

INDEPENDENT ENVIRONMENTAL AUDIT REPORT



CALALA BATTERY ENERGY STORAGE SYSTEM Construction Phase Second Audit

SSD 52786213

April 2026

Document Control

Project Title: Calala BESS
Project Number: SSD 52786213

Ver.	Date	Prepared by	Approved by	Comments
A	14/4/2026	Stuart Wilmot, Lead Auditor		Draft
0	24/4/2026		Stuart Wilmot, Lead Auditor	Final
1	28/4/2026		Stuart Wilmot, Lead Auditor	Minor edit to Executive Summary

Audit Report prepared by:

URBAN
PERSPECTIVES



Proponent:



Equis Energy (Australia) Pty Ltd
First Floor, 40 Esplanade Brighton,
Melbourne, VIC 3186

Disclaimer:

Urban Perspectives believe the information contained within this audit report to be correct at the time of printing. Urban Perspectives does not accept responsibility for any consequences arising from the use of information herein. This Document has been prepared solely for Equis Energy's benefit and is not intended for use by any other party. Urban Perspectives accepts no responsibility for the use of this Document, whether in full or in part, in any other context or for any other purpose.

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.

No part of this report, its attachments or appendices, may be reproduced by any process without the written consent of Urban Perspectives. All enquiries should be directed to Urban Perspectives and Equis Pty Ltd.

Table of Contents

1	Executive Summary	1
2	Introduction	4
2.1	<i>Background</i>	4
2.2	<i>Audit Team</i>	13
2.3	<i>Audit Objectives</i>	13
2.4	<i>Audit Scope</i>	13
2.5	<i>Audit Period</i>	13
3	Audit Methodology	14
3.1	<i>Selection and Endorsement of Audit Team</i>	14
3.2	<i>Independent Audit Scope Development</i>	14
3.3	<i>Compliance Evaluation</i>	15
3.4	<i>Site Interviews</i>	15
3.5	<i>Site Inspections</i>	15
3.6	<i>Consultation</i>	15
3.7	<i>Compliance status descriptors</i>	16
4	Audit Findings	17
4.1	<i>Approval and Document List</i>	17
4.1.1	<i>Approved Plans and Supporting Documentation</i>	17
4.1.2	<i>Design & Engineering Documentation</i>	17
4.1.3	<i>Approvals, Certificates & Planning Correspondence</i>	17
4.1.4	<i>Environmental Management & Biodiversity</i>	18
4.1.5	<i>Traffic, Access & Vehicle Movement</i>	18
4.1.6	<i>Safety, SWMS & Site Inductions</i>	18
4.1.7	<i>Incidents & Notifications</i>	18
4.1.8	<i>Waste Management</i>	19
4.1.9	<i>Community & Stakeholder Engagement</i>	19
4.1.10	<i>Construction & Site Works Evidence</i>	19
4.1.11	<i>Project Commencement & Compliance Notifications</i>	19
4.2	<i>Compliance Performance</i>	19
4.3	<i>Summary of agency notices, orders, penalty notices or prosecutions</i>	19
4.4	<i>Non-compliances</i>	20
4.5	<i>Previous audit recommendations</i>	20
4.6	<i>Environmental plans, subplans and post approval documents</i>	20
4.7	<i>Environmental Performance</i>	22
4.8	<i>Consultation Outcomes</i>	22
4.8.1	<i>Department of Planning, Housing and Infrastructure (DPHI)</i>	22
4.8.2	<i>Tamworth Regional Council</i>	23
4.8.3	<i>Land Use and Agriculture</i>	23
4.8.4	<i>Biodiversity Conservation and Science (BCS)</i>	23
4.8.5	<i>Tamworth Local Aboriginal Land Council</i>	23
4.8.6	<i>Transport for NSW (TfNSW)</i>	23
4.8.7	<i>Rural Fire Services</i>	25
4.8.8	<i>Fire & Rescue NSW</i>	25

4.8.9	DCCEEW – Water Assessments	25
4.8.10	Heritage NSW	26
4.9	<i>Complaints</i>	26
4.10	<i>Incidents</i>	26
4.11	<i>Actual v Predicted impacts</i>	26
4.11.1	Biodiversity	26
4.11.2	Traffic	29
4.11.3	Soil and Water	30
4.11.4	Hazards & Bushfire	30
4.11.5	Archaeology and Heritage	31
4.11.6	Visual	31
4.11.7	Noise	32
4.11.8	Waste	33
4.12	<i>Site Inspection</i>	34
4.13	<i>Site Interviews</i>	34
4.14	<i>Improvement Opportunities</i>	34
4.15	<i>Key Strengths</i>	35
5	Recommendations	36
6	Conclusion	38
	APPENDIX A1: IEA Compliance Table	39
	APPENDIX A2: Commitments under Environmental Management Plans	90
	APPENDIX B: Planning Secretary’s endorsement	133
	APPENDIX C: Consultation	136
	APPENDIX D: Independent Audit Declaration Form	171
	APPENDIX E: IEA Plan	174
	APPENDIX F: Register of Attendees	181
	APPENDIX G: Proponent Response to Audit Findings	183
	APPENDIX H: Audit Photographs	190

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 on 3 March 2026.

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 independent auditor was approved by the Planning Secretary, Department of Planning, Housing and Infrastructure (DPHI) on 29 January 2026 (Appendix B).

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, 15 were found to be not triggered at the time of the IEA. One condition was identified as non-compliant, and five opportunities for improvement were noted.

IEA Findings & Recommendations

Non-compliances

1. Non-compliance (NC1) – Condition B10: Implementation of the Traffic Management Plan

The Traffic Management Plan requires a performance bond to be agreed with Council as part of pavement dilapidation and repair management (Section 5). No performance bond has been agreed or paid to Council at the time of the audit. Since raising this issue Equis has sought to reach agreement with Council. However, Equis has not received a written response from Council. As this requirement of the Traffic Management Plan has not been implemented, it constitutes a non-compliance with Condition B10.

Improvement Opportunities

1. Condition B1(ii) – Light Vehicle Record-Keeping

A review of Nearmap aerial imagery dated 6 January 2026 (refer to Appendix H B1-4) identified 38 light vehicles onsite (10 within the construction site and 28 within the designated carpark). In comparison, the Principal Contractor's Vehicle Tracking Records show only three light vehicle arrivals recorded for the same date. This represents a clear discrepancy between the aerial observations and the recorded number of light vehicles onsite.

The Principal Contractor advises that light vehicles are not stored onsite overnight. While there is no explicit requirement to maintain light vehicle movement records, accurate and consistent record keeping would provide clearer evidence of compliance.

Improvement Opportunity (IO1): Implement and maintain a consistent light-vehicle tracking system to support demonstration of compliance with Condition B1(ii).

2. Rehabilitation Planning and Tube Stock Procurement

The Biodiversity Management Plan (BMP) requires native seed to be collected from the on-site PCT 599 community and sets out planting quantities and densities for both the site and the corridor. To date, no seed has been collected. Tamworth Regional Landcare Association has confirmed it can supply locally sourced tube stock; however, the quotation has not yet been accepted. Rehabilitation works are currently on hold pending agreement with Transgrid on the extent of planting permitted within the transmission corridor. Ongoing delays may result in missed planting windows in Autumn 2026, Spring 2026 and Autumn 2027, as specified in the BMP.

Improvement Opportunity (IO2): Expedite negotiations with Transgrid to avoid potential delays to rehabilitation works, enable prompt acceptance of the tube stock, and ensure propagation and planting proceed in line with the BMP and recommended seasonal windows (Autumn 2026, Spring 2026 and Autumn). It is noted Condition B11(a) requires the vegetation buffer be established before commencement of operations.

3. Chemical Storage Capacity and Containment

Chemical storage cabinets were observed to be full, with drip trays double-stacked with containers. Although each container complied with individual capacity limits, the overall containment capacity may be insufficient for the total volume of dangerous goods stored onsite.

Improvement Opportunity (IO3): Review and, if necessary, increase the capacity of chemical storage cabinets and drip trays to ensure adequate secondary containment for all dangerous goods stored onsite.

4. Waste Tracking and Recording – ACG (Civil Subcontractor)

A review of ACG's waste register identified several waste collections undertaken by Cleanaway in March 2025 (6, 8, 23, 25 and 31 March) were not recorded. The gaps in documentation indicate that ACG's waste tracking processes could be strengthened.

Improvement Opportunity (IO4): Strengthen ACG's waste tracking and record-keeping procedures to ensure compliance with project requirements and environmental management obligations.

5. Local Subcontractor Participation Target

The Accommodation and Employment Strategy include a target of up to 10% subcontractor engagement from the Tamworth region.

Improvement Opportunity (IO5): Establish a process for Equis to monitor and track performance against the local subcontractor participation target to support compliance with the Strategy.

2 Introduction

Consolidated Power Projects (the Principal Contractor) is constructing Calala Battery Energy Storage Systems (Calala BESS) on behalf of Equis at 474 Calala Lane, Calala, NSW. Urban Perspectives undertook the initial independent environmental audit (IEA) for the construction phase of Calala BESS and has been reappointed by the Department of Planning to conduct the second IEA. 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 3 March 2026 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). 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% of 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)

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)

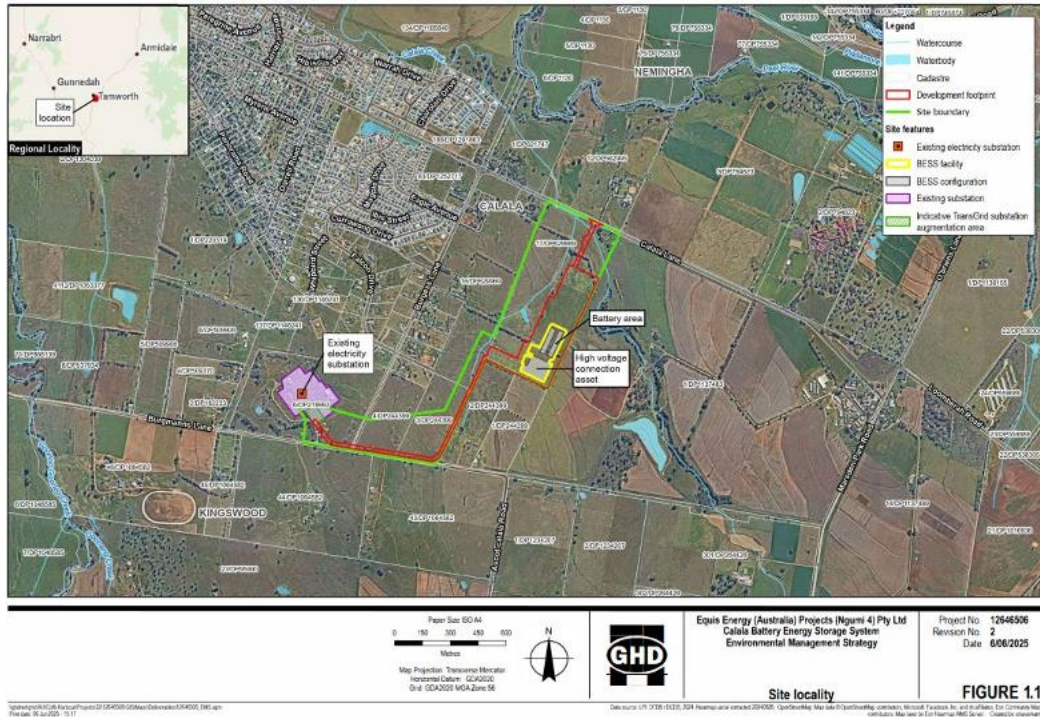


Fig. 1: Overview of the Calala BESS layout.

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 that 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

Key Components	Description
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 (LEP)</i> .
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
Access arrangement	Entry and exit to and from site via a newly constructed driveway off Calala Lane.
Capital Investment Value (CIV)	\$ 518 million
Expected operational life of BESS	25 years

The BESS will operate 24 hours a day, 7 days a week, with occasional maintenance activities occurring between 7 am and 6 pm Monday to Friday or 8 am to 1 pm Saturday. According to the current development consent, no work is to occur on Sunday or public holidays (except where emergency maintenance is required). Although Equis has submitted a request to the Planning Secretary to vary the construction hours in accordance with condition B19. **Fig. 2** below provides an indicative construction program for the development of Calala BESS.

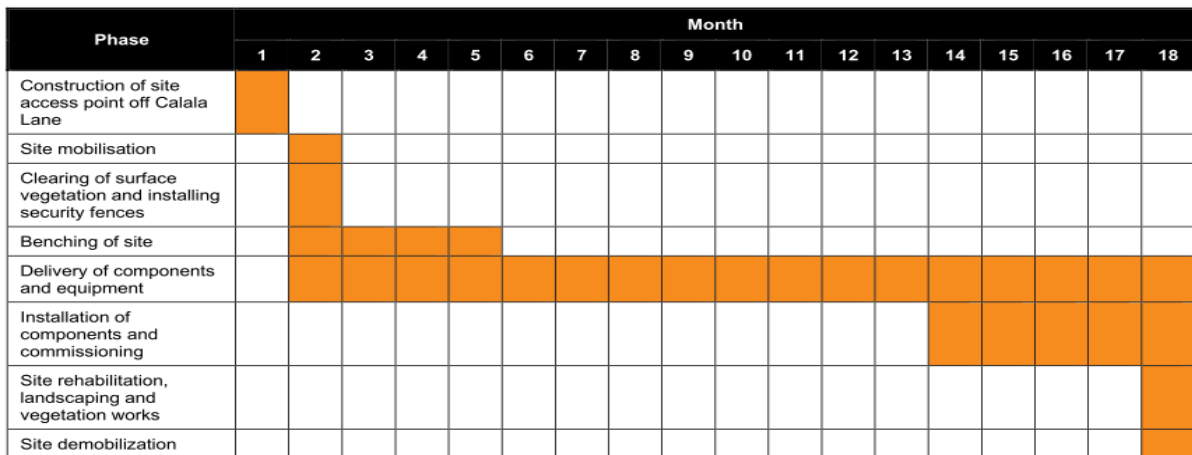


Fig. 2: Indicative construction stages (source: Traffic Management Plan, Rev B, 12 June 2025)

The Biodiversity Management Plan Area, as illustrated in **Figure 3** below, is 44.18 hectares and is predominantly cleared of remnant woody native vegetation and extensive past clearing for agriculture such as cropping, improved pasture and livestock grazing is evident across the landscape. Areas of native vegetation are largely present in the form of modified derived native grasslands (DNG) in the north along Calala Creek and in the southwest. Planted tree screens within productive areas and along Calala Lane contain a combination of exotic and native species. According to the Biodiversity Management Plan for the Calala Battery Energy Storage System, the total area undergoing vegetation clearing is **4.94 hectares**.

