10	305,664	6,551,980	RU4	490
R11	304,821	6,551,754	RU4	1,231
R12	305,082	6,551,611	RU4	1,124
R16	305,395	6,552,722	RU4	533
R44	305,526	6,553,229	R1	642
R45	305,511	6,553,194	R1	635

Receiver R4 has been identified as being the Project Landholder i.e. the owner of this property is also the owner of the land on which the Project is proposed to be developed.

Predicted noise levels have been calculated in general accordance with the method detailed in Australian Standard 2436:2010 Guide to noise and vibration control on construction, demolition, and maintenance sites (AS 2436).

Table 14: Indicative range of construction noise predictions, dB L_{Aeq}

Construction task	Nearest receiver	Predicted level range	Noise affected management level	Exceedance (Average)	Exceedance (Worst case)	Highly noise affected management level	Exceedance
Access road construction	R1	53-65	45	≤ 8	≤ 20	75	-
Cable trench digging	R9	42-52	45	--	≤ 7	75	-
Site compound construction	R9	42-51	45	--	≤ 6	75	-
Substation construction	R9	50-60	45	≤ 5	≤ 15	75	-
Benching of site	R9	50-61	45	≤ 5	≤ 16	75	-
Clearing of surface vegetation	R9	43-52	45	--	≤ 7	75	-
Laying down of gravel mulch in the battery and electrical plant areas	R9	51-63	45	≤ 6	≤ 18	75	-
Site rehabilitation, landscaping and vegetation works	R9	43-52	45	--	≤ 7	75	-

4.11.8 Waste

Waste		
No.	Predicted Risks / Impacts	Actual
1.	General Solid Waste* (GSW) non-putrescible generated during construction of the BESS not managed in accordance with the EPA gazettal notice under the POEO Act 1997.	GSW disposed of at the nominated licenced waste facility.

Waste		
No.	Predicted Risks / Impacts	Actual
2.	Damaged or defective batteries being directed to local waste facilities when shipment back to the supplier is not feasible.	Not applicable at this stage of works.
3.	Hazardous wastes like BESS-scale batteries disposed of unlawfully, and not being processed through recycling scheme.	Not applicable at this stage of works, hence, not covered within the scope of this initial IEA.
4.	Improper disposal of special waste, including asbestos, leading to environmental contamination and health risks for workers.	Licensed waste facility used for the disposal of septic waste. No asbestos waste encountered.
5.	Concrete waste and waste rinse water inadvertently disposed of at the site ultimately reaching the surface water environment.	No overflow of concrete waste or slurry into the surface water environment.
6.	Wastes not deemed suitable for reuse or recycle are not properly segregated for disposal to licenced waste facilities.	Source separation implemented.

* General Solid Waste (non-putrescible) includes green waste (garden organics), metals (including roofing), rock and excavated stone, wood waste, blockwork, glazed bricks, concrete (building frames, cores & roofs; external works; slab), plastic (non-packing), plastic and foam packaging, general refuse, electrical (HV and LV), optic fibre wiring, light bulbs, PVC pipes (stormwater, electrical, optic fibre, sewer). Source: Table 4.3, Environmental Impact Statement, JBS&G Australia Pty Ltd, 25 July 2023

4.12 Site Inspection

The audit team, escorted by CPP and Equis, conducted joint inspection around the work site making notes and observations of the site establishment works completed alongside the ongoing earthworks associated with the site preparation of the BESS compound and the permanent car parking facility. Scope of the inspection included verification of the effectiveness of controls and mitigation relating to several environmental aspects such as:

- Vegetation mound
- Stockpile management
- Soil, erosion and sediment controls
- Site access point
- Creek crossing
- Tree protection
- Plant & equipment, including water cart
- Chemical storage
- Waste receptacles
- Bioretention basin (earthwork progressing)
- Site security, including signs and instructions
- Vehicular movement
- Site security, including signages
- Rain gauge

4.13 Site Interviews

The site interviews were conducted with project personnel responsible for planning, organizing, and coordinating tasks related to the preparation and implementation of the approved management plans. The project team, which included environmental and safety advisors, the project manager, and an external environmental consultant, was tasked with obtaining approvals and agreements from relevant agencies and

local authorities. The team demonstrated a strong understanding of the project delivery requirements primarily governed by the consent conditions. The interviews revealed that the management personnel were well-versed in the requirements of the Environmental Management System (EMS) and the associated management plans that had been approved by the Department.

4.14 Previous Annual Review or Compliance Report recommendations

No annual review or compliance report precedes this independent audit.

4.15 Improvement Opportunities

In addition to closing out the non-compliance raised in this audit, improvement opportunities identified throughout this report include:

- ▶ Management to undertake close monitoring of the Accommodation and Employment Strategy during the peak construction period. To date, management has largely relied on market forces, with employees' accommodation choices driven by a desire to maximise their Living Away from Home Allowance (LAHA), typically resulting in the selection of more affordable, lower-demand options. During major events, such as the Tamworth Country Music Festival, more active management and contingency planning may be necessary to avoid accommodation pressures.
- ▶ Relocating ATF fencing so that some trees currently located within the boundary of the worksite are protected by locating the tree outside the work boundary.
- ▶ Investigate the possibility of receiving receipts from Tamworth Sewage Treatment Plant as evidence that sewage was disposed at a licenced facility and not elsewhere.

4.16 Key Strengths

Equis Energy (the Applicant) and CPP (the Primary Contractor) demonstrated management excellence involving the overall strengths at the time of the audit involving the planning and implementation of management and mitigation measures for the development. The auditors noted several areas of excellence, including:

- Effective implementation of systems and processes to ensure compliance with the conditions of approval.
- Availability of documentation, including plans and monitoring records to the auditors;
- Implementation of processes for recording and monitoring the frequency of heavy vehicles movements entering and leaving site.
- Appointment of a dedicated team of environmental professional who is based locally and is integrated within the environment team.
- Successful retirement of the Biodiversity offset obligations via a contribution to the Biodiversity Conservation Fund (BCF), reinforcing ongoing commitment to preserving biodiversity;
- Installation of warning and advisory signs associated with reinforcing biodiversity awareness;
- No non-compliances recorded throughout the audit period;
- Installation of perimeter exclusion fencing along the entire site boundary;

5 Recommendations

The following recommendations are made in response to three non-conformances identified during the audit:

1. **Monitor all light vehicle movements to the site.** Condition B1 requires that the applicant ensure the development does not generate more than 100 light vehicle movements a day during construction, upgrading, or decommissioning. A record is not being maintained to ensure the development does not exceed its daily light vehicle limits.

In addition, the following improvement opportunities are recommended:

1. Management to undertake close monitoring of the Accommodation and Employment Strategy during the peak construction period. During major events, such as the Tamworth Country Music Festival, more active management and contingency planning may be necessary to avoid accommodation pressures. Active management may include arranging share accommodation and car-pooling / buses for workers during high demand periods.
2. Where feasible relocate ATF fencing to protect trees currently within the worksite boundary by positioning them outside the construction area.
3. Investigate obtaining disposal receipts from the Tamworth Sewage Treatment Plant to verify that sewage is managed at a licensed facility.

6 Conclusion

Urban Perspectives conducted an Independent Environmental Audit (IEA) of the Calala Battery Energy Storage System (BESS) on 9–10 September 2025 to assess compliance with state significant development consent SSD 52786213 and evaluate overall environmental performance. The audit examined development consent conditions and the implementation of key management plans, including traffic, biodiversity, accommodation, and environmental management strategies. The IEA process involved site inspections, interviews, and documentation review, ensuring a comprehensive assessment of operations. Overall, the project achieved 98% compliance across 70 audited conditions, with 24 conditions not triggered at the time of the audit and one condition identified as non-compliant.

The non-compliances related to the absence of monitoring for daily light vehicle movements, which can be addressed through refinement of vehicle monitoring procedures. Additional improvement opportunities included monitoring and contingency accommodation plans during local major events, repositioning fencing to protect onsite vegetation, and verifying sewage disposal at licensed facilities. Implementing these recommendations will further enhance compliance, environmental performance, and operational efficiency at the Calala BESS site.

APPENDIX A1: IEA Compliance Table

SCHEDULE 2, PART A – ADMINISTRATIVE CONDITIONS				
CoA.	Condition of Consent (Exact Wording)	Findings & Recommendation	Evidence Collected	Compliance Status
OBLIGATION TO MINIMISE HARM TO THE ENVIRONMENT				
A1.	In meeting the specific performance measures and criteria in this consent, all reasonable and feasible measures must be implemented to prevent, and if prevention is not reasonable and feasible, minimise, any material harm to the environment that may result from the construction, commissioning, operation, upgrading, decommissioning or rehabilitation of the development.	Observed that CPP are implementing measures to mitigate material harm to the environment. The audit identified several improvement opportunities relating to on-site environmental management and ensuring administrative requirements pertaining to accommodation and employment impacts, waste disposal and vegetation protection.	This independent audit includes observations on the site establishment works, information & data gathered during site visit and through interviews and discussions with relevant personnel.	Compliance
TERMS OF CONSENT				
A2.	The development may only be carried out: (a) in compliance with the conditions of this consent; (b) in accordance with all written directions of the Planning Secretary; (c) generally in accordance with the EIS; and (d) generally in accordance with the Development Layout in Appendix 1 .	(a) Stages 1(a) and 1(b) have largely adhered to the conditions of this consent, with an exception of a non-compliance with condition B1(a)(ii). (b) No directions given by the Planning Secretary since development commenced. (c) Section 4.11 of this audit report describes actual impacts compared to impacts predicted in the EIS. It is noted that the EIS assessed the BESS with a total delivery capacity of 1200 MWh whilst the Amendment Report (dated May 2024) and this approval only allow 600 MWh delivery capacity. (d) The temporary carpark is located outside the Development Layout in Appendix 1. However, section 3.1.4 of the EIS Amendment Report states the existing dwelling located south-east to the site access point and within the site boundary is to be used as temporary office and designated areas for laydown, storage, and parking during construction. Observations made during the site visit	a) All evidence reviewed as per this audit. b) Approval letter of staging request from the Department, dated 10 June 2025 relating to constructing BESS in two stages; and staging Stage 1 as Stage 1a, 1b, 1c and 1d. See <i>Photo A2-1</i> in Appendix F) c) Environmental Impact Statement, Site Inspection and data collected during the audit d) Surveyor’s drawing, ATF Pickup 10-09-2025. (See <i>Photo A2-2</i> in Appendix F)	Compliance

SCHEDULE 2, PART A – ADMINISTRATIVE CONDITIONS				
CoA.	Condition of Consent (Exact Wording)	Findings & Recommendation	Evidence Collected	Compliance Status
		<p>confirmed the use of this area as a temporary carpark for light vehicles. Use of the temporary car park will continue until completion of the designated car parking area shown in Appendix 1.</p> <p>All other works are located within the development footprint. CPP provided surveyor’s drawing confirming the location of the fence line and setbacks from the boundary. During the audit the auditors observed plant and machinery operating on site using GPS systems to follow a programmed path.</p>		
A3.	<p>The Applicant must comply with any requirement/s of the Planning Secretary arising from the Department’s assessment of:</p> <p>(a) any strategies, plans or correspondence that are submitted in accordance with this consent;</p> <p>(b) any reports, reviews or audits commissioned by the Department regarding compliance with this consent; and</p> <p>(c) the implementation of any actions or measures contained in these documents</p>	<p>(a) The Applicant has broadly demonstrated compliance with the requirements of the various administrative, management plans and reporting conditions under the development consent. No directions resulting from the Department’s review of the management plans and strategies occurred. Prior to the approval of the management plans, the Planning Secretary had agreed, in response to the Applicant’s request, to allow site establishment work to commence on site in parallel with the construction of the site access point off Calala Lane.</p> <p>(b) Not applicable.</p> <p>(c) Not applicable</p>	<p>Audit interviews</p> <p>Management plans implemented on site</p> <p>Correspondence with the Applicant and Departments prior to commencement of works.</p> <p>Planning Secretary’s agreement (dated 5 March 2025). See <i>Photo A3-1</i> in Appendix F.</p>	Compliance
A4.	<p>The conditions of this consent and directions of the Planning Secretary prevail to the extent of any inconsistency, ambiguity or conflict between them and a document listed in condition A2(c) or A2(d). In the event of an inconsistency, ambiguity or conflict between</p>	<p>Condition 2(c) relates to compliance with the EIS (dated October 2023) and Condition 2(d) refers to the Development Layout in Appendix 1 of the development consent. The Development Layout Plan is the most recent</p>	Noted.	Compliance

SCHEDULE 2, PART A – ADMINISTRATIVE CONDITIONS				
CoA.	Condition of Consent (Exact Wording)	Findings & Recommendation	Evidence Collected	Compliance Status
	any of the documents listed in condition A2(c) or A2(d), the most recent document prevails to the extent of the inconsistency, ambiguity or conflict.	document and therefore prevails over the EIS. The conditions of consent prevail over the EIS and Development Layout Plan to the extent of any inconsistency, ambiguity or conflict. The planning Secretary has not issued any directions to date.		
BATTERY STORAGE RESTRICTION				
A5.	<p>Unless the Planning Secretary agrees otherwise in writing, the battery storage associated with the development must not exceed a total delivery capacity of 600 MWh.</p> <p><i>Note: This condition does not prevent the Applicant from seeking to lodge a separate development application or modify this consent to increase the storage capacity of the battery storage in the future.</i></p>	Final drawings showing the location of the batteries, inverters and megapacks were not approved for construction, therefore not available at the time of this audit.	Not Applicable	Not triggered
UPGRADING OF BATTERY STORAGE AND ANCILLARY INFRASTRUCTURE				
A6.	The Applicant may upgrade the battery storage and ancillary infrastructure on site provided these upgrades remain within the approved development footprint of the site. Prior to carrying out any such upgrades, the Applicant must provide revised layout plans and project details of the development to the Planning Secretary incorporating the proposed upgrades.	Not Applicable	Not triggered	Not triggered
STRUCTURAL ADEQUACY				
A7.	<p>The Applicant must ensure that all new buildings and structures, and any alterations or additions to existing buildings and structures, are constructed in accordance with the relevant requirements of the Building Code of Australia.</p> <p>Notes: Under Part 6 of the <i>EP&A Act</i>, the Applicant is required to obtain construction and occupation certificates for the development. The EP&A Regulation</p>	Not applicable at this stage of because no new buildings have been constructed yet.	Not Applicable	Not triggered

SCHEDULE 2, PART A – ADMINISTRATIVE CONDITIONS				
CoA.	Condition of Consent (Exact Wording)	Findings & Recommendation	Evidence Collected	Compliance Status
	sets out the requirements for the certification of the development			
DEMOLITION				
A8.	The Applicant must ensure that all demolition work on site is carried out in accordance with Australian Standard AS 2601-2001: The Demolition of Structures, or its latest version.	Not Applicable	Review of EIS and Amendment Report, aerial photographs and observations during the audit found no evidence on existing structures on the site that required demolition. See <i>Photo A8-1</i> in Appendix F.	Not triggered
PROTECTION OF PUBLIC INFRASTRUCTURE				
A9.	<p>Unless the Applicant and the applicable authority agree otherwise, the Applicant must:</p> <p>(a) repair, or pay the full costs associated with repairing, any public infrastructure that is damaged by the development; and</p> <p>(b) relocate, or pay the full costs associated with relocating, any public infrastructure that needs to be relocated as a result of the development.</p> <p><i>Note: This condition does not apply to the upgrade and maintenance of the road network, which is expressly provided for in the conditions of this consent.</i></p>	No repairs to public infrastructure (excluding upgrade road works) required to date. The only public infrastructure on site is 11Kv poles and wire. The 11 kV poles may need to be relocated to outside the BESS boundary but within Transgrid's property. Not applicable at this stage. Apart from that, no services have been encountered.	<p>Review of incident reports and observations on site found no evidence of damage to public infrastructure to date.</p> <p>See <i>Photos A9-1</i> and <i>A9-2</i> in Appendix F.</p>	Compliance
OPERATION OF PLANT AND EQUIPMENT				
A10.	<p>The applicant must ensure that all plant and equipment used on site, or in connection with the development, is:</p> <p>(a) maintained in a proper and efficient condition; and</p> <p>(b) operated in a proper and efficient manner</p>	<ul style="list-style-type: none"> • During site visit, both stationery and operational plant and equipment were observed and documented. • Mobile plant included water cart and earth-moving equipment. Pre-start checklist maintained and kept inside the cab. • A random check of fire extinguishers verified they had the proper validity tags in place. 	<p>Sighted plant and equipment maintenance records. Mobile plant inspection checklist and register maintained electronically.</p> <p>CPP online safety system on intranet accessible to site personnel.</p>	Compliance

SCHEDULE 2, PART A – ADMINISTRATIVE CONDITIONS				
CoA.	Condition of Consent (Exact Wording)	Findings & Recommendation	Evidence Collected	Compliance Status
			<p>Telehandler (Coates hire contains plant risk assessment t. DJN excavators subcontractor.</p> <p>Padfoot roller – contains maintenance history.</p> <p>See in Appendix F: <i>Photo A10-1, Photo A10-2, Photo A10-3, and Photo A10-4</i></p>	
APPLICABILITY OF GUIDELINES				
A11.	<p>References in the conditions of this consent to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, Standards or policies in the form they are in as at the date of this consent.</p> <p>However, consistent with the conditions of this consent and without altering any limits or criteria in this consent, the Planning Secretary may, when issuing directions under this consent in respect of ongoing monitoring and management obligations, require compliance with an updated or revised version of such a guideline, protocol, Standard or policy, or a replacement of them.</p>	Noted	Nil.	Compliance
COMPLIANCE				
A12.	The Applicant must ensure that all of its employees, contractors (and their sub-contractors) are made aware of, and are instructed to comply with, the conditions of this consent relevant to activities they carry out in respect of the development.	<p>Employees and sub-contractors are made aware of and instructed to comply with conditions of consent by the following means:</p> <ul style="list-style-type: none"> Project induction for Calala BESS: A review the slides confirmed the following issues are addressed during the induction: spills; air quality management, visual impact management, fauna rescue, no go zones, weed and threatened species identification and 	<p>Induction records of two site personnel:</p> <ul style="list-style-type: none"> Matt Jenkins inducted on 07 July 2025 Joshua Corfe inducted on 09 July 2025 Bradley Ireland – Civil Supervisor inducted on 4 August 2025 	Compliance

SCHEDULE 2, PART A – ADMINISTRATIVE CONDITIONS				
CoA.	Condition of Consent (Exact Wording)	Findings & Recommendation	Evidence Collected	Compliance Status
		<p>management, biosecurity, rehabilitation, stockpile, tree protection, noise management and community complaints.</p> <ul style="list-style-type: none"> • Short term induction. Records were sighted on site • Visitor induction. Records were sighted on site. • Delivery driver instructions. Records of the instructions sent to delivery drivers were sighted. • Toolboxes. Toolbox records were sighted, indicating the following issues have been discussed: site-specific issues, noise control, emergency response drills, rainfall management and segregation of topsoil. • June 2025 – toolbox topics based on general issues, vegetative zones and dogging & rigging. • July 2025 – toolbox talks provided to project personnel. Topics included emergency response drill, rainfall management, safety alert vapors fire, rock on road, vegetation and no go zones, worker consultation, and working around water. • August 2025 – Key topics included flood mitigation strategies, safe operation of concrete boom pumps, biosecurity and weed prevention, management of crystalline silica exposure, construction site noise control, and investigation of a back injury incident. 	<p>Inductee tickets and competencies available in the system. Tickets contain records of fire extinguisher qualification.</p> <p>Actual induction on PowerPoint Hardcopy of induction form kept in folder.</p> <p>Induction records (completed forms) of delivery drivers, CPP employee, sub-contractor and short-term worker, and induction slides. See in Appendix F the following:</p> <p>See <i>Photo A12-1</i>: Induction provided to delivery drivers.</p> <p><i>Photo A12-2</i>: Project induction completion by CPP personnel.</p> <p><i>Photo A12-3</i>: Sub-contractor personnel completing project induction and storyboard induction.</p> <p><i>Photo A12-4</i>: Contents of Project Induction (overview of a few slides out of 98).</p> <p><i>Photo A12-5</i>: Short-term visitor induction.</p> <p><i>Photo A12-6</i>: Toolbox alerts on Segregation of topsoil.</p>	

SCHEDULE 2, PART A – ADMINISTRATIVE CONDITIONS				
CoA.	Condition of Consent (Exact Wording)	Findings & Recommendation	Evidence Collected	Compliance Status
		<ul style="list-style-type: none"> September 2025 – toolbox talks on waste management and operating scraper. <p>Three (3) employees onsite were selected randomly. Records were sighted for all three employees confirm they had completed the project induction.</p>	<p><i>Photo A12-7</i>: Toolbox alert on Vegetation Management Zone.</p>	
EVIDENCE OF CONSULTATION				
A13.	<p>Where conditions of this consent require consultation with an identified party, the Applicant must:</p> <p>(a) consult with the relevant party prior to submitting the subject document to the Planning Secretary for approval; and</p> <p>(b) provide details of the consultation undertaken including:</p> <p>(i) the outcome of that consultation, matters resolved and unresolved; and</p> <p>(ii) details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved.</p>	<p>Equis has maintained a stakeholder consultation register. The register summarises:</p> <ul style="list-style-type: none"> The name of the stakeholder Date of consultation Method consultation (i.e. email, Phone, Letter, meeting etc.) Topic Outcomes Matters resolved Matters unresolved <p>The register was last updated in August. Stakeholders Equis consulted with since September 2024 were Tamworth Council and DPHI.</p>	<p>Summary of consultation matrix developed and maintained by Equis Energy. Consultation record maintained in a chronological order.</p> <p>See <i>Photo A13-1</i> in Appendix F.</p>	Compliance
COMMUNITY ENHANCEMENT				
A14.	<p>Unless the Planning Secretary agrees otherwise, the Applicant must enter into a VPA with Council in accordance with:</p> <p>(a) Division 7.1 of Part 7 of the EP&A Act; and</p>	<p>With respect to the Voluntary Planning Agreement (VPA) with the Council, a meeting was convened on 5 August 2025 with the Department of Planning. During the meeting, the Department confirmed that the Minister would be a party to the agreement, and that the draft was currently under review by the</p>	<p>Equis Energy letter dated 26 March 2025 requesting Planning Secretary Agreement to amend requirements of Condition 14</p> <p>Letter from the Department dated 16 September 2025 agreeing to vary VPA</p>	Not triggered

SCHEDULE 2, PART A – ADMINISTRATIVE CONDITIONS				
CoA.	Condition of Consent (Exact Wording)	Findings & Recommendation	Evidence Collected	Compliance Status
	(b) the terms of the Applicant's VPA letter dated 20 June 2024, which are summarised in Part A of Appendix 5.	<p>Department. The Council had reviewed the draft version, which would be submitted to the Council for consideration and potential adoption as a resolution.</p> <p>On 16 September 2025, the Planning Secretary agreed if the Applicant and Council do not enter into a VPA or other agreement within 9 months of the commencement of construction, then within 10 months of the commencement of construction (and annually from the commencement of operation until the cessation of operation of the project), the Applicant must make a Section 7.12 of the EP&A Act contribution to Council for the amount specified in Part B of Appendix 5 of the consent conditions.</p> <p>Part B of Appendix 5 requires Equis to pay \$100,000 as a lump sum within 4 months of the commencement of construction and a further payment of \$50,000 per annum (CPI adjusted) from the commencement of operation until the cessation of operations of the project.</p>	agreement. (See <i>Photo A14-1</i> in Appendix F)	
A15.	Unless the Planning Secretary agrees otherwise, if the Applicant and Council do not enter into a VPA or other agreement prior to the commencement of construction, then within 3 months of the commencement of construction (and annually from the commencement of operation until the cessation of operation of the project), the Applicant must make a Section 7.12 of the EP&A Act contribution to Council for the amount specified in Part B of Appendix 5.	On 20 August 2025, Equis requested the Department for an extension to delay signing the VPA with the Council. The Planning Secretary approved this request on 16 September 2025, on the condition that Equis must sign the VPA or an agreement with the Council within nine months of starting construction. As per letter, Equis must finalise the VPA by March 2026.	<i>Photo A14-1</i> Letter from the Department approving request to vary Voluntary Planning Agreement (VPA), 16 September 2025 in Appendix F.	Not triggered