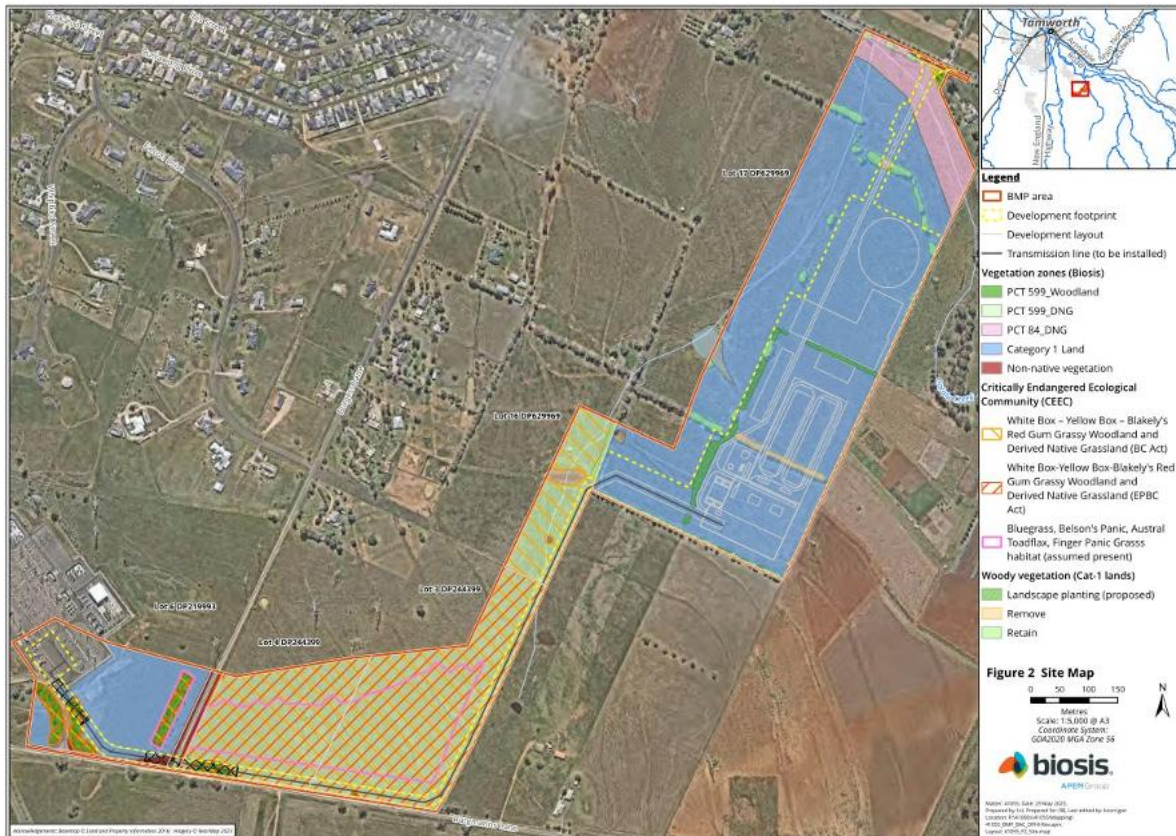


Fig. 3: Biodiversity Management Plan Area

Voluntary Planning Agreement

On 16 September 2025, the Planning Secretary had previously granted an extension for executing the Voluntary Planning Agreement (VPA) with Tamworth Regional Council to March 2026. On the 2 March 2026 Equis lodged a second request with the Planning Secretary seeking further extension of time to finalise the Voluntary Planning Agreement (VPA) with Tamworth Council.

On 17 March 2026, the Planning Secretary approved the request to vary the original agreement, granting an extension for executing the Voluntary Planning Agreement (VPA) with Tamworth Regional Council. Under the revised condition, Equis is now required to execute the VPA within 15 months from the commencement of construction (by mid-September 2026). If Equis and Council do not enter into a VPA or similar agreement within 15 months of starting construction:

- Then, within 16 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 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 granted development consent for the development. 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 for 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 described 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;

	<ul style="list-style-type: none"> ○ temporary buildings (for site establishment); ○ construction laydown & compound areas; ○ internal access road; and ○ benching of areas directly associated with the initial site establishment work <ul style="list-style-type: none"> ● 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 H 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"> ● <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.
2 March 2026	Equis Energy sends a second request to the Planning Secretary seeking further extension for entering into a VPA with the Council
17 March 2026	The Planning Secretary approves the second request made by Equis Energy in relation to delaying the VPA with the Council. The approval states that within 15 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 H**) 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)

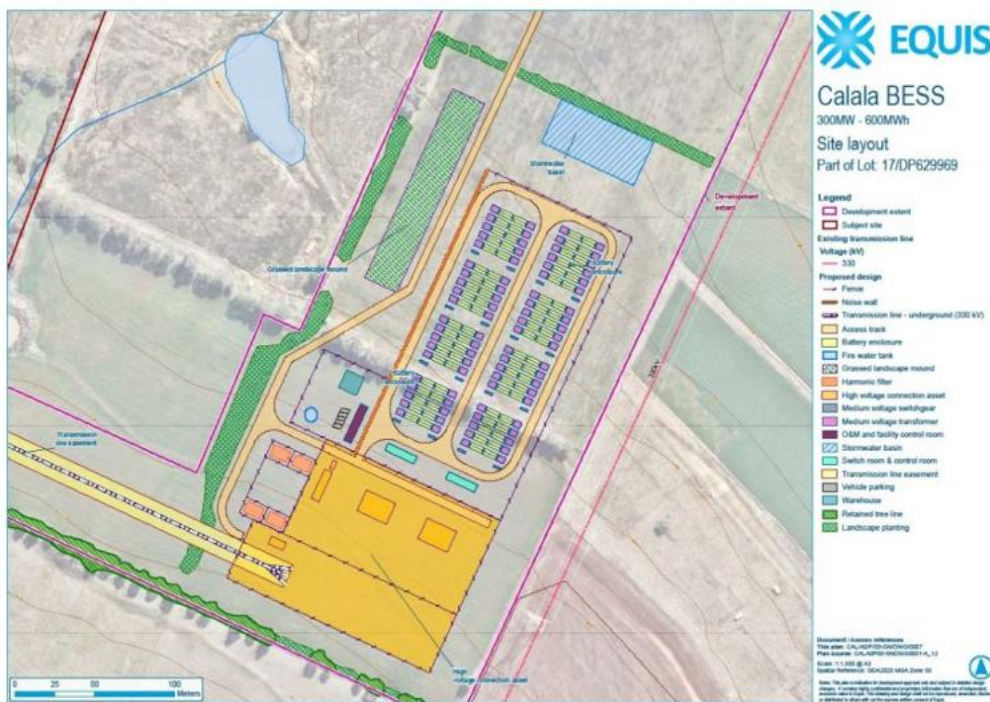


Fig. 4: Site layout of BESS

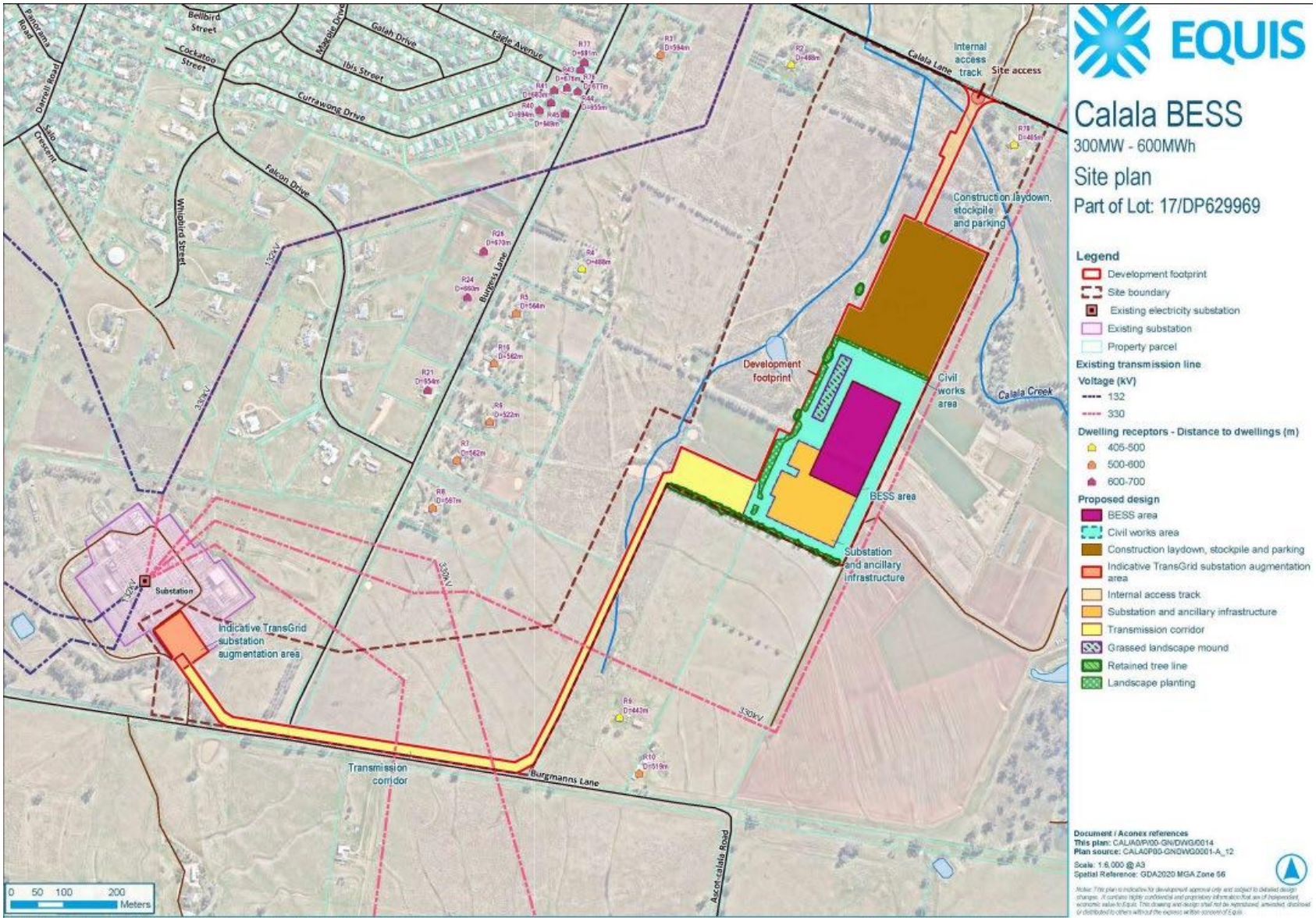
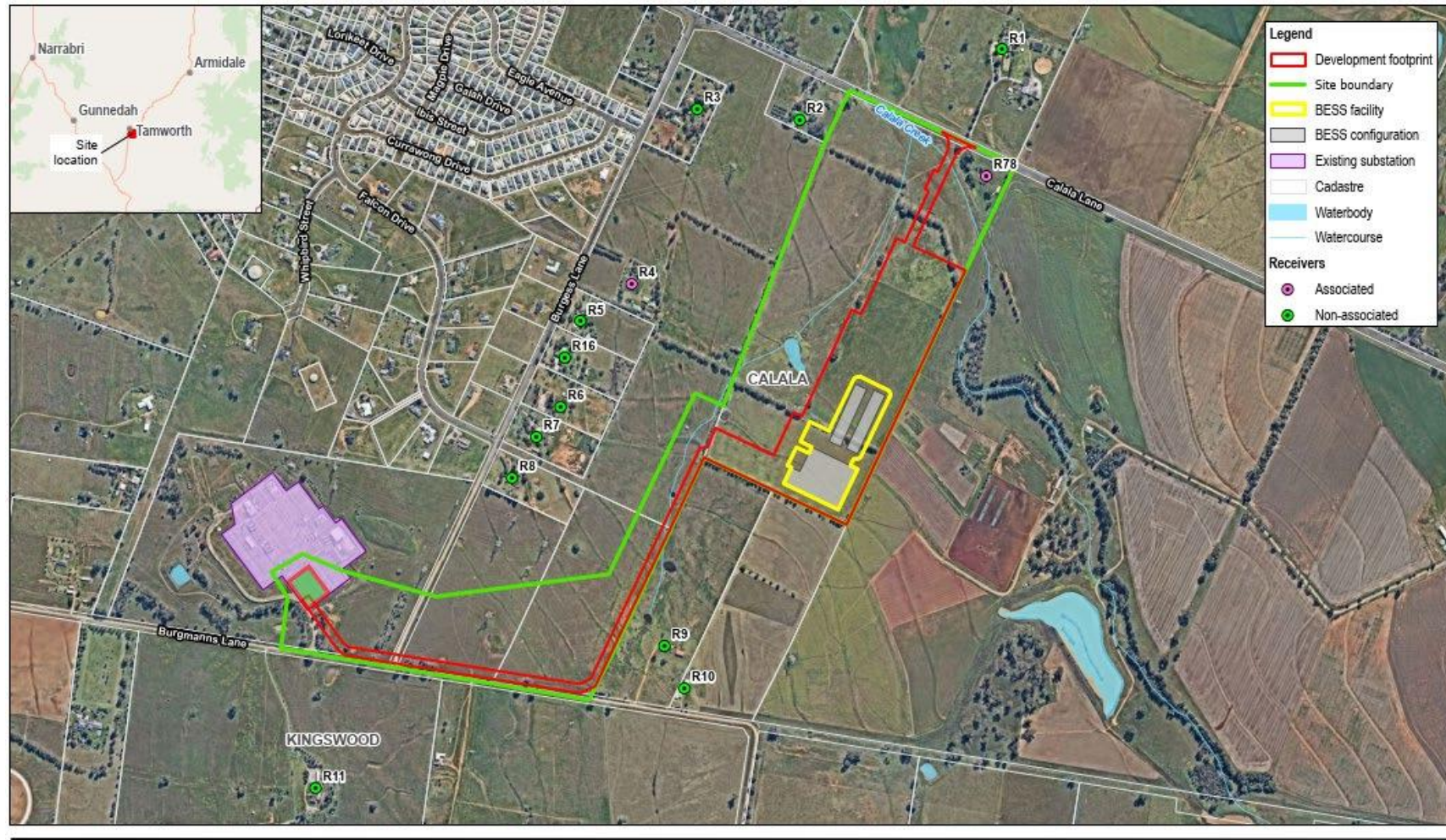


Fig. 2: General development layout – Calala BESS



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

Map Projection: Transverse Mercator
Horizontal Datum: GDA2020
Grid: GDA2020 MGA Zone 56

Sensitive receivers

FIGURE 1-3

\\ghd\gnd\AU_Colts_Harbour\Project\2012646506\GIS\Map\Deliverable\12646506_EM5.aprx
Print date: 12 Jun 2025 - 10:33

Date source: LPI: DTDB / DDB, 2024; Nearmap aerial extracted 20240620; OpenStreetMap; Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri; Nearmap (NMS) Server - Created by: alobby

Fig. 3: 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 & 2026), the Planning Secretary has endorsed Stuart Wilmot to undertake the Independent Audit of the Calala Battery Energy Storage System (BESS) as the Lead 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. 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 stages 1(b) and 1(c).
- 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 prior to the site visit, and data & information gathered during the site inspection.
- The audit team, accompanied by the Primary Contractor and Equis (Australia) conducted the audit by observing the necessary site safety rules & protocol applicable on that day within the boundary of the approved development and was escorted by the Primary Contractor 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 contact details, especially relating to onboarding, induction and training records.
- 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 site inspection date for the initial independent audit (10 September 2025) to the site inspection date for this second independent audit on 2 March 2026. During this period Stages 1(b) and 1(c) had commenced.

3 Audit Methodology

The Post Approval Requirements (both versions dated May 2020 & March 2026) require the independent audit to be carried out in accordance with the specified frequency, with the second independent audit occurring within 26 weeks of the initial audit. The Independent Audit Report and the accompanying proponent's response to the audit findings were submitted to the Department by the due date 28 April 2026. The electronic copy of the Independent Audit (including Equis Energy (Australia) response) accompanies the report (Appendix G).

3.1 Selection and Endorsement of Audit Team

The Department of Planning, Housing and Infrastructure (DPHI) endorsed Stuart Wilmot as the independent auditor for the Calala BESS SSD on 29 January 2026 (Appendix B). Stuart is a certified Lead Auditor with JAS-ANZ Exemplar Global (Certificate No. 105563) and holds a Master's in Urban and Regional Planning (1997) from the University of Sydney and a Bachelor of Science (1993) from Macquarie University.

3.2 Independent Audit Scope Development

Urban Perspectives was engaged by Equis Energy (Australia) to complete the second 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 the Primary Contractor and Equis.
- Closing meeting on the 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

□ **Principal Contractor**

- Francis Flynn, Environmental Advisor (NSW & Qld), the Primary Contractor
- Jarrod Erbs, Health and Safety Manager, the Primary Contractor

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 Environmental Advisor and Health and Safety Manager responded to the auditors' inquiries.

3.5 Site Inspections

The auditor began their audit at 8:30 AM on 3 March 2026, 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 moderately 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 30.5°C, which occurred between 1:30pm and 3:00pm

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 & 2026)*. These are replicated in **Table 3** below.

Table 3: Compliance status descriptors

Status	Description
Compliant (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 a suite of documentation relating to the development of the Calala BESS project. The Primary Contractor (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, the Primary Contractor

4.1.2 *Design & Engineering Documentation*

- Primary Design Basis Report Rev 0 (CAL/00/B/00-EL/RPT/0001) – 21-11-25
- Overall Single Line Diagram Rev 0 (Cal/A0/B/00-El/Dwg/0002) – 28-02-202
- Work As Executed Drawings – Road entrance to Calala BESS (Drawing #255-P-49 Rev A)

Erosion & Sediment Control Drawings:

- Cal200015 Rev 00 D – 18.08.2025
- Sheet 1 – Cal200005 Rev 00 D – 18.08.2025
- Sheet 2 – Cal200006 Rev 00 D – 18.08.2025
- Sheet 3 – Cal200007 Rev 00 D – 18.08.2025

4.1.3 *Approvals, Certificates & Planning Correspondence*

Construction Certificates

- CC2026-0020 – Stage 2 Steel Poles – 3 Dec 2025
- CC2026-0035 – Fencing & Noise Wall – 10 Feb 2026
- CC2026-0017 – Stage 1 Buildings – 14 Nov 2025

Planning Secretary / DPHI Correspondence

- Approval to vary VPA – 16/9/2025
- Second Approval to vary VPA – 17/3/2026
- Acknowledgement of Biodiversity Credit Retirement – 22 May 2025
- Approval of Biodiversity Management Plan Rev 5 – 10 June 2025
- Approval of Fire Safety Study V1.2 – 17 Feb 2026
- Request for additional information re: access route variation – 22 Jan 2026
- Acknowledgement of modification application – 20 Feb 2026
- Response to incident notification – 23 Feb 2026

Other Approvals

- Section 138 approval – 30 May 2025
- Council email confirming no concerns re access works – 26 Nov 2025

4.1.4 Environmental Management & Biodiversity

- Biodiversity Management Plan Rev 5 (Biosis) – 5 June 2025
- Final Biodiversity Baseline Data Report (AEP) – 19 Aug 2025 Rev 01
- Fauna Habitat Assessment & Weed Survey (AEP) – 11 June 2025
- Environmental Management System – Rev 0 – 12 June 2025
- Unexpected Finds Protocol – Rev 5 – 17 Jan 2025
- Draft Unexpected Finds Protocol – 9 Feb 2026
- Email to Heritage NSW re Draft UFP – 9 Feb 2026
- Fire Safety Study – CK Fire & Safety – 19/12/2025
- Noise Monitoring Results – ARL – 25 Sept to 3 Oct 2025
- Accommodation & Employment Strategy Rev 3 – 9 May 2025
- Acknowledgement of Accommodation & Employment Strategy – 9 May 2025

4.1.5 Traffic, Access & Vehicle Movement

- Request for site access to Transgrid easement – 25 July 2025
- Correspondence re reduced speed limit signage – 31 Jan 2026
- Email to site staff re approved light vehicle route – 4 Feb 2026
- Update to Project Directions – TMP-C082 – Light vehicle route requirement
- Vehicle Tracking Register – Daily summary
- Daily Delivery Vehicle Log Book – 17 July 2025 to 20 March 2026
- Letter from Equis – Request to vary Access Route Condition B4 – 22 Jan 2026

4.1.6 Safety, SWMS & Site Inductions

Safe Work Method Statements

- SWMS-001 – Civil Works – 7-7-2025
- SWMS-002 – Electrical Apparatus & EWP – 7-7-2025
- SWMS-003 – Mobile Plant Lifting – 7-7-2025
- SWMS-004 – Mobile Plant Operation – 7-7-2025
- SWMS-005 – Testing & Commissioning – 7-7-2025
- SWMS-006 – Accessing Easement under Transmission Line – 23-9-2025
- SWMS-007 – Environmental – 7-7-2025
- SWMS-008 – Temporary Site Compound – 16-2-2026

Inductions & Registers

- Calala BESS Site Specific Induction
- Project Induction Declaration & Storyboard
- Calala BESS Consultation Register
- Mobile Plant Register

4.1.7 Incidents & Notifications

- Incident Report 296 – Vehicle collision – 31 Jan 2026
- Daily Pre-start re collision – 2 Feb 2026
- Incident notification to DPHI – 10 Feb 2026
- DPHI response to incident – 23 Feb 2026

4.1.8 Waste Management

Liquid Waste Receipts (K130 Domestic Liquid Waste)

- 19 Dec 2025 – 12,000L – EBKL-UAZM-3T2E
- 16 Jan 2026 – 11,000L – 9BJR-UWCP-9BFR
- 6 Feb 2026 – 12,000L – L93W-7SA4-MRW6
- 13 Feb 2026 – 12,000L – 7BNS-A4UU-SE6T
- 20 Feb 2026 – 12,000L – ELWX-M67N-E4SC
- 27 Feb 2026 – 12,000L – CFEK-YHEC-F224
- 13 Mar 2026 – 12,000L – FCHD-P49T-39LY
- 20 Mar 2026 – 12,000L – 9P9K-LBPB-FSUL
- 20 Mar 2026 – 12,000L – 4CL2-E7FD-NN6X

Other Waste

- Cleanaway – 10 bins concrete – Service docket 1004812 – 2 Dec 2025

4.1.9 Community & Stakeholder Engagement

- Community notification – Extended Construction Hours – 26 Feb 2026
- Calala Project Local Business Register – March 2026

4.1.10 Construction & Site Works Evidence

- Road repair photos – before/after Calala Road entrance
- Plant Supply Quote – Tamworth Regional Landcare – 25 March 2026

4.1.11 Project Commencement & Compliance Notifications

- Equis letter – Notification of construction commencement – 17 June 2025
- Application for Out-of-Hours Work (Condition B19)

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	11	0	4
Part B Environmental Conditions – General	37	29	1	7
Part C Environmental Management, Reporting and Auditing	18	14	0	4

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

One non-compliance was identified during the audit. The non-compliance relates to Condition B10, as the Traffic Management Plan has not been fully implemented due to the absence of an agreed performance bond with Council for pavement dilapidation and repair.

4.5 Previous audit recommendations

Urban Perspectives conducted an Independent Environmental Audit (IEA) of the Calala Battery Energy Storage System (BESS). The audit was for the initial construction phase of the project from the date consent was granted on 28 June 2024 to the last site inspection date on 10 September 2025.

The findings of the audit were one non-compliance against Consent Condition B1 in relation to the absence of monitoring for daily light vehicle movements and three improvement opportunities. Recommendations from the last audit were:

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.

Auditor's comment: The Primary Contractor is now maintaining records of the number of light vehicles movements each day during construction. Although this audit identified opportunity to improve the accuracy of the data for light vehicle movements.

2. 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.

Auditor's comment: CCP advises it experienced no shortage of accommodation available during the Tamworth Country Music Festival in January 2026. It is noted that peak of construction did not coincide with the festival.

3. Where feasible relocate ATF fencing to protect trees currently within the worksite boundary by positioning them outside the construction area.

Auditor's comment: The fencing has been relocated so all protected trees are outside the worksite boundary

4. Investigate obtaining disposal receipts from the Tamworth Sewage Treatment Plant to verify that sewage is managed at a licensed facility.

Auditor's comment: Disposal receipts from the Tamworth Sewage Treatment Plant were sighted during this second audit.

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). 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 construction and operation of the project.

□ 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 H**.

□ 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. During the reporting period construction activities coincided with the Tamworth Country Music Festival in January 2026, which is the largest event in Tamworth. Anecdotally CCP employees advised that they experienced no shortage of accommodation during this period.

4.7 Environmental Performance

The audit finds the environmental performance of the project generally meets expectations and requirements of the consent conditions. The Primary Contractor completes in-house reporting based on the workplace inspections that are recorded in the Weekly Site Inspection Checklist.

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. Although it is noted ACG's (civil sub-contractor) waste tracking and recording procedures could be improved.
- 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 regarding key issues and hazards

4.8 Consultation Outcomes

4.8.1 Department of Planning, Housing and Infrastructure (DPHI)

On the 5 February, the auditor emailed a letter to the Department inviting input to the upcoming independent environmental compliance audit. No comments received to date other than general acknowledgement.

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 auditor emailed a letter to the Council inviting input to upcoming independent environmental compliance audit. No comments received to date.

4.8.3 *Land Use and Agriculture*

On the 5 February, the auditor emailed a letter to Land Use and Agriculture inviting input to the upcoming independent environmental compliance audit. No comments received to date other than general acknowledgement.

4.8.4 *Biodiversity Conservation and Science (BCS)*

On the 5 February, the auditor emailed a letter to Biodiversity Conservation and Science inviting input to the upcoming independent environmental compliance audit. No comments received to date other than general acknowledgement.