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
TRANSPORT				
B1.	<p>Heavy vehicles requiring escort and heavy vehicles restrictions</p> <p>The Applicant must ensure that the:</p> <p>(a) development does not generate more than:</p> <ul style="list-style-type: none"> (i) 120 heavy vehicle movements a day (a maximum of 22 heavy vehicles movements per hour) during construction, upgrading or decommissioning; (ii) 100 light vehicle movements a day during construction, upgrading, or decommissioning; and (iii) 7 movements of a heavy vehicle requiring escort during construction, upgrading, or decommissioning; and <p>(b) length of any vehicles (excluding heavy vehicles requiring escort) used for the development does not exceed 26 metres, unless the Planning Secretary agrees otherwise.</p>	<p>The development is currently in the construction phase, with site establishment activities in progress. Observed large semi-trailers delivering portable and demountable office sheds to the site.</p> <p>The audit confirms that CPP is maintaining a Vehicle Register. The register records vehicles entering and leaving the site. Counts of heavy vehicles (HVs) confirm vehicle volumes remaining within the limits set by the condition.</p> <p>To date, no oversize or over-mass vehicles have been recorded; however, should these be required in the future, the Traffic Management Plan will need to be updated, and a permit obtained from TfNSW.</p> <p>Non-compliance with condition B1(a)(ii): Condition B1 requires that the applicant ensure the development does not generate more than 100 light vehicle movements a day during construction, upgrading, or decommissioning. There were a few instances where light vehicle movements were recorded in the register. However, the majority of light vehicles associated with the project have gone undetected, as they are typically parked in a temporary area outside the development footprint but within the site boundary and adjacent to an existing dwelling identified in the EIS Amendment Report (2024). As a result, CPP does not ensure the development does not generate more than 100 light vehicle movements a day.</p>	<p><i>Photo B1-1</i> Temporary car park area in Appendix F.</p> <p><i>Photo B1-2</i> Vehicle Delivery logbook for 30 June 2025 in Appendix F.</p> <p><i>Photo B1-3</i> Vehicle Delivery logbook 17 July 2025 in Appendix F.</p> <p><i>Photo B1-4</i> Vehicle Delivery logbook for 1 August 2025 in Appendix F.</p>	Non-Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
B2.	<p>Heavy vehicles requiring escort and heavy vehicles restrictions</p> <p>The Applicant must keep accurate records of the number of heavy vehicles requiring escort and heavy vehicles entering or leaving the site each day for the duration of the project.</p>	<p>Site Security personnel at the entry gate of the site access point oversees the entry and exit of heavy vehicles and records the number of heavy vehicle movements. The register includes the registration number and the time a vehicle has entered and left the site. TMP provides the option to either manually record vehicle register or utilise an automatic vehicle detection camera at the site access. CPP records the arrival and departure of heavy vehicles manually.</p> <p>No heavy vehicles have required an escort to date.</p>	<p><i>Photo B1-3</i> Delivery logbook for 17 July 2025 in Appendix F.</p> <p><i>Photo B1-4</i> Delivery logbook for 1 August 2025 Appendix F.</p> <p>See <i>Photo B2-1</i> in Appendix F showing the security shed at the site access point.</p>	Compliance
B3.	<p>Access Route</p> <p>Unless the Planning Secretary agrees otherwise, all heavy vehicles associated with the development must travel to and from the site via New England Highway, Nundle Road, O'Briens Lane and Calala Lane as identified in Appendix 3.</p>	<p>Site security monitors the arrival of Heavy Vehicles. Furthermore, at the time of onboarding, drivers receive instructions to of the required truck route to site. If a Heavy Vehicle arrives to site by turning right into the gate, it is known they have taken the incorrect route.</p> <p>There have been no recorded incidents of Heavy Vehicles arriving to site via the wrong route. There is one incident of a water cart turning right into the site. However, this vehicle is classed as Medium Vehicle and therefore it was not recorded as a non-compliance. Nevertheless, water carts are advised to arrive and depart to and from the site via New England Highway, Nundle Road, O'Briens Lane and Calala Lane, and project suppliers and contractors reminded of the management controls to minimise impacts to the community.</p>	<p>Project Directions and Requirements, TMP-CO82 Mar 2019 v1.1</p> <p>See <i>Photo B3-1</i> in Appendix F.</p>	Compliance
B4.	<p>Access Route</p>	<p>Not applicable at this stage. However, the development has demonstrated full compliance with vehicle routing requirements, ensuring safe</p>	<p>Project Directions and Requirements, TMP-CO82 Mar 2019 v1.1 – See <i>Photo B3-1</i> in Appendix F.</p>	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	Unless the Planning Secretary agrees otherwise, all heavy vehicles requiring escort and light vehicles associated with the development must travel to and from the site via the New England Highway, Goonoo Goonoo Road and Calala Lane as identified in Appendix 3.	and regulated traffic flow in line with the conditions of approval. No deviations from the approved transport corridor were identified during the audit period. Light vehicles were observed approaching and departing the site from the west via Calala Lane. Instructions for the movement of escorted heavy vehicles and light vehicles associated with the development are detailed in Section 5 of the <i>Project Directions and Requirements, TMP-CO82 Mar 2019 v1.1</i> .		
B5.	Site Access All vehicles associated with the development must enter and exit the site via the site access point off Calala Lane, as identified in Appendix 1.	Observed the dedicated entrance and exit to the site located off Calala Lane, with a site security shed attended by security personnel overseeing movement of site vehicles entry and exit. Light vehicles associated with the development were parked in a temporary carpark adjoining the existing dwelling located south-east to the site access point. This temporary carparking area is not indicated in Appendix 1 of the SSD consent, nonetheless, the EIS Amendment Report (2024) provides that the existing dwelling would be repurposed as a temporary office, with additional areas designated for temporary construction laydown, storage and parking.	Project Directions and Requirements, TMP-CO82 Mar 2019 v1.1 – See <i>Photo B3-1</i> in Appendix F. Project Traffic Management Plan, Rev B, 12 June 2025. See <i>Photo B5-1</i> in Appendix F.	Compliance
B6.	Road Upgrades Unless the Planning Secretary agrees otherwise, prior to commencing construction, the Applicant must:	(a) The site access points, which are pending completion have been designed in accordance with the Australian Standard for Off Street Car Parking (AS/NZS2890.1:2004 and AS2890.2:2018), to accommodate the largest vehicles accessing the site.	(a) As-built drawings showing the vehicle sweep path to cater for the largest vehicle movement between site and Calala Lane are pending. Construction crew were planning on completing the tie-end works between the culvert and the site access point. See <i>Photo B6-1</i> in Appendix F.	Not triggered

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	<p>(a) construct the site access point off Calala Lane, as shown in Appendix 4, to cater for the largest vehicle accessing the site; and</p> <p>(b) ensure the upgrades comply with the current Austroads Guidelines, Australian Standards (as amended by TfNSW supplements) and are carried out to the satisfaction of Council.</p>	<p>(b) To date, no Over Size Over Mass (OSOM) vehicles have been associated with the ongoing construction and site establishment works associated with the development. Road upgrades are planned to be undertaken at the intersections of Calala Lane/Site Access Point; Nundle Road and O'Briens Lane; and Nundle Road and New England Road.</p>	<p>(b) This is not required at this stage of development. However, for the upcoming construction phases that involve movement of OSOM vehicles, all necessary road upgrades must have been completed in accordance with the design drawings indicating the vehicle swept path. See <i>Photo B6-2</i> in Appendix F.</p>	
B7.	<p>Access Route and Road Upgrades: Heavy Vehicles Requiring Escort</p> <p>Prior to the use of heavy vehicles requiring escort on the public road network, all relevant approvals must be obtained and implemented (including for any road upgrades that may be required), from the point of origin to the New England Highway / Calala Lane intersection.</p>	<p>CPP would obtain separate approval from TfNSW prior to escorting heavy vehicles to the site. To date, no heavy vehicles have required an escort to the site since commencement of construction.</p> <p>The intersection upgrade at Calala Lane has not been completed yet. The final connection between the culvert and Calala Lane is still pending, with completion expected soon.</p>	<p><i>Section 138</i> approval is required under the Roads Act to upgrade the road intersections as indicated in the Traffic Management Plan.</p> <p>Road upgrades would be necessary to ensure safe movement of heavy vehicles requiring escorts. See <i>Photo B7-1</i> in Appendix F.</p>	Not triggered
B8.	<p>Road Maintenance</p> <p>The Applicant must:</p> <p>(a) undertake an independent dilapidation survey to assess the:</p> <p>(i) existing condition of Nundle Road, O'Briens Lane and Calala Lane on the transport route, prior to construction, upgrading and decommissioning activities; and</p> <p>(ii) condition of Nundle Road, O'Briens Lane and Calala Lane on the transport route, following the completion of construction, upgrading and decommissioning activities;</p>	<p>The auditors conducted a survey by driving along the officially approved routes to gain an overview of the road conditions. Noted that the approved route is also used by heavy vehicles that are not associated with the project.</p> <p>(a) AusDilaps performed a dilapidation survey that included driving through the transport route and inspecting the road condition.</p> <p>(b) The dilapidation reports prepared by AusDilaps in May and June 2025. Survey covered Calala Lane, O'Briens Lane, Nundle Road and Railway Street. Dilapidation survey had been sent to Tamworth Council on 19 June 2025.</p>	<p>Pre-construction video condition survey – Defect Analysis:</p> <ul style="list-style-type: none"> - O'Briens Lane – Northbound - O'Briens Lane – Southbound - Calala Lane – Eastbound - Calala Lane – Northbound - Calala Lane - Southbound - Calala Lane - Westbound <ul style="list-style-type: none"> • <i>Photo B8-1 Dilapidation survey report – O'Briens Lane – Northbound & Southbound</i> • <i>Photo B8-2 Dilapidation survey report – Calala Lane northbound and southbound</i> 	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	<p>(b) on completion of the dilapidation reports undertaken in B8(a)(i) and (ii) provide a copy to the relevant roads' authorities; and</p> <p>(c) repair the roads identified in condition B8(a)(i) and (ii) if dilapidation surveys identify that the roads have been damaged due to development-related traffic during construction, upgrading or decommissioning works in consultation with the relevant road authority.</p> <p>If there is a dispute between the Applicant and the relevant roads authority about repairs required under this condition then either party may refer the matter to the Planning Secretary for resolution.</p>	<p>(c) No damage to road pavements and associated infrastructure reported so far since commencement of construction.</p>	<ul style="list-style-type: none"> • <i>Photo B8-3</i> Dilapidation survey report – Calala Lane – westbound and eastbound • <i>Photo B8-4</i> Dilapidation survey provided to the local authority • Weekly drive video involving use of a Dashcam for recording condition of the road. See <i>Photo B8-5</i> in Appendix F. <p>in Appendix F.</p>	
B9.	<p>Operating Conditions</p> <p>The Applicant must ensure:</p> <ul style="list-style-type: none"> (a) the internal roads are constructed as all-weather roads; (b) there is sufficient parking on site for all vehicles, and no parking occurs on the public road network in the vicinity of the site; (c) the capacity of the existing roadside drainage network is not reduced; (d) all vehicles are loaded and unloaded on site, and enter and leave the site in a forward direction; and (e) development-related vehicles leaving the site are in a clean condition to minimise 	<p>Operations phase has not commenced.</p> <ul style="list-style-type: none"> a. Early stage of construction, not ready for operational stage. b. Temporary parking has been provided on site pending completion of the designated car park, generally accommodating between 25 and 30 vehicles. Should more than 60 on-site parking spaces be required, CPP will arrange bus services to transport workers to and from the site. Completion of the designated car park is anticipated by the end of September. c. The development is expected to experience its peak workforce between January and February, when conduit installation will require additional personnel on site. No project vehicles were observed 	<p>Observations during site inspection</p> <p>Discussions and interview</p> <p>Shaker grid installed. See <i>Photo B9-1</i> in Appendix F.</p> <p>Rain gauge. See <i>Photo B9-2</i> in Appendix F.</p>	Not triggered

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	dirt being tracked onto the public road network.	<p>parking on the surrounding public road network.</p> <p>d. Reduction of capacity of roadside drain to be addressed as part of the review of AsBuilts at the end of construction</p> <p>e. Materials imported and exported were all within the site boundary. Observed trucks enter and leave site in forward direction.</p> <p>f. Shaker grid installed at the entry. Mud tracking not evident on Calala Lane. Rain gauge installed on site.</p>		
TRANSPORT				
B10.	Traffic Management Prior to commencing construction, the Applicant must prepare a Traffic Management Plan for the development in consultation with TfNSW and Council, and to the satisfaction of the Planning Secretary. This plan must include:	The Traffic Management Plan, prepared by Stantec, was reviewed in consultation with TfNSW and Tamworth Regional Council before receiving approval from the Department on 13 June 2025. Overall, the management plan reflects a commitment to minimizing impacts on the local road network and community.	<p>Planning Secretary's approval of the Traffic Management Plan. See <i>Photo B10-1</i> in Appendix F.</p> <p>For consultation with TfNSW, see <i>Photo B10-2</i> in Appendix F.</p>	Compliance
B10(a)	details of the transport route to be used for all development-related traffic;	The Auditee indicated that all delivery drivers and sub-contractors involved in the Project receive copies of the Traffic Management Plan (TMP) and the drivers' code of conduct. Additionally, Auditees were able to demonstrate familiarity with both documents when asked. Vehicles using designated site access point and access gate to enter and leave site. Approved routes were displayed on the plan as well as on the wall / noticeboard.	<p>Traffic Management Plan (Rev B, dated 12 June 2025).</p> <p>Instructions on Turning Lanes & Driveway Construction Works (Handout). See <i>Photo B10(a)-1</i> & <i>2</i> in Appendix F.</p>	Compliance
B10(b)	a reconciliation table to demonstrate all traffic-related management measures and recommendation measures identified in the EIS have been included in the plan;	Traffic Management Plan, prepared by Stantec describes mitigation and management measures in Table 4.1 under Section 4.6.	Table 4.1 – Mitigation and Management Measures include the factor of road repair and maintenance in the Traffic Management Plan (Rev B, dated 12 June 2025).	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
B10(c)	details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including:	Traffic Management Plan, prepared by Stantec describes mitigation and management measures in Table 4.1 under Section 4.6.	Table 4.1 – Mitigation and Management Measures include the factor of road repair and maintenance in the Traffic Management Plan (Rev B, dated 12 June 2025).	Compliance
B10 (c)(i)	details of the dilapidation surveys required by condition B8 of this consent;	A dilapidation survey completed by AusDilaps confirmed that the majority of the defects observed along the transport route—Nundle Road, O'Briens Lane, and Calala Lane—were minor and were present before construction began.	Dilapidation Survey Reports prepared by AusDilaps in May and June 2025.	Compliance
B10 (c)(ii)	temporary traffic controls, including detours and signage;	The plan outlines the use of temporary traffic controls such as detours, signage, and flagging.	Temporary traffic control signs. See <i>Photo B10(c)(ii)-1</i> and <i>Photo B10 (c)(ii)-2</i> in Appendix F. Pedestrian safety barriers. See <i>Photo B10(c)(ii)-3</i> in Appendix F.	Compliance
B10 (c)(iii)	notifying the local community about development-related traffic impacts;	Local residents and stakeholders are notified of upcoming traffic disruptions through a procedure that includes letter drops and community notice boards. Equis and CPP work together on community engagement, with Equis's Community Engagement Manager acting as the main point of contact.	Table 4.1 – Mitigation and Management Measures include the factor of road repair and maintenance in the Traffic Management Plan (Rev B, dated 12 June 2025). Further information provided in the Environmental Management Strategy (EMS) approved under C1 of this consent.	Compliance
B10 (c)(iv)	procedures for receiving and addressing complaints from the community about development- related traffic;	A complaints management procedure is referenced, including a dedicated phone number and response timeframe.	Section 5.1.6 – Complaint resolution and disciplinary procedure outlined in the Traffic Management Plan (Rev B, dated 12 June 2025).	Compliance
B10 (c)(v)	minimising potential for conflict with school buses and other road users as far as practicable, including preventing queuing on the public road network;	The plan acknowledges the need to avoid conflict with school buses and proposes restricted operating hours for heavy vehicles.	Section 5.1.2 Haulage routes and timing of transport, and Table 4.1 in the Traffic Management Plan (Rev B, dated 12 June 2025).	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
B10 (c)(vi)	minimising potential cumulative traffic impacts with other projects in the area during construction, upgrading or decommissioning works;	The TMP identifies other projects in the area. CPP notifies Council of road closures. Council considers cumulative traffic impacts.	Table 4.1 – Mitigation and Management Measures, Traffic Management Plan (Rev B, dated 12 June 2025).	Compliance
B10 (c)(vii)	minimising dirt tracked onto the public road network from development-related traffic;	The plan proposes wheel-washing facilities and regular road sweeping to minimise dirt tracked onto public roads. A wheel shaker was observed on site. No Dirt/sediment was observed to have been tracked onto the public road network from the site.	Table 4.1 – Mitigation and Management Measures, Traffic Management Plan (Rev B, dated 12 June 2025). Road pavement with minimal mud tracking. See <i>Photo B10(c)(viii)-1</i> in Appendix F.	Compliance
B10 (c)(viii)	measures for managing light vehicle peak numbers, including carpooling or ride sharing by employees;	The plan encourages carpooling. CPP are currently not monitoring all light vehicle movements (refer to condition B1). It is recommended that CPP adopt a proactive approach to coordinating shared accommodation for workers during peak demand periods. This would also create opportunities to implement carpooling or a shuttle bus system to reduce the number of light vehicles on-site during these times. The plan states that drivers will not be allowed to do delivery works during school zone hours unless time-critical (e.g. concrete, earthworks) despite the electronic booking system having implemented.	Sections 3.3 and 4.3 of the Traffic Management Plan (Rev B, dated 12 June 2025).	Compliance
B10 (c)(ix)	scheduling of heavy vehicle movements to minimise convoy length or platoons, and to minimise conflicts with light vehicles;	CPP schedule heavy vehicle movements to avoid peak times and reduce convoy lengths.	Section 3.7 – Construction vehicle routes, Traffic Management Plan (Rev B, dated 12 June 2025).	Compliance
B10 (c)(x)	responding to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding;	The plan considers local climate conditions, including fog and flooding, and proposes responsive measures such as halting movements during unsafe weather. Construction / site vehicles are equipped with fog lights.	Table 4.1 – Mitigation and Management Measures, Traffic Management Plan (Rev B, dated 12 June 2025).	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
B10 (c)(xi)	responding to any emergency repair or maintenance requirements; and	The current plan outlines general provisions for emergency repairs and maintenance.	Sections 4.4 and 5.1.5 of Traffic Management Plan (Rev B, dated 12 June 2025).	Compliance
B10 (c)(xii)	a traffic management system for managing heavy vehicles requiring escort	The plan highlights the provision for the movement of heavy vehicles used throughout the construction stage. The requirement to escort heavy vehicles in coordination with TfNSW is specified in the plan.	A stand-alone Traffic Management Plan concerning movement of OSOM vehicles would be required in due course and be approved by the Planning Secretary.	Not triggered
B10(d)	a driver's code of conduct that addresses: <ul style="list-style-type: none"> (i) driver fatigue; (i) procedures to ensure drivers adhere to the designated transport routes and speed limits; and (ii) procedures to ensure that drivers implement safe driving practices 	Section 5 of the Traffic Management Plan provides overview of Driver's Code of Conduct. Furthermore, the induction includes information on the permitted access routes to and from the construction site for site staff and delivery vehicles, parking arrangements, as well as standard environmental, workplace health and safety, driver protocols (code of conduct provided to all drivers), details and times of school bus routes, and emergency procedures. Drivers receiving induction are made aware of the approved working hours for the project. In addition, a large hoarding attached to fence near site access point provides relevant instructions regarding access to site.	Traffic Management Plan Onboarding induction. See <i>Photo B3-1</i> in Appendix F. Also, see <i>Photo B10(d)-1</i> in Appendix F. Project induction. See <i>Photo B10(d)-2</i> in Appendix F.	Compliance
B10(e)	a program to ensure drivers working on the development receive suitable training on the code of conduct and any other relevant obligations under the Traffic Management Plan; and	Safe driving practices discussed in the TMP, stresses the importance of using caution and respecting all other road users while driving project vehicles on local roads.	Table 4.1 – Mitigation and Management Measures include the factor of road repair and maintenance in the Traffic Management Plan (Rev B, dated 12 June 2025). Section 5.1.3 of the Traffic Management Plan	Compliance
B10(f)	a flood response plan detailing procedures and options for emergency access to and from site in the event of flooding.	The Traffic Management Plan addresses the key issue dealing with flood risk on the heavy vehicle route restricting heavy vehicle movement on	Section 3.7.2 Heavy Vehicle Travel Permit, Traffic Management Plan (Rev B, dated 12 June 2025).	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	Following the Planning Secretary’s approval, the Applicant must implement the Traffic Management Plan.	O’Briens Lane, as well as Calala Lane. Also, CPP sends out text notification to drivers.	See <i>Photo B10(f)-1</i> in Appendix F.	
LANDSCAPING				
B11.	<p>Vegetation Buffer</p> <p>Unless the Planning Secretary agrees otherwise, the Applicant must establish and maintain a vegetation buffer (landscape screening and mound) as described in the EIS and at the locations identified in Appendix 1. The landscape screening and mound must:</p> <ul style="list-style-type: none"> (a) be established and planted prior to commencing operation; (b) be comprised of species that are endemic to the area; (c) be designed and maintained in accordance with RFS’s Planning for Bushfire Protection 2019 (or equivalent); and (d) be properly and actively maintained with appropriate weed management. 	<p>CPP currently consulting with Tamworth nursery with regards to native seed mix procurement for seed propagation to plant before operation starts.</p> <p>Observed early works in progress for establishing the vegetation buffer (landscape screening and mound) as indicated in the layout plan included in the approved Biodiversity Management Plan</p> <p>Weekly site inspection conducted by the Environmental Specialist confirmed stockpiles were in the approved location free from weed.</p> <p>Excavated materials were stockpiled, with the topsoil kept separate for use in future rehabilitation works.</p>	<p>Calala BESS Weekly Site Inspection Checklist, 15 August 2025. See <i>Photo B11-1</i> in Appendix F.</p> <p>WHS Inspection Register. See <i>Photo B11-2</i> in Appendix F.</p> <p>Biodiversity Management Baseline Data Report – retained lands at 474 Calala Lane, NSW, prepared by AEP, 19 August 2025.</p> <p>Fauna Habitat Assessment and Weed Survey for Battery Energy Storage System Site, Calala Lane, Calala NSW, prepared by AEP, 11 June 2025</p> <p>Early works associated with establishing vegetation buffer. See <i>Photo B11-3</i> in Appendix F.</p> <p>Segregation of topsoil on-site. See <i>Photo B11-4</i> in Appendix F.</p>	Compliance
B12.	<p>Land Management</p> <p>The Applicant must maintain the agricultural land capability of the site, including:</p> <ul style="list-style-type: none"> (a) establishing the ground cover of the site within 3 months following completion of any construction or upgrading; 	<p>No grazing observed around the current development footprint. Weed management outside the development footprint may be required later in the construction phase.</p> <p>The Land and Soil Capability Mapping for NSW (OEH, 2017) identifies the development site as being Class 4 (moderate agricultural capability).</p>	<p>Assessing the condition of groundcover would typically be associated with the post-construction phase of the development.</p> <p>See current condition in <i>Photo B12-1</i> in Appendix F.</p>	Not triggered

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	<p>(b) properly maintaining the ground cover with appropriate perennial species and weed management; and</p> <p>(c) maintaining grazing within the development footprint, where practicable, unless the Planning Secretary agrees otherwise.</p>	<p>No Biophysical Strategic Agricultural Land (BSAL) present within the footprint.</p> <p>Observed that early construction activities had commenced including:</p> <ul style="list-style-type: none"> • Site preparation works associated with the Battery Energy Storage System (BESS). • Excavation works for the construction of the bioretention basin and landscape mound. • Road upgrade works near the site access point off Calala Lane. 		
BIODIVERSITY				
B13.	<p>Vegetation Clearance</p> <p>The Applicant must not clear any native vegetation or fauna habitat located outside the approved disturbance areas described in the EIS.</p>	<p>Observations during site walk confirmed the following:</p> <ul style="list-style-type: none"> • Trees cleared inside the boundary were turned into mulches and donated to local community through Scouts. • All clearing works were completed prior to this audit targeting specific • No additional clearing had been undertaken during this audit period. • Observed a habitat tree beside the entrance to the temporary car parking lot protected with flagging warning drivers. • Earlier, ecologists had undertaken pre-clearance fauna habitat assessment and weed survey of the Site. No hollow-bearing habitat trees, stick nests, understorey shrubs, coarse woody debris or rock 	<p>Visual – see</p> <p><i>Photo B13-1</i> <i>Photo B13-2</i> <i>Photo B13-3</i> <i>Photo B13-4</i></p> <p>in Appendix F.</p> <p>Biodiversity Management Baseline Data Report, AEP, Rev 01, 19 August 2025.</p> <p>Fauna Habitat Assessment and Weed Survey, AEP, 11 June 2025. See <i>Photo B13-5</i> in Appendix F.</p>	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
		<p>outcrops had been sighted during habitat assessment completed by AEP.</p> <ul style="list-style-type: none"> Project induction informs all employees, subcontractors and visitors not to drive off cleared tracks, disturb any flora and fauna, including sensitive or protection vegetation areas. Threatened flora known to be present on site includes (a) Blue Grass, (b) Finger Panic Grass, (c) Belson’s Panic. Commonly present Weeds detected are Hawks Weed, Austral Toadflax, and St John’s Wort Weed. The Biodiversity Management Plan (BMP) showing the BMP area printed on a large signboard was found attached to site office shed for display to all project personnel. Biosecurity Management Plan entailing General Hygiene Protocols described in the induction slides. 	<p>Map showing the BMP area displayed on a signboard. See <i>Photo B13-6</i> in Appendix F.</p> <p>Environmental sign for vehicle entering site. See <i>Photo B13-7</i> in Appendix F.</p>	
B14.	<p>Biodiversity Offsets</p> <p>Prior to carrying out any development that could directly or indirectly impact the biodiversity values requiring offset, the Applicant must retire biodiversity credits as specified in Table 1 below, unless the Planning Secretary agrees otherwise.</p> <p>The retirement of these credits must be carried out in accordance with the <i>NSW Biodiversity Offsets Scheme</i> and can be achieved by:</p> <p>(a) acquiring or retiring ‘biodiversity credits’ within the meaning of the <i>Biodiversity Conservation Act 2016</i>;</p>	<p>The impact on native vegetation resulted in the generation of 35 ecosystem credits under the Biodiversity Conservation Act. In compliance with Condition B14, Equis Energy retired the required number of ecosystem credits in line with the NSW Biodiversity Offset Scheme.</p> <p>Obligation to retire biodiversity credits as specified in Table 1 of the SSD consent fulfilled by payment (reference number BCF808) made on 14 May 2025 to the NSW Biodiversity Conservation Trust. The Audit confirmed that payment was made to the Biodiversity Conservation Fund in accordance with section 6.30(1) of the <i>BC Act</i>.</p>	<p>Certificate of payments and receipts. See <i>Photo B14-1</i> in Appendix F.</p>	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL																
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status												
	<p>(b) making payments into an offset fund that has been developed by the NSW Government; and/or</p> <p>(c) funding a biodiversity conservation action that benefits the entity impacted and is listed in the ancillary rules of the biodiversity offset scheme.</p> <p><i>Table 1: Ecosystem Credit Requirements</i></p> <table border="1"> <thead> <tr> <th>Vegetation Community</th> <th>PCT ID</th> <th>Credits Required</th> </tr> </thead> <tbody> <tr> <td>River Oak - Rough-barked Apple - red gum - box riparian tall woodland (wetland) of the Brigalow Belt South Bioregion and Nandewar Bioregion</td> <td>PCT 84_DNG</td> <td>2</td> </tr> <tr> <td>Blakely's Red Gum - Yellow Box grassy tall woodland on flats and hills in the Brigalow Belt South Bioregion and Nandewar Bioregion (DNG)</td> <td>PCT 599_DNG</td> <td>32</td> </tr> <tr> <td>Blakely's Red Gum - Yellow Box grassy tall woodland on flats and hills in the Brigalow Belt South Bioregion and Nandewar Bioregion (Woodland)</td> <td>PCT 599_Woodland</td> <td>1</td> </tr> </tbody> </table>	Vegetation Community	PCT ID	Credits Required	River Oak - Rough-barked Apple - red gum - box riparian tall woodland (wetland) of the Brigalow Belt South Bioregion and Nandewar Bioregion	PCT 84_DNG	2	Blakely's Red Gum - Yellow Box grassy tall woodland on flats and hills in the Brigalow Belt South Bioregion and Nandewar Bioregion (DNG)	PCT 599_DNG	32	Blakely's Red Gum - Yellow Box grassy tall woodland on flats and hills in the Brigalow Belt South Bioregion and Nandewar Bioregion (Woodland)	PCT 599_Woodland	1			
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B15.	<p>Biodiversity Offsets</p> <p>Prior to carrying out any development that could directly or indirectly impact the biodiversity values requiring offset, the Applicant must provide evidence to the Planning Secretary that biodiversity credits have been retired.</p>	<p>The Biodiversity Conservation Trust NSW Govt. Statement confirmed payment into the Biodiversity Conservation Fund for an offset obligation, in accordance with this condition. However, it could not be ascertained from the audit that the evidence supporting retirement of ecosystem credits had been provided to the Planning Secretary.</p>	<p>Certificate of payments and receipts. See <i>Photo B14-1</i> in Appendix F.</p> <p>System generated confirmation email – See <i>Photo B15-1</i> in Appendix F.</p>	Compliance												
B16.	<p>Biodiversity Management Plan</p> <p>Prior to carrying out any development that could directly or indirectly impact biodiversity values, the Applicant must prepare a Biodiversity Management Plan for the project in consultation with BCS, and to the satisfaction of the Planning Secretary. This plan must:</p> <p>(a) be prepared in accordance with the Biodiversity Development Assessment Report (dated 8 May 2024);</p>	<p>A Biodiversity Management Plan has been prepared by Biosis (commissioned by Equis Energy) which addresses the requirements of this condition, as indicated in Table 1 of the Plan.</p> <p>The Biodiversity Management Plan was approved by DPHI, as confirmed during the audit period. The IEA Auditors sighted the approval letter dated 10 June 2025.</p>	<p>Planning Secretary's approval of the BMP - see <i>Photo B16-1</i> in Appendix F.</p> <p>Vegetation management zones – See <i>Photo B16-2</i> in Appendix F.</p> <p>Environmental Sensitive Area Sign – See <i>Photo B16-3</i> in Appendix F.</p> <p>Topsoil stockpile – See <i>Photo B16-4</i> in Appendix F.</p>	Compliance												