4.8.5 *Tamworth Local Aboriginal Land Council*

On 5 February 2026, the audit team emailed Tamworth LALC notifying the Land Council of the upcoming independent audit at the Calala BESS and invited input to the audit. 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 suggested that the Independent Environmental Audit scope consider the following:

No.	Query	Findings & Observations
1.	Compliance with Instrument of Consent transport-related conditions	Compliance with conditions of consent is addressed in Appendix A1 of this audit report.
2.	Implementation and enforcement of shuttle bus arrangements	Observed two shuttle buses on site. The shuttle buses are transporting workers to and from the site in the morning, at lunch and after work
3.	Management of construction traffic volumes during AM and PM peak periods	the Primary Contractor has an electronic booking system that allocates time slots for the delivery of goods and material. Heavy vehicles are required to travel to site via New England Highway, Nundle Road, O'Briens Lane and Calala Lane. Heavy vehicle drivers are informed of the required route via project directions sent to the company before they arrive. Heavy vehicle drivers are also advised to time their delivery to avoid school zones.
4.	Any pre-construction minor works mitigation measures and associated Planning Secretary approvals	Road upgrade works at the intersections required for facilitating movement of Over Size Over Mass (OSOM) vehicles are complete and have been carried out to the satisfaction of Council. Council's Senior Operations Manager attended the site on 23/10/25 and advised the Primary Contractor by email on 26 November 2025 that

No.	Query	Findings & Observations
		Council has no concerns pertaining to the works undertaken regarding the access of the Calala BESS on Calala Lane.
5.	Implementation of the Traffic Impact Assessment (TIA) and Traffic Management Plans (TMPs)	<p>All mitigation measures identified in the Traffic Impact Assessment undertaken as part of the assessment are included in the Traffic Management Plan. Appendix A2 addresses compliance with the Traffic Management Plan.</p> <p>Section 5 of the Traffic Management Plan requires a performance bond be paid to Council. At this stage, the bond has not been paid to Council.</p>
6.	Commitments made within the Environmental Impact Statement (EIS)	Commitments made in the EIS form part of the Traffic Management Plan. Appendix A2 addresses compliance with the Traffic Management Plan. Section 4.11.2 of this report addresses actual traffic impacts versus impacts predicted impacts during the assessment phase.
7.	Assumptions underpinning the assessed traffic task within the TIA, including traffic distribution assumptions	<p>Traffic volume data for the revised heavy vehicle route has been sourced from the Traffic Impact Assessment for Dungowan Dam and Pipeline EIS. To indicatively estimate the midblock daily traffic volumes, it has been assumed that peak hour volumes are 10% of the daily traffic volumes. The anticipated average construction traffic per day during civil works is 70 Light Vehicles with a peak of 100 LV. Average traffic generation during construction (non-civil works) is 70 LV. The anticipated average construction traffic per day during civil works is 80 Heavy Vehicles with a peak of 120 HV. Average traffic generation during construction (non-civil works) is 50 LV. Condition B1 reflects the upper limits of the estimated values.</p> <p>Assumptions made about background traffic levels were not verified during the audit. A review of the vehicle tracking register found heavy vehicle movements comply with the project limit of 120 vehicles per day and did not exceed the limit of 22 heavy vehicle movements per hour.</p>
8.	Effectiveness of mitigation measures detailed within the TMP	The audit found the implemented mitigation measures to be effective, with no community complaints received regarding traffic management. The single traffic incident involving a rear-end collision was determined not to be the fault of the employee. However, the investigation prompted the implementation of additional controls, including obtaining Council approval to reduce the speed limit on Calala Lane. It is noted that the Primary Contractor had already identified the need to reduce the speed limit prior to the incident.
9.	Alignment between assessed and actual traffic volumes and vehicle characteristics	Refer to comments made above in item 7 of this table.
10	Suitability of existing intersection treatments under cumulative background and project traffic	Council advised by email on 26 November 2025 that there are no concerns pertaining to the works undertaken regarding the access of the Calala BESS on Calala Lane
11	Ongoing appropriateness of approved OSOM routes for the configurations being utilised	Equis has requested (letter dated 22 January 2026) consent from the Planning Secretary to allow heavy vehicles requiring escort to travel via Kia Ora Lane, Ascot-Calala Lane, Burgmanns Lane, Burgess Lane and Calala Lane. This request has been made due to advice received from Tamworth Council that it no longer supports the approved route for over-mass vehicle movements due to the structural

No.	Query	Findings & Observations
		unsuitability of 2 x bridge crossings along the western section of Calala Lane. The Department of Planning has responded to the request seeking additional information.
12	Any incidents of non-compliance with mitigation measures, commitments or assessed traffic volumes, and measures implemented in response	There is one recorded incident of a light vehicle, which involved a rear collision, not travelling the designated route. An incident report was written and submitted to the Department of Planning (refer to findings of Condition C2 below).
13	Audit report outcomes and recommended actions relevant to the State road network	This audit identifies non-compliances and improvement opportunities in relation to tracking of vehicles movements, booking of deliveries to the site by heavy vehicles and payment of bond to Council.

4.8.7 Rural Fire Services

On the 5 February, the auditor emailed a letter to RFS inviting input to the upcoming independent environmental compliance audit. No comments received to date other than general acknowledgement.

4.8.8 Fire & Rescue NSW

On the 5 February, the auditor emailed a letter to Fire & Rescue NSW inviting input to the upcoming independent environmental compliance audit. No comments received to date other than general acknowledgement.

4.8.9 DCCEEW – Water Assessments

The Water Assessment division of DCCEEW responded on 6 February 2026 seeking information relating to extraction plans, metering, access licence/s, intake via storage, diversion, water interception or extraction. DCCEEW requested that the audit address compliance with the following specific items:

Requirements stated by Water Assessments	Response
Water Management Plans and related sub-plans are prepared and implemented e.g., Site Water Balance, Erosion and Sediment Control Plan, Stormwater Management Plan, Surface and Groundwater Management Plan.	Water for construction activities is sourced from the town water supply. As of 6 March 2026, the Primary Contractor has recorded total water consumption of 7,838 kL. Projected water demand remains consistent with Northrop’s estimate that approximately 22,300 kL will be required over the full construction period. The onsite detention basin currently provides 3.4 megalitres of water retention capacity, which is substantially below the site’s 64 megalitre harvestable rights threshold. No water access licences under the Water Management Act 2000 are expected to be required, as construction water is not drawn from groundwater, rivers, or creeks. Construction of the culvert at Calala Creek forms part of the State
Extraction Plans and related sub-plans are prepared and implemented e.g., Water Management Plan, Subsidence Management Plan.	
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.	

Requirements stated by Water Assessments	Response
	Significant Development (SSD). Accordingly, sections 89, 90, and 91 of the Water Management Act 2000 do not apply, consistent with section 4.41 of the Environmental Planning and Assessment Act 1979.

4.8.10 Heritage NSW

On 5 February 2026, the audit team emails Heritage NSW, part of the Department of Climate Change, Energy, the Environment and Water (DCCEE), 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

On 31 January 2026, a contractor’s light vehicle travelling along Calala Lane was struck from the rear by a third-party vehicle while attempting to turn into the project site. Both vehicles came to a controlled stop and no injuries were reported. The investigation found that the contractor’s vehicle had not complied with Condition B4, which requires all light vehicles associated with the development to travel to and from the site via the New England Highway, Goonoo Goonoo Road and Calala Lane. The contractor had instead approached the site via an alternative route.

Following the investigation, the Primary Contractor toolboxed employees and contractors on the required light vehicle route and updated the Project Directions to reinforce the requirement that all light vehicles must access the site via the New England Highway, Goonoo Goonoo Road and Calala Lane.

Equis notified the Department of the incident on 10 February 2026. On 19 February 2026, the Department advised that it had determined to record the breach with no further enforcement action, having considered the measures implemented by Equis to prevent a recurrence and to support compliance with the approved transport routes.

4.11 Actual v Predicted impacts

4.11.1 Biodiversity

Direct impacts are described in Table 16, indirect impacts are described in Table 17 and prescribed impacts are described in Table 18 of the Amended BDAR (Biosis, May 2024). Prescribed impacts are outlined in Table 18 of Amended BDAR. Only those impacts identified in the BDAR as relevant have been listed in the Table below.

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 H.

Biodiversity		
Type	Predicted Risks / Impacts	Actual
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 Biodiversity Conservation Act 1999</i> (EPBC Act). 	<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>
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 is outside the development area and currently not affected by construction activity due to relocation of the temporary carpark.</p> <p>Trees along the perimeter fence of the site are protected by temporary fencing to prevent inadvertent damage or material encroachment.</p> <p>No significant impact identified as a result of the ongoing construction activities observed during the site inspection.</p>
Indirect	<p>Reduced viability of adjacent habitat due to edge effects evolving from removal of 1.63 ha of native vegetation from the subject land.</p>	<p>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 activity.</p>
Indirect	<p>Reduced viability of adjacent habitat due to noise, dust or light spill:</p>	<p>At this stage of construction, no significant environmental impacts have been triggered in relation to the adjacent habitat. Dust levels remain low and are being managed</p>

Biodiversity		
Type	Predicted Risks / Impacts	Actual
	<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. 	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.	Spot spraying to manage weeds occurred on 22 October 2025, 23 October 2025 and 5 February 2026 largely on the perimeter of the worksite and access road.
Indirect	Increased risk of starvation, exposure and loss of shade or shelter due to removal of one White Box within PCT 599_Woodland.	Construction works have not commenced in or near land identified as PCT 599_Woodland.
Indirect	Trampling of threatened flora species	No threatened flora were damaged due to the ongoing construction activity 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.
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. 	Construction works have not commenced in or near land identified as PCT 599_Woodland.
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.
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.

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 prepared for the project, detailing designated traffic routes for heavy and OSOM vehicles and the associated mitigation measures. No complaints have been received from Council or the community regarding unnecessary delays or traffic impacts arising from construction activities
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 not associated 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 have been established between drivers and the Primary Contractor to strengthen traffic management practices and ensure consistent adherence to 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.	A review of vehicle tracking register found the project complied with the limit of 120 heavy vehicles per day. Records indicate the number of light vehicles to the site has not exceeded 100 light vehicles per day. However, a review of aerial photography on 6 January 2026 has found the record of light vehicles travelling to and from the site may not be accurate (refer to condition B1 in Appendix A1).
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 on site. Observations during the audit and a review of aerial photography found less than 60 light vehicles parked on the site.
6.	Accident or injury due to speed limit exceedance or inadvertently not using headlights and/or hazard lights when necessary to improve visibility.	One traffic incident was reported during the audit period. A third-party vehicle collided with the rear of a work light vehicle as it slowed to turn into the site. The Primary Contractor had already identified the need to reduce the speed limit on Calala Lane prior to the incident and subsequent to the incident followed up with Council to obtain approval to implement the reduced speed limit.
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.	One reported accident involving project vehicle travelling to the site. The driver was not at fault but was found to be travelling to the site via the incorrect route. No one was injured because of the rear collision involving a project vehicle. The project vehicle was damaged.

Traffic		
No.	Predicted Risks / Impacts	Actual
9.	Vehicle damage and occupational injuries to drivers resulting from poor and unstable conditions along designated heavy-vehicle routes.	The Primary Contractor undertakes regular survey of the road condition to and from the site. No deterioration in road condition has been reported during the audit period.

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.	The site has experienced flooding during the construction period. The culvert crossing at Calala Creek has been designed and constructed to accommodate flows up to the probable maximum flood, as well as to manage potential erosion and sedimentation impacts.

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 localised and not expected to have an off-site impact. The impact is to the unauthorised public member 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)	Not triggered during the current stage of the development.
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. No fire incidents recorded during the audit period.
3.	The project is not considered as 'potentially hazardous' with respect to the storage and transportation of dangerous goods, not requiring a	Noted

Bushfire		
No.	Predicted Risks / Impacts	Actual
	PHA. (Section 4.5, PHA Amendment Report, 02/05/2024)	
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)	Chemicals including oils, lubricants and sprays keep in a securely locked cabinet that complies with AS 1940-2017
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 generally 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.	No impact triggered at this stage of works.
3.	Impact - particularly in relation to the nearby residential dwelling R9 Highest visual impact on	No impact 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)	All trees on retained on site are protected by temporary fencing. No impact detected as a result of construction activity.
5.	Potential harm to trees such as broken branches, accidental breakage of the canopy or wear and tear	No accidental damage to protected trees. Protected trees are fenced and located outside the current worksite.

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 generally kept free of litter and rubbish. Materials stored in designated area.
	of tree trunk caused by driving or parking construction vehicles too close to protected trees.	
6.	Trees with inadequate protection sustain damage due to placing and storage of construction materials, soil, or debris near or against protected trees.	No accidental damage to protected trees. Protected trees are fenced and located outside the current worksite.

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. A copy of Table 14 from the Noise and Vibration Assessment (Mashall Day Acoustics 2023) is provided below. The table provides an 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 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.	Noise compliance monitoring was undertaken from 29 September to 1 October 2025 at six receptor locations north and northwest of the site. Noise levels varied across receptors, with occasional minor exceedances of 10 dBA above background during construction hours at R1, R3, R4 and R6. Receptors R2 and R5 recorded no exceedances. Variations in background levels were primarily attributed to wind and bird activity. No noise complaints were received by Equis during the audit period, and monitoring results indicate that construction activities were generally undertaken in accordance with the Interim Construction Noise Guideline.
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 were 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_{eq}

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.
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.	Concrete washout bays provided on site. Concrete disposed Tamworth Waste Management Facility

Waste		
No.	Predicted Risks / Impacts	Actual
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 the Primary Contractor and Equis, conducted joint inspection around the work site making notes and observations of the site establishment works completed alongside the ongoing works associated with construction of the BESS. 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
- Road entry point
- Creek crossing
- Plant & equipment, including water cart
- Chemical storage
- Waste receptacles
- Bioretention basin
- Vehicular movement

4.13 Site Interviews

The site interviews were conducted with environmental and safety advisors, sub-contractors, Owner's site representative, leading hand, labourer and surveyor. 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 Strategy (EMS) and the associated management plans that had been approved by the Department.

4.14 Improvement Opportunities

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

- ▶ Implement and maintain a consistent light-vehicle tracking system to support demonstration of compliance with Condition B1(ii).
- ▶ Finalise negotiations with Transgrid as soon as possible to avoid potential delays to rehabilitation works, enable timely acceptance of the tube-stock; and ensure propagation and planting can occur in accordance with the BMP, recommended seasonal windows (Autumn 2026, Spring 2026, Autumn 2027) and before operation commences in accordance with condition B11(a).
- ▶ Review and, if necessary, increase the capacity of chemical storage cabinets and drip trays to ensure adequate secondary containment for all dangerous goods stored onsite.

- ▶ Establish a process for Equis to monitor and track performance against the local subcontractor participation target of 10% to support compliance with the Strategy.
- ▶ Strengthen ACG's waste tracking and record-keeping procedures to ensure compliance with project requirements and environmental management obligations.

4.15 Key Strengths

Overall, Equis Energy (the Applicant) and CPP (the Primary Contractor) demonstrated management excellence 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 vehicles movements entering and leaving site.
- Successful completion of intersection works;
- Installation of warning and advisory signs associated with reinforcing environmental and safety awareness; and
- Installation of perimeter exclusion fencing along the entire site boundary and protection of mature trees.

5 Recommendations

The following recommendations are made in response to one non-compliance identified during the audit:

1. Non-compliance (NC1)– Condition B10: Implementation of the Traffic Management Plan

The Traffic Management Plan requires a performance bond to be agreed with Council as part of pavement dilapidation and repair management (Section 5). No performance bond has been agreed or paid to Council at the time of the audit. As this requirement of the Traffic Management Plan has not been implemented, it constitutes a non-compliance with Condition B10.

Since this issue was raised during the audit, Equis has sought to reach agreement with Council. Council's Manager of Development Engineering has verbally advised that a performance bond will not be required, as reflected in Equis' emails to Council dated 15, 20 and 23 April 2026. It is recommended that Equis obtain written confirmation from Council to formally document this position.

In addition, the following improvement opportunities are recommended:

1. Condition B1(ii) – Light Vehicle Record-Keeping

A review of Nearmap aerial imagery identified 38 light vehicles onsite on 6 January 2026 (10 within the construction site and 28 within the designated carpark). In comparison, the Principal Contractor's Vehicle Tracking Records show only three light vehicle arrivals recorded for the same date. This represents a clear discrepancy between the aerial observations and the recorded number of light vehicles onsite. The Principal Contractor advises that light vehicles are not stored onsite overnight. While there is no explicit requirement to maintain light-vehicle movement records, accurate and consistent record-keeping would provide clearer evidence of compliance.

Improvement Opportunity (IO1): Implement and maintain a consistent light-vehicle tracking system to support demonstration of compliance with Condition B1(ii).

2. Rehabilitation Planning and Tube Stock Procurement

The Biodiversity Management Plan (BMP) requires native seed to be collected from the PCT 599 community onsite and sets out planting quantities and densities for both the site and the corridor. To date, no seed has been collected. Tamworth Regional Landcare Association has confirmed it can supply locally sourced tube stock; however, the quotation has not yet been accepted. Rehabilitation works are currently on hold pending agreement with Transgrid on the extent of planting permitted within the transmission corridor. Ongoing delays may result in missed planting windows in Autumn 2026, Spring 2026 and Autumn 2027, as specified in the BMP.

Improvement Opportunity (IO2): Expedite negotiations with Transgrid to avoid potential delays to rehabilitation works, enable prompt acceptance of the tube stock; and ensure propagation and planting can occur in accordance with the BMP, recommended seasonal windows (Autumn 2026, Spring 2026, Autumn 2027) and before operation commences in accordance with condition B11(a).

3. Chemical Storage Capacity and Containment

Chemical storage cabinets were observed to be full, with drip trays double-stacked with containers. Although each container complied with individual capacity limits, the overall containment capacity may be insufficient for the total volume of dangerous goods stored onsite.

Improvement Opportunity (IO3): Review and, if necessary, increase the capacity of chemical storage cabinets and drip trays to ensure adequate secondary containment for all dangerous goods stored onsite.

4. Waste Tracking and Recording – ACG (Civil Subcontractor)

A review of ACG's waste register identified several waste collections undertaken by Cleanaway in March 2025 (6, 8, 23, 25 and 31 March) were not recorded. The gaps in documentation indicate that ACG's waste tracking processes could be strengthened.

Improvement Opportunity (IO4): Strengthen ACG's waste tracking and record-keeping procedures to ensure compliance with project requirements and environmental management obligations.

5. Local Subcontractor Participation Target

The Accommodation and Employment Strategy includes a target of up to 10% subcontractor engagement from the Tamworth region.

Improvement Opportunity (IO5): Establish a process for Equis to monitor and track performance against the local subcontractor participation target to support compliance with the Strategy.

6 Conclusion

Urban Perspectives conducted an Independent Environmental Audit (IEA) of the Calala Battery Energy Storage System (BESS) on 3 March 2026 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 and landscaping, hazards, noise, erosion and sediment controls, rehabilitation, waste management 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 15 conditions not triggered at the time of the audit and one condition identified as non-compliant.

The non-compliance concerns Condition B10, as the Traffic Management Plan has not been fully implemented due to the absence of an agreed performance bond with Council for pavement dilapidation and repair. This non-compliance requires corrective action to ensure full compliance with the project approval conditions and associated management plans.

Several improvement opportunities were identified during the audit, including the need for more consistent light-vehicle record keeping to better demonstrate compliance with Condition B1(ii), and the importance of progressing rehabilitation planning by resolving outstanding negotiations with Transgrid to avoid delays to tube-stock procurement and planting in accordance with the Biodiversity Management Plan. Opportunities were also identified to enhance chemical storage capacity to ensure adequate secondary containment, to establish a process for monitoring performance against the local subcontractor participation target, and to strengthen ACG's waste tracking and record-keeping practices to ensure complete and accurate documentation of all waste movements. These improvements, while not constituting non-compliances, would support stronger environmental management and clearer evidence of compliance across the project.

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 the Primary Contractor 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 light vehicle tracking, rehabilitation works, chemical storage, local contractor participation and waste tracking.	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)(i) & B10. (b) No directions given by the Planning Secretary since development commenced. (c) Section 4.11 of this audit report outlines the actual impacts observed and compares them with those predicted in the EIS. The EIS assessed a BESS with a total delivery capacity of 1200 MWh, whereas the Amendment Report (May 2024) and the current approval limit the project to a 600 MWh delivery capacity. Consequently, the impacts described in the EIS—and referenced in this condition—are likely to be greater than those expected for the approved 600 MWh BESS. (d) All works are contained entirely within the approved development footprint. the Primary Contractor has provided a surveyor’s drawing confirming the fence line location and the	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 H) 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 H)	Compliance

SCHEDULE 2, PART A – ADMINISTRATIVE CONDITIONS				
CoA.	Condition of Consent (Exact Wording)	Findings & Recommendation	Evidence Collected	Compliance Status
		required boundary setbacks. The temporary carpark identified outside the Development Layout in Appendix 1 during the previous audit has since been closed, and all light vehicles now park within the designated car parking area shown in Appendix 1.		
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.</p> <p>Prior to approval of the management plans, the Planning Secretary agreed, following a request from the Applicant, to permit site establishment works to commence in parallel with construction of the site access point off Calala Lane. These works had been completed by the time this audit was undertaken.</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 H.</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 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.</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 document and therefore prevails over the EIS to the extent of any inconsistency, ambiguity or conflict. The conditions of consent prevail over the EIS and Development Layout Plan to the</p>	Noted.	Compliance

SCHEDULE 2, PART A – ADMINISTRATIVE CONDITIONS				
CoA.	Condition of Consent (Exact Wording)	Findings & Recommendation	Evidence Collected	Compliance Status
		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>	<p>Drawings issued for construction show the BESS yard consisting of two independent BESS units (BESS Unit A1 and BESS Unit A2). BESS Unit A1 consists of 56 Tesla 2XL Megapacks and BESS Unit A2 consists of 82 Tesla 2XL Megapacks.</p> <p>Each Tesla Megapack 2XL has approximately 3.9 MWh energy capacity. Therefore, the total energy capacity of Calala BESS as shown on the construction drawings is approximately 538 MWh.</p>	<p>Calala BESS 330kV Switching Station, 330/33kV Substation and BESS Yard – Overall Single Line Diagram (Drawing n0. Cal/A0/B/00 – EL/DWG/0002 Rev 0).</p> <p>Primary Design Basis Report Document number CAL//00/B/00-EL/RPT/0001 Revision 0)</p>	Compliance
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>	<p>CCP has obtained construction certificates from Tamworth Regional Council for:</p> <ul style="list-style-type: none"> Stage Two (2) - Construction of Steel poles on site for lightning protection, lighting, security, and weather station installations (CC2026-0020 - NSW Planning Portal Reference: CFT-848195) 	Construction Certificates issued by Tamworth Regional Council. See <i>Photo A7-1</i> in Appendix H.	Compliance

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	<ul style="list-style-type: none"> Construction of Fencing and Noise Wall CC2026-0035 (NSW Planning Portal Reference: CFT-892590) Stage 1 - Switchgear/Control Buildings 1 & 2 and Auxiliary Services Building (CC2026-0017 - NSW Planning Portal Reference: CFT-842640) <p>The Primary Contractor to obtain Construction Certificates for Operations and Maintenance storage building and toilet block</p>		
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.	<p>Not Applicable</p> <p>Note that Australian Standard AS 2601-2001: The Demolition of Structures is superseded by AS 2601:2025</p>	Review of EIS and Amendment Report, aerial photographs and observations during the audit found no evidence of existing structures on the site that required demolition.	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 required to date. The only public infrastructure on site is 11Kv poles and wire. Since the last audit Transgrid has relocated the 11 kV poles to outside the BESS boundary but within Transgrid's property. Apart from that, no services have been encountered.	Review of incident reports and observations on site found no evidence of damage to public infrastructure to date.	Compliance
OPERATION OF PLANT AND EQUIPMENT				

SCHEDULE 2, PART A – ADMINISTRATIVE CONDITIONS				
CoA.	Condition of Consent (Exact Wording)	Findings & Recommendation	Evidence Collected	Compliance Status
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 (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, roller, excavators, dump trucks, utes, concrete mixers, mini-vans and earth-moving equipment. • A random check of ACG excavator (ACG 048) and dump truck (ACG 108) was undertaken during the site inspection. Pre-start checklists are completed online via a mobile phone app (IMG 1938). • A visual inspection found no evidence of leaks and equipment appeared to be maintained. • CCP uses an online system (Ideagen EHS) to track its equipment, record maintenance history and notify when the next maintenance is scheduled. 	<p>Sighted plant and equipment register and maintenance records. Mobile plant inspection checklist and register maintained electronically.</p> <p>The Primary Contractor online safety system on intranet accessible to site personnel.</p> <p>ACG excavator (ACG 048) and dump truck (ACG 108)</p> <p>See in Appendix H: <i>Photo A10-1 and Photo A10-2</i></p>	Compliance
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

SCHEDULE 2, PART A – ADMINISTRATIVE CONDITIONS				
CoA.	Condition of Consent (Exact Wording)	Findings & Recommendation	Evidence Collected	Compliance Status
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 management, biosecurity, rehabilitation, stockpile, tree protection, noise management and community complaints. • 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 issues were discussed. • October 2025 – toolbox topics based on Hazardous Energies, Dogging, Risk Assessment and risk control • November 2025 – toolbox talks provided to project personnel. Topics included lift plans, Drugs and Alcohol, heat stress, review of controls. • December 2025 – Key topics included critical systems, snakes, staying focused. 	<p>Induction records of three site personnel:</p> <ul style="list-style-type: none"> • Tuhi Kopua – Leading hand inducted in 14 July 2025 • Caleb Chapman – labourer inducted in 6 January 2026 • Alex Ridges – Surveyor inducted in 16 June 2025 • Mathew Pearson – subcontractor inducted on 30 December 2025 • Daniel Morley – subcontractor inducted on 16 December 2025 <p>Inductee tickets and competencies available in the system.</p> <p>PowerPoint induction presentation (TMP-s135 April 2024 V3)</p> <p>Induction records for delivery drivers, the Primary Contractor employee, the sub-contractor and the short-term worker, along with the induction slides, were sighted. As these records contain personal information, they have not been included in Appendix H.</p>	Compliance

SCHEDULE 2, PART A – ADMINISTRATIVE CONDITIONS				
CoA.	Condition of Consent (Exact Wording)	Findings & Recommendation	Evidence Collected	Compliance Status
		<ul style="list-style-type: none"> January 2026 – toolbox talks on safe driving, lightning, stored energy, heat stress, emergency response drill, UHF Channels February 2026 – toolbox talks on safety charter, alcohol testing, safe work visit and mobile plant. <p>Five (5) employees onsite were selected randomly. Records were sighted for all employees confirm they had completed the project induction.</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 February 2026. Stakeholders Equis consulted with since August 2025 were Tamworth Council, DPHI, Transport for NSW, Fire Rescue NSW, Heritage NSW and Conservation Programs, Heritage and Regulation (CPHR) branch, which is part of the NSW Department of</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 H.</p>	Compliance

SCHEDULE 2, PART A – ADMINISTRATIVE CONDITIONS				
CoA.	Condition of Consent (Exact Wording)	Findings & Recommendation	Evidence Collected	Compliance Status
		Climate Change, Energy, the Environment and Water		
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 (b) the terms of the Applicant's VPA letter dated 20 June 2024, which are summarised in Part A of Appendix 5.</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 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. On the 17 March 2026 the Planning Secretary agreed to extend the due date to signing the VPA within 15 months of the commencement of construction.</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)</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 3 March 2026 agreeing to vary VPA agreement. (See <i>Photo A14-1</i> in Appendix H)</p>	Not triggered