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	<p>(b) include a description of the measures and timeframes that would be implemented for:</p> <ul style="list-style-type: none"> (i) protecting vegetation and fauna habitat outside the approved disturbance areas; (ii) minimising clearing and avoiding unnecessary disturbance of vegetation that is associated with the construction and operation of the development; (iii) minimising the impacts to fauna on site and implementing fauna management protocols; (iv) rehabilitating and revegetating temporary disturbance areas with native species that are appropriate to the sites ecology and conditions; (v) maximising the salvage of vegetative and soil resources within the approved disturbance area for beneficial reuse in the enhancement or the rehabilitation of the site; and (vi) controlling weeds, feral pests and pathogens; <p>(c) include a program to monitor and report on the effectiveness of mitigation measures;</p> <p>(d) include an incidental threatened species finds protocol to identify the avoid and/or minimise and/or offset options to be implemented if additional threatened species are discovered on site; and</p> <p>(e) include details of who would be responsible for monitoring, reviewing and implementing the plan.</p>	<p>The audit noted aspects of Plan implementation, including:</p> <ul style="list-style-type: none"> • use of signages differentiating the various vegetation management zones (VMZs) present across the site. • Segregation of topsoil in form of stockpiles, and installation of identification signs. • Mandatory induction training for all workers prior to commencing work onsite. • Regular site inspections conducted by the Primary Contractor CPP. • Pre-clearing assessment of fauna habitat and weed survey. <p>(b)(i) Section 7.4, Section 7.5 and Section 8.1 of the BMP.</p> <p>(b)(ii) Section 7 of BMP.</p> <p>(b)(iii) Section 7 of BMP.</p> <p>(b)(iv) Section 8, Appendix B and Appendix C of BMP.</p> <p>(b)(v) Section 7 and 8 of BMP.</p> <p>(b)(vi) Section 6.4, Section 8.2.4, and Appendix A of BMP.</p> <p>(c) Section 9 – Table 19 of BMP</p> <p>(d) Section 6.2.3 of BMP.</p> <p>(e) Section 7.1 and Section 9 of BMP.</p>	<p>Fauna Habitat Assessment and Weed Survey, AEP, 11 June 2025. See <i>Photo B13-5</i> in Appendix F.</p>	

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	Following the Planning Secretary’s approval, the Applicant must implement the Biodiversity Management Plan.			
AMENITY				
B17.	<p>Construction, Upgrading and Decommissioning Hours</p> <p>Unless the Planning Secretary agrees otherwise, the Applicant may only undertake road upgrades, construction, commissioning, demolition, upgrading or decommissioning activities on site between:</p> <p>(a) 7am to 6pm Monday to Friday; (b) 8am to 1pm Saturdays; and (c) at no time on Sundays and NSW public holidays.</p>	<p>Construction activities occur during the standard hours.</p> <p>No evidence of works occurring outside of the approved hours observed during the audit period.</p> <p>CPP personnel may be considering out of hours work in the future.</p>	Nil.	Compliance
B18.	<p>Exceptions to Construction Hours</p> <p>The following activities may be carried outside the hours specified in condition B17 above:</p> <p>(a) commissioning activities that are inaudible at non-associated residences; (b) the delivery or dispatch of materials as requested by the NSW Police Force or other public authorities for safety reasons; and (c) emergency work to avoid the loss of life, property or prevent material harm to the environment.</p>	Noted	Nil.	Not triggered
B19	<p>Variation of Construction Hours</p> <p>The hours of construction activities specified in condition B17 of this approval may be varied</p>	No variation to the approved construction hours has occurred to date.	Nil.	Not triggered

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	<p>with the prior written approval of the Planning Secretary. Any request to alter the hours of construction must be:</p> <ul style="list-style-type: none"> (a) considered on a case-by-case or activity-specific basis; (b) accompanied by details of the nature and justification for activities to be conducted during the varied construction hours; (c) accompanied by written evidence that appropriate consultation with potentially affected sensitive receivers and notification of Councils (and other relevant agencies) has been or will be undertaken; (d) accompanied by evidence that all feasible and reasonable noise mitigation measures have been put in place; and (e) accompanied by a noise impact assessment consistent with the requirements of the <i>Interim Construction Noise Guideline</i> (DECC, 2009), or latest version. 			
B20.	<p>Noise</p> <p>The Applicant must:</p> <ul style="list-style-type: none"> (a) minimise the noise generated by any construction, upgrading or decommissioning activities on site in accordance with best practice requirements outlined in the <i>Interim Construction Noise Guideline</i> (DECC, 2009) or its latest version; and (b) take all reasonable and feasible steps to minimise operational noise and ensure that the noise generated by the operation 	<p>CPP advise they plan to conduct construction noise monitoring to demonstrate predicted noise levels. No complaints received to date.</p> <p>Toolboxes, awareness cover the aspects of noise</p> <p>RBL is about 30 dBA, which is a revised reading. The limit is 35 dBA for receiver R1 400 metres away from site.</p>	<p>Records of toolbox talks – See <i>Photo B20-1</i> in Appendix F.</p>	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL																											
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status																							
	<p>of the development does not exceed the noise limits in Table 2 below to be determined in accordance with the procedures in the <i>NSW Noise Policy for Industry</i> (EPA, 2017) at any non-associated residences unless the Planning Secretary agrees otherwise.</p> <p><i>Table 2: Operational Noise Limit Requirements</i></p> <table border="1"> <thead> <tr> <th rowspan="3">Location</th> <th colspan="4">Noise Limits in dB(A)</th> </tr> <tr> <th>Day</th> <th>Evening</th> <th>Night</th> <th>Night</th> </tr> <tr> <th>L_{Aeq} (15min)</th> <th>L_{Aeq} (15min)</th> <th>L_{Aeq} (15min)</th> <th>L_{Aeq} (15min)</th> </tr> </thead> <tbody> <tr> <td>Any non-associated residence</td> <td>40¹</td> <td>35¹</td> <td>35¹</td> <td>52²</td> </tr> <tr> <td>Any non-associated residence</td> <td>45²</td> <td>36²</td> <td>36²</td> <td>52²</td> </tr> </tbody> </table> <p><i>Notes:</i></p> <p>1. to be measured up to, and including, noise enhancing meteorological conditions (as described in Table D1 and typical operating temperatures that are not expected to be exceeded for more than 10% of any season.</p> <p>2. to be measured up to, and including, noise enhancing meteorological conditions (as described in Table D1 and all operating temperatures.</p>	Location	Noise Limits in dB(A)				Day	Evening	Night	Night	L _{Aeq} (15min)	L _{Aeq} (15min)	L _{Aeq} (15min)	L _{Aeq} (15min)	Any non-associated residence	40 ¹	35 ¹	35 ¹	52 ²	Any non-associated residence	45 ²	36 ²	36 ²	52 ²			
Location	Noise Limits in dB(A)																										
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Any non-associated residence	45 ²	36 ²	36 ²	52 ²																							
B21.	<p>Noise</p> <p>Unless the Planning Secretary agrees otherwise, within 3 months of the commencement of operation, the Applicant must prepare and submit a Noise Monitoring Report for the development to the satisfaction of the Planning Secretary. The Noise Monitoring Report must:</p> <p>(a) be prepared by a suitably qualified, experienced and independent acoustic consultant;</p> <p>(b) demonstrate that noise monitoring:</p> <p>(i) has been carried out in accordance with the procedures in the <i>Noise Policy for Industry</i> (EPA, 2017); and</p> <p>(ii) includes monitoring during the day, evening and night periods during operational, temperature and meteorological conditions that would</p>	<p>Not applicable as the BESS is undergoing Stage 1 development and has not progressed to Operation yet.</p>	<p>Nil</p>	<p>Not triggered</p>																							

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	<p>represent typical worst-case scenarios where reasonable and feasible; and</p> <p>(c) include:</p> <ul style="list-style-type: none"> (i) 1/3 octave data and calculated sound power levels along with a discussion of any excessive annoying characteristics and directionality; (ii) an analysis of compliance with the noise limits specified in condition B20; (iii) an outline of implemented at-source and transmission pathway mitigation measures and their effectiveness at reducing operational noise; and (iv) a description of contingency measures in the event implemented mitigation measures are not effective at reducing noise levels to comply with limits specified in condition B20 at all times. <p>The Applicant must undertake further noise monitoring of the development if required by the Planning Secretary.</p>			
B22.	<p>Dust</p> <p>The Applicant must minimise the dust generated by the development.</p>	<p>Dust suppression measures observed on site. Water carts available for use when needed.</p>	<p>See <i>Photo B22-1</i> in Appendix F.</p>	<p>Compliance</p>
B23	<p>Visual</p> <p>The Applicant must:</p> <ul style="list-style-type: none"> (a) minimise the off-site visual impacts of the development, including the potential for any glare or reflection; 	<ul style="list-style-type: none"> (a) No glare or reflective material observed on site. (b) N/A (c) All mandatory signage and instructions were specific to the project and designed to minimize off-site visual impact. No advertising signage observed 	<p>See <i>Photos B23-1</i> in Appendix F.</p>	<p>Compliance</p>

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	<p>(b) ensure the visual appearance of all ancillary infrastructure (including paint colours) blends in as far as possible with the surrounding landscape; and</p> <p>(c) not mount any advertising signs or logos on site, except where this is required for identification or safety purposes.</p>			
B24	<p>Lighting</p> <p>The Applicant must:</p> <p>(a) minimise the off-site lighting impacts of the development; and</p> <p>(b) ensure that any external lighting associated with the development:</p> <p>(i) is installed as low intensity lighting (except where required for safety or emergency purposes);</p> <p>(ii) does not shine above the horizontal; and</p> <p>(iii) complies with Australian/New Zealand Standard AS/NZS 4282:2019 – Control of Obtrusive Effects of Outdoor Lighting, or its latest version.</p>	<p>The requirement to minimise off-site lighting impacts and ensure compliance with external lighting standards is noted. However, this condition is deemed Not Applicable at this stage of the development, as the project is currently in the early stages of construction and no external lighting has been installed or commissioned.</p>	Not applicable	Not triggered
HERITAGE				
B25	<p>Protection of Heritage Items</p> <p>The Applicant must ensure the development does not cause any direct or indirect impacts on Aboriginal heritage items located outside the approved development footprint.</p>	<p>No record of unexpected finds encountered during the audit period.</p>	Not applicable.	Compliance
B26.	<p>Chance Finds Protocol – Aboriginal Heritage</p> <p>Prior to the commencement of construction, the Applicant must prepare a Chance Finds Protocol for the development in consultation with</p>	<p>The audit confirms that the Department approved the Environmental Management Strategy (EMS) on 13 June 2025, which included provisions for management and mitigation, as well as a flow chart outlining the Chance Finds Protocol.</p>	<p>Page 25 approved Environmental Management Strategy (Rev 2) dated 12 June 2025. See <i>Photo B26-1</i> in Appendix F.</p>	Compliance

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	Aboriginal Stakeholders and reviewed by Heritage NSW. Following approval, the Applicant must implement the Chance Finds Protocol.		<p>Consultation with the Department and agreement recorded in Stakeholder Engagement Register maintained by Equis Energy. See <i>Photo B26-2</i> in Appendix F.</p> <p>Agency consultation in EMS. See <i>Photo B26-3</i> in Appendix F.</p>	
SOIL AND WATER				
B27.	<p>Water Supply</p> <p>The Applicant must ensure that it has sufficient water for all stages of the development, and if necessary, adjust the scale of the development to match its available water supply.</p> <p><i>Note: Under the Water Act 1912 and/or the Water Management Act 2000, the Applicant is required to obtain the necessary water licences for the development.</i></p>	<p>Harvestable water rights for the site are calculated to be 64 ML</p> <p>Bioretention basin construction in progress as observed on the day of audit. Upon reaching its operational stage, the basin is designed to achieve a total storage capacity of 3,400 cubic metres (equivalent to 3.4 megalitres).</p> <p>Water is primarily sourced from the town water supply. The project is expected to require up to 22.1 megalitres (ML) of non-potable water and 0.26 ML of potable water during construction.</p>	<p>Erosion and Sediment Control Plan covering the portion of the site being prepared for the BESS, car park, laydown area and sediment / bioretention basin. See <i>Photo B27-1</i> in Appendix F.</p>	Compliance
B28.	<p>Water Pollution</p> <p>The Applicant must ensure that the development does not cause any water pollution, as defined under Section 120 of the <i>POEO Act</i>.</p>	<p>The culvert crossing at Calala Creek has been installed. Observed sediment fences, check dams and clean water diversions located in accordance with the erosion and sediment control plan in the development footprint. Erosion and Sediment Control Plan (ErSed) progressively updated by CPP. A Certified Practitioner was engaged for preparing the Plan.</p>	<p>Haybales stacked. See <i>Photo B28-1</i> in Appendix F.</p> <p>Erosion and Sediment Control Plan – Culvert crossing. See <i>Photo B28-2</i> in Appendix F.</p> <p>Culvert crossing Calala Creek. See <i>Photo B28-3</i> in Appendix F.</p> <p>Rock-lined perimeter drain. See <i>Photos B28-4</i> in Appendix F.</p>	Compliance

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			Sediment fencing installed. See <i>Photo B28-5</i> in Appendix F.	
B29.	<p>Operating Conditions</p> <p>The Applicant must:</p> <ul style="list-style-type: none"> (a) minimise any soil erosion and control sediment generation; (b) ensure any battery storage and ancillary infrastructure and any other land disturbance associated with the construction, upgrading or decommissioning of the development has appropriate drainage and erosion and sediment controls designed, installed and maintained in accordance with <i>Managing Urban Stormwater: Soils and Construction</i> (Landcom, 2004) and the <i>Managing Urban Stormwater: Soils and construction – Volume 2A</i> manual (Landcom, 2008), or their latest versions; (c) ensure the battery storage and ancillary infrastructure are designed, constructed and maintained to reduce impacts on surface water, localised flooding and groundwater at the site; (d) ensure the battery storage and ancillary infrastructure do not cause any increased water being diverted off the site or alter hydrology off site; (e) ensure the battery storage and ancillary infrastructure are designed, constructed and maintained to avoid causing any erosion on site; 	<p>The operating conditions would involve implementing the updated version of the ErSed plan. Noted that the current erosion and sediment control plan is progressively updated in response to the construction works being undertaken as part of Stage 1 (construction) only.</p>	<p>Nil.</p>	<p>Not triggered</p>

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	<p>(f) ensure all works within waterfront land is undertaken in accordance with <i>Guidelines for Controlled Activities on Waterfront Land</i> (DPE, 2022), unless the Planning Secretary agrees otherwise; and</p> <p>(g) incorporate a staged throttle outlet above the permanent water level on the stormwater basin to provide a detention and retention function, to allow contaminants to be intercepted and removed from the basin in the event of fire damage to the battery cells.</p>			
HAZARDS				
B30.	<p>Fire Safety Hazard</p> <p>Prior to commencing construction of the battery storage, the Applicant must prepare a Fire Safety Study for the development, to the satisfaction of the FRNSW and the Planning Secretary in writing. The study must:</p> <p>(a) be consistent with the Department’s <i>Hazardous Industry Planning Advisory Paper No. 2 ‘Fire Safety Study’ guideline</i>;</p> <p>(b) describe the final design of the battery storage;</p> <p>(c) include reasonable worst-case bush fire scenario to and from the battery storage and the associated bush fire management; and</p> <p>(d) identify measures to eliminate the expansion of any fire incident including:</p> <p>(i) adequate fire safety systems and appropriate water supply;</p>	<ul style="list-style-type: none"> • Equis Energy has prepared a Fire Safety Study (FSS) in consultation with Fire & Rescue NSW (FRNSW). • The FSS has been informally approved following review by FRNSW, however has not been officially approved by the Planning Secretary. • During the initial meeting with FRNSW, it was discussed and agreed that evaluating the scenario of an entire BESS unit or container being involved in a fire was essential. • According to the Department’s letter dated 10 June 2025, the FSS must be approved by the Planning Secretary, including written confirmation from FRNSW that it meets the requirements, prior to Stage 1c and the delivery, storage or installation of any batteries on site. • A consultation was held with the Department on 5 August 2025, where it was 	<p>Fire Safety Study, Calala BESS, prepared by CJK Fire & Safety Pty Ltd for Equis Australia Management Pty Ltd, Document Number: 2023-227.1-V1.1, Rev E, 9 April 2025. See <i>Photo B30-1</i> in Appendix F.</p> <p>Letter from the Department: See <i>Photo B30-1</i> in Appendix F.</p> <p>Consultation Register – Calala BESS SSD, updated in August 2025.</p>	Compliance

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	<p>(ii) separation and / or compartmentalisation of battery units; and</p> <p>(iii) strategies and incident control measures specific to the battery storage design.</p> <p>Following approval by the Planning Secretary, the Applicant must implement the measures described in the Fire Safety Study.</p> <p><i>Note: 'to the satisfaction of FRNSW' above means confirmation in writing from FRNSW that the study meets the requirements of FRNSW as required by the Department's Hazardous Industry Planning Advisory Paper No. 2 'Fire Safety Study' guideline.</i></p>	<p>noted that FRNSW had released open yard battery storage guidelines.</p> <ul style="list-style-type: none"> Equis is currently conducting FSS testing in collaboration with FRNSW, and completion is planned for December 2025. 		
B31	<p>Storage and Handling of Dangerous Goods</p> <p>The Applicant must store and handle all chemicals, fuels and oils used on-site in accordance with:</p> <p>(a) the requirements of all relevant Australian Standards; and</p> <p>(b) the NSW EPA's <i>Storing and Handling of Liquids: Environmental Protection – Participants Handbook</i> if the chemicals are liquids.</p> <p>In the event of an inconsistency between the requirements (a) and (b) above, the most stringent requirement must prevail to the extent of the inconsistency.</p>	<p>Sighted chemical storage cabinets, oil separation, spill kits and drip trays.</p>	<p>SDSs held electronically as well as hard copies.</p> <p>Chemical substances used for maintaining plant & equipment and Tech Butyl Primer, Sikaflex PRO, Mechanix Auto Protectant. See <i>Photo B31-1</i> in Appendix F.</p> <p>Storage cabinet, drip tray and spill kits: See <i>Photo B31-2</i> in Appendix F.</p>	<p>Compliance</p>

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B32.	<p>Operating Conditions</p> <p>The Applicant must:</p> <p>(a) minimise the fire risks of the development, including managing vegetation fuel loads on-site;</p> <p>(b) ensure that the development:</p> <ul style="list-style-type: none"> - complies with the relevant asset protection requirements in the RFS’s <i>Planning for Bushfire Protection 2019</i> (or equivalent) and <i>Standards for Asset Protection Zones</i>; and - is suitably equipped to respond to any fires on site, including provision of a minimum 20,000 litre water supply tank adjoining the internal property access road within the required Asset Protection Zone. The water supply tank must be fitted with a 65 mm Storz fitting and a FRNSW compatible suction connection, with the water level of the tank(s) maintained at an appropriate level, at all times; <p>(c) ensure that the battery storage area and ancillary infrastructure:</p> <ul style="list-style-type: none"> - includes a 10 metre defendable space around the perimeter that permits unobstructed vehicle access to assist the RFS and emergency services as much as practicable if there is a fire in the vicinity of the site; and 	Noted.	Not applicable at this stage of development.	Not triggered

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	<ul style="list-style-type: none"> - is managed as an asset protection zone (including the defendable space); <p>(d) assist the RFS and emergency services as much as practicable if there is a fire in the vicinity of the site; and</p> <p>(e) notify the relevant Local Emergency Management Committee following construction of the development, and prior to commencing operations.</p>			
B33.	<p>Emergency Plan</p> <p>Prior to commencing commissioning of the battery storage, the Applicant must develop and implement a comprehensive Emergency Plan (including an emergency responders induction package) and detailed emergency procedures for the development and provide a copy of the plan to the local NSW RFS Fire Control Centre and FRNSW. The plan must:</p> <ul style="list-style-type: none"> (a) be prepared in accordance with the findings of the Fire Safety Study required under Condition B30 of Schedule 2; (b) be consistent with the Department's <i>Hazardous Industry Planning Advisory Paper No. 1, 'Emergency Planning'</i> and <i>RFS's Planning for Bushfire Protection 2019</i> (or equivalent); (c) be consistent with the NSW RFS document: <i>A Guide to Developing a Bush Fire Emergency Management and Evacuation Plan</i> 	Noted, but not relevant for construction stage.	<p>Not applicable until commissioning of the BESS.</p> <p>Muster point. See <i>Photo B33-1</i> in Appendix F.</p> <p>Toolbox alert. See <i>Photo B33-2</i> in Appendix F.</p>	Not triggered

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	<p>(d) include details on how the battery storage and sub-systems can be safely isolated in an emergency;</p> <p>(e) identify the fire risks and hazards and detailed measures for the development to prevent fires igniting;</p> <p>(f) include availability of fire suppression equipment, access and water;</p> <p>(g) detail access provisions for emergency vehicles and contact details for both a primary and alternative site contact who may be reached 24/7 in the event of an emergency;</p> <p>(h) include bushfire emergency management planning, including:</p> <ul style="list-style-type: none"> (i) details of the location, management and maintenance of the Asset Protection Zone; (ii) a list of works that should not be carried out during a total fire ban; (iii) details of how RFS would be notified, and procedures that would be implemented, in the event that: <ul style="list-style-type: none"> • there is a fire on-site or in the vicinity of the site; • there are any activities on site that would have the potential to ignite surrounding vegetation; • or there are any proposed activities to be carried out during a bushfire danger period; and <p>(i) detail specific response measures in the case of flood to ensure site safety;</p>			

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	<p>(j) describe the specific emergency exit routes to be used in the case of flood and include evidence of access agreements with relevant landowners (e.g. right of carriageway); and</p> <p>(k) include an Emergency Services Information Package in accordance with <i>Emergency services information and tactical fire plan</i> (FRNSW, 2019), to the satisfaction of FRNSW.</p>			
B34.	<p>The Applicant must:</p> <p>(a) implement the Emergency Plan and the Emergency Services Information Package for the duration of the development; and</p> <p>(b) following commencement of commissioning of the battery storage, keep two copies of the Emergency Services Information Package on-site in a prominent position adjacent to the site entry points at all times.</p>	<p>Various aspects including Emergency preparedness, fire protection, spill management, emergency drill are outlined in the Construction Environmental Management Plan (CEMP) prepared by CPP (Primary Contractor) and implemented on site. Testing of emergency siren conducted, which is also verified during weekly site inspection.</p> <p>CPP has prepared an Emergency Management Plan for the project. The emergency plan includes the following:</p> <ul style="list-style-type: none"> • Up-to-date site location and layout • Emergency phone numbers (internal and external) • Hazardous materials on site, including their location, quantity, types, method of storage, handling, firefighting methods to be used • Specific arrangements and means for the appropriate response to all emergencies • Roles and responsibilities of emergency personnel (e.g. wardens, communication officers, first aiders etc.) 	<p>Construction Environmental Management Plan (CEMP), Rev 2, 18 June 2025.</p> <p>Emergency Management Plan, Calala BESS, Rev 1, 06 June 2025.</p> <p>Weekly Site Inspection Checklists</p>	Compliance

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CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
		<ul style="list-style-type: none"> Notification and communication protocols for all affected persons and stakeholders <p>Observed muster point located near the site entry gate. On 3 July 2025, CPP conducted an emergency response drill attended by 22 project staff including employees and sub-contractor personnel.</p>		
Waste				
B35.	<p>The Applicant must:</p> <ul style="list-style-type: none"> (a) minimise the waste generated by the development; (b) classify all waste generated on site in accordance with the EPA's Waste Classification Guidelines 2014 (or its latest version); (c) store and handle all waste on site in accordance with its classification; (d) not receive or dispose of any waste on site; and (e) remove all waste from the site as soon as practicable, and ensure it is reused, recycled or sent to an appropriately licensed waste facility for disposal (in consultation with Council for use of Council waste facilities and any other relevant licensed facilities likely to receive the waste). 	<p>The audit found CPP had imported quarry material and concrete to the site. No soil imported to site.</p> <p>Waste concrete is taken to Tamworth Waste facility for processing.</p> <p>Steel scraps stored in separate skip are collected from site and disposed of at Tamworth Waste Management Facility located at 123A Forest Road.</p> <p>General waste transferred to Tamworth Waste Management Facility.</p> <p>Liquid waste transferred to Tamworth Regional Council Westdale Wastewater treatment plant. Invoice generated by the transporter (Tamworth Septic & Liquid Waste). Apparently, the Wastewater treatment plant does not issue dockets to the customer.</p>	<p>Waste segregation system with dedicated bins for wood, steel, and general refuse. See <i>Photo B35-1</i> in Appendix F.</p> <p>Waste register: <i>Photo B35-2</i> in Appendix F.</p> <p>General waste and Commercial & Industrial waste dockets: See <i>Photo B35-3</i> in Appendix F.</p> <p>Concrete waste invoice: <i>Photo B35-4</i> in Appendix F.</p> <p>Liquid waste agreement: <i>Photo B35-5</i> in Appendix F.</p> <p>Invoice dated 11 July 2025: See <i>Photo B35-6</i> in Appendix F.</p>	Compliance
Accommodation and Employment Strategy				
B36.	<p>Prior to commencing construction, the Applicant must prepare an Accommodation and Employment Strategy for the development. This strategy must:</p>	<p>An Accommodation and Employment Strategy (AES) has been prepared for the BESS.</p>	<p>Cover page and document history of the AES. See <i>Photo B36-1</i> in Appendix F.</p>	Compliance

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	<p>(a) be prepared in consultation with Council and informed by consultation with local accommodation and employment service providers;</p> <p>(b) propose measures to ensure there is sufficient accommodation for the workforce associated with the development;</p> <p>(c) consider the cumulative impacts associated with other State significant development projects in the area;</p> <p>(d) investigate options for prioritising the employment of local workers and use of local businesses during the construction and operation of the development, where feasible;</p> <p>(e) give consideration to strategies that leave a positive community legacy and maximise local economic contribution; and</p> <p>(f) include a program to monitor and review the effectiveness of the strategy over the life of the development, including regular monitoring and review during construction, upgrading and decommissioning.</p> <p>The Applicant must provide a copy of the Accommodation and Employment Strategy to the Planning Secretary prior to commencement of construction and implement the plan throughout construction.</p>	<p>Sighted a letter of acknowledgment from the Department indicating acceptance of the AES, while noting that the Department does not have the authority to formally approve the plan.</p> <p>(a) Section 5 of the AES outlines the consultation activities conducted during the development of the plan (AES).</p> <p>(b) Section 7 of AES. CPP and Equis Energy worked collaboratively conducting a desktop assessment of short-term accommodation options in Tamworth and surrounding areas within a 100 km radius of the project site, prior to the commencement of construction. Further analysis was undertaken focusing on accommodation options within a 50 km radius of the project site.</p> <p>(c) Section 3. CPP takes into consideration that multiple projects identified as state significant developments have cumulative impact on the short-term accommodations. Based on the AES, the availability of short-term accommodation for Calala BESS workers is influenced by presence of nine other projects in the greater surrounding area. The projects fall into two categories: (i) ongoing construction projects and (ii) approved projects with construction timelines yet to be confirmed.</p> <p>(d) Sections 6.2 and 6.4. Equis Energy and CPP have identified a range of goods and services provider involving electrical services, civil and instruction construction, transportation and</p>	<p>Letter dated 15/05/2025 from the DPHE to Equis Australia. See <i>Photo B36-2</i> in Appendix F.</p> <p>Supply Nation - Indigenous Suppliers and Subcontractors (Desktop Assessment). See <i>Photo B36-3</i> in Appendix F.</p>	

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		<p>logistics, project management, and equipment hire.</p> <p>(e) Sections 6.6 and 7.5 Equis strategy to provide a legacy to the local community includes creation of a local and indigenous business supply register and engagement with a local employment agency to buy and employ locally.</p> <p>(f) Section 8. CPP performs a review of the significant projects every two months to track any major updates or changes that could impact accommodation planning or workforce coordination, ensuring ongoing alignment with AES commitments.</p>												
Decommissioning and Rehabilitation														
B37.	<p>Within 18 months of the cessation of operations, unless the Planning Secretary agrees otherwise, the Applicant must rehabilitate the site to the satisfaction of the Planning Secretary. This rehabilitation must comply with the objectives in Table 3.</p> <p><small>Table 3: Rehabilitation Objectives</small></p> <table border="1"> <thead> <tr> <th>Feature</th> <th>Objective</th> </tr> </thead> <tbody> <tr> <td>Site</td> <td> <ul style="list-style-type: none"> Safe, stable and non-polluting </td> </tr> <tr> <td>Battery Storage and ancillary infrastructure</td> <td> <ul style="list-style-type: none"> All infrastructure, including above and below ground to be decommissioned and removed, unless the Planning Secretary agrees otherwise, with the exception of assets held by the Network Service Provider. </td> </tr> <tr> <td>Land use</td> <td> <ul style="list-style-type: none"> Restore land capability to pre-existing productive capacity. </td> </tr> <tr> <td>Community</td> <td> <ul style="list-style-type: none"> Ensure public safety at all times. </td> </tr> </tbody> </table>	Feature	Objective	Site	<ul style="list-style-type: none"> Safe, stable and non-polluting 	Battery Storage and ancillary infrastructure	<ul style="list-style-type: none"> All infrastructure, including above and below ground to be decommissioned and removed, unless the Planning Secretary agrees otherwise, with the exception of assets held by the Network Service Provider. 	Land use	<ul style="list-style-type: none"> Restore land capability to pre-existing productive capacity. 	Community	<ul style="list-style-type: none"> Ensure public safety at all times. 	<p>Not applicable. Construction being undertaken as part of Stage 1 works approved for the development.</p>	<p>Not applicable.</p>	<p>Not triggered</p>
Feature	Objective													
Site	<ul style="list-style-type: none"> Safe, stable and non-polluting 													
Battery Storage and ancillary infrastructure	<ul style="list-style-type: none"> All infrastructure, including above and below ground to be decommissioned and removed, unless the Planning Secretary agrees otherwise, with the exception of assets held by the Network Service Provider. 													
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CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
Environmental Management				
C1	<p>Environmental Management Strategy</p> <p>C1. Prior to commencing construction, the Applicant must prepare an Environmental Management Strategy for the development to the satisfaction of the Planning Secretary. This strategy must:</p> <ul style="list-style-type: none"> (a) provide the strategic framework for environmental management of the development; (b) identify the statutory approvals that apply to the development; (c) describe the role, responsibility, authority and accountability of all key personnel involved in the environmental management of the development; (d) set out the procedures that would be implemented to: <ul style="list-style-type: none"> (i) keep the local community and relevant agencies informed about the operation and environmental performance of the development; (ii) receive, handle, respond to, and record complaints; (iii) resolve any disputes that may arise; (iv) respond to any non-compliance; (v) respond to emergencies; and (e) include: <ul style="list-style-type: none"> (i) references to any strategies, plans and programs approved under the conditions of this consent; and (ii) a clear plan depicting all the monitoring to be carried out in relation to the development, including a table summarising all the monitoring 	<p>Equis Energy had prepared an Environmental Management Strategy that the Department approved on 13 June 2025.</p> <ul style="list-style-type: none"> (a) The Primary Contractor has developed and implemented its organizational project specific Construction and Environmental Management Plan (CEMP) in accordance with the requirements of the development approvals and relevant Client and CPP guidelines and procedures. (b) Section 3 of the EMS (c) Section 5.1 (d) Sections 5.3 and 5.4 (e) Section 15 Fire Safety Study (pending Planning Secretary's approval prior to Stage 1c and the delivery, storage or installation of any batteries on site). Details of monitoring regarding management and mitigation of Traffic and Biodiversity impacts are described in individual management plans approved by the Department. 	<p>Approval letter for the EMS. See <i>Photo C1-1</i> in Appendix F.</p> <p>Environmental Management Strategy (Rev 2), 12 June 2025.</p> <p>Construction Environmental Management Plan, CPP, Rev 2, 18 June 2025.</p>	<p>Compliance</p>

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	<p>and reporting obligations under the conditions of this consent.</p> <p>Following the Planning Secretary’s approval, the Applicant must implement the Environmental Management Strategy.</p>			
Revision of Strategies, Plans and Programs				
C2	<p>The Applicant must:</p> <p>(a) update the strategies, plans or programs required under this consent to the satisfaction of the Planning Secretary prior to carrying out any upgrading or decommissioning activities on site; and</p> <p>(b) review and, if necessary, revise the strategies, plans or programs required under this consent to the satisfaction of the Planning Secretary within 1 month of the:</p> <p>(i) submission of an incident report under condition C10 of Schedule 2;</p> <p>(ii) submission of an audit report under condition C14 of Schedule 2; or</p> <p>(iii) any modification to the conditions of this consent.</p>	<p>The Planning Secretary has not required any updates to the strategies, plans or programs.</p> <p>No incidents or modifications to the consent conditions have occurred to trigger any updates to strategies, plans or programs.</p>	<p>Environmental Management Strategy, Calala Battery Energy Storage System, Rev 2 dated 12 June 2025.</p> <p>Traffic Management Plan, Calala Battery Energy Storage System, Version B dated 12 June 2025.</p> <p>Biodiversity Management Plan, Calala Battery Energy Storage System, prepared by Biosis, Final Version 05, 05 June 2025</p> <p>Accommodation and Employment Strategy, Calala Battery Energy Storage System, Version 3 dated 09 May 2025.</p> <p>Fire Safety Study, Calala Battery Energy Storage System, Rev E dated 09 April 2025. (Pending approval of the Department).</p>	Compliance
Staging, Combining and Updating Strategies, Plans or Programs				
C3	<p>With the approval of the Planning Secretary, the development may be staged, and the Applicant may:</p> <p>(a) prepare and submit any strategy, plan or program required by this consent on a staged basis (if a clear description is provided as to the</p>	<p>Planning Secretary agreed to the request made by Equis (Australia) to stage the development</p>	<p>Letter from Planning Secretary dated 4 March 2025 and 10 June 2025</p>	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	<p>specific stage and scope of the development to which the strategy, plan or program applies, the relationship of the stage to any future stages and the trigger for updating the strategy, plan or program);</p> <p>(b) combine any strategy, plan or program required by this consent (if a clear relationship is demonstrated between the strategies, plans or programs that are proposed to be combined); and</p> <p>(c) update any strategy, plan or program required by this consent (to ensure the strategies, plans and programs required under this consent are updated on a regular basis and incorporate additional measures or amendments to improve the environmental performance of the development).</p>			
C4	If the Planning Secretary agrees, a strategy, plan or program may be staged or updated without consultation being undertaken with all parties required to be consulted in the relevant condition in this consent.	Noted.	Not applicable	Not triggered
C5	If approved by the Planning Secretary, updated strategies, plans or programs supersede the previous versions of them and must be implemented in accordance with the condition that requires the strategy, plan or program.	Noted.	Not applicable	Not triggered
C6.	If the Planning Secretary agrees, a strategy, plan or program may be staged without addressing particular requirements of the relevant condition of this consent if those requirements are not applicable to the particular stage.	Noted.	Not applicable	Not triggered

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
NOTIFICATIONS				
C7.	<p>Notification of Department</p> <p>Prior to commencing the construction, operations, upgrading or decommissioning of the development or the cessation of operations, the Applicant must notify the Department in writing via the Major Projects website portal of the date of commencement, or cessation, of the relevant phase.</p> <p>If any of these phases of the development are to be staged, then the Applicant must notify the Department in writing prior to commencing the relevant stage and clearly identify the development that would be carried out during the relevant stage.</p>	<p>On 10 June 2025, the Planning Secretary approved a request to commence site establishment works, which included the construction of temporary facilities and site access works.</p> <p>Equis Energy notified the Department on 17 June 2025 of the commencement of construction. This notice is yet to be uploaded onto the major projects portal website.</p>	<p>Letter from the Planning Secretary approving site establishment works and site access. See <i>Photo C7-1</i> in Appendix F.</p> <p>Notification sent to the Department by Equis Energy. See <i>Photo C7-2</i> in Appendix F.</p>	Compliance
C8.	<p>Final Layout Plan</p> <p>Prior to commencing construction, the Applicant must submit detailed plans of the final layout of the development to the Department via the Major Projects website and to Council, showing comparison to the approved layout and including details on the siting of battery storage and ancillary infrastructure.</p> <p>The Applicant must ensure that the development is constructed in accordance with the Final Layout Plans.</p>	<p>The amended final layout plan was submitted by Equis to the Department via the Planning Portal on 18 June 2025, with no further comments received thereafter.</p>	<p>Final layout plan available on Calala BESS project website. See <i>Photo C8-1</i> in Appendix F.</p>	Compliance
C9.	<p>Works as Executed Plans</p> <p>Prior to commencing operations or following the upgrades of any battery storage components or ancillary infrastructure, the Applicant must submit work as executed plans of the development showing comparison to the final layout plans to the</p>	<p>Noted.</p>	<p>Not applicable for the ongoing stage of the development.</p>	Not triggered

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	Department via the Major Projects website and also to Council.			
C10.	<p>Incident Notification</p> <p>The Department must be notified in writing via the Major Projects website immediately after the Applicant becomes aware of an incident. The notification must identify the development (including the development application number and the name of the development if it has one) and set out the location and nature of the incident. Subsequent notification requirements must be given, and reports submitted in accordance with the requirements set out in Appendix 6.</p>	No incident to date since commencement of construction	Not applicable.	Compliance
C11.	<p>Non-Compliance Notification</p> <p>The Planning Secretary must be notified in writing via the Major Projects website within seven days after the Applicant becomes aware of any non-compliance.</p>	No non-compliance has occurred since commencement of construction.		Compliance
C12.	<p>Non-Compliance Notification</p> <p>A non-compliance notification must identify the development and the application number for it, set out the condition of consent that the development is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.</p>	Noted.	Not applicable.	Compliance
C13.	<p>Non-Compliance Notification</p> <p>A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.</p>	Noted.	Not applicable.	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
INDEPENDENT ENVIRONMENTAL AUDIT				
C14.	Independent Audits of the development must be conducted and carried out at the frequency and in accordance with the Independent Audit Post Approval Requirements (2020).	The site inspection was undertaken on 9 and 10 September 2025, within three months of the commencement of construction, and the final report was submitted on 6 November 2025, within eight weeks of the site inspection, in accordance with the Independent Audit Post-Approval Requirements (2020). This updated report has been issued in response to correspondence from the Department of Planning, Housing and Infrastructure (dated 23 December 2025) requesting that the audit period be amended to span from the date development consent was granted (28 June 2024) to the date of the final site inspection for the initial Independent Audit. This amendment did not result in any changes to the audit recommendations.	This initial independent environmental audit conducted by Urban Perspectives on 09 September 2025.	Compliance
C15.	In accordance with the specific requirements in the Independent Audit Post Approval Requirements (2020), the Applicant must: (a) review and respond to each Independent Audit Report prepared under condition C14 of Schedule 2 of this consent, or condition C16 of Schedule 2 where notice is given by the Planning Secretary; (b) submit the response to the Planning Secretary; and (c) make each Independent Audit Report, and response to it, publicly available within 60 days	(a) this is the first or the initial independent audit report submitted to the Department by Equis Energy (Australia). (b) Not applicable at this stage; however, Equis (Australia) remains aware of the requirement to submit an appropriate response to the Planning Secretary. (c) Noted	Letter of appointment endorsing Stuart Wilmot as Lead Auditor and Wassef Hussain the Assistant Auditor for the Calala BESS. See <i>Appendix B – Planning Secretary’s endorsement.</i>	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	of submission to the Planning Secretary. unless otherwise agreed by the Planning Secretary.			
C16.	Independent Audit Reports and the Applicant's response to audit findings must be submitted to the Planning Secretary within 2 months of undertaking the independent audit site inspection as outlined in the Independent Audit Post Approvals Requirements (2020) unless otherwise agreed by the Planning Secretary.	Noted. The IEA was conducted on 9 & 10 September and the final report was submitted to the Department before 10 November.	This initial independent audit report has been submitted within the timeframe stipulated in this condition.	Compliance
C17.	Notwithstanding the requirements of the Independent Audit Post Approvals Requirements (2020), the Planning Secretary may approve a request for ongoing independent operational audits to be ceased, where it has been demonstrated to the Planning Secretary's satisfaction that independent operational audits have demonstrated operational compliance.	Noted.	Not applicable.	Not triggered
ACCESS TO INFORMATION				
C18.	<p>The Applicant must:</p> <p>(a) make the following information publicly available on its website as relevant to the stage of the development:</p> <ul style="list-style-type: none"> (i) the EIS; (ii) the final layout plans for the development; (iii) current statutory approvals for the development; (iv) approved strategies, plans or programs required under the conditions of this consent (other than the Fire Safety Study and Emergency Plan); (v) the proposed staging plans for the development if the construction, operation and/or decommissioning of the development is to be staged; 	<ul style="list-style-type: none"> (i) the EIS is available on DPE's planning portal accessible via the link provided in the Equis' Calala project webpage. (ii) the final layout plans are available on Equis Energy's website. (iii) The current development consent is available on the project page through a link. (iv) Approved plans include Traffic, AES, Unexpected Finds Protocol, BMP, and EMS. (v) Not applicable. (vi) Monitoring section created on the project page. 	See section below this table and <i>Photo C18-1</i> in Appendix F.	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	<p>(vi) a comprehensive summary of the monitoring results of the development, which have been reported in accordance with the various plans and programs approved under the conditions of this consent;</p> <p>(vii) how complaints about the development can be made;</p> <p>(viii) any independent environmental audit, and the Applicant's response to the recommendations in any audit; and</p> <p>(ix) any other matter required by the Planning Secretary; and</p> <p>(b) keep this information up to date.</p>	<p>(vii) Information on filing and submitting complaint is provided on the Project page.</p> <p>(viii) The project page features a section where audit reports are uploaded and made available to the public</p> <p>(ix) Nil.</p> <p>(b) noted</p> <p>The above documents are available on Equis website: https://www.equis.com.au/pin-projects/calala</p>		

APPENDIX A2: Commitments under Environmental Management Plans

Soil and Water (EMS)
Noise (EMS)
Air Quality (EMS)
Waste (EMS)
Heritage (EMS)
Visual (EMS)
Hazard & Bushfire (EMS)
Traffic (TMP)
Biodiversity (BMP)
Accommodation and Employment Strategy (A&ES)

ENVIRONMENTAL MANAGEMENT STRATEGY

Soil and Water Management Controls

Calala BESS Independent Environmental Audit (2025)

Document/Plan Name		Aspect	Reference
Environmental Management Strategy		Soil and Water Management	Section 6
Objective	- Maintain receiving surface water and groundwater quality and quantity during the project.		
Targets	<ul style="list-style-type: none"> - Manage erosion associated with operational activities, in accordance with Managing Urban Stormwater Soil and Construction – Volume 2A Installation of Services (Department of Environment and Climate Change (DECC) 2008) and Managing Urban Stormwater: Soils and Construction (Landcom 2004). - No pollution of soil or waterways. 		

No.	Control	Evidence Collected	Findings	Status
SW1	Train all staff on soil and water control practices and the requirements of the EMS through inductions, toolboxes, and targeted training. (Pre-construction, Construction and Operation)	Project induction	Sighted onboarding induction records. The induction informs project staff and delivery partners of the risks associated with undertaking works around	Compliance
SW2	Obtain a controlled activity approval (CAA) for the construction of a culvert crossing over Calala Creek. Ref: Section 6.9.3 of the EIS. (Pre-construction)	Copy of CAA not applicable.	Not required because the project is classified as SSD. Verify the statutory validity under the Environmental Planning and Assessment Act.	Not triggered
SW3	Prepare an Erosion and Sediment Control Plan (ESCP) prior to commencement of the works. Ref: Condition B29(a) to (e) Operating conditions. (Pre-construction)	Erosion and Sediment Control Plan	An erosion and sediment control plan was available on site and had been progressive updated.	Compliance
SW4	Implement soil and erosion management in accordance with the ESCP prior to works commencing and throughout construction. Ref: Section 6.9.3 of the EIS and Condition B29(a) to (e) Operating conditions. Condition B28 Water pollution. (Construction and operation)	Photos and discussion during site walk with CPP and Equis Photos, drawings and/or records of inspection	Appropriate erosion and sediment control devices placed as per ESCP satisfying the management requirements.	Compliance
SW5	Construct the culvert crossing over Calala Creek in accordance with the CAA. Ref: Condition B29(f) Operating conditions Section 6.9.3 of the EIS. (Construction)	Work as executed design drawings Photos	The culvert construction, as part of the SSD, did not require obtaining CAA approval. However, due to its proximity to waterfront land, the project was assessed in accordance with CAA guidelines, including those related to erosion control, sediment retention, stormwater management, and riparian protection	Not triggered
SW6	Inspect erosion and sediment control measures weekly and following rainfall and maintain by removing accumulated sediment.	Environmental inspection checklists completed by CPP.	Sighted weekly and after rainfall inspections records. Observed early	Compliance

Calala BESS Independent Environmental Audit (2025)

No.	Control	Evidence Collected	Findings	Status
	Ref: Section 6.9.3 of the EIS. (Construction)	Erosion and Sediment Control Plan	works in progress for the construction of the Bioretention Basin.	
SW7	Use water carts on site to control dust generation, when dust is observed to be leaving site, using level 2 watering (>2L/m ² /h). Ref: Section 6.9.3 of the EIS. (Construction)	Completed inspection checklist Water carts – both in operation and stand-by.	Observed the water carts on site during site walk.	Compliance
SW8	Provide temporary toilets during the construction phase. Engage an appropriately qualified sub-contractor to maintain the temporary toilets, including pump out and disposal to an appropriately licensed facility. Ref: Section 6.9.3 of the EIS. (Construction)	Invoices from sub-contractor	Observed site amenities including toilets and handwash facilities, kept in clean condition. Adequate signage and access provided for both staff and visitors within the temporary office sheds. Septic waste transported to Tamworth waste facility for final processing and disposal.	Compliance
SW9	Maintain sufficient water for all stages of the development by: <ul style="list-style-type: none"> Monitoring onsite water resources. Scale activities in response to water availability. Establish a legal offsite water source for periods when on site water is not available. Ref: Condition B27 Water supply. (Construction and Operation)	Interviews Site inspection	Water is sourced from Council supply. Estimated quantity of water consumption required during construction is less than 23 megalitres (ML).	Compliance
SW10	Maintain water in the firefighting tanks in the event of a fire. Ref: Section 6.9.3 of the EIS. (Operation)	Applicable when BESS becomes operational	Fire Safety Study, describing the provision for firefighting is pending approval of the Planning Secretary	Not triggered
SW11	Install a staged throttle outlet above the permanent water level on the stormwater basin to provide a detention and retention function, to allow contaminants to be intercepted and removed from the basin in the event of fire damage to the battery cells. Ref: Condition B29(g) Operating conditions. (Operation)	Applicable when BESS becomes operational	This forms part of the operational stage of the BESS.	Not triggered

ENVIRONMENTAL MANAGEMENT STRATEGY

Noise Management Actions

Calala BESS Independent Environmental Audit (2025)

Document/Plan Name	Aspect	Reference
Environmental Management Strategy	Noise Management	Section 7
Objective	- Minimise disturbance to local residents from construction and operational noise.	
Targets	<ul style="list-style-type: none"> - No justified complaints from adjacent residents in relation to noise generation. - Meet the noise limits in Table 7.2, in accordance with NSW EPA Noise Policy for Industry (2017). - No out of hours works. 	

No.	Action	Evidence Collected	Findings	Status
N1	<p>Train all staff on noise control practices and the requirements of the EMS through inductions, toolboxes, and targeted training.</p> <p>(Pre-construction, Construction and Operation)</p>	Induction and training records	Review of induction records found all staff from the Primary Contractor and sub-contractors receive environmental induction during onboarding.	Compliance
N2	<p>Construct noise attenuation barrier, as shown on Figure 1.2, from 200 mm Hebel or equivalent material and ensure that noise attenuation walls have enough airborne sound insulation to reduce the sound transmitted directly through the barrier to less than 10 decibels (dB) below the sound diffracted at the top of the barrier.</p> <p>Ref: Section 6.6.3 of the EIS (Construction)</p>	Site inspection and observation	Not applicable at this stage. Observed construction works under stages 1(a) and 1(b) involving earthworks and site preparation for BESS compound and associated car park and bioretention basin.	Not triggered
N3	<p>Limit construction activities to standard construction hours as specified in Section 2.4.2.</p> <p>Ref: Section 6.6.3 of the EIS; Condition B17; and Condition B18 (a), (b) and (c) - (Construction)</p>	<p>Interview with project personnel</p> <p>Heavy vehicle register (timing of entry/exit)</p>	Observed works occurring during standard construction hour. No complaints from the local community or road users arising from work hours.	Compliance
N4	<p>Obtain written approval from the Planning Secretary prior to conducting out-of-hours work (OOHW).</p> <p>Conduct a noise impact assessment consistent with the requirements of the <i>Interim Construction Noise Guideline</i> (DECC, 2009) to accompany the OOHW approval.</p> <p>Include in the OOHW request:</p>	Not applicable.	No requests for out of hour works have been made to date.	Not triggered

No.	Action	Evidence Collected	Findings	Status
	<ul style="list-style-type: none"> • Details of the nature and justification for activities to be conducted during the varied construction hours. • Written evidence that appropriate consultation with potentially affected sensitive receivers and notification of Councils (and other relevant agencies) has been or will be undertaken. • Evidence that all feasible and reasonable noise mitigation measures have been put in place. <p>Ref: Section 6.6.3 of the EIS; Condition B19 Variation of Construction Hours (Construction)</p>			
N5	<p>Turn off vehicles and machinery when not in use.</p> <p>Ref: Condition B20(a) Noise (Construction)</p>	<p>Completed inspection checklist</p>	<p>Plant & machinery parked on site remained switched off. Observed large semis delivering demountable offices had engine turned off while on-standby.</p>	<p>Compliance</p>
N6	<p>Avoid dropping materials from height and metal to metal contact on material, where possible.</p> <p>Ref: Condition B20(a) Noise (Construction)</p>	<p>Completed inspection checklist</p>	<p>Material unloading took place at a considerable distance from the nearest sensitive receiver, and the sound generated by the shaker was deemed insignificant due to the separation distance.</p>	<p>Compliance</p>
N7	<p>Operate and maintain equipment, machinery and vehicles in accordance with manufacturer's specifications. Service equipment identified as being excessively noisy. If problems still remain after servicing, equipment will be fitted with noise attenuation devices or removed from site.</p> <p>Ref: Condition B20(a) Noise (Construction)</p>	<p>Service records.</p> <p>Completed pre-start inspection checklists.</p>	<p>Sighted pre-start checklists completed by plant operators.</p>	<p>Compliance</p>
N8	<p>Noise generated by the operation of the development will not exceed the noise limits in Table 7.2 below to be determined in accordance with the procedures in the NSW Noise Policy for Industry (EPA, 2017) at any non-associated residences unless the Planning Secretary agrees otherwise.</p> <p>Ref: B20(b) Noise (Operation)</p>	<p>Nil.</p>	<p>Not applicable as BESS is undergoing construction stage.</p>	<p>Not triggered</p>

Table 7.2 Operational noise limits

Location	Noise limits in dB(A)			
	Day	Evening	Night	Night
	L _{Aeq} (15min)	L _{Aeq} (15min)	L _{Aeq} (15min)	L _{A,F} max
Any non-associated residence	40 ¹	35 ¹	35 ¹	52 ¹
Any non-associated residence	45 ²	36 ²	36 ²	52 ²

Notes:

1. To be measured up to, and including, noise enhancing meteorological conditions (as described in Table D1 of the NPfI) and typical operating temperatures that are not expected to be exceeded for more than 10% of any season.
2. To be measured up to, and including, noise enhancing meteorological conditions (as described in Table D1 of the NPfI) and all operating temperatures.