SCHEDULE 2, PART A – ADMINISTRATIVE CONDITIONS				
CoA.	Condition of Consent (Exact Wording)	Findings & Recommendation	Evidence Collected	Compliance Status
		from the commencement of operation until the cessation of operations of the project.		
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.	Equis requested the Department for a further extension to delay signing the VPA with the Council. The Planning Secretary approved this request on 17 March 2026, on the condition that Equis must sign the VPA or an agreement with the Council within 15 months of starting construction. As per letter, Equis must finalise the VPA by 18 September 2026.	Letter from the Department dated 3 March 2026 agreeing to vary VPA agreement. (See <i>Photo A14-2</i> in Appendix H)	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>The development is currently in the construction phase, with some earthworks and foundation of the switching station, substation and BESS yard. Observed delivery and concrete trucks arriving and departing from the site.</p> <p>The audit confirms that the Primary Contractor is maintaining a Vehicle Tracking Register. The register records vehicles entering and leaving the site. Counts of light vehicles confirm vehicle volumes remaining within the limits set by the condition.</p> <p>The project records indicate compliance with the limit of 120 heavy vehicle movements a day for heavy vehicles. It is noted the consent defines vehicle movement as “one vehicle entering and leaving the site”.</p>	<p><i>Vehicle Tracking Register:</i></p> <ul style="list-style-type: none"> - 30 October 2025 - 17 November 2025 - 6 January 2026 <p>(See <i>Photos B1-1, B1-2 and B1-3</i> in Appendix H)</p> <p>Nearmaps date 6 January 2026</p> <p>(See <i>Photo B1-4</i> in Appendix H)</p>	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	(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>During the previous audit, a non-compliance with Condition B1(a)(ii) was identified. The Primary Contractor has since addressed this by implementing a system to record all light vehicle movements to and from the site.</p> <p>Vehicle Tracking Records show that three light vehicles arrived on 6 January 2026. A review of Nearmap aerial imagery indicates a total of 38 light vehicles present on the same day (10 within the construction site and 28 within the designated carpark). There is a discrepancy between what is observed in aerial imagery and the number of light vehicles recorded on 6 January 2026 (refer Photo B1-4 Appendix H). The Principal Contractor advises light vehicles are not stored on site at night. While there is no explicit requirement to maintain records of light vehicle movements, accurate record-keeping provides clear evidence of compliance. Accordingly, maintaining accurate and consistent records has been identified as an improvement opportunity (IO1).</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>		
B2.	Heavy vehicles requiring escort and heavy vehicles restrictions	Site Security personnel have been moved from the entry gate to near the carpark area. The Site Security oversees the entry and exit of heavy and Light Vehicles and records the registration	(See Photos B1-1, B1-2 and B1-3 in Appendix H)	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	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.	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. The Primary Contractor records the arrival and departure of heavy vehicles manually. No heavy vehicles have required an escort to date.	See <i>Photo B2-1</i> in Appendix H showing the security shed	
B3.	Access Route 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.	Site security monitors the arrival of Heavy Vehicles. Furthermore, at the time of onboarding, drivers receive instructions 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. There have been no recorded incidents of Heavy Vehicles arriving to site via the wrong route since the last audit.	Project Directions and Requirements, TMP-CO82 Mar 2019 v1.1 See <i>Photo B3-1</i> in Appendix H.	Compliance
B4.	Access Route 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.	Light vehicles are currently required to travel to and from the site via the New England Highway, Goonoo Goonoo Road and Calala Lane. There is one recorded incident of a light vehicle, which was involved in a rear collision, not travelling the designated route. An incident report was written and submitted to the Department of Planning (refer to findings of Condition C2 below). No Heavy Vehicles requiring escort have arrived to site at this stage. 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> .	Project Directions and Requirements, TMP-CO82 Mar 2019 v1.1 – See <i>Photo B3-1</i> in Appendix H.	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
		Equis has request (letter dated 22 January 2026) consent from the Planning Secretary to allow heavy vehicles requiring escort to travel via Kia Ora Lane, Ascot-Calala Lane, Burgmanns Lane, Burgess Lane and Calala Lane. This request has been made due to advice received from Tamworth Council that it no longer supports the approved route for over-mass vehicle movements due to the structural unsuitability of 2 x bridge crossings along the western section of Calala Lane. The Department of Planning has responded to the request seeking additional information.		
B5.	<p>Site Access</p> <p>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.</p>	Observed the dedicated entrance and exit to the site located off Calala Lane.	<p>Project Directions and Requirements, TMP-CO82 Mar 2019 v1.1 – See <i>Photo B3-1</i> in Appendix H.</p> <p>Project Traffic Management Plan, Rev B, 12 June 2025. See <i>Photo B5-1</i> in Appendix H.</p>	Compliance
B6.	<p>Road Upgrades</p> <p>Unless the Planning Secretary agrees otherwise, prior to commencing construction, the Applicant must:</p> <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>(a) Works as Executed (WAE) Plans prepared by Road & Civil Surveys confirm compliance with the road design (dated 26/ 2/ 2026)</p> <p>(b) Road upgrades for Calala Lane/Site Access Point are complete and have been carried out to the satisfaction of Council. Council’s Senior Operations Manager attended the site on 23/10/25 and advised the Primary Contractor by email on 26 November 2025 that Council has no concerns pertaining to the works undertaken regarding the access of the Calala BESS on Calala Lane.</p>	<p>(a) Works as Executed (WAE) Plans prepared by Road & Civil Surveys (dated 26/ 2/ 2026) See <i>Photo B6-1</i> in Appendix H.</p> <p>(b) Email from Council’s Senior Operations Manager dated 26 November 2025. See <i>Photo B6-2</i> in Appendix H.</p> <p>(c) Sweep Paths of site entrance (Traffic Management Plan, Rev B, 12 June 2025)</p>	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
		Stantec have prepared sweep paths analysis that show no upgrade works of Nundle Road / O'Briens Lane and Nundle Road / New England Road are required for OSOM vehicles.		
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>the Primary Contractor 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 is complete.</p>	<p>Photo of road upgrades completed at the entrance. <i>See Photo B7-1</i> in Appendix H.</p> <p><i>Section 138</i> approval obtained under the Roads Act to upgrade the road intersections. <i>See Photo B7-2</i> in Appendix H.</p>	Compliance
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>(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>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>(c) No damage to road pavements and associated infrastructure reported so far since the last audit.</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> • <i>Photo B8-3 Dilapidation survey report – Calala Lane – westbound and eastbound</i> • <i>Photo B8-4 Dilapidation survey provided to the local authority</i> 	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	<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>		<ul style="list-style-type: none"> Weekly drive video involving use of a Dashcam for recording condition of the road. 	
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 dirt being tracked onto the public road network. 	<p>Operations phase has not commenced.</p> <ul style="list-style-type: none"> a. An all-weather road has been constructed from the entrance at approximately 170metres into the site. b. Temporary parking has been provided on site on site. Observed the sub-contractor (ACG) provides a minibus to transport its employees to and from the site. c. Reduction of capacity of roadside drain to be addressed as part of the review of Work As Executed Plans at the end of construction d. Materials imported and waste exported were all within the site boundary. Observed trucks enter and leave site in forward direction. e. Shaker grid installed at the entry. Mud tracking not evident on Calala Lane. Rain gauge installed on site. 	<p>Observations during site inspection</p> <p>Discussions and interview</p> <p>All weather road. See <i>Photo B7-1</i> in Appendix H.</p> <p>On site parking. See <i>Photo B4-4</i> in Appendix H.</p> <p>Shaker grid installed and maintained. See <i>Photo B9-1</i> in Appendix H.</p> <p>Minibus onsite. See <i>Photo B9-2</i> in Appendix H.</p>	Not triggered

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
TRANSPORT				
B10.	<p>Traffic Management</p> <p>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:</p>	<p>The Traffic Management Plan Revision B, prepared by Stantec and dated 12 June 2025, 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. No revisions to the Traffic Management Plan have occurred since the last audit.</p> <p>Note that the Traffic Management Plan must be updated:</p> <ul style="list-style-type: none"> to address Stage 1d following further consultation with Transport for NSW and Tamworth Regional Council regarding OSOM movements; and prior to carrying out any upgrading or decommissioning on site to detail the extent and scope of the pre and post upgrading or decommissioning phase dilapidation surveys. 	<p>Planning Secretary's approval of the Traffic Management Plan. See <i>Photo B10-1</i> in Appendix H.</p> <p>For consultation with TfNSW, see <i>Photo B10-2</i> in Appendix H.</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 are using designated site access point and access gate to enter and leave site.	Traffic Management Plan (Rev B, dated 12 June 2025).	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	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
			Management Plan (Rev B, dated 12 June 2025).	
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;	Observed reduced speed limit signage on Callala Road.	Observations during site inspection	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 the Primary Contractor 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. the Primary Contractor 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 shaker bars and regular road sweeping minimise dirt tracked onto public roads. 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 H.	Compliance
B10 (c)(viii)	measures for managing light vehicle peak numbers, including carpooling or ride sharing by employees;	The plan encourages carpooling. The plan states that drivers will not be allowed to do delivery works during school zone hours unless time-critical (e.g. concrete, earthworks). the Primary Contractor has implemented an electronic booking system.	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;	The Primary Contractor 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
B10 (c)(xi)	responding to any emergency repair or maintenance requirements; and	The 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

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
B10(d)	<p>a driver's code of conduct that addresses:</p> <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 	<p>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.</p>	<p>Traffic Management Plan</p> <p>Onboarding induction. See <i>Photo B3-1</i> in Appendix H.</p> <p>Project induction. See <i>Photo B10(d)</i> in Appendix H.</p>	Compliance
B10(e)	<p>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</p>	<p>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.</p>	<p>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).</p> <p>Section 5.1.3 of the Traffic Management Plan</p>	Compliance
B10(f)	<p>a flood response plan detailing procedures and options for emergency access to and from site in the event of flooding.</p> <p>Following the Planning Secretary's approval, the Applicant must implement the Traffic Management Plan.</p>	<p>The Traffic Management Plan addresses the key issue dealing with flood risk on the heavy vehicle route restricting heavy vehicle movement on O'Briens Lane, as well as Calala Lane. Also, the Primary Contractor sends out text notification to drivers.</p> <p>The Traffic Management Plan has not been fully implemented. Section 5 of Traffic Management Plan requires a performance bond be agreed with Council as part of the management of pavement dilapidation and repair. No performance bond</p>	<p>Section 3.7.2 Heavy Vehicle Travel Permit, Traffic Management Plan (Rev B, dated 12 June 2025).</p>	Non- Compliant (NC1)

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
		has been agreed and paid to Council at the time of this audit.		
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>The Primary Contractor consulted with Tamworth Regional Landcare Association with regards to native seed mix procurement for seed propagation to plant before operation starts.</p> <p>Observed progress of establishing the vegetation buffer (landscape screening and mound) as indicated in the layout plan included in the approved Biodiversity Management Plan.</p> <p>Observed excavated materials stockpiled onsite, with the topsoil kept separate for use in future rehabilitation works.</p> <p>Tamworth Regional Landcare Association has confirmed that it can supply tube stock of local provenance, but their quote is yet to be accepted. Rehabilitation contract is delayed due to negotiations with Transgrid regarding the extent of planting permitted within the transmission corridor. It is recommended that this matter be resolved as soon as possible to ensure tube stock can be propagated and planted before commencement of operations (IO2).</p>	<p>Calala BESS Weekly Site Inspection Checklist, 15 August 2025.</p> <p>WHS Inspection Register.</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 H.</p> <p>Segregation of topsoil on-site. See <i>Photo B11-1</i> in Appendix H.</p>	Compliance
B12.	<p>Land Management</p> <p>The Applicant must maintain the agricultural land capability of the site, including:</p>	<p>No grazing observed around the current development footprint. Spot spraying to manage weeds occurred on 22 October 2025, 23 October 2025 and 5 February 2026 largely on the perimeter of the worksite and access road.</p>	<p>See current condition in <i>Photo B12-1</i> in Appendix H</p>	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	<p>(a) establishing the ground cover of the site within 3 months following completion of any construction or upgrading;</p> <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>Observed sterile grass has been sprayed on mounds and disturbed parts of the site that are no longer being worked.</p> <p>The Land and Soil Capability Mapping for NSW (OEH, 2017) identify the development site as being Class 4 (moderate agricultural capability).</p> <p>No Biophysical Strategic Agricultural Land (BSAL) present within the footprint.</p>		
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"> No additional clearing had been undertaken during this audit period. Observed the habitat tree near the site entrance remains protected. Ecologist (AEP) undertook pre-clearance fauna habitat assessment and weed survey of the on 8th and 9th May 2025. No hollow-bearing habitat trees, stick nests, understorey shrubs, coarse woody debris or rock outcrops had been sighted within the areas to be cleared. 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. Weeds detected were Hawks Weed, 	<p>Observations on site</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.</p>	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL																
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status												
		<p>Austral Toadflax, and St John’s Wort Weed.</p> <ul style="list-style-type: none"> • Biosecurity Management Plan entailing General Hygiene Protocols described in the induction slides. 														
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>(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><small>Table 1: Ecosystem Credit Requirements</small></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	<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 H.</p>	Compliance
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														

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
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. The Department of Planning, Infrastructure and Environment was notified on 22 May 2025.</p>	<p>Certificate of payments and receipts. See <i>Photo B14-1</i> in Appendix H.</p> <p>System generated confirmation email – See <i>Photo B15-1</i> in Appendix H.</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>(b) include a description of the measures and timeframes that would be implemented for:</p> <ol 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 	<p>A Biodiversity Management Plan has been prepared by Biosis (Final Version 05 dated 5 May 2026) 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>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 the Primary Contractor. • Pre-clearing assessment of fauna habitat and weed management. • Proposal from Tamworth Regional Landcare Association to supply tube stock 	<p>Site Interviews</p> <p>Planning Secretary's approval of the BMP - see <i>Photo B16-1</i> in Appendix H.</p> <p>Environmental Sensitive Area Sign – See <i>Photo B16-2</i> in Appendix H.</p> <p>Topsoil stockpile – See <i>Photo B11-4</i> in Appendix H.</p> <p>Fauna Habitat Assessment and Weed Survey, AEP, 11 June 2025.</p> <p>Weed Survey and Management on 22 October 2025 See <i>Photo B16-3</i> in Appendix H.</p> <p>Weed Survey and Management on 5 February 2025 See <i>Photo B16-4</i> in Appendix H.</p>	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	<p>that are appropriate to the sites ecology and conditions;</p> <p>(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</p> <p>(vi) controlling weeds, feral pests and pathogens;</p> <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>Following the Planning Secretary’s approval, the Applicant must implement the Biodiversity Management Plan.</p>	<p>for rehabilitation that consists of Box Gum Woodland species native to the region.</p> <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 (d) Section 6.2.3 of BMP. (e) Section 7.1 and Section 9 of BMP.</p> <p>The Biodiversity Management Plan recommends collecting native seed from the PCT 599 – Blakely’s Red Gum / Yellow Box grassy tall woodland community onsite and propagating it offsite for use as tube stock. The BMP also specifies the required quantities and planting densities for both the site and the Transgrid corridor.</p> <p>No seed has been collected from the site to date. However, Tamworth Regional Landcare Association has confirmed that it can supply tube stock of local provenance from the PCT 599 community. Their quote (which is yet to be</p>		

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
		<p>accepted) recommends planting in Autumn 2026, Spring 2026 and Autumn 2027.</p> <p>The Primary Contractor is currently negotiating with Transgrid regarding the extent of planting permitted within the transmission corridor. The absence of an agreement means rehabilitation works are likely to be delayed. the Primary Contractor has advised that if agreement cannot be reached, the BMP would need to be amended and approved by the Department of Planning, Housing and Infrastructure. It is recommended that this matter be resolved as soon as possible to ensure rehabilitation can be completed in a timely manner and in accordance with the BMP (IO2). It is noted that condition B.11(a) requires vegetation buffer be established before commencement of operations.</p>		
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>	Nil.	Compliance
B18.	Exceptions to Construction Hours	Noted	Nil.	Not triggered