Notes:

1. To be measured up to, and including, noise enhancing meteorological conditions (as described in Table D1 of the NPfI) and typical operating temperatures that are not expected to be exceeded for more than 10% of any season.
2. To be measured up to, including, noise enhancing meteorological conditions (as described in Table D1 of the NPfI) and all operating temperatures.

ENVIRONMENTAL MANAGEMENT STRATEGY

Air Quality Actions

Calala BESS Independent Environmental Audit (2025)

Document/Plan Name	Aspect	Reference
Environmental Management Strategy	Air Quality	Section 8
Objective	- Minimise air quality impacts from site activities.	
Targets	- No visible offsite air quality impacts as a result of site operations. - No justifiable complaints related to air quality attributable to site operations.	

No.	Action	Evidence Collected	Findings	Status
A1	Train all staff on dust control practices and the requirements of the EMS through inductions, toolboxes, and targeted training. (Pre-construction, and Operation)	Induction and training records	Air quality management measures included in the project induction. All project staff made aware of management and mitigation for dust suppression.	Compliance
A2	Minimise exposed areas. Stabilise or revegetate areas that have not been actively used for a month. Ref: Condition B22 Dust (Construction)	Completed inspection checklist	Early works, including excavation for the preparation of BESS. Mulch available on site used for temporary stabilisation of disturbed areas as per ESCP Plan.	Compliance
A3	Use water carts on site to control dust generation, when dust is observed to be leaving site, using level 2 watering (> 2 L/m ² /h). Ref: Condition B22 Dust (Construction)	Site visit and observation	Water cart on site.	Compliance
A4	Operate and maintain equipment, machinery, and vehicles in accordance with manufacturer's specifications. Ref: Condition A10 (Construction)	Service records completed; Pre-start inspection checklists	The Primary Contractor has a system in place to ensure plant and equipment are inspected and records of maintenance held within the system.	Compliance
A5	Turn off vehicles and machinery when not in use. Ref: Condition A10 (Construction)	Completed inspection checklist	No plant and equipment were found to be idling when not in use.	Compliance
A6	Cease clearing of vegetation and ground cover in dry windy conditions. Ref: Condition B22 Dust (Construction)	Site interviews	Not observed	Not triggered

ENVIRONMENTAL MANAGEMENT STRATEGY

Waste Management Control Measures

Calala BESS Independent Environmental Audit (2025)

Document/Plan Name	Aspect	Reference
Environmental Management Strategy	Waste Management	Section 9
Objective	- Minimise the volume of waste generated from site operations.	
Targets	- No recyclable products disposed of landfill.	

No.	Control	Evidence Collected	Findings	Status
W1	Train all staff on site minimisation and management practices and the requirements of the EMS through inductions, toolboxes, and targeted training. Ref: Section 6.13 of the EIS Condition B35(a) Waste (Pre-construction, Construction and Operation)	Project induction slides and training records	CPP procedures for waste management detailed in the Construction Environmental Management Plan (CEMP).	Compliance
W2	Provide bins on site at congregation areas, the temporary site office and toilet facilities. Where possible, co-mingled recycling bins will be provided in common areas for separation of waste streams. Ref: Section 6.13 of the EIS (Construction)	Photographs during site walk Completed inspection checklist Photos	Waste segregation observed onsite and separate bins available	Compliance
W3	Purchase materials with minimal packaging that is also suitable for reuse or recycling on an as needed basis. Ref: Section 6.13 of the EIS (Construction)	Visual Conversation Interview	Materials are generally purchased with consideration for packaging impact, favouring those with minimal and recyclable components.	Compliance
W4	Erect signage on site to ensure waste storage areas and bins are clearly marked. Ref: Section 6.13 of the EIS (Construction and Operation)	Source separation through segregation of wastes.	Observed signage attached to appropriate bins used for storage of timber, metal, etc.	Compliance
W5	Classify, store and handle all waste generated on site in accordance with the EPA's Waste Classification Guidelines 2014 (or its latest version). Ref: Section 6.13 of the EIS Condition B35(b) Waste and B35(c) Waste (Construction and Operation)	Waste register Waste docket	No spoil has so far been transferred to waste facility for disposal.	Compliance
W6	Remove all waste from site as soon as practicable using licensed waste transport contractors. Reuse or send to an appropriately licensed waste facility for recycling or disposal. Consult with Council regarding the use of Council waste facilities.	Waste register Waste docket	Tamworth septic and liquid wastes (EPL checked and verified)	Compliance

Calala BESS Independent Environmental Audit (2025)

No.	Control	Evidence Collected	Findings	Status
	Ref: Section 6.13 of the EIS Condition B35(a) Waste and Condition B35(e) Waste (Operation)			
W7	Return any failed batteries to the supplier for maintenance, recycling and/or disposal. Transport batteries taking all possible care to minimise the chance of battery failure prior to and during BESS construction. Ref: Section 6.13 of the EIS (Operation)	Nil	Not applicable at this stage of development.	Not triggered
W8	Waste will not be received or disposed of onsite. Ref: Condition B35(d) Waste (Operation)	Waste register Waste dockets	Observed no evidence of waste being disposed onsite.	Compliance
W9	Prepare a decommissioning specific Waste Management Plan (WMP) prior to the commencement of the BESS decommissioning. Ref: Section 6.13 of the EIS (Decommissioning)	Nil	Decommissioning WMP not applicable at this stage of development.	Not triggered

ENVIRONMENTAL MANAGEMENT STRATEGY

Heritage Impact Control Measures

Calala BESS Independent Environmental Audit (2025)

Document/Plan Name	Aspect	Reference
Environmental Management Strategy	Heritage	Section 10
Objective	- Avoid damage or disturbance of heritage items.	
Targets	<ul style="list-style-type: none"> - No damage to heritage items. - All site staff and contractors trained on unexpected finds protocol. 	

No.	Control	Evidence Collected	Findings	Status
H1	Train all staff on responsibilities, legislation, location of identified Aboriginal heritage sites, areas of archaeological sensitivity and basic identification skills and the requirements of the EMS through inductions, toolboxes, and targeted training. (Construction)	Induction and training records	Chance Finds Procedure, communicated to all project personnel during onboarding through induction.	Compliance
H2	Should unanticipated Aboriginal or historical archaeology be discovered the Chance Find Procedure (Appendix C) will be implemented. Ref: Section 6.3.3 of the EIS and Condition B26 Chance Finds Protocol – Aboriginal Heritage (Construction)	Chance Finds Procedure appended to Environmental Management Strategy.	Not applicable. No unanticipated finds occurred to date.	Not triggered
H3	Erect flagging or fencing to delineate the extent of the development footprint and signs to highlight that the area outside the flagging is a 'no-go' zone. Ref: Condition B25 Protection of Heritage Items (Construction)	Delineation fence with warning sign ACHA and HAIS Addendum Letter for the Calala Battery Energy Storage System, Tamworth, NSW, Biosis, 26 April 2024.	Observed No-Go zone, although no AHIMS sites are located within the study area according to the Heritage Consultant (Biosis) letter issued to Equis on 26 April 2024. It was confirmed that the restricted Aboriginal sites 29-2-0309 and 29-2-0297 were not within the study area, including the additional area later included in the scope.	Compliance
H4	Provide a copy of the Aboriginal Cultural Heritage Assessment (ACHA) to the registered Aboriginal parties. Keep the registered Aboriginal parties informed about the management of Aboriginal cultural heritage sites within the study area throughout the life of the project. Ref: Section 6.2.3 of the EIS (Construction and Operation)	ACHA	Letter sent by Biosis on 8 June 2025. No Aboriginal cultural heritage sites within the study area.	Compliance

ENVIRONMENTAL MANAGEMENT STRATEGY

Visual Impact Control Measures

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Document/Plan Name	Aspect	Reference
Environmental Management Strategy	Visual	Section 11
Objective	<ul style="list-style-type: none"> - To minimise impacts on the local community. 	
Targets	<ul style="list-style-type: none"> - All site staff and contractors trained on unexpected finds protocol. - Minimise impact to existing landscape character and retain existing screening vegetation. - Enhance the screening of the project. 	

No.	Control	Evidence Collected	Findings	Status
V1	<p>Train all staff on responsibilities to minimise visual impacts on the community and the requirements of the EMS through inductions, toolboxes, and targeted training.</p> <p>(Pre-construction, Construction and Operation)</p>	Induction and training records	Induction slides contain topics on managing visual impact.	Compliance
V2	<p>Maintain the site in a neat and orderly condition throughout construction.</p> <p>Ref: Section 6.5.3 of the EIS (Construction)</p>	Site visit photos	Observed site the site is generally kept tidy. Cleaning staff visit facility to do housekeeping work within the site amenities boundary. (not construction site)	Compliance
V3	<p>Retain trees along the southern boundary and the northwestern boundary of the development footprint.</p> <p>Ref: Section 6.5.3 of the EIS (Construction)</p>	Site visit photos	Trees retained along the identified site boundary.	Compliance
V4	<p>Protect existing trees that are earmarked for retention from potential damage. This includes taking precautions against harm from vehicle movements, stockpiling, and other construction activities by clearly identifying and marking / flagging these trees. All site personnel will be made aware of the locations of these trees.</p> <p>Ref: Section 6.5.3 of the EIS (Construction)</p>	Site visit photos	Protection measures around habitat tree in place.	Compliance
V5	<p>Turn off all lights before leaving the site at the end of the day.</p> <p>Ref: Section 6.5.3 of the EIS (Construction)</p>	Site visit	Portable site offices had interior lights. Vehicle lights remained switched off and were not in use during the day.	Compliance
V6	<p>Install lighting that complies with AS4228-1997 — Control of Obtrusive Effects of Outdoor Lighting.</p>	Site visit	Not relevant for the current stage of construction.	Not triggered

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No.	Control	Evidence Collected	Findings	Status
	Ref: Section 6.5.3 of the EIS Condition B24(b) Lighting (Construction)			
V7	Maintain and repair non-reflective finishes and colour-treatments when necessary. Ref: Section 6.5.3 of the EIS Condition B23(a) Visual and Condition B23(b) Visual (Construction and Operation)	Site visit	Demountable offices being unloaded for site establishment had non-reflective finishes.	Compliance
V8	Establish and maintain a vegetation buffer along the northern and western boundaries (landscape screening and mound) as shown on Figure 1.2: <ul style="list-style-type: none"> — Planted prior to commencing operation. — Comprised of species that are endemic to the area. — Designed and maintained in accordance with RFS's Planning for Bushfire Protection 2019 (or equivalent). — Properly and actively maintained with appropriate watering and weed control. Ref: Condition B11 Vegetation Buffer (Construction and Operation)	Site visit and photos	Stage 1(a) works progressing with excavation works being undertaken to establish the vegetation mound.	Compliance
V9	Establish ground cover of the site within three months of completion of construction or upgrading. Maintain ground cover with appropriate perennial species and weed control. Manage grazing for ground cover control within the development footprint, where practicable. Ref: Condition B12 Land management (Construction and Operation)	Observation during site inspection	No grazing observed on the site outside the development footprint. CPP monitors weeds and weed management may be required later.	Not triggered
V10	Do not install commercial messages or obtrusive signage at the project entrance on Calala Lane. Ref: Section 6.5.3 of the EIS Condition B23 (c) Visual (Operation)	Site visit observation	No business or advertising signs observed.	Compliance

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No.	Control	Evidence Collected	Findings	Status
V11	Use energy-efficient bulbs, asymmetric beams, and direct lights away from reflective surfaces. Ref: Section 6.5.3 of the EIS (Operation)	Site visit observation	Not applicable at this stage, as the project has only recently commenced construction. Recommendations such as the use of energy-efficient bulbs, asymmetric beams, and directing lights away from reflective surfaces will be considered during the appropriate phase of electrical and lighting installations	Not triggered

ENVIRONMENTAL MANAGEMENT STRATEGY

Hazards and Bushfire Controls

Calala BESS Independent Environmental Audit (2025)

Document/Plan Name	Aspect	Reference
Environmental Management Strategy	Hazards and Bushfire	Section 12
Objective	- To minimise bushfires and hazards.	
Targets	- All site staff and contractors trained on unexpected finds protocol. - Site construction and operation activities do not cause a fire.	

No.	Control	Evidence Collected	Findings	Status
HAZ1	Train all staff on responsibilities to minimise hazards and bushfires and the requirements of the EMS through inductions, toolboxes, and targeted training. Pre-construction, Construction and Operation	Induction and training records	Emergency response drill conducted on 3 July 2025 by CPP.	Compliance
HAZ2	Stop work in the vicinity of the area if signs of contamination such as discoloured soils or odorous soils are encountered and contact a suitably experienced environmental consultant for advice. Do not recommence work in the area until clearance is provided by the environmental consultant. Ref: Section 6.10.4 of the EIS (Construction)	Nil	No contaminated soil encountered since commencement of construction.	Compliance
HAZ3	Clean up spills using dry absorbent material promptly to contain and neutralise the spill. Ref: Section 6.10.3 of the EIS (Construction and Operation)	Incident report	No spills recorded. No evidence of spills observed on site during the site inspection.	Compliance
HAZ4	Prepare and implement an Emergency Plan and the Emergency Services Information Package. Maintain two copies of the Emergency Services Information Package on-site in a prominent position adjacent to the site entry points at all times. Ref: Condition B30 Fire Safety Study, B32 Operating Conditions, B33 Emergency Plan and B34 Emergency Plan (Construction and Operation)	Construction Environmental Management Plan, Calala BESS, Rev 2, 18 June 2025.	During construction the CEMP developed by CPP contains information and instructions on emergency preparedness under section 13 of the document. Once the batteries get energized, the Emergency Management Plans will be made available.	Compliance
HAZ5	If batteries rupture during a fire event, contaminated water/sediment in the basins would be pumped out to be treated or disposed of.	Nil	Not applicable at this early stage of development.	Not triggered

No.	Control	Evidence Collected	Findings	Status
	Ref: Section 6.9.3 of the EIS (Construction and Operation)			
HAZ6	<p>Notify the relevant Local Emergency Management Committee following construction of the development, and prior to commencing operations.</p> <p>Ref: Condition B32(e) Operating Conditions (Pre-operation)</p>	Nil	Not applicable at this early stage of development.	Not triggered
HAZ7	<p>Store and handle all chemicals, fuels and oils on-site in accordance with the requirements of all relevant Australian Standards and the NSW EPA's Storing and Handling of Liquids: Environmental protection – Participants Handbook if the chemicals are liquids by:</p> <ul style="list-style-type: none"> - Storing products in bunds - Signage - Having spill kits available - Having appropriate PPE - Training staff <p>Ref: Condition B31 Storage and Handling of Dangerous Goods (Operation)</p>	<p>Any new chemicals brought on to the site are identified to the site HSE Advisor / Site Manager.</p> <p>Safety Data Sheets stored electronically in Master Register of Substances.</p>	Chemicals including oils, lubricants and sprays keep in a securely locked cabinet.	Compliance
HAZ8	<p>Manage onsite vegetation heights to reduce fuel loads during fire danger periods.</p> <p>Ref: Condition B32(a) Operating Conditions (Operation)</p>	Site observation	Not relevant at this early stage of construction.	Not triggered
HAZ9	<p>Maintain at least 20,000 L of water in the firefighting tank/s. Fit the water supply tank with a 65 mm Storz fitting and a FRNSW compatible suction connection.</p> <p>Ref: Condition B32(b) Operating Conditions (Operation)</p>	Site observation	Not relevant at this stage of construction involving site preparation for BESS.	Not triggered
HAZ10	<p>Trees are to be separated, and the understorey maintained within the asset protection Asset Protection Zones.</p> <p>Ref: Condition B32(b) (Operation)</p>	Maintenance records Photos	Not relevant at this stage of construction involving site preparation for BESS.	Not triggered
HAZ11	<p>Establish and maintain a 10 m defensible space around the perimeter of the site to provide unobstructed vehicle access to assist the RFS and emergency services.</p>	Maintenance records Photos	Relevant for future stage as development transitions to operation.	Not triggered

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No.	Control	Evidence Collected	Findings	Status
	Ref: Condition B32(c) Operating Conditions (Operation)			
HAZ12	Provide assistance to RFS and emergency services as much as practicable if there is a fire in the vicinity of the site. Ref: Condition B32(d) Operating Conditions (Operation)	Nil	Relevant for future stage as development transitions to operation.	Not triggered

TRAFFIC MANAGEMENT PLAN

Mitigation and Management Measures

Document/Plan Name	Reference
Traffic Management Plan	Section 4.6 – Table 4.1

Mitigation and / or management measure	When does this apply?	Evidence Collected	Findings	Status
<ul style="list-style-type: none"> Temporary truck signage will be installed while working on public roads as per the TGS Plan in Appendix C. Any new TGS plans required or updates to the current TGS plan will be developed by personnel duly qualified and certified by training in accordance with all relevant Control of Work Safe and policies in consultation with Transport for NSW and local councils, as required. Changes to the TGS plan may be required if there are changes to the site access, changes in road conditions, etc. <p>Ref: Traffic Guidance Schemes (Section 4.1 and Appendix C)</p>	Pre-construction and as required during construction	Traffic Guidance Schemes	Appropriate warning signs in place implemented through Traffic Control Plan.	Compliance
<ul style="list-style-type: none"> Construction vehicles are to follow approved routes at all times, reinforced through electronic communication, toolbox talks, Purchase Orders, Project Direction, and Delivery Requirements. Light vehicles to always drive responsibly and consider other road users. This will be incorporated in the site induction. Construction trucks' arrival and departure are to be planned with consideration to minimising effect to other road users during peak traffic periods. This will be managed through the electronic booking system (Section 3.6). <p>Ref: Delays to traffic (Section 5, Section 3.6)</p>	During construction	<p>Site interviews</p> <p>Project induction</p> <p>Approve route displayed on wall.</p>	<p>Approved heavy vehicle route communicated in induction and through delivery requirements.</p> <p>Two-way radio in use.</p> <p>Constant communication between site personnel to warn of any plant, equipment and heavy vehicles entering and leaving site.</p> <p>Electronic booking system is in the process of being set up. Software licencing issues to be resolved.</p>	Compliance
<ul style="list-style-type: none"> Work is to be arranged so workers can undertake work safely, and where possible, safe areas and practices are not jeopardised. Place signs and devices before proceeding with works. 	During construction		Observed drivers and operators generally complying with driving requirements.	Compliance

Mitigation and / or management measure	When does this apply?	Evidence Collected	Findings	Status
<ul style="list-style-type: none"> • Ensure signs are not obscured by vegetation, vehicles, plant or other traffic control signs/devices, and that signs are placed in the correct order. • Where traffic controllers are required, they must be suitably qualified having passed Transport for NSW approved training courses. • Traffic controllers (or portable traffic signs if directing traffic to cross barriers) shall be used if road users are to be directed to disobey a traffic regulation. • All traffic controllers are to wear high-visibility external clothing. • Signs, devices and TGS shall be used to warn, inform and guide road users safely around, through or past work areas. • Signs, devices and TGS are to be removed from the site upon completion of the work. • Specific TGS' will be prepared for all work which involves any form of traffic control or restriction while working on public roads. • An increased risk of rear end collisions arises in any location where road traffic is stopped for a period of time. Ensure that there is sufficient warning to road users before encountering the queue is essential. • Depending on the situation this may require extending the length of a sign posted roadwork speed zone in the development of the TGS, using oversized signs, flashing light signs and variable message signs. • All drivers must hold a valid licence for the vehicle they are operating (see Section 5). • All vehicles must be roadworthy and maintained in good working condition (see Section 5). • Drivers must comply with all road rules and regulations on public roads when travelling to/from the site (see Section 5). • Windows must remain up at all times for safety during travel (see Section 5). • Off-road driving is not permitted except in emergencies or if no roads have been established (see Section 5). 			<p>Directional signs in place at the site access point.</p> <p>Contact numbers of key project personnel displayed at the site access point.</p> <p>Traffic signs on Calala Lane installed informing road users of observing speed limits.</p> <p>Sighted records that traffic controllers have Transport for NSW accreditation</p> <p>Sighted records that operators had appropriate licences</p> <p>Observed traffic controllers wearing PPE</p>	

Mitigation and / or management measure	When does this apply?	Evidence Collected	Findings	Status
Ref: Safety of road users and construction staff (Section 5, Section 5)				
<ul style="list-style-type: none"> • A dilapidation survey (see Section 3.7.2) of existing public roads along the transportation route will be completed as per Development Consent Condition B8 by using an ARRB report as a survey before and after construction, with any roadworks required at the completion of construction agreed with the relevant authorities. • The dilapidation survey will assess the: <ul style="list-style-type: none"> existing condition of Nundle Road, O'Briens Lane and Calala Lane on the transport route, prior to construction, upgrading and decommissioning activities. condition of Nundle Road, O'Briens Lane and Calala Lane on the transport route, following the completion of construction, upgrading and decommissioning activities. • On completion of the dilapidation reports, a copy will be provided to the relevant road authorities by the principal. • The identified roads will be repaired if dilapidation surveys identify that the roads have been damaged due to development-related traffic during construction, upgrading or decommissioning works in consultation with the relevant road authority. • A performance bond will be agreed with Council as part of the management of pavement dilapidation and repair. • Emergency road infrastructure repair or maintenance requirements during construction will be addressed as follows: <ul style="list-style-type: none"> The primary contractor will complete a drive-through inspection of the heavy vehicle route for hazards or damage between the New England Highway and the Calala Lane site access on a weekly basis. This inspection will confirm that the route remains suitable for construction traffic use and identify any issues. An appropriate checklist 	During construction	Dilapidation reports.	Dilapidation reports / videos prepared No major damage observed due to movement of project vehicles on the designated route.	Compliance

Mitigation and / or management measure	When does this apply?	Evidence Collected	Findings	Status
<p>will be developed, with a summary included in monthly reporting and records kept for the duration of construction.</p> <p>Drivers will be instructed to inform the primary contractor of any identified hazards or damage. The primary contractor will be responsible for advising workers and drivers of the need to use caution at specific location(s) or temporarily halt, delay, or reroute vehicle movements, subject to approval.</p> <p>Any issues on Council roads will be reported via Council's issue reporting phone number (02 6767 5555) or any other reporting mechanism agreed with Council as part of ongoing consultation/ communication.</p> <p>Ref: Road repair and maintenance (Section 3 and the table)</p>				
<p>The primary contractor will monitor local weather forecasts and conditions, https://www.livetraffic.com/ and where necessary communicate with Council regarding any potential road closures due to flooding. Adequate flood warning is available in the area as rivers rise progressively from upstream flows.</p> <p>In the event of adverse weather conditions such as fog, dust (e.g. dust storm), wet weather and/or flooding:</p> <ul style="list-style-type: none"> • Primary contractor will issue notifications via phone, text and/or email (by the Site Manager/Supervisor) to site personnel, Equis Energy, subcontractors and/or suppliers upon becoming aware of any adverse weather conditions that require site closure or the need to temporarily halt, delay, or reroute vehicle movements (with any rerouting still in accordance with the approved routes and intersections). • Site manager to close and evacuate site if necessary. • Emergency access to/from the site to be arranged by high-clearance vehicle or helicopter if necessary in the event of flooding (unlikely to be required). 	<p>During construction</p>	<p>Mobile phone text notification</p>	<p>Drivers receive weather alerts including hazardous road conditions as a result of floods or other hazards.</p>	<p>Compliance</p>

Mitigation and / or management measure	When does this apply?	Evidence Collected	Findings	Status
<ul style="list-style-type: none"> • Drivers are to be advised to adhere to any Council announcements on flooding and comply with any road closure and rerouting procedures. • Drivers are to be advised to cease all travel to and from the site during any unexpected extreme weather conditions. • Drivers are to be advised to reduce speed and use headlights and/or hazard lights when necessary to improve visibility during any times of reduced visibility. • Drivers are to be advised to maintain a safe following distance between vehicles to allow for clear visibility and reaction time. • Drivers are to be advised to exercise extra caution when driving at dawn, dusk, or during poor weather, remaining vigilant for surroundings, people, wildlife, and livestock. <p>Ref: Specific local climate conditions (this table, Section 5)</p>				
<ul style="list-style-type: none"> • Details and times of school bus routes will form part of the site induction (see Section 4.8 and Section 5.1.2), so all drivers will be aware. • Consultation will occur and be ongoing with bus operators. • Minimise heavy vehicle movements during school zone hours (Section 4.3) <p>Ref: School Bus Routes (Section 4.8, Section 5, Section 4.3)</p>	During construction	Project induction	Key points for drivers provided through the project induction advising to avoid school areas.	Compliance
<ul style="list-style-type: none"> • Liaise with Council on a monthly basis to identify any project approvals, construction commencing and/or road works that could result in cumulative traffic impacts (see Section 4.5). • Liaise with other contractors working in the area (see consultation above) • Mitigation measures will be identified to directly address any specific issues identified. <p>Ref: Cumulative Construction Traffic Impacts (Section 4.5)</p>			Equis liaises with the Council regarding road closures, special events and other project approvals.	Compliance

BIODIVERSITY MANAGEMENT PLAN

Management and Mitigation Measures

Document/Plan Name	Reference	
Biodiversity Management	Section 8 - Table 11 Overview of Vegetation Management Zones	
Location	Calala Creek riparian zone and buffer	
Issues	Soil erosion; Soil compaction; Weed infestation; Restoration planting	
Objective	<ul style="list-style-type: none"> • To retain and enhance native vegetation and habitat in proximity to Calala Creek. • To improve riparian and fauna habitat values through placement of woody material salvaged from construction. 	
Performance Targets	<ul style="list-style-type: none"> • Prevent soil erosion within riparian buffer, with <5% of VMZ affected by erosion during construction and all erosion rectified prior to restoration planting. • Temporary disturbance areas de-compacted and returned to pre-disturbance level. • Priority weed species (listed in Appendix A) maintained at <10% cover). • Plantings achieve 80% survival or 80% benchmark floristics (refer to Section 8.2.6). • Naturally regenerated native woody vegetation is retained to enhance riparian corridor values. <ul style="list-style-type: none"> Woody vegetation is not intentionally removed from zone. Location of woody salvaged woody habitat placed within zone is recorded. Habitat is retained. Except where densities exceed thresholds for bushfire hazard management. 	
Management Actions	<ul style="list-style-type: none"> • Site rehabilitation (refer to Section 8.2.1). • Ground preparation (refer to Section 8.2.2). • Weed management (refer to Section 8.2.4). • Revegetation (refer to Section 8.2.6). • Habitat enhancement (refer to Section 8.2.8). 	
Monitoring	<p>Monitoring and inspections to be undertaken prior to construction commencing (baseline), prior to restoration planting (baseline), then annually (minimum), or as required to achieve objectives of weed control/restoration planting strategy (see Table 19).</p> <p>Monitoring and inspections will evaluate the effectiveness of management measures and determine whether performance targets are met and include:</p> <ul style="list-style-type: none"> • Establish minimum 2 x photo monitoring points within VMZ (1 x PP must be at BAM monitoring point). • Minimum 1 x BAM plot established as monitoring point for native vegetation cover and abundance. • Weed density map developed and maintained. • Photo monitoring points of priority weed control established. • Survivorship of restoration plantings. • Confirmation salvaged woody habitat is retained. 	
Evidence Collected	<ul style="list-style-type: none"> • Anderson Environment & Planning (July 2025), Biodiversity Management Plan Baseline Data Report, 474 Calala Lane, Calala NSW. Unpublished Report for Equis Energy and Consolidated Power Projects Pty Ltd. • Baseline survey including fauna habitat assessment and weed survey conducted by AEP on 8-9 June 2025. 	
Findings	Observed Vegetation Management Zones implemented through installation of demarcation signs at the perimeter fence. The disturbance footprint for the BESS development during current stage includes two Vegetation Management Zones – VMZ 1 (Calala Creek riparian zone and adjoining lands) and VMZ	

Location	Calala Creek riparian zone and buffer	VMZ 1
	<p>2 (BESS residual Cat-1 lands). Ground-truthing surveys conducted in July 2025 indicated that the Calala Creek riparian zone and buffer are unaffected by erosion as a direct result of construction activity.</p> <p>As per pre-clearance survey (baseline survey) completed by Anderson Environment & Planning (AEP), <i>priority woody weeds Cestrum parqui (green cestrum), Lycium ferocissimum (African boxthorn), Olea europaea subsp. cuspidata (African olive), and Pyracantha angustifolia (Firethorn) were widespread across the Site generally beneath perch trees, with a small number of isolated Schinus molle (Pepper tree) near the northern and southern boundaries.</i> Figure 1 of the report shows the 2 x Photo Monitoring Point (PMP) and 1 x Monitoring Plot (MP) across VMZ 1.</p> <p><i>Ulmus parvifolia</i> and <i>Pistacia chinensis</i>, two woody weed species recorded on site are known to be highly invasive and are likely to become problematic if left untreated. Weekly site inspections completed by environmental specialist on 5, 19, and 28 August 2025 confirmed stockpiles free from weed. The recommended practice for control and management of woody weeds was using cut, scrape and paint with herbicide control technique for smaller diameters stems, and the “drill and fill” for larger woody stems.</p>	
Status	Compliance	

Location	BESS Cat-1 residual lands	VMZ 2
Issues	<ul style="list-style-type: none"> • Soil compaction • Fauna habitat • Weed infestation 	
Objective	To minimise weeds and improve habitat structure and connectivity for fauna.	
Performance Targets	<ul style="list-style-type: none"> • Prevent soil erosion within drainage lines, with <5% of VMZ affected by erosion during construction and all erosion rectified by completion of site rehabilitation works. • Temporary disturbance areas de-compacted and returned to pre-disturbance land use. • Priority weed species (listed in Appendix A) maintained at <10% cover. • Naturally regenerated native woody vegetation is retained to enhance structural diversity in the landscape and fauna habitat. <ul style="list-style-type: none"> ○ Woody vegetation is not intentionally removed from zone (active management phase). ○ Woody ground habitat (such as branches) is retained within native vegetation. ○ Except where densities exceed thresholds for bushfire hazard management. 	
Management Actions	<ul style="list-style-type: none"> • Site rehabilitation (refer to Section 8.2.1). • Ground preparation (refer to Section 8.2.2). • Habitat enhancement (refer to Section 8.2.8). • Weed control (refer to Section 8.2.4). 	
Monitoring	<p>Monitoring and inspections to be undertaken prior to construction commencing (baseline), then annually (minimum), or as required to achieve objectives of weed control strategy (see Table 19).</p> <p>Monitoring and inspections will evaluate the effectiveness of management measures and determine whether performance targets are met and include:</p> <ul style="list-style-type: none"> • Establish minimum 2 x photo monitoring points within VMZ (1 x PP must be at floristic monitoring point). 	

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Location	BESS Cat-1 residual lands	VMZ 2
	<ul style="list-style-type: none"> Minimum 1 x floristic plot established as monitoring point for native vegetation cover and abundance. Weed density map developed and maintained. Photo points of priority weed control areas established. Survivorship of restoration plantings. 	
Evidence Collected	<ul style="list-style-type: none"> Anderson Environment & Planning (July 2025), Biodiversity Management Plan Baseline Data Report, 474 Calala Lane, Calala NSW. Unpublished Report for Equis Energy and Consolidated Power Projects Pty Ltd. Baseline survey including fauna habitat assessment and weed survey conducted by AEP on 8-9 June 2025. 	
Findings	Observed Vegetation Management Zones implemented through installation of demarcation signs at the perimeter fence. Weed density map provided in Figures 2 and 3 of the Biodiversity Management Baseline Data Report (July 2025).	
Status	Compliance	

Location	BESS Cat-1 residual lands	VMZ 3
Issues	PCT 599 DNG within transmission line and buffered lands	
Objective	<ul style="list-style-type: none"> Soil compaction Weed Infestation Restoration planting 	
Performance Targets	To retain, protect and enhance remnant Grassy Box Woodland CEEC and overall	
Management Actions	<ul style="list-style-type: none"> Prevent soil erosion within drainage lines, with <5% of VMZ affected by erosion during construction and all erosion rectified prior to restoration planting. Temporary disturbance areas de-compacted and returned to pre-disturbance level. Priority weed species (listed in Appendix A) maintained at <10% cover). Plantings achieve 80% survival or 80% benchmark floristics (refer to Section 8.2.6). Naturally regenerated native woody vegetation is retained to enhance structural diversity in the landscape and fauna habitat. <ul style="list-style-type: none"> Woody vegetation is not intentionally removed from zone (active management phase). Woody ground habitat (such as branches) is retained within native vegetation. Except where densities exceed thresholds for bushfire hazard management. 	
Monitoring	<p>Monitoring and inspections to be undertaken prior to construction commencing (baseline), prior to restoration planting (baseline), then annually (minimum), or as required to achieve objectives of weed control/restoration planting strategy (see Table 19).</p> <p>Monitoring and inspections will evaluate the effectiveness of management measures and determine whether performance targets are met and include:</p> <ul style="list-style-type: none"> Establish minimum 2 x photo monitoring points within VMZ (1 x PP must be at BAM monitoring point). Minimum 1 x BAM plot established as monitoring point for native vegetation cover and abundance. Weed density map developed and maintained. Photo points of priority weed control areas established. Survivorship of restoration plantings. Confirmation salvaged woody habitat is retained. 	

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Location	BESS Cat-1 residual lands	VMZ 3
Evidence Collected	<ul style="list-style-type: none"> Anderson Environment & Planning (July 2025), Biodiversity Management Plan Baseline Data Report, 474 Calala Lane, Calala NSW. Unpublished Report for Equis Energy and Consolidated Power Projects Pty Ltd. Baseline survey including fauna habitat assessment and weed survey conducted by AEP on 8-9 June 2025. 	
Findings	Area not covered by this audit.	
Status	Not triggered	

Location	PCT 599 Woodland adjoining Burgmanns Lane and buffered lands	VMZ 4
Issues	<ul style="list-style-type: none"> Soil compaction Weed infestation Restoration planting 	
Objective	To retain, protect and enhance remnant Grassy Box Woodland CEEC and overall ecology values in the area.	
Performance Targets	<ul style="list-style-type: none"> Priority weed species (listed in Appendix A) maintained at <10% cover). Plantings achieve 80% survival or 80% benchmark floristics (refer to Section 8.2.6). Naturally regenerated native woody vegetation is retained to enhance structure of Grassy Box Woodland CEEC and fauna habitat. <ul style="list-style-type: none"> Woody vegetation is not intentionally removed from zone (active management phase). Woody ground habitat (such as branches) is retained within native vegetation. Except where densities exceed thresholds for bushfire hazard management. 	
Management Actions	<ul style="list-style-type: none"> Site rehabilitation (refer to Section 8.2.1). Ground preparation (refer to Section 8.2.2). Habitat enhancement (refer to Section 8.2.8) Weed control (refer to Section 8.2.4.) Revegetation (refer to Section 8.2.6). 	
Monitoring	<p>Monitoring and inspections to be undertaken prior to construction commencing (baseline), prior to restoration planting (baseline), then annually (minimum), or as required to achieve objectives of weed control/restoration planting strategy (see Table 19).</p> <p>Monitoring and inspections will evaluate the effectiveness of management measures and determine whether performance targets are met.</p> <ul style="list-style-type: none"> Establish minimum 2 x photo monitoring points within VMZ (1 x PP must be at BAM monitoring point). Minimum 1 x BAM plot established as monitoring point for native vegetation cover and abundance. Weed density map developed and maintained. Photo points of priority weed control areas established. Survivorship of restoration plantings. 	
Evidence Collected	<ul style="list-style-type: none"> Anderson Environment & Planning (July 2025), Biodiversity Management Plan Baseline Data Report, 474 Calala Lane, Calala NSW. Unpublished Report for Equis Energy and Consolidated Power Projects Pty Ltd. Baseline survey including fauna habitat assessment and weed survey conducted by AEP on 8-9 June 2025. 	
Findings	Area not covered by this audit.	
Status	Not triggered	

Location	PCT 599 DNG and Cat-1 lands outside disturbance buffer		VMZ 5
Issues	Weed infestation		
Objective	To minimise weeds and improve habitat structure and connectivity for fauna.		
Performance Targets	<ul style="list-style-type: none"> • Lands are protected from disturbance during construction phase via No-Go area. • Priority weed species (listed in Appendix A) maintained at <10% cover. 		
Management Actions	Weed control (refer to Section 8.2.4).		
Monitoring	<p>Monitoring and inspections to be undertaken prior to construction commencing (baseline), then annually (minimum), or as required to achieve objectives of weed control strategy (see Table 19).</p> <p>Monitoring and inspections will evaluate the effectiveness of management measures and determine whether performance targets are met and include:</p> <ul style="list-style-type: none"> • Establish minimum 2 x photo monitoring points within VMZ (1 x PP must be at floristic monitoring point). • Minimum 1 x floristic plot established as monitoring point for native vegetation cover and abundance. • Weed density map developed and maintained. • Photo points of priority weed control areas established. 		
Evidence Collected	<ul style="list-style-type: none"> • Anderson Environment & Planning (July 2025), Biodiversity Management Plan Baseline Data Report, 474 Calala Lane, Calala NSW. Unpublished Report for Equis Energy and Consolidated Power Projects Pty Ltd. • Baseline survey including fauna habitat assessment and weed survey conducted by AEP on 8-9 June 2025. 		
Findings	Area not covered by this audit.		
Status	Not triggered		

ACCOMMODATION AND EMPLOYMENT STRATEGY

Actions to manage employment requirements

Calala BESS Independent Environmental Audit (2025)

Document/Plan Name	Reference
Accommodation and Employment Strategy	Sections 6.6 and 7.5 – Action Plans; Section 8 – Monitoring and Reporting

Actions to manage employment requirements	Timing	Findings	Status
Implement an AES in accordance with Schedule 2 Part B36 of the Development Consent for the Calala BESS (SSD 52786213).	Prior to and during construction	AES Plan available and circulated within the workgroups.	Compliance
Establish an Expression of Interest (EOI) register for local businesses and people looking for employment.	Prior to construction	Equis Energy has developed a project website containing link to Jobs and procurement under the procurement process aligning with the government procurement objectives in order to support: The local Jobs First Program (LJFP), Social Procurement Framework (SPF) and Social Impact Guidelines (SIG). Equis encourages local and regional partnering opportunities and the project page contains a link inviting to register your interest by completing the procurement form below.	Compliance
Map work packages and supply chain opportunities and proactively identify local businesses with relevant capabilities. This may be supported through engagement with Tamworth Business Chamber.	Prior to construction	Equis Energy consulted Tamworth Chambers of Commerce in October 2024 and resolved matters relating to the Accommodation and Employment Strategy. The project is in the early stage of construction. It is anticipated that during peak construction, 10% of workers employed by the primary contractor would consist of residents. Several local businesses and suppliers including waste service providers have been engaged by the Primary Contractor. Also, one of the key specialists is locally based.	Not triggered
Conduct desktop assessment through Supply Nation and seek advice on Indigenous businesses through the Primary Contractors internal Vendor and Performance Registers.	Prior to construction	During pre-construction stage, CPP used Supply Nation, its internal Indigenous Supplier Register, and Equis Australia's First Nation Supplier List—developed through stakeholder engagement—along with existing networks to identify potential Indigenous businesses. These were consolidated into the attached Indigenous Business Matrix, focusing on suppliers within 100 km of the project site suitable for relevant works and services.	Compliance
Engage with local employment agencies to identify opportunities and pathways for local workers and tap into the candidate pool to determine suitable labour, trade, or skills	Prior to construction	Engagement with the Local Employment Services occurred in October 2024.	Compliance

Calala BESS Independent Environmental Audit (2025)

Actions to manage employment requirements	Timing	Findings	Status
particularly for jobseekers that face barriers and are from under-represented groups.			
Establish transparent selection criteria for subcontractors that prioritises organisation based in the Tamworth Regional LGA (Tier 1) and surrounding areas (Tier 2). Target up to 10% of subcontractors from these regions across the Project on a best endeavours basis.	Prior to construction	CPP has sourced locally based personnel such as an Environmental Advisor, Site Administrator (with a second administrator commencing shortly), Site Security staff, Traffic Controllers, Mechanical Fitters, and a locally operated Cleaning Company. This local presence not only strengthens community engagement but also ensures rapid response, local expertise, and ongoing support for Tamworth's economy.	Compliance

Actions to manage accommodation requirements	Timing	Findings	Status
Establish an Expression of Interest (EOI) for local accommodation providers to register their interest in providing accommodation services for the project.	Prior to and during construction	Project website developed by Equis contains link providing opportunity to local accommodation services to register their interest.	Compliance
Provide a register of local accommodation options and contact details to the primary contractor. Update the register with new providers and updated information received through EOI process.	Prior to and during construction	Register containing accommodation types and names of accommodation providers located within 100 km and 50 km of Calala project site, respectively.	Compliance
Engage with local accommodation providers, Destination Tamworth, and Tamworth Regional Council to share information about construction timing, workforce estimates and accommodation requirements.	Prior to construction	A register of engagement with stakeholders developed and maintained by Equis Energy.	Compliance
Review the Tamworth event calendar to consider timing of major events when booking short term accommodation for construction workers –consider avoiding peak times in Tamworth (e.g. January) and consider booking accommodation outside of Tamworth (e.g. in priority 2 and 3 locations) during these periods if practical. Liaise with short-term accommodation providers to manage peak accommodation timing.	Prior to and during construction	CPP offers support to all workers with access to suitable accommodation throughout the nominated construction period of the project, in alignment with the Accommodation and Employment Strategy.	Compliance
Establish and maintain a register of forecast worker accommodation requirements and accommodation options, to encourage accommodation sharing or clustering particularly for workers on short-term contracts.	Prior to construction	Equis has established a register of worker and accommodation forecasts and location of accommodation for workers.	Compliance
Consider hiring shuttle bus services where practical from local providers to transport workers from their accommodation to the project site.	During construction	CPP offers travel allowances to its employees, allowing them to arrange their own accommodation. When needed, CPP uses the Corporate Travel system to assist team members with booking arrangements. It is recommended CPP consider share	Compliance

Actions to manage accommodation requirements	Timing	Findings	Status
Incentivise carpooling or ride sharing by construction employees.		accommodation arrangements for workers during high demand periods with carpooling or shuttle bus system to reduce vehicle numbers on the road during these periods	

APPENDIX B: Planning Secretary's endorsement

Department of Planning, Housing and Infrastructure



NSW Planning ref: SSD-52786213-PA-15

Elizabeth Zorondo
Approvals and Permit Compliance Manager
The Trustee for Equis Energy (Australia) Ngumi 4 Asset Trust
Boonworrung Country
36 Esplanade Avenue
BRIGHTON VIC 3186
24/06/2025

Sent via the Major Projects Portal only

Subject: Calala Battery Energy Storage System - Auditor endorsement request

Dear Ms Zorondo

I refer to your request for the Planning Secretary's approval of suitably qualified, experienced, and independent person/s to conduct an Independent Audit of the Calala Battery Energy Storage System (BESS), submitted as required by Schedule 2, Condition C14 of SSD-52786213 as modified (the consent) to NSW Department of Planning, Housing and Infrastructure (NSW Planning) on 13 June 2025.

NSW Planning has reviewed the independent auditor nominations and based on the information you have provided is satisfied that the proposed person/s are suitably qualified, experienced, and independent.

In accordance with Schedule 2, Condition C14 of the consent and the NSW Planning, *Independent Audit Post Approval Requirements* (2020), as nominee of the Planning Secretary, I endorse the following independent audit team:

- Mr Stuart Wilmot (Lead Auditor)
- Mr Wassef Hussain (Assistant Auditor)

Please ensure this correspondence is appended to the Independent Audit Report.

The Independent Audit must be prepared, undertaken, and finalised in accordance with the conditions of consent and the *Independent Audit Post Approval Requirements* (2020). Failure to meet these requirements will require revision and resubmission.

NSW Planning reserves the right to request an alternate auditor or audit team for future audits.

Department of Planning, Housing and Infrastructure



Please note, the Lead Auditor must attend the site inspection, and the site inspection should constitute the final day of the audit period.

Should you wish to discuss the matter further, please contact Joel Curran, Senior Compliance Officer on 02 4904 2702 or email compliance@planning.nsw.gov.au

Yours sincerely

A handwritten signature in black ink that reads "H Watters".

Heidi Watters
Team Leader
Compliance

As nominee of the Planning Secretary

APPENDIX C: Consultation

DPHI – Compliance
Tamworth Regional Council
Land Use and Agriculture
Biodiversity Conservation and Science (BCS)
Tamworth Local Aboriginal Land Council
Transport for NSW (TfNSW)
Rural Fire Services (RFS)
Fire & Rescue NSW
DCCEEW – Water Assessments
Heritage NSW

Department of Planning - Compliance

DPHI – COMPLIANCE



405 / 88 Foveaux Street, Surry Hills NSW 2010 Australia
admin@urbanperspectives.com.au

1300 758 393

August 11, 2025

Julia Pope
Team Leader Compliance - Metro
Department of Planning
Locked Bag 5022, Parramatta NSW 2124
E: compliance@planning.nsw.gov.au

Dear Julia,

Re: Independent Environmental Audit – Calala Battery Energy Storage System – SSD - 52786213

The Department of Planning, Housing and Infrastructure (DPHI) has appointed Urban Perspectives as the Independent Auditor to carry out the initial Independent Environmental Audit (IEA) for the Calala Battery Energy Storage System (Calala BESS), in accordance with Condition 14, Part C of SSD 52786213.

Equis Energy (Australia), through the Ngumi 4 Asset Trust, received development approval from DPHI on 28 June 2024 to deliver a 300-megawatt (MW) / 600 megawatt-hour (MWh) battery energy storage system in the Tamworth Regional local government area. The facility is located approximately 5.8 kilometres southeast of the Tamworth town centre, at 474 Calala Lane, Calala, New South Wales. It will connect to Transgrid's existing Tamworth 330 kilovolt (kV) substation via a dedicated transmission corridor. The BESS and transmission cable route are situated on land zoned RU4 – Primary Production Small Lots under the Tamworth Regional Local Environmental Plan 2010 (LEP).

The scope of the audit will include assessment of compliance with the development consent conditions and relevant management plans. To assist with the preparation of the audit, we invite you to advise us of any concerns or matters you wish to be considered within the audit scope. The audit will be conducted in accordance with the NSW Department of Planning, Industry and Environment's Independent Audit – Post Approval Requirements (May 2020).

Please provide your response by the **end of the month**. Should you have any questions regarding the audit, feel free to contact me directly.

Kind regards,

Stuart Wilmot
Principal / Lead Auditor
P: + 61 2 8071 4587 | M: 0425 227 246
E: stuart@urbanperspectives.com.au

Wassef Hussain

From: Joel Curran <Joel.Curran@planning.nsw.gov.au>
Sent: Tuesday, 12 August 2025 10:21 AM
To: Wassef Hussain
Cc: Stuart Wilmot
Subject: RE: Calala BESS Independent Environmental Audit 2025

CAUTION: This email originated from outside of the organization. **DO NOT CLICK** links or open attachments unless you recognize the sender and know the content is safe.

Hi Wassef

Thank you for contacting NSW Planning regarding the initial construction audit of the Calala BESS project. In addition to the audit scope noted on your letter dated 11 August 2025, can you please ensure an additional focus on the below:

- Progress towards establishing the required vegetation buffer/s.
- Installation/maintenance and suitability of erosion and sediment controls.
- Compliance with the approved disturbance boundary.
- Compliance with all pre-construction related condition requirements.
- Compliance with approved heavy vehicle routes.

Regards

Joel Curran
Senior Compliance Officer

Development Assessment and Sustainability | Department of Planning, Housing and Infrastructure
T 02 4904 2702 | M 0412 323 331 | E joel.curran@planning.nsw.gov.au
PO Box 1226 | Newcastle NSW 2300
Please direct all email correspondence to compliance@planning.nsw.gov.au
www.dphi.nsw.gov.au



I acknowledge the traditional custodians of the land and pay respects to Elders past and present. I also acknowledge all Aboriginal and Torres Strait staff working with the NSW Government.

From: Wassef Hussain <wassef@urbanperspectives.com.au>
Sent: Monday, 11 August 2025 5:12 PM
To: DPE PSVC Compliance Mailbox <compliance@planning.nsw.gov.au>
Cc: Stuart Wilmot <stuart@urbanperspectives.com.au>
Subject: Calala BESS Independent Environmental Audit 2025

Dear Julia,

I hope you're doing well. Kindly refer to the attached documentation associated with the Calala Battery Energy Storage System (Calala BESS) SSD 52786213 Independent Environmental Audit.

Kind regards,

Wassef Hussain | Senior Environmental Consultant

Urban Perspectives | Suite 405, Level 4, 88 Foveaux St, Surry Hills NSW 2010

Office ph: + 61 2 8071 4590

Mobile: 0451 881 529

Tamworth Regional Council

TAMWORTH REGIONAL COUNCIL



405 / 88 Foveaux Street, Surry Hills NSW 2010 Australia
admin@urbanperspectives.com.au

1300 758 393

August 11, 2025

The General Manager
Tamworth Regional Council
474 Peel Street
Tamworth NSW 2340
Phone: (02) 6767 5555

Dear General Manager,

Re: Independent Environmental Audit – Calala Battery Energy Storage System – SSD - 52786213

The Department of Planning, Housing and Infrastructure (DPHI) has appointed Urban Perspectives as the Independent Auditor to carry out the initial Independent Environmental Audit (IEA) for the Calala Battery Energy Storage System (Calala BESS), in accordance with Condition 14, Part C of SSD 52786213.

Equis Energy (Australia), through the Ngumi 4 Asset Trust, received development approval from DPHI on 28 June 2024 to deliver a 300-megawatt (MW) / 600 megawatt-hour (MWh) battery energy storage system in the Tamworth Regional local government area. The facility is located approximately 5.8 kilometres southeast of the Tamworth town centre, at 474 Calala Lane, Calala, New South Wales. It will connect to Transgrid's existing Tamworth 330 kilovolt (kV) substation via a dedicated transmission corridor. The BESS and transmission cable route are situated on land zoned RU4 – Primary Production Small Lots under the Tamworth Regional Local Environmental Plan 2010 (LEP).

As part of the Environmental Impact Statement (EIS) exhibition process, Tamworth Regional Council provided recommended conditions by raising concerns relating to traffic, water resources, stormwater management, erosion and sediment control, the Voluntary Planning Agreement (VPA), and cumulative impacts—including worker accommodation. (Assessment Report, DPHI, June 2024). The scope of the audit will include assessment of compliance with the development consent conditions, including specific consideration of matters stated above.

To assist with the preparation of the audit, we invite you to advise us of any concerns or matters you wish to be considered within the audit scope. The audit will be conducted in accordance with the NSW Department of Planning, Industry and Environment's Independent Audit – Post Approval Requirements (May 2020).

Please provide your response by the **end of the month**. Should you have any questions regarding the audit, feel free to contact me directly.

Kind regards,

Stuart Wilmot
Principal / Lead Auditor
P: + 61 2 8071 4587 | M: 0425 227 246
E: stuart@urbanperspectives.com.au

Calala BESS Independent Environmental Audit 2025



Wassef Hussain
To trc@tamworth.nsw.gov.au
Cc Stuart Wilmot



Mon 11/08



Calala BESS Independent Audit Consultation - Tamworth Regional Council.pdf
4 MB

Dear General Manager,

I hope you're doing well. Kindly refer to the attached documentation associated with the Calala Battery Energy Storage System (Calala BESS) SSD 52786213 Independent Environmental Audit.

Kind regards,

Wassef Hussain | Senior Environmental Consultant

Urban Perspectives | Suite 405, Level 4, 88 Foveaux St, Surry Hills NSW 2010

Office ph: + 61 2 8071 4590

Mobile: 0451 881 529

Land Use and Agriculture

LAND USE AND AGRICULTURE



405 / 88 Foveaux Street, Surry Hills NSW 2010 Australia
admin@urbanperspectives.com.au

1300 758 393

August 11, 2025

Selina Stillman
Agricultural Land Use Planning Officer
Soils and Water | Agricultural Land Use Planning
M: 0412 424 397
E: landuse.ag@dpi.nsw.gov.au

Dear Selina,

Re: Independent Environmental Audit – Calala Battery Energy Storage System – SSD – 52786213

The Department of Planning, Housing and Infrastructure (DPHI) has appointed Urban Perspectives as the Independent Auditor to carry out the initial Independent Environmental Audit (IEA) for the Calala Battery Energy Storage System (Calala BESS), in accordance with Condition 14, Part C of SSD 52786213.