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	<p>The following activities may be carried outside the hours specified in condition B17 above:</p> <ul style="list-style-type: none"> (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. 			
B19	<p>Variation of Construction Hours</p> <p>The hours of construction activities specified in condition B17 of this approval may be varied 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</i> 	<p>No variation to the approved construction hours has occurred to date.</p> <p>The Primary Contractor has submitted a request to DPHI for Out of Hour Construction works in accordance with this condition, which is currently under assessment.</p>	Calala BESS OOHW application	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL																							
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status																			
	<i>Noise Guideline</i> (DECC, 2009), or latest version.																						
B20.	<p>Noise</p> <p>The Applicant must:</p> <p>(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</p> <p>(b) take all reasonable and feasible steps to minimise operational noise and ensure that the noise generated by the operation 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>Table 2: Operational Noise Limit Requirements</p> <table border="1"> <thead> <tr> <th rowspan="2">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> </thead> <tbody> <tr> <td>Any non-associated residence</td> <td>40¹</td> <td>35¹</td> <td>35¹</td> <td>32¹</td> </tr> <tr> <td>Any non-associated residence</td> <td>45²</td> <td>38²</td> <td>38²</td> <td>32²</td> </tr> </tbody> </table> <p>Notes 1. to be measured up to, and including, noise enhancing meteorological conditions (as described in Table D1 of the NPI) 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 NPI) and all operating temperatures.</p>	Location	Noise Limits in dB(A)				Day	Evening	Night	Night	Any non-associated residence	40 ¹	35 ¹	35 ¹	32 ¹	Any non-associated residence	45 ²	38 ²	38 ²	32 ²	<p>Noise compliance monitoring occurred from 29 September to 1 October 2025 at various receptor points north and north west of the construction site. The recorded background levels:</p> <ul style="list-style-type: none"> at R1 the background noise level ranged between 36 and 39 dBA during the night and between 40 and 53dbA during the day. A few instances where noise slightly exceeded 10 dbA above the background level during the construction hours but mostly compliant. at R2 the background noise level ranged between 45 and 56 dBA during the night and between 37 and 49.5 dbA during the day. No record of noise exceeding 10dBa above the background level during construction hours. at R3 the background noise level ranged between 37 and 47 dBA during the night and between 43 and 54dbA during the day. Several instances where noise slightly exceeded 10 dbA above the background level during construction hours. at R4 the background noise level ranged between 43 and 56 dBA during the night and between 37 and 49dbA during the day. A few instances where noise slightly exceeded 10 dbA above 	<p>Complaints Register</p> <p>Noise monitoring results – See <i>Photo B20-1</i> in Appendix H.</p>	Compliance
Location	Noise Limits in dB(A)																						
	Day	Evening	Night	Night																			
Any non-associated residence	40 ¹	35 ¹	35 ¹	32 ¹																			
Any non-associated residence	45 ²	38 ²	38 ²	32 ²																			

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
		<p>the background level during construction hours but generally compliant.</p> <ul style="list-style-type: none"> at R5 the background noise level ranged between 36 and 48 dBA during the night and between 43 and 62dbA during the day. No record of noise exceeding 10dBa above the background level during construction hours. at R6 the background noise level ranged between 33 and 46 dBA during the night and between 43 and 60dbA during the day. A few instances where noise slightly exceeded 10 dbA above the background level during the construction hours but generally compliant. <p>Background noise generally increased due to wind or bird chirping. Equis have not received any noise complaints and noise monitoring indicate that construction activities were generally carried out in accordance with the requirements outlined in the <i>Interim Construction Noise Guideline</i></p>		
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>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>

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	<p>(a) be prepared by a suitably qualified, experienced and independent acoustic consultant;</p> <p>(b) demonstrate that noise monitoring:</p> <ul style="list-style-type: none"> (i) has been carried out in accordance with the procedures in the <i>Noise Policy for Industry</i> (EPA, 2017); and (ii) includes monitoring during the day, evening and night periods during operational, temperature and meteorological conditions that would represent typical worst-case scenarios where reasonable and feasible; and <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>			

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
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 H.</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; (b) ensure the visual appearance of all ancillary infrastructure (including paint colours) blends in as far as possible with the surrounding landscape; and (c) not mount any advertising signs or logos on site, except where this is required for identification or safety purposes. 	<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 H.</p>	<p>Compliance</p>
B24	<p>Lighting</p> <p>The Applicant must:</p> <ul style="list-style-type: none"> (a) minimise the off-site lighting impacts of the development; and (b) ensure that any external lighting associated with the development: <ul style="list-style-type: none"> (i) is installed as low intensity lighting (except where required for safety or emergency purposes); (ii) does not shine above the horizontal; and (iii) complies with Australian/New Zealand Standard AS/NZS 4282:2019 – Control of Obtrusive Effects of Outdoor Lighting, or its latest version. (iv) 	<p>The requirement to minimise off-site lighting impacts and ensure compliance with external lighting standards is noted. No light spill complaints are recorded and no off-site light spill observed during the evening on 2 March 2025.</p>	<p>Complaints Register</p>	<p>Compliance</p>

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
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>	<p>Incident Register</p>	<p>Compliance</p>
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 Aboriginal Stakeholders and reviewed by Heritage NSW. Following approval, the Applicant must implement the Chance Finds Protocol.</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>Equis has submitted a revised Chance Finds Protocol as part the modification application to the Department which is currently under assessment (Application number: SSD-52786213-Mod-1). It is noted the revision number for this document needs to be updated.</p>	<p>Page 25 approved Environmental Management Strategy (Rev 2) dated 12 June 2025. See <i>Photo B26-1</i> in Appendix H.</p> <p>Consultation with the Department and agreement recorded in Stakeholder Engagement Register maintained by Equis Energy. See <i>Photo B26-2</i> in Appendix H.</p> <p>Email from Equis to Heritage NSW regarding modification to Chance Finds Protocol dated 9 February 2026.</p> <p>Agency consultation in EMS. See <i>Photo B26-3</i> in Appendix H.</p>	<p>Compliance</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</i></p>	<p>Northrop estimated that total water use during construction would be approximately 22,300 kL (7 February 2024). As of 6 March 2026, the Primary Contractor has recorded water consumption of 7,838 kL. Only minimal rainfall has occurred during the construction period, and water demand is typically higher over the summer months. Based on the recorded usage to date and prevailing weather conditions, overall project</p>	<p>Receipts sighted during the site audit</p>	<p>Compliance</p>

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	<i>required to obtain the necessary water licences for the development.</i>	<p>water consumption is likely to remain consistent with Northrop’s original estimate.</p> <p>Water is sourced from the town water supply. Harvestable water rights for the site are calculated to be 64 ML. Construction of the bioretention basin construction is complete. The basin is designed to achieve a total storage capacity of 3,400 cubic metres (equivalent to 3.4 megalitres).</p>		
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) dated 18 August 2025 sighted on site and observed works implemented in accordance with the plan. A Certified Practitioner prepared the ErSed Plan.</p>	<p>Site observation See <i>Photo B28-1</i> in Appendix H.</p> <p>Erosion and Sediment Control Plans. See <i>Photo B28-2</i> in Appendix H.</p>	Compliance
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</i> 	<p>The operating conditions would involve implementing the updated version of the ErSed plan.</p>	Nil.	Not triggered

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	<p><i>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;</p> <p>(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;</p> <p>(d) ensure the battery storage and ancillary infrastructure do not cause any increased water being diverted off the site or alter hydrology off site;</p> <p>(e) ensure the battery storage and ancillary infrastructure are designed, constructed and maintained to avoid causing any erosion on site;</p> <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</p>	<ul style="list-style-type: none"> Equis Energy has prepared a Fire Safety Study (FSS) in consultation with Fire & Rescue NSW (FRNSW). 	Fire Safety Study, Calala BESS, prepared by CJK Fire & Safety Pty Ltd for Equis Australia Management Pty	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	<p>Safety Study for the development, to the satisfaction of the FRNSW and the Planning Secretary in writing. The study must:</p> <ul style="list-style-type: none"> (a) be consistent with the Department’s <i>Hazardous Industry Planning Advisory Paper No. 2 ‘Fire Safety Study’ guideline</i>; (b) describe the final design of the battery storage; (c) include reasonable worst-case bush fire scenario to and from the battery storage and the associated bush fire management; and (d) identify measures to eliminate the expansion of any fire incident including: <ul style="list-style-type: none"> (i) adequate fire safety systems and appropriate water supply; (ii) separation and / or compartmentalisation of battery units; and (iii) strategies and incident control measures specific to the battery storage design. <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>	<ul style="list-style-type: none"> • FRNSW have endorsed the FSS and Department of Planning, Housing and Infrastructure approved the FSS on 17 February 2026. • The Plan: <ul style="list-style-type: none"> ○ Includes a description of the facility (section 3.3) including layout of the BESS (Figure 4) ○ Bushfire is identified as a risk in the Hazard Risk Analysis (Section 10), discussed in consequences of fire hazards (Section 8) and addressed in Fire Prevention Strategies (Section 9) section of the report. ○ Measures to eliminate the expansion of any fire incident is discussed in Section 9 of the report. 	<p>Ltd, Document Number: 2023-227.1-V1.1, Rev E, 9 April 2025.</p> <p>Letter from the Department: See <i>Photo B30-1</i> in Appendix H.</p> <p>Consultation Register – Calala BESS SSD, updated in August 2025.</p>	

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
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>Observed that the chemical storage cabinets were full and that drip trays were double-stacked with containers. Each container was within the individual capacity limits of the cabinets or drip trays. Nevertheless, it is recommended that the Primary Contractor review the overall capacity of the chemical storage cabinets and drip trays to ensure there is sufficient containment volume for the total quantity of dangerous goods stored on site (IO3).</p>	<p>SDSs held electronically as well as hard copies.</p> <p>Storage cabinet, drip tray and spill kits: See <i>Photo B31-1</i> in Appendix H.</p>	Compliance
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 	Noted.	Not applicable at this stage of development.	Not triggered

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	<p>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> <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 - 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</p>	<p>Noted, but not relevant at the current construction phase.</p>	<p>Not applicable until commissioning of the BESS.</p>	<p>Not triggered</p>

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	<p>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> (d) include details on how the battery storage and sub-systems can be safely isolated in an emergency; (e) identify the fire risks and hazards and detailed measures for the development to prevent fires igniting; (f) include availability of fire suppression equipment, access and water; (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; (h) include bushfire emergency management planning, including: <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; 			

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	<p>(iii) details of how RFS would be notified, and procedures that would be implemented, in the event that:</p> <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> <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</p>	<p>Various aspects including Emergency preparedness, fire protection, spill management, emergency drill are outlined in the Construction Environmental Management Plan (CEMP) prepared by the Primary Contractor (Primary Contractor) and implemented on site.</p> <p>The Primary Contractor has prepared an Emergency Management Plan for the project. The emergency plan includes the following:</p>	<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

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	prominent position adjacent to the site entry points at all times.	<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.) Notification and communication protocols for all affected persons and stakeholders <p>Observed muster point located within the temporary site carpark. On 30 January 2026, the Primary Contractor conducted an emergency response drill attended by 73 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 	<p>The audit found the Primary Contractor 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>Waste segregation system with dedicated bins for wood, steel, and general refuse. See <i>Photo B35-1</i> in Appendix H.</p> <p>Waste register: <i>Photo B35-2</i> in Appendix H.</p> <p>General waste and Commercial & Industrial waste dockets.</p>	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	(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>General waste transferred to Tamworth Waste Management Facility.</p> <p>Liquid waste transferred to Tamworth Regional Council Westdale Wastewater treatment plant. A waste ID Consignment receipt sighted.</p>	Email from ACG to the Primary Contractor dated 26 March 2026	
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>(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</p>	<p>An Accommodation and Employment Strategy (AES) has been prepared for the BESS.</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. The Primary Contractor 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. The Primary Contractor takes into consideration that multiple projects identified as state significant developments have cumulative impact on the short-term accommodations.</p>	<p>Cover page and document history of the AES. See <i>Photo B36-1</i> in Appendix H.</p> <p>Letter dated 15/05/2025 from the DPHE to Equis Australia. See <i>Photo B36-2</i> in Appendix H.</p> <p>Supply Nation - Indigenous Suppliers and Subcontractors (Desktop Assessment). See <i>Photo B36-3</i> in Appendix H.</p>	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	<p>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>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 the Primary Contractor have identified a range of goods and services provider involving electrical services, civil and instruction construction, transportation and 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. The Primary Contractor 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>Not applicable. Construction being undertaken as part of Stage 1 works approved for the development.</p>	<p>Not applicable.</p>	<p>Not triggered</p>

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL

CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status										
	<p>Table 3: Rehabilitation Objectives</p> <table border="1"> <thead> <tr> <th data-bbox="327 268 405 284">Feature</th> <th data-bbox="405 268 824 284">Objective</th> </tr> </thead> <tbody> <tr> <td data-bbox="327 284 405 304">Site</td> <td data-bbox="405 284 824 304"> <ul style="list-style-type: none"> • Safe, stable and non-polluting </td> </tr> <tr> <td data-bbox="327 304 405 347">Battery Storage and ancillary infrastructure</td> <td data-bbox="405 304 824 347"> <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 data-bbox="327 347 405 368">Land use</td> <td data-bbox="405 347 824 368"> <ul style="list-style-type: none"> • Restore land capability to pre-existing productive capacity. </td> </tr> <tr> <td data-bbox="327 368 405 389">Community</td> <td data-bbox="405 368 824 389"> <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. 			
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. 													