Equis Energy (Australia), through the Ngumi 4 Asset Trust, received development approval from DPHI on 28 June 2024 to deliver a 300-megawatt (MW) / 600 megawatt-hour (MWh) battery energy storage system in the Tamworth Regional local government area. The facility is located approximately 5.8 kilometres southeast of the Tamworth town centre, at 474 Calala Lane, Calala, New South Wales. It will connect to Transgrid's existing Tamworth 330 kilovolt (kV) substation via a dedicated transmission corridor. The BESS and transmission cable route are situated on land zoned RU4 – Primary Production Small Lots under the Tamworth Regional Local Environmental Plan 2010 (LEP).

As part of the Environmental Impact Statement (EIS) exhibition process and following the review of the Response to Submissions (RTS) report and draft development consent conditions, Agriculture and Land Use Planning provided recommended conditions in consultation with the Department of Primary Industries (DPI) – Tamworth Agricultural Institute. The scope of the audit will include an assessment of compliance with the development consent conditions and relevant management plans, with consideration given to impacts on the operations of DPI's Tamworth Agricultural Institute.

To assist with the preparation of the audit, we invite you to advise us of any concerns or matters you wish to be considered within the audit scope. The audit will be conducted in accordance with the NSW Department of Planning, Industry and Environment's Independent Audit – Post Approval Requirements (May 2020).

Please provide your response by the **end of the month**. Should you have any questions regarding the audit, feel free to contact me directly.

Kind regards,

Stuart Wilmot
Principal / Lead Auditor
P: + 61 2 8071 4587 | M: 0425 227 246
E: stuart@urbanperspectives.com.au

Calala BESS Independent Environmental Audit 2025



Wassef Hussain
To landuse.ag@dpi.nsw.gov.au
Cc Stuart Wilmot



Mon 11/08



Calala BESS Independent Audit Consultation - Land Use Agriculture.pdf
4 MB

Dear Selina,

I hope you're doing well. Kindly refer to the attached documentation associated with the Calala Battery Energy Storage System (Calala BESS) SSD 52786213 Independent Environmental Audit.

Kind regards,

Wassef Hussain | Senior Environmental Consultant

Urban Perspectives | Suite 405, Level 4, 88 Foveaux St, Surry Hills NSW 2010

Office ph: + 61 2 8071 4590

Mobile: 0451 881 529

Biodiversity Conservation and Science Division

BIODIVERSITY CONSERVATION AND SCIENCE (BCS)



405 / 88 Foveaux Street, Surry Hills NSW 2010 Australia
admin@urbanperspectives.com.au

1300 758 393

August 11, 2025

David Geering
Senior Conservation Planning Officer
Biodiversity Conservation and Science (BCS) Directorate
E: david.geering@environment.nsw.gov.au
T: (02) 6885 0335

Dear David,

Re: Independent Environmental Audit – Calala Battery Energy Storage System – SSD - 52786213

The Department of Planning, Housing and Infrastructure (DPHI) has appointed Urban Perspectives as the Independent Auditor to carry out the initial Independent Environmental Audit (IEA) for the Calala Battery Energy Storage System (Calala BESS), in accordance with Condition 14, Part C of SSD 52786213.

Equis Energy (Australia), through the Ngumi 4 Asset Trust, received development approval from DPHI on 28 June 2024 to deliver a 300-megawatt (MW) / 600 megawatt-hour (MWh) battery energy storage system in the Tamworth Regional local government area. The facility is located approximately 5.8 kilometres southeast of the Tamworth town centre, at 474 Calala Lane, Calala, New South Wales. It will connect to Transgrid's existing Tamworth 330 kilovolt (kV) substation via a dedicated transmission corridor. The BESS and transmission cable route are situated on land zoned RU4 – Primary Production Small Lots under the Tamworth Regional Local Environmental Plan 2010 (LEP).

As part of the Environmental Impact Statement (EIS) exhibition process, the Biodiversity Conservation and Science (BCS) Directorate reviewed the Response to Submissions (Rts), Amended Report (AR), and the draft Development Consent (DC) for the Calala BESS. The key conditions provided by BCS include preparation of a Biodiversity Management Plan (BMP) and retirement of biodiversity offset credits. The scope of the audit will include assessment of compliance with the development consent conditions including those relevant to the BMP, Biodiversity Offset Obligations, as well as impact to Box Gum Woodland.

To assist with the preparation of the audit, we invite you to advise us of any concerns or matters you wish to be considered within the audit scope, especially those associated with the BMP, Biodiversity Offset Obligations, as well as impact management and mitigation to Box Gum Woodland. The audit will be conducted in accordance with the NSW Department of Planning, Industry and Environment's Independent Audit – Post Approval Requirements (May 2020).

Please provide your response by the **end of the month**. Should you have any questions regarding the audit, feel free to contact me directly.

Kind regards,

Stuart Wilmot
Principal / Lead Auditor
P: + 61 2 8071 4587 | M: 0425 227 246
E: stuart@urbanperspectives.com.au

Wassef Hussain

From: David Geering <David.Geering@environment.nsw.gov.au>
Sent: Tuesday, 12 August 2025 7:46 AM
To: Wassef Hussain
Subject: RE: Calala BESS Independent Environmental Audit 2025

CAUTION: This email originated from outside of the organization. **DO NOT CLICK** links or open attachments unless you recognize the sender and know the content is safe.

Hi Wassef

Thank you for you e-mail. I will redirect it to the most appropriate person.

In future, can you please direct all such correspondence to our general mailbox rog.nw@environment.nsw.gov.au. This will ensure that it goes to the officer dealing with that particular matter.

Regards

David

David Geering
Senior Conservation Planning Officer
North West Conservation Programs, Heritage & Regulation Group
Department of Climate Change, Energy, the Environment and Water

www.dpie.nsw.gov.au

48-52 Wingewarra Street, Dubbo 2830
PO Box 2111 Dubbo NSW 2830
T: 02-6883-5335 | E david.geering@environment.nsw.gov.au
48-52 Wingewarra Street, Dubbo NSW 2830



From: Wassef Hussain <wassef@urbanperspectives.com.au>
Sent: Monday, 11 August 2025 5:15 PM
To: David Geering <David.Geering@environment.nsw.gov.au>
Cc: Stuart Wilmot <stuart@urbanperspectives.com.au>
Subject: Calala BESS Independent Environmental Audit 2025

Dear David,

I hope you're doing well. Kindly refer to the attached documentation associated with the Calala Battery Energy Storage System (Calala BESS) SSD 52786213 Independent Environmental Audit.

Kind regards,

Wassef Hussain | Senior Environmental Consultant

Urban Perspectives | Suite 405, Level 4, 88 Foveaux St, Surry Hills NSW 2010

Office ph: + 61 2 8071 4590

Mobile: 0451 881 529

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Any views expressed in this email are those of the individual sender except where the sender expressly and with authority states them to be the views of the NSW Department of Climate Change, Energy, the Environment and Water.

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL

Wassef Hussain

From: David Geering <David.Geering@environment.nsw.gov.au>
Sent: Monday, 18 August 2025 2:54 PM
To: Wassef Hussain
Subject: RE: Calala BESS Independent Environmental Audit 2025
Attachments: Response - Calala BESS - Independent Audit.pdf

CAUTION: This email originated from outside of the organization. **DO NOT CLICK** links or open attachments unless you recognize the sender and know the content is safe.

Hi Wassef

Please find attached our response in regards the independent environmental audit of Calala BESS.

Please contact me directly if you have any questions.

Regards

David

David Geering
Senior Conservation Planning Officer
North West Conservation Programs, Heritage & Regulation Group
Department of Climate Change, Energy, the Environment and Water

www.dpie.nsw.gov.au

48-52 Wingewarra Street, Dubbo 2830
PO Box 2111 Dubbo NSW 2830
T: 02-6883-5335 | E david.geering@environment.nsw.gov.au
48-52 Wingewarra Street, Dubbo NSW 2830



From: Wassef Hussain <wassef@urbanperspectives.com.au>
Sent: Monday, 11 August 2025 5:15 PM
To: David Geering <David.Geering@environment.nsw.gov.au>
Cc: Stuart Wilmot <stuart@urbanperspectives.com.au>
Subject: CM Record: Calala BESS Independent Environmental Audit 2025

Dear David,

I hope you're doing well. Kindly refer to the attached documentation associated with the Calala Battery Energy Storage System (Calala BESS) SSD 52786213 Independent Environmental Audit.

Kind regards,

Wassef Hussain | Senior Environmental Consultant

Urban Perspectives | Suite 405, Level 4, 88 Foveaux St, Surry Hills NSW 2010

Office ph: + 61 2 8071 4590

Mobile: 0451 881 529

This email is intended for the addressee(s) named and may contain confidential and/or privileged information.

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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL



Department of Climate Change, Energy, the Environment and Water

Our ref: DOC25/677545

Your ref: SSD 52786213

Wassef Hussain
Senior Environmental Consultant
Urban Perspectives
wassef@urbanperspectives.com.au

Dear Wassef,

Calala Battery Energy Storage System – Independent Environmental Audit

Thank you for your e-mail dated 29 November 2024 to the Conservation Programs, Heritage and Regulation Group (CPHR) of the NSW Department of Climate Change, Energy, the Environment and Water (NSW DCCEE) inviting seeking input into an independent environmental audit of the Calala Battery Energy Storage System (BESS).

CPHR notes that the scope of Urban Perspective's audit will include assessment of compliance with the development consent conditions including those relevant to the Biodiversity Management Plan (BMP), biodiversity offset obligations and impact management and mitigation to Box Gum Woodland. These are key issues that CPHR would like investigated.

We also suggest that confirmation be provided that the vegetation buffers (landscape screening) at the locations identified in the figure in Appendix 1 of the project consent have been established.

CPHR is interested in the outcomes of this audit of the project, and we are willing to meet with you to provide any further background if needed.

If you have any questions about this advice, please do not hesitate to contact David Geering, Senior Conservation Planning Officer, via david.geering@environment.nsw.gov.au or (02) 6883 5335.

Yours sincerely

A handwritten signature in black ink that reads 'Candice'.

Candice Larkin
A/Senior Team Leader Planning North West
Conservation Programs, Heritage and Regulation Group

18 August 2025

Tamworth Local Aboriginal Land Council

TAMWORTH LOCAL ABORIGINAL LAND COUNCIL



405 / 88 Foveaux Street, Surry Hills NSW 2010 Australia
admin@urbanperspectives.com.au

1300 758 393

August 11, 2025

Fiona Snape
Chief Executive Officer
Tamworth Local Aboriginal Land Council
123 Marius St, Tamworth
NSW, 2340, Australia
P: (02) 6766 9028
E: admin@tamworthlalc.com.au

Dear Fiona,

Re: Independent Environmental Audit – Calala Battery Energy Storage System – SSD - 52786213

The Department of Planning, Housing and Infrastructure (DPHI) has appointed Urban Perspectives as the Independent Auditor to carry out the initial Independent Environmental Audit (IEA) for the Calala Battery Energy Storage System (Calala BESS), in accordance with Condition 14, Part C of SSD 52786213.

Equis Energy (Australia), through the Ngumi 4 Asset Trust, received development approval from DPHI on 28 June 2024 to deliver a 300-megawatt (MW) / 600 megawatt-hour (MWh) battery energy storage system in the Tamworth Regional local government area. The facility is located approximately 5.8 kilometres southeast of the Tamworth town centre, at 474 Calala Lane, Calala, New South Wales. It will connect to Transgrid's existing Tamworth 330 kilovolt (kV) substation via a dedicated transmission corridor. The BESS and transmission cable route are situated on land zoned RU4 – Primary Production Small Lots under the Tamworth Regional Local Environmental Plan 2010 (LEP).

The scope of the audit will include assessment of compliance with the development consent conditions and relevant management plans. To assist with the preparation of the audit, we invite you to advise us of any concerns or matters you wish to be considered within the audit scope. The audit will be conducted in accordance with the NSW Department of Planning, Industry and Environment's Independent Audit – Post Approval Requirements (May 2020).

Please provide your response by the **end of the month**. Should you have any questions regarding the audit, feel free to contact me directly.

Kind regards,

Stuart Wilmot
Principal / Lead Auditor
P: + 61 2 8071 4587 | M: 0425 227 246
E: stuart@urbanperspectives.com.au

Calala BESS Independent Environmental Audit 2025

WH Wassef Hussain
To admin@tamworthlalc.com.au
Cc Stuart Wilmot

Mon 11/08

Calala BESS Independent Audit Consultation - Tamworth LALC.pdf 4 MB

Open PDFs in Adobe Acrobat

Dear Fiona,

I hope you're doing well. Kindly refer to the attached documentation associated with the Calala Battery Energy Storage System (Calala BESS) SSD 52786213 Independent Environmental Audit.

Kind regards,

Wassef Hussain | Senior Environmental Consultant

Urban Perspectives | Suite 405, Level 4, 88 Foveaux St, Surry Hills NSW 2010

Office ph: + 61 2 8071 4590

Mobile: 0451 881 529

Transport for NSW

Transport for NSW (TfNSW)



405 / 88 Foveaux Street, Surry Hills NSW 2010 Australia
admin@urbanperspectives.com.au

1300 758 393

August 11, 2025

Alexandra Power
Team Leader Development Services-Renewables
Community & Place
Regional and Outer Metropolitan, TfNSW
T: 1300 019 680
E: development.west@transport.nsw.gov.au

Dear Alexandra,

Re: Independent Environmental Audit – Calala Battery Energy Storage System – SSD - 52786213

The Department of Planning, Housing and Infrastructure (DPHI) has appointed Urban Perspectives as the Independent Auditor to carry out the initial Independent Environmental Audit (IEA) for the Calala Battery Energy Storage System (Calala BESS), in accordance with Condition 14, Part C of SSD 52786213.

Equis Energy (Australia), through the Ngumi 4 Asset Trust, received development approval from DPHI on 28 June 2024 to deliver a 300-megawatt (MW) / 600 megawatt-hour (MWh) battery energy storage system in the Tamworth Regional local government area. The facility is located approximately 5.8 kilometres southeast of the Tamworth town centre, at 474 Calala Lane, Calala, New South Wales. It will connect to Transgrid's existing Tamworth 330 kilovolt (kV) substation via a dedicated transmission corridor. The BESS and transmission cable route are situated on land zoned RU4 – Primary Production Small Lots under the Tamworth Regional Local Environmental Plan 2010 (LEP).

As part of the Environmental Impact Statement (EIS) exhibition process, TfNSW provided recommended conditions that included provision of information on road upgrades required for heavy vehicles escort, and that of proposed parking. The scope of the audit will include assessment of compliance with the development consent conditions, including implementation of the Traffic Management Plan (TMP) with specific consideration of matters stated above.

To assist with the preparation of the audit, we invite you to advise us of any concerns or matters you wish to be considered within the audit scope. The audit will be conducted in accordance with the NSW Department of Planning, Industry and Environment's Independent Audit – Post Approval Requirements (May 2020).

Please provide your response by the **end of the month**. Should you have any questions regarding the audit, feel free to contact me directly.

Kind regards,

Stuart Wilmot
Principal / Lead Auditor
P: + 61 2 8071 4587 | M: 0425 227 246
E: stuart@urbanperspectives.com.au

OFFICIAL

From: Wassef Hussain <wassef@urbanperspectives.com.au>
Sent: Monday, 11 August 2025 5:12 PM
To: Development West <development.west@transport.nsw.gov.au>
Cc: Stuart Wilmot <stuart@urbanperspectives.com.au>
Subject: Calala BESS Independent Environmental Audit 2025

You don't often get email from wassef@urbanperspectives.com.au. [Learn why this is important](#)

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Dear Alexandra,

I hope you're doing well. Kindly refer to the attached documentation associated with the Calala Battery Energy Storage System (Calala BESS) SSD 52786213 Independent Environmental Audit.

Kind regards,

Wassef Hussain | Senior Environmental Consultant

Urban Perspectives | Suite 405, Level 4, 88 Foveaux St, Surry Hills NSW 2010

Office ph: + 61 2 8071 4590

Mobile: 0451 881 529

This email is intended only for the addressee and may contain confidential information. If you receive this email in error please delete it and any attachments and notify the sender immediately by reply email. Transport for NSW takes all care to ensure that attachments are free from viruses or other defects. Transport for NSW assume no liability for any loss, damage or other consequences which may arise from opening or using an attachment.

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Wassef Hussain

From: Development West <development.west@transport.nsw.gov.au>
Sent: Monday, 11 August 2025 5:13 PM
To: Wassef Hussain
Subject: Automatic reply: Calala BESS Independent Environmental Audit 2025

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THIS IS A SYSTEM GENERATED EMAIL

Thank you for your email. Transport for NSW (TfNSW) value your enquiry and confirm that it has been received by the Development Services West team.

We endeavour to respond to all development related referrals within 21 days.

Development Services West

Transport Planning

Planning, Integration and Passenger

[Transport for NSW](#)

T: 1300 019 680 **E:** development.west@transport.nsw.gov.au

transport.nsw.gov.au

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Wassef Hussain

From: Rosa Gillogly <Rosa.Gillogly@transport.nsw.gov.au>
Sent: Thursday, 14 August 2025 3:34 PM
To: Wassef Hussain; Alexandra Long
Cc: Stuart Wilmot
Subject: REN25/00082/003: Calala BESS Independent Environmental Audit 2025

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Hi Wassef,

I can confirm the Development Services Renewables team has received your email.

This has been registered and the matter has been assigned to case officer – [@Alexandra Long](#)

TfNSW reference – REN25/00082/003

Please ensure all future correspondence is sent to – development.renewables@transport.nsw.gov.au

Kind Regards,

Rosa Gillogly

Development Assessment Support Officer
Development Services West
Transport Planning – Planning, Integration and Passenger
Transport for NSW

E rosa.gillogly@transport.nsw.gov.au

transport.nsw.gov.au

Level 1 51-55 Currajong Street
Parkes NSW 2870

I work flexibly. Unless it suits you, I don't expect you to read or respond to my emails outside of your normal work hours.



**Transport
for NSW**

I recognise and acknowledge that modern New South Wales is an overlay on Aboriginal land and that many of the transport routes of today follow songlines Aboriginal people have followed for tens of thousands of years. I pay my respects to the Aboriginal people of NSW and Elders past and present.

Please consider the environment before printing this email.

Wassef Hussain

From: Alexandra Long <Alexandra.Long@transport.nsw.gov.au>
Sent: Wednesday, 27 August 2025 9:27 AM
To: Wassef Hussain
Cc: Tim Mitchell
Subject: REN25/00082/003 - Calala BESS - TfNSW Environmental Audit Response

CAUTION: This email originated from outside of the organization. **DO NOT CLICK** links or open attachments unless you recognize the sender and know the content is safe.

Att: Wassef Hussain | Senior Environmental Consultant

Thankyou for contacting TfNSW in reference to SSD-52786213, Part C, Condition 14 being the independent audit for Calala BESS .

The following key matters are noted for your attention and should be reviewed as part of the audit, particularly in relation to the approved conditions of consent and the Traffic Management Plan (TMP):

- Compliance with the requirements of the Traffic Management Plan.
- Compliance with conditions of consent particularly Part B ENVIRONMENTAL CONDITIONS – GENERAL, conditions B1 to B10.
- Review of the operation of the access intersection and compliance with the increase in traffic volumes as per the nominated approval dated 28 June 2024
- Road upgrade/intersection treatment works are conducted as outlined within the Consent.
- Road upgrades required for heavy vehicles requiring escort and proposed parking provisions (Condition B7)
- Vehicle movements are aligned to numbers indicated in TMP and nominated Approval (specifically Condition B1 & B4).
- Heavy vehicles to use only the access routes as described in condition B1 – B5.
- Traffic control plan (Condition B 10 (c)(ii)).
- Compliance with the Drivers' Code of Conduct (Condition B 10(d)) is effectively monitored, with particular emphasis on the requirements for carpooling and informing drivers of prevailing road conditions.

Kind Regards,

Alexandra Long

Development Services Case Officer- Renewables

Transport Planning

Planning, Integration and Passenger

Transport for NSW

P 1300 019 680 E development.renewables@transport.nsw.gov.au

transport.nsw.gov.au

Working days Monday-Friday 9.30-5.30pm



**Transport
for NSW**

OFFICIAL

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OFFICIAL

Rural Fire Services (RFS)

Rural Fire Services (RFS)



405 / 88 Foveaux Street, Surry Hills NSW 2010 Australia
admin@urbanperspectives.com.au

1300 758 393

August 11, 2025

Allyn Purkiss
Manager, Planning & Environment Services
Built & Natural Environment
Rural Fire Services (RFS) NSW
T: (02) 8741 5555 | F: (02) 8741 5550

Dear Allyn,

Re: Independent Environmental Audit – Calala Battery Energy Storage System – SSD - 52786213

The Department of Planning, Housing and Infrastructure (DPHI) has appointed Urban Perspectives as the Independent Auditor to carry out the initial Independent Environmental Audit (IEA) for the Calala Battery Energy Storage System (Calala BESS), in accordance with Condition 14, Part C of SSD 52786213.

Equis Energy (Australia), through the Ngumi 4 Asset Trust, received development approval from DPHI on 28 June 2024 to deliver a 300-megawatt (MW) / 600 megawatt-hour (MWh) battery energy storage system in the Tamworth Regional local government area. The facility is located approximately 5.8 kilometres southeast of the Tamworth town centre, at 474 Calala Lane, Calala, New South Wales. It will connect to Transgrid's existing Tamworth 330 kilovolt (kV) substation via a dedicated transmission corridor. The BESS and transmission cable route are situated on land zoned RU4 – Primary Production Small Lots under the Tamworth Regional Local Environmental Plan 2010 (LEP).

As part of the Environmental Impact Statement (EIS) exhibition process, the NSW Rural Fire Service (RFS) provided recommended conditions in correspondence dated 18 December 2023. These recommendations included the preparation of a Fire Management Plan, establishment of Asset Protection Zones, and provision of adequate firefighting water supply. The scope of the audit will include assessment of compliance with the development consent conditions and relevant management plans, including specific consideration of fire safety measures such as the Fire Management Plan, Asset Protection Zones, and firefighting water supply.

To assist with the preparation of the audit, we invite you to advise us of any concerns or matters you wish to be considered within the audit scope. The audit will be conducted in accordance with the NSW Department of Planning, Industry and Environment's Independent Audit – Post Approval Requirements (May 2020).

Please provide your response by the **end of the month**. Should you have any questions regarding the audit, feel free to contact me directly.

Kind regards,

Stuart Wilmot
Principal / Lead Auditor
P: + 61 2 8071 4587 | M: 0425 227 246
E: stuart@urbanperspectives.com.au

Wassef Hussain

From: Webmaster <webmaster@rfs.nsw.gov.au>
Sent: Tuesday, 12 August 2025 10:12 AM
To: Wassef Hussain
Subject: RE: Calala BESS Independent Environmental Audit 2025

CAUTION: This email originated from outside of the organization. **DO NOT CLICK** links or open attachments unless you recognize the sender and know the content is safe.

Hi

Thank you for your email.

Your enquiry has been forwarded to the relevant department.

Kind Regards
NSW Rural Fire Service

From: Wassef Hussain <wassef@urbanperspectives.com.au>
Sent: Monday, 11 August 2025 5:14 PM
To: Webmaster <webmaster@rfs.nsw.gov.au>
Cc: Stuart Wilmot <stuart@urbanperspectives.com.au>
Subject: Calala BESS Independent Environmental Audit 2025

You don't often get email from wassef@urbanperspectives.com.au. [Learn why this is important](#)
ATTN: Allyn Purkiss, Manager, Planning & Environment Services

Dear Allyn,

I hope you're doing well. Kindly refer to the attached documentation associated with the Calala Battery Energy Storage System (Calala BESS) SSD 52786213 Independent Environmental Audit.

Kind regards,

Wassef Hussain | Senior Environmental Consultant

Urban Perspectives | Suite 405, Level 4, 88 Foveaux St, Surry Hills NSW 2010

Office ph: + 61 2 8071 4590
Mobile: 0451 881 529

Fire and Rescue NSW

FIRE & RESCUE NSW



405 / 88 Foveaux Street, Surry Hills NSW 2010 Australia
admin@urbanperspectives.com.au

1300 758 393

August 11, 2025

Richard Jay
Station Officer
Operational Liaison and Special Hazards Unit
Fire & Rescue NSW
File No: FRN22/4658 BFS24/3297 8000035891
TRIM Doc. No. D24/68745
E: firesafety@fire.nsw.gov.au

Dear Richard,

Re: Independent Environmental Audit – Calala Battery Energy Storage System – SSD - 52786213

The Department of Planning, Housing and Infrastructure (DPHI) has appointed Urban Perspectives as the Independent Auditor to carry out the initial Independent Environmental Audit (IEA) for the Calala Battery Energy Storage System (Calala BESS), in accordance with Condition 14, Part C of SSD 52786213.

Equis Energy (Australia), through the Ngumi 4 Asset Trust, received development approval from DPHI on 28 June 2024 to deliver a 300-megawatt (MW) / 600 megawatt-hour (MWh) battery energy storage system in the Tamworth Regional local government area. The facility is located approximately 5.8 kilometres southeast of the Tamworth town centre, at 474 Calala Lane, Calala, New South Wales. It will connect to Transgrid's existing Tamworth 330 kilovolt (kV) substation via a dedicated transmission corridor. The BESS and transmission cable route are situated on land zoned RU4 – Primary Production Small Lots under the Tamworth Regional Local Environmental Plan 2010 (LEP).

As part of the Environmental Impact Statement (EIS) exhibition process, the Fire & Rescue NSW provided recommended conditions following review of the draft development consent (DC) conditions. The recommendations included the preparation of a Fire Safety Study, Emergency Plan, Emergency Services Information Pack and Induction Package. The scope of the audit will include assessment of compliance with the development consent conditions, especially conditions B27, B30 and B31, as well as the relevant management plans, including specific consideration of fire safety measures such as the Fire Management Plan, Asset Protection Zones, and firefighting water supply.

To assist with the preparation of the audit, we invite you to advise us of any concerns or matters you wish to be considered within the audit scope. The audit will be conducted in accordance with the NSW Department of Planning, Industry and Environment's Independent Audit – Post Approval Requirements (May 2020).

Please provide your response by the **end of the month**. Should you have any questions regarding the audit, feel free to contact me directly.

Kind regards,

Stuart Wilmot
Principal / Lead Auditor
P: + 61 2 8071 4587 | M: 0425 227 246
E: stuart@urbanperspectives.com.au

Calala BESS Independent Environmental Audit 2025

 Wassef Hussain
To firesafety@fire.nsw.gov.au
Cc Stuart Wilmot

Mon 11/08

 Calala BESS Independent Audit Consultation - Fire&Rescue NSW.pdf
4 MB

 Open PDFs in Adobe Acrobat X

Dear Richard,

I hope you're doing well. Kindly refer to the attached documentation associated with the Calala Battery Energy Storage System (Calala BESS) SSD 52786213 Independent Environmental Audit.

Kind regards,

Wassef Hussain | Senior Environmental Consultant

Urban Perspectives | Suite 405, Level 4, 88 Foveaux St, Surry Hills NSW 2010

Office ph: + 61 2 8071 4590

Mobile: 0451 881 529

DCCEEW – Water Assessments

DCCEEW – WATER ASSESSMENTS



405 / 88 Foveaux Street, Surry Hills NSW 2010 Australia
admin@urbanperspectives.com.au

1300 758 393

August 11, 2025

Rob Brownbill
Manager, Water Assessments, Knowledge Division
NSW Department of Climate Change, Energy, the Environment and Water
E: water.assessments@dpie.nsw.gov.au

Dear Rob,

Re: Independent Environmental Audit – Calala Battery Energy Storage System – SSD - 52786213

The Department of Planning, Housing and Infrastructure (DPHI) has appointed Urban Perspectives as the Independent Auditor to carry out the initial Independent Environmental Audit (IEA) for the Calala Battery Energy Storage System (Calala BESS), in accordance with Condition 14, Part C of SSD 52786213.

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As part of the Environmental Impact Statement (EIS) exhibition process, DCCEEW Water provided recommended conditions following review of Response to Submissions (RTS), Amendment Report and draft development consent conditions. The scope of the audit will include assessment of compliance with the development consent conditions, particularly in relation to conditions B.27, B.28 and C1.

To assist with the preparation of the audit, we invite you to advise us of any concerns or matters you wish to be considered within the audit scope. The audit will be conducted in accordance with the NSW Department of Planning, Industry and Environment's Independent Audit – Post Approval Requirements (May 2020).

Please provide your response by the **end of the month**. Should you have any questions regarding the audit, feel free to contact me directly.

Kind regards,

Stuart Wilmot
Principal / Lead Auditor
P: + 61 2 8071 4587 | M: 0425 227 246
E: stuart@urbanperspectives.com.au

Calala BESS Independent Environmental Audit 2025

WH Wassef Hussain
To water.assessments@dpie.nsw.gov.au
Cc Stuart Wilmot

Mon 11/08

Calala BESS Independent Audit Consultation - DCCEEW - Water Assessments.pdf
4 MB

Dear Rob,

I hope you're doing well. Kindly refer to the attached documentation associated with the Calala Battery Energy Storage System (Calala BESS) SSD 52786213 Independent Environmental Audit.

Kind regards,

Wassef Hussain | Senior Environmental Consultant

Urban Perspectives | Suite 405, Level 4, 88 Foveaux St, Surry Hills NSW 2010

Office ph: + 61 2 8071 4590

Mobile: 0451 881 529

Wassef Hussain

From: Naila Tabassum <naila.tabassum@dcceew.nsw.gov.au> on behalf of DCCEEW Water Assessments Mailbox <water.assessments@dcceew.nsw.gov.au>
Sent: Friday, 5 September 2025 11:09 AM
To: Wassef Hussain
Cc: Stuart Wilmot
Subject: RE: CM: Calala BESS Independent Environmental Audit 2025
Attachments: NSW DCCEEW Water - Calala BESS Independent Environmental Audit 2025.PDF

CAUTION: This email originated from outside of the organization. **DO NOT CLICK** links or open attachments unless you recognize the sender and know the content is safe.

Hi Wassef,

Please see attached response from DCCEEW Water on this matter.

Thanks and Regards

Naila Tabassum
Assistant Projects Officer
Water Group | Department of Planning and Environment
E naila.tabassum@dcceew.nsw.gov.au
dpi.nsw.gov.au
Level 17, 4 Parramatta Square, 12 Darcy Street | Locked Bag 5022 | Parramatta NSW 2150

Our Vision: Together, we create thriving environments, communities and economics.



From: Wassef Hussain <wassef@urbanperspectives.com.au>
Sent: Monday, 11 August 2025 5:11 PM
To: DPIE Water Assessments Mailbox <water.assessments@dpi.nsw.gov.au>
Cc: Stuart Wilmot <stuart@urbanperspectives.com.au>
Subject: CM: Calala BESS Independent Environmental Audit 2025

Dear Rob,

I hope you're doing well. Kindly refer to the attached documentation associated with the Calala Battery Energy Storage System (Calala BESS) SSD 52786213 Independent Environmental Audit.

Kind regards,

Wassef Hussain | Senior Environmental Consultant

Urban Perspectives | Suite 405, Level 4, 88 Foveaux St, Surry Hills NSW 2010

Office ph: + 61 2 8071 4590

Mobile: 0451 881 529



NSW Department of Climate Change, Energy, the Environment and Water

Our ref: OUT25/10342

Wassef Hussain
Suite 405, Level 4, 88 Foveaux Street
Surry Hills NSW 2010
Email: wassef@urbanperspectives.com.au

5 September 2025

Subject: Calala BESS Independent Environmental Audit 2025

Dear Wassef Hussain,

I refer to your request seeking advice from the NSW Department of Climate Change, Energy, the Environment and Water (DCCEEW) Water Group on an upcoming audit for the above matter. It is understood this consultation is in accordance with conditions of approval for the project.

NSW DCCEEW Water Group understands that the scope of the audit as outlined under the development consent and the reference guideline, "Independent Audit Post Approval Requirements (2020)" extends to at least the following:

- Identification of compliance requirements and documentation of any non-compliances.
- Assessment of the adequacy and implementation of management plans and sub plans.
- Assessment of compliance against relevant regulatory requirements and legislation.
- Assessment of compliance between actual and predicted impacts in the environmental assessment.
- Reporting requirements for management plans.
- Identification of strengths of the project in environmental management and opportunities for improvement.

NSW DCCEEW Water Group requests that the audit address compliance with the following specific elements of the consent conditions and related legislative requirements in a manner consistent with the above audit scope:

- The requirement to prepare and implement management plans that relate to water sources and their dependent ecosystems and users, and associated impact management and mitigation. These plans may include:
 - Water Management Plans and related sub-plans e.g., Site Water Balance, Erosion and Sediment Control Plan, Stormwater Management Plan, Surface and Groundwater Management Plan.



NSW Department of Climate Change, Energy, the Environment and Water

- Extraction Plans and related sub-plans e.g., Water Management Plan, Subsidence Management Plan.
- The requirement to prepare and implement trigger action response plans for water source impacts which set clearly defined limits and actions. This is to be reported on within annual and exceedance-based reporting.
- Water supply availability is clearly defined for the project.
- Water take at the site via storage, diversion, interception or extraction is clearly documented and is authorised by a relevant Water Access Licence or exemption under the Water Management (General) Regulation 2025.
- Water metering at the site is in accordance with the NSW Non-Urban Metering Framework where relevant.
- Water Access Licence/s used to account for water take by the project nominates the work where the water is being taken from.
- Annual reporting clearly documents; 1) water take, use and water source impacts, 2) compares results with previous years, and 3) identifies exceedances and how these are managed/mitigated.

Should you have any further queries in relation to this submission please do not hesitate to contact NSW DCCEEW Water Assessments at water.assessments@dpie.nsw.gov.au

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'T. Baker'.

Tim Baker
Senior Project Officer, Assessments, Knowledge Division
NSW Department of Climate Change, Energy, the Environment and Water

Heritage NSW

HERITAGE NSW



405 / 88 Foveaux Street, Surry Hills NSW 2010 Australia
admin@urbanperspectives.com.au

1300 758 393

August 11, 2025

Nicole Davis
Manager Assessments
Heritage NSW
Department of Climate Change, Energy, the Environment and Water (DCCEEW)
M: 0419 762 918
E: alison.lamond@environment.nsw.gov.au

Dear Nicole,

Re: Independent Environmental Audit – Calala Battery Energy Storage System – SSD - 52786213

The Department of Planning, Housing and Infrastructure (DPHI) has appointed Urban Perspectives as the Independent Auditor to carry out the initial Independent Environmental Audit (IEA) for the Calala Battery Energy Storage System (Calala BESS), in accordance with Condition 14, Part C of SSD 52786213.

Equis Energy (Australia), through the Ngumi 4 Asset Trust, received development approval from DPHI on 28 June 2024 to deliver a 300-megawatt (MW) / 600 megawatt-hour (MWh) battery energy storage system in the Tamworth Regional local government area. The facility is located approximately 5.8 kilometres southeast of the Tamworth town centre, at 474 Calala Lane, Calala, New South Wales. It will connect to Transgrid's existing Tamworth 330 kilovolt (kV) substation via a dedicated transmission corridor. The BESS and transmission cable route are situated on land zoned RU4 – Primary Production Small Lots under the Tamworth Regional Local Environmental Plan 2010 (LEP).

As part of the Environmental Impact Statement (EIS) exhibition process, Heritage NSW reviewed the Response to Submissions (RtS), Amended Report, and draft development consent conditions. Following this review, Heritage NSW provided recommended conditions, including requirements for ongoing consultation with Registered Aboriginal Parties (RAPs) and regular updates on the State Significant Development (SSD). Additionally, Heritage NSW submitted that the proponent maintains an up-to-date contact list to be used in the event of the discovery of any unexpected Aboriginal heritage items. The scope of the audit will include assessment of compliance with the development consent conditions and relevant management plans, including evidence of preparation of a Chance Finds Protocol and ongoing consultation with the RAPs.

To assist with the preparation of the audit, we invite you to advise us of any concerns or matters you wish to be considered within the audit scope. The audit will be conducted in accordance with the NSW Department of Planning, Industry and Environment's Independent Audit – Post Approval Requirements (May 2020).

Please provide your response by the **end of the month**. Should you have any questions regarding the audit, feel free to contact me directly.

Kind regards,

Stuart Wilmot
Principal / Lead Auditor
P: + 61 2 8071 4587 | M: 0425 227 246
E: stuart@urbanperspectives.com.au

Wassef Hussain

From: Alison Lamond <alison.lamond@dcceew.nsw.gov.au>
Sent: Wednesday, 20 August 2025 11:45 AM
To: Wassef Hussain
Cc: Stuart Wilmot
Subject: RE: Calala BESS Independent Environmental Audit 2025

CAUTION: This email originated from outside of the organization. **DO NOT CLICK** links or open attachments unless you recognize the sender and know the content is safe.

Hello Wassef,

Thank you for your referral seeking comment from Heritage NSW on the scope for the Independent Environmental Audit for your project. Please consider as a part of your audit scope any conditions relating to heritage within the Conditions of Consent for the project and any approved Management Plans. It is recommended that the Department of Climate Change, Energy, the Environment and Water Compliance Team be contacted via compliance@planning.nsw.gov.au to determine if there is any non-compliance with Conditions of Consent for the project.

If you have any questions regarding these comments, please contact heritagemailbox@environment.nsw.gov.au.

Kind regards,

Alison Lamond *BSci, BA (Hons), (she/her)*
A/ Strategic Manager - Major Projects
Heritage NSW
**Department of Climate Change,
Energy, the Environment and Water**

M 0419 762 918 **E** alison.lamond@environment.nsw.gov.au

dcceew.nsw.gov.au

Level 3, 6 Stewart Ave
Newcastle West NSW 2303

Locked Bag 1002, Dangar NSW 2309

Working days Monday to Friday, 9:00am - 5:00pm



I acknowledge the traditional custodians of the land and pay respects to Elders past and present. I also acknowledge all the Aboriginal and Torres Strait Islander staff working with NSW Government at this time.

Please consider the environment before printing this email.

From: Wassef Hussain <wassef@urbanperspectives.com.au>
Sent: Monday, 11 August 2025 5:15 PM
To: Alison Lamond <alison.lamond@environment.nsw.gov.au>
Cc: Stuart Wilmot <stuart@urbanperspectives.com.au>
Subject: Calala BESS Independent Environmental Audit 2025

Dear Nicole,

I hope you're doing well. Kindly refer to the attached documentation associated with the Calala Battery Energy Storage System (Calala BESS) SSD 52786213 Independent Environmental Audit.

Kind regards,

Wassef Hussain | Senior Environmental Consultant

Urban Perspectives | Suite 405, Level 4, 88 Foveaux St, Surry Hills NSW 2010

Office ph: + 61 2 8071 4590

Mobile: 0451 881 529

APPENDIX D: Independent Audit Declaration Form

Appendix A – Declaration of Independence Form Template

Declaration of Independence - Auditor	
Project Name	Calala Battery Energy Storage System (Calala BESS)
Consent Number	SSD 52786213
Description of Project	Construction of a 300megawatt (MW) / 600 MWhour (MWh) battery energy storage system (BESS), in the Tamworth Regional local government area. The BESS would connect to TransGrid’s existing Tamworth 330 kilovolt (kV) substation via a transmission corridor.
Project Address	474 Calala Lane, Calala
Proponent	The Trustee for Equis Energy (Australia) Ngumi 4 Asset Trust (Equis)
Date	18 June 2025

I declare that:

- i. I am not related to any proponent, owner, operator or other entity involved in the delivery of the project. Such a relationship includes that of employer/employee, a business partnership, sharing a common employer, a contractual arrangement outside an Independent Audit, or that of a spouse, partner, sibling, parent, or child;
- ii. I do not have any pecuniary interest in the project, proponent or related entities. Such an interest includes where there is a reasonable likelihood or expectation of financial gain (other than being reimbursed for performing the audit) or loss to the auditor, or their spouse, partner, sibling, parent, or child;
- iii. I have not provided services (not including independent reviews or auditing) to the project with the result that the audit work performed by themselves or their company, except as otherwise declared to the Department prior to the audit;
- iv. I am not an Environmental Representative for the project; and
- v. I will not accept any inducement, commission, gift or any other benefit from auditee organisations, their employees or any interested party, or knowingly allow colleagues to do so.

Notes:

- a) Under section 10.6 of the *Environmental Planning and Assessment Act 1979* a person must not include false or misleading information (or provide information for inclusion in) in a report of monitoring data or an audit report produced to the Minister in connection with an audit if the person knows that the information is false or misleading in a material respect. The proponent of an

approved project must not fail to include information in (or provide information for inclusion in) a report of monitoring data or an audit report produced to the Minister in connection with an audit if the person knows that the information is materially relevant to the monitoring or audit. The maximum penalty is, in the case of a corporation, \$1 million and for an individual, \$250,000; and
b) The *Crimes Act 1900* contains other offences relating to false and misleading information: section 307B (giving false or misleading information – maximum penalty 2 years imprisonment or 200 penalty units, or both)

Name of Proposed Auditor	Stuart Wilmot
Signature	
Qualification	- Master's in Urban and Regional Planning (1997) University of Sydney, Sydney - Bachelor of Science (1993) Macquarie University, North Ryde, NSW - Environmental Principal Auditor (2001) NATA Exemplar Global Certification No. 105563
Company	Urban Perspectives Environmental Solutions Pty Ltd

Appendix A – Declaration of Independence Form Template

Declaration of Independence - Auditor	
Project Name	Calala Battery Energy Storage System (Calala BESS)
Consent Number	SSD 52786213
Description of Project	Construction of a 300megawatt (MW) / 600 MWhour (MWh) battery energy storage system (BESS), in the Tamworth Regional local government area. The BESS would connect to TransGrid’s existing Tamworth 330 kilovolt (kV) substation via a transmission corridor.
Project Address	474 Calala Lane, Calala
Proponent	The Trustee for Equis Energy (Australia) Ngumi 4 Asset Trust (Equis)
Date	18 June 2025

I declare that:

- i. I am not related to any proponent, owner, operator or other entity involved in the delivery of the project. Such a relationship includes that of employer/employee, a business partnership, sharing a common employer, a contractual arrangement outside an Independent Audit, or that of a spouse, partner, sibling, parent, or child;
- ii. I do not have any pecuniary interest in the project, proponent or related entities. Such an interest includes where there is a reasonable likelihood or expectation of financial gain (other than being reimbursed for performing the audit) or loss to the auditor, or their spouse, partner, sibling, parent, or child;
- iii. I have not provided services (not including independent reviews or auditing) to the project with the result that the audit work performed by themselves or their company, except as otherwise declared to the Department prior to the audit;
- iv. I am not an Environmental Representative for the project; and
- v. I will not accept any inducement, commission, gift or any other benefit from auditee organisations, their employees or any interested party, or knowingly allow colleagues to do so.

Notes:

- a) Under section 10.6 of the *Environmental Planning and Assessment Act 1979* a person must not include false or misleading information (or provide information for inclusion in) in a report of monitoring data or an audit report produced to the Minister in connection with an audit if the person knows that the information is false or misleading in a material respect. The proponent of an

approved project must not fail to include information in (or provide information for inclusion in) a report of monitoring data or an audit report produced to the Minister in connection with an audit if the person knows that the information is materially relevant to the monitoring or audit. The maximum penalty is, in the case of a corporation, \$1 million and for an individual, \$250,000; and

b) The *Crimes Act 1900* contains other offences relating to false and misleading information: section 307B (giving false or misleading information – maximum penalty 2 years imprisonment or 200 penalty units, or both)

Name of Proposed Auditor	Wassef Hussain
Signature	<i>W.A.Hussain</i>
Qualification	- Master of Urban and Regional Planning, the University of Sydney (2007, 2012-14) - Bachelor of Environmental Engineering, the University of New South Wales, Sydney (2006) - Integrated Management Systems Lead Auditor (2020) – (Certificate no. 8307256-6126060)
Company	Urban Perspectives Environmental Solutions Pty Ltd

APPENDIX E: IEA Plan

AUDIT PLAN

Initial Independent Environmental Audit (IEA)



**CALALA BATTERY ENERGY STORAGE SYSTEM
SSD 52786213**

September 2025

Document Control

Rev	Details	Author	Reviewer	Approval	Date
A	Draft for internal review	Wassef Hussain	Stuart Wilmot		15.08.2025

1. Introduction

Urban Perspectives has been appointed by the Department of Planning to conduct an Independent Environmental Audit (IEA) of the Calala Battery Energy Storage Systems (Calala BESS) located at 474 Calala Lane, Calala, NSW. The Minister for Planning and Public Spaces, being the consent authority, approved the SSD on 28 June 2024 under section 4.36 of the *Environmental Planning and Assessment Act 1979*. The Independent Environmental Audit (IEA) must satisfy Condition C14 of Development Consent SSD 52786213 for the Calala BESS and must be conducted in accordance with the frequency and requirements set out in the *Independent Audit Post Approval Requirements, 2020 (PAR)*.

1.1 Purpose

The Independent Environmental Audit Report will present the methodology, objective assessment, key findings, and recommendations on the environmental performance and compliance status of the Calala Battery Energy Storage System (Calala BESS) from the 2025 IEA.

In accordance with the PAR, ongoing audits must be conducted at intervals of no more than 26 weeks from the initial audit, or as otherwise agreed by the Planning Secretary, with the following required timing:

- (a) within 3 months of commencing construction
- (b) within 3 months of commencing operations

1.2 Scope

The audit scope will be limited to the activities associated with the Calala BESS Stage 1 since the date consent was granted to the last site inspection date. The scope of this audit will not include any activity outside this audit period.

Key date	Activities
Initial Independent Environmental Audit	
18 June 2025	Commencement of construction under Stage 1a, including benching and site establishment.
9 or 10 September 2025	Site inspection for Initial independent audit. This must be within 12 weeks of commencement of construction, or by 10 September 2025.
7 or 8 October 2025	Finalise and send draft initial independent audit report to CPP/Equis for review within 4 weeks of completing the initial independent audit site inspection.
3 or 4 November 2025	Initial Independent Audit Report (Final) to be submitted to the Department by Equis. This must occur within 2 months of undertaking the independent site inspection.

Key date	Activities
Ongoing Independent Environmental Audit (IEA)	
12 or 13 March 2026	Conduct site visit for ongoing Independent Audit, which is to occur no greater than 26 weeks from the date of initial independent audit.
9 or 10 April 2026	Send near-finalised draft ongoing independent audit report to the Client for review.
12 or 13 May 2026	Ongoing Independent Audit Report (Final) to be submitted to the Department by the Client. This must occur within 2 months of undertaking the independent site inspection associated with the ongoing independent audit.

1.3 Objectives

The key objectives of this IEA are to:

- Observe construction activities, including site establishment works to verify whether ongoing construction activities align with all approved conditions and management plans, including adherence to design specifications, environmental guidelines and regulatory requirements.
- Assess the overall environmental performance of Stage 1, including benching and site establishment works, and their impact on the receiving environment and identified sensitive receivers.
- Review the adequacy and implementation of procedures and management plans developed in accordance with the approval conditions.
- Based on observations and data, provide recommendations to enhance the overall environmental performance of the development.

1.4 Initial IEA Criteria

The IEA criteria are the requirements which the site will be assessed against. The IEA criteria for the site will be as follows:

- Conditions of SSD-52786213, Calala BESS
- Environmental Management Plans and sub-plans as conditioned under the consent:
 - Condition B10 – Traffic Management Plan (TMP)
 - Condition B16 – Biodiversity Management Plan (BMP)
 - Condition B33 – Emergency Plan
 - Condition B36 – Accommodation and Employment Strategy (AES)
 - Condition C1 – Environmental Management Strategy (EMS)

2 Planning

The audit team comprises the approved independent auditors and includes management personnel of CPP (Principal Contractor) and the Equis (the Proponent). The Department of Planning, Housing and Infrastructure (DPHI) approved the nominated auditors on 24 June 2025.

Table 5: Approved Auditors

Person	Role	Qualifications
Stuart Wilmot	Lead Auditor	Stuart is a certified Lead Auditor with JAS-ANZ Exemplar Global (Certificate No. 105563) and holds a Master’s degree in Urban and Regional Planning (1997) from the University of Sydney and a Bachelor of Science (1993) from Macquarie University.
Wassef Hussain	Assistant Auditor	Wassef is a certified Lead Auditor with JAS-ANZ Exemplar Global (Certificate No. 8307256-6126060). He has a Bachelor’s degree in Environmental Engineering from the University of NSW, a Master’s degree in Urban Planning from the University of Sydney, and certificates in Project Management Practice (Cert IV) and Work Health and Safety (Cert IV).

Table 6: Project personnel

Person	Position	Organization
Francis Flynn	Environmental Advisor	Consolidated Power Projects Australia Pty Ltd.
Luke Perabo	Senior Project Manager	Consolidated Power Projects Australia Pty Ltd.
[Enter Name]	HSE Manager	Consolidated Power Projects Australia Pty Ltd.
[Enter Name]	[Enter Position]	Equis Australia Pty Ltd

[Enter Name]	[Enter Position]	Equis Australia Pty Ltd

3 Methodology

3.1 Pre-audit discussion

During the planning phase, the auditors will hold a pre-audit consultation remotely with CPP ahead of the site visit. This teleconference will involve relevant key personnel and provide an opportunity to discuss and clarify any matters arising from the review of documentation provided by CPP, including environmental approvals, management plans, and incident reports. Also, during the meeting, the auditors may inquire about any site-specific safety protocols, including PPE requirements related to the Calala BESS SSD.

3.2 Opening meeting

The auditors intend to hold an opening meeting with project personnel engaged in the development of the Calala BESS on the first day of the site audit. Key staff involved in environment, safety, and quality matters—such as the Environmental Advisor, Site Manager, and Site Supervisor—are expected to attend.

The Lead Auditor will present an overview of the IEA, covering:

- Team introductions
- Objectives, scope, and criteria
- Process and schedule
- Expectations and requirements

It is also an opportunity for CPP to make the audit team aware of Health and safety protocols (including unique site rules).

3.3 Site Inspection

As part of the IEA, Urban Perspectives will conduct a comprehensive site inspection to understand operational procedures and verify compliance through direct observation. The CPP/Equis representative will arrange site access and accompany the audit team.

The inspection will focus on consent conditions and associated requirements to assess compliance in line with the Department’s PAR guidelines. Activities will include:

- Observing practices and verifying implementation of controls and mitigation measures outlined in approved management plans.
- Collecting evidence such as documents, photographs, monitoring records, and real-time observations.
- Interviewing relevant personnel for clarification where required.
- Asking targeted questions based on consent conditions and each interviewee’s area of responsibility.

3.4 Closing Meeting

Following the site inspection, a closing meeting will be held at the facility’s office meeting room with the relevant project management personnel. The audit team will present preliminary findings to key outlining both areas of high compliance and identifying non-compliances. The Lead Auditor may provide recommendations as well as highlight the positive observations and good work practices pertaining to the overall environmental management of the SSD. Discussions will focus on the importance of proactive

environmental management, with emphasis on the effectiveness of controls and mitigation measures outlined in the approved management plans.

3.5 Initial IEA Program

Date	Tue, 9 September 2025
Time	8:30 am
Location	Calala BESS Site Office 474 Calala Lane, Calala, NSW 2340

Time	Activities – Audit Phase
8:30 am	Auditors arrive at Calala BESS facility.
8:40 am – 9: 00am	Auditors complete site induction.
9:10 am – 9:30 am	Opening meeting – the auditors provide an overview of the audit plan, purpose & objectives for the day.
9:30 am – 11:30 am	<ul style="list-style-type: none"> • Site inspection – site walk with key personnel • Interview and discussion with site personnel • Evidence collection, including photographic documentation of work activities, site establishment, relevant work areas, access & access, equipment, asset, etc.
11:30am – 12: 30PM	Review of documentation available on site provided by CPP / Equis. Collection and documentation of evidence.
12:30 pm – 1:30 pm	Lunch break / recess
1:30pm – 3:30pm	Review of documentation available on site provided by CPP / Equis. Collection and documentation of evidence.
3:30 pm – 4:00 pm	Closing Meeting

Date / Timing	Activities – Reporting
30 September 2025	The auditors will finalise and send draft report of initial independent audit to CPP/Equis for review within 4 weeks of completing site inspection.
10 October 2025	Draft report, with suitable comments sent to the Auditors.
29 October 2025	Final report prepared and resent to CPP/Equis for submission to the DPHI via Major Project Portal.

APPENDIX F: Audit Photographs