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
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 (Rev 0 dated 12/6/2025)) 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 the Primary Contractor guidelines and procedures. (b) Section 3 of the EMS (c) Section 5.1 (d) Sections 5.3 and 5.4 (e) Sections 14 and 15. 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 H.</p> <p>Environmental Management Strategy (Rev 0), 12 June 2025.</p> <p>Construction Environmental Management Plan, the Primary Contractor, Rev 2, 18 June 2025.</p>	Compliance

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>One incident has occurred during the reporting period (refer to condition C10 for further detail). However, this incident has not resulted in any changes or updates to the strategies, plans or programs.</p> <p>The previous audit found one non-compliance and recommended three improvement opportunities. The non-compliance or improvement opportunities triggered any updates to strategies, plans or programs. Nor have there been any modifications to the consent conditions or the development during the reporting period that trigger any updates to strategies, plans or programs.</p> <p>It is noted that Equis has lodged a modification application to the Department which is currently under assessment (Application number: SSD-52786213-Mod-1)</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> <p>Independent Environmental Audit Report dated January 2026</p>	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
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 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>	<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
C4	<p>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.</p>	<p>Noted.</p> <p>The Traffic Management Plan must be updated to address Stage 1d in consultation with Transport for NSW and Tamworth Regional Council regarding OSOM movements.</p>	Not applicable	Not triggered
C5	<p>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.</p>	Noted.	Not applicable	Not triggered

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
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.	<p>The Traffic Management Plan must be updated:</p> <ul style="list-style-type: none"> to address Stage 1d following further consultation with Transport for NSW and Tamworth Regional Council regarding OSOM movements; and prior to carrying out any upgrading or decommissioning on site to detail the extent and scope of the pre and post upgrading or decommissioning phase dilapidation surveys. 	<p>Traffic Management Plan (Rev B, dated 12 June 2025).</p> <p>Letter from Department of Planning, Housing and Infrastructure dated 13/6/2025</p>	Compliance
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>Equis Energy notified the Department on 17 June 2025 of the commencement of Stage 1a and 1b.</p> <p>The Primary Contractor notified the Department of the commencement of Stage 1a but did not provide a notification of its completion. the Primary Contractor submits that notification is only required where a phase ceases—that is, where the phase is paused or ends without being completed—and that notification is not required upon completion of a phase. On this basis, no notification was issued for the completion of Stage 1a</p>	<p>Notification letter sent to the Department by Equis Energy dated 17 June 2025 See <i>Photo C7-1</i> in Appendix H.</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</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 H.</p>	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
	<p>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>			
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 Department via the Major Projects website and also to Council.</p>	Noted.	Not applicable for the ongoing stage of the development.	Not triggered
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>	<p>One incident occurred during the reporting period.</p> <p>On 31 January 2026 a contractor's light vehicle travelling on Calala Lane was struck in the rear by a third-party vehicle while attempting to turn into the project site. Both vehicles came to a controlled stop following the collision and no injuries were reported. The investigation report found the contractor's vehicle was not following the route in accordance with Condition B4. Condition B4 requires all light vehicles associated with the development must travel to and from the site via the New England Highway, Goonoo Goonoo Road and Calala Lane. The contractor's light vehicle approached the site via an alternative route.</p>	Not applicable.	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
		Equis notified the Department of the incident on 10 February 2026. On 19 February 2026, the Department advised that it had determined to record the breach with no further enforcement action, having considered the measures implemented by Equis to prevent a recurrence and to support compliance with the approved transport routes.		
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>	<p>One non compliance was raised during the last independent environmental audit. The independent audit and Equis’ response to the findings were submit to the Major Projects website.</p> <p>No additional non-compliances have been raised during the reporting period. One non-compliance is raised by this independent audit report.</p>	Independent Environmental Audit Report (dated January 2026) and Equis’ response.	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).	<p>Urban Perspectives undertook the initial independent environmental audit (IEA) for the construction phase of Calala BESS. The audit period was 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.</p> <p>This second audit is from 10 September 2025 to 4 March 2026. This audit is within 26 weeks of the initial audit in accordance with the Independent Audit Post Approval Requirements (2020 and 2026).</p>	The initial independent environmental audit conducted by Urban Perspectives dated January 2026	Compliance
C15.	<p>In accordance with the specific requirements in the Independent Audit Post Approval Requirements (2020), the Applicant must:</p> <p>(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;</p> <p>(b) submit the response to the Planning Secretary; and</p> <p>(c) 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.</p>	<p>(a) this is the second independent audit report submitted to the Department by Equis Energy (Australia). Equis undertook a review of findings and recommendations of the initial audit report.</p> <p>(b) Equis provided a response to findings and recommendations of the initial audit report</p> <p>(c)Equis has published the initial environmental audit report on it is website at https://www.equis.com.au/pin-projects/calala</p>	<p>Equis response to initial independent environmental audit conducted by Urban Perspectives</p> <p>Letter of appointment endorsing Stuart Wilmot as Lead Auditor for the Calala BESS. See <i>Appendix B – Planning Secretary’s endorsement.</i></p>	Compliance

SCHEDULE 2, PART B– ENVIRONMENTAL CONDITIONS - GENERAL				
CoA.	Condition of Consent	Findings & Recommendation	Evidence Collected	Compliance Status
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 initial Independent Environmental Audit (IEA) was undertaken on 9 and 10 September 2025, with the final report submitted to the Department on 10 November 2026. An amended report was provided in January 2026 to clarify the audit period. These amendments did not alter the findings or recommendations of the original audit.		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. (iv) Approved plans include Traffic, AES, Unexpected Finds Protocol, BMP, and EMS are available on Equis’ website. (v) Not applicable. 	See section below this table and <i>Photo C18-1</i> in Appendix H.	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>(vi) Monitoring section created on the project page but no monitoring results uploaded to the website.</p> <p>(vii) Information on filing and submitting complaint is provided on the Project page.</p> <p>(viii) The last independent environmental audit and Equis' response is available on its website</p> <p>(ix) Nil.</p> <p>(b) The website is up to date.</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	- 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 records	Sighted onboarding induction records. The induction informs project staff and delivery partners of the risks associated with undertaking works around. Refer to: <ul style="list-style-type: none"> • Photo A12-2: Project induction completion by the Primary Contractor personnel (Appendix H). • Photo A12-3: Sub-contractor personnel completing project induction and storyboard induction (Appendix H). 	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 and SSDs are exempt from obtaining CAA under s.4.41(1)(g) of the EP&A 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 (ErSed) dated 18 August 2025 was available on site	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 the Primary Contractor and Equis Photos, drawings and/or records of inspection	Appropriate erosion and sediment control devices placed as per ESCP.	Compliance

Calala BESS Independent Environmental Audit (2025)

No.	Control	Evidence Collected	Findings	Status
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 s.4.41(1)(g) of the EP&A Act.	Not triggered
SW6	Inspect erosion and sediment control measures weekly and following rainfall and maintain by removing accumulated sediment. Ref: Section 6.9.3 of the EIS. (Construction)	Environmental inspection checklists completed by the Primary Contractor. Erosion and Sediment Control Plan	Sighted weekly and after rainfall inspections records.	Compliance
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 inspection.	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). As of 6 March 2026, the Primary Contractor has recorded water consumption of 7,838 kL	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 approved.	Compliance

Calala BESS Independent Environmental Audit (2025)

No.	Control	Evidence Collected	Findings	Status
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. Construction fo the stormwater basin in accordance with the design requirement to be confirmed as part of the next audit.	This forms part of the operational stage of the BESS. To be confirmed prior to commencement of operation.	Not triggered

ENVIRONMENTAL MANAGEMENT STRATEGY

Noise Management Actions

Document/Plan Name	Aspect	Reference
Environmental Management Strategy	Noise Management	Section 7
Objective	- Minimise disturbance to local residents from construction and operational noise.	
Targets	- 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	Train all staff on noise control practices and the requirements of the EMS through inductions, toolboxes, and targeted training. (Pre-construction, Construction and Operation)	Induction and training records Refer to: <ul style="list-style-type: none"> • Photo A12-2: Project induction completion by the Primary Contractor personnel. • Photo A12-3: Sub-contractor personnel completing project induction and storyboard induction. 	Review of induction records found staff from the Primary Contractor and sub-contractors receive environmental induction during onboarding.	Compliance
N2	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. Ref: Section 6.6.3 of the EIS (Construction)	Site inspection and observation	Not applicable at this stage. Observed construction works under stages 1(a) and 1(b). Construction of the noise attenuation barrier yet to be completed.	Not triggered
N3	Limit construction activities to standard construction hours as specified in Section 2.4.2. Ref: Section 6.6.3 of the EIS; Condition B17; and Condition B18 (a), (b) and (c) - (Construction)	Interview with project personnel Heavy vehicle register (timing of entry/exit)	Observed works occurring during standard construction hours. No complaints from the local community or road users arising from work hours.	Compliance
N4	Obtain written approval from the Planning Secretary prior to conducting out-of-hours work (OOHW). Conduct a noise impact assessment consistent with the requirements of the <i>Interim Construction Noise</i>	OOHW Application	One request for out of hour works has been submitted and the Department is currently assessing the application.	Compliance

No.	Action	Evidence Collected	Findings	Status
	<p><i>Guideline</i> (DECC, 2009) to accompany the OOHW approval.</p> <p>Include in the OOHW request:</p> <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>Observed that plant & machinery parked on site remained switched off when not in operation.</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>Site inspection and observation</p> <p>Completed inspection checklist</p>	<p>Material unloading took place at a considerable distance from the nearest sensitive receiver. Most works currently occurring at ground level.</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>Ideagen EHS Plant Register</p>	<p>Sighted pre-start checklists completed by plant operators and online plant register (Ideagen EHS)</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 _{AF 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 NPfl) 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 NPfl) and all operating temperatures.

Notes:

1. To be measured up to, and including, noise enhancing meteorological conditions (as described in Table D1 of the NPfl) 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 NPfl) 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. Refer to: <ul style="list-style-type: none"> Photo A12-2: Project induction completion by the Primary Contractor personnel. Photo A12-3: Sub-contractor personnel completing project induction and storyboard induction. 	Air quality management measures included in the project induction. 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	Observed parts of the site seeded with sterile seed to stabilise excavated areas that are not longer being worked.	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 observed 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 and ACG (civil sub-contractor) have systems 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 observed to be idling when not in use.	Compliance
A6	Cease clearing of vegetation and ground cover in dry windy conditions.	Site interviews	Not observed	Not triggered

Calala BESS Independent Environmental Audit (2025)

No.	Action	Evidence Collected	Findings	Status
	Ref: Condition B22 Dust (Construction)			

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	<p>Train all staff on site minimisation and management practices and the requirements of the EMS through inductions, toolboxes, and targeted training.</p> <p>Ref: Section 6.13 of the EIS Condition B35(a) Waste (Pre-construction, Construction and Operation)</p>	<p>Project induction slides and training records</p> <p>Refer to:</p> <ul style="list-style-type: none"> • Photo A12-2: Project induction completion by the Primary Contractor personnel. • Photo A12-3: Sub-contractor personnel completing project induction and storyboard induction. 	<p>The Primary Contractor procedures for waste management detailed in the Construction Environmental Management Plan (CEMP). The Project Induction makes project staff aware of the procedures.</p>	Compliance
W2	<p>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.</p> <p>Ref: Section 6.13 of the EIS (Construction)</p>	<p>Photographs during site walk</p> <p>Completed inspection checklist</p> <p>Photos</p>	<p>Waste segregation observed onsite and separate bins available</p>	Compliance
W3	<p>Purchase materials with minimal packaging that is also suitable for reuse or recycling on an as needed basis.</p> <p>Ref: Section 6.13 of the EIS (Construction)</p>	<p>Visual Conversation Interview</p>	<p>Purchase of materials are in accordance with the specifications for the project. Where possible consideration for packaging impact is given.</p>	Compliance
W4	<p>Erect signage on site to ensure waste storage areas and bins are clearly marked.</p> <p>Ref: Section 6.13 of the EIS (Construction and Operation)</p>	<p>Source separation through segregation of wastes.</p>	<p>Observed signage attached to appropriate bins used for storage of timber, metal, etc.</p>	Compliance
W5	<p>Classify, store and handle all waste generated on site in accordance with the EPA's Waste Classification Guidelines 2014 (or its latest version).</p> <p>Ref: Section 6.13 of the EIS Condition B35(b) Waste and B35(c) Waste (Construction and Operation)</p>	<p>Waste register and Waste docket</p>	<p>No spoil has been transferred to waste facility for disposal.</p>	Compliance

Calala BESS Independent Environmental Audit (2025)

No.	Control	Evidence Collected	Findings	Status
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. Ref: Section 6.13 of the EIS Condition B35(a) Waste and Condition B35(e) Waste (Operation)	Waste register Waste docketts	Septic and liquid wastes sent to Tamworth wastewater treatment plant Cleanaway (skip bins) sent to Tamworth Waste Facility (EPL checked and verified)	Compliance
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 docketts	Observed no evidence of waste being received and 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
M6	Record waste quantities generated including tracking of receipts from waste recycling or disposal via the appointed waste contractor.	Waste register and Waste docketts	During the audit, ACG (sub-contractor) was unable to provide its waste register immediately, and only some waste docketts were available at the time of request. A subsequent review of the waste register identified that several waste collections undertaken by Cleanaway in March 2025 (6, 8, 23, 25 and 31 March) were not recorded. While the register and missing docketts were eventually provided—meaning the issue does not constitute a non-compliance—the gaps in documentation indicate that ACG’s waste tracking processes could be strengthened. It is recommended that ACG improve the accuracy, completeness and timeliness of its waste tracking and record-keeping to ensure all waste movements are consistently documented and supporting docketts are readily accessible when requested (I04).	Compliance

Calala BESS Independent Environmental Audit (2025)

No.	Control	Evidence Collected	Findings	Status
M7	Record waste classification and testing results.	Waste register and Waste docketts	No spoil has been transferred to waste facility for disposal.	Compliance
M8	Undertake auditing of waste management across the site as a component of broader environmental site audits.	Weekly Site Inspection checklist	Waste bins inspected as part of Weekly Site Inspection Checklist	Compliance

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	- 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 Refer to: <ul style="list-style-type: none"> Photo A12-2: Project induction completion by the Primary Contractor personnel (Appendix H). Photo A12-3: Sub-contractor personnel completing project induction and storyboard induction (Appendix H). 	Chance Finds Procedure, communicated to 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.	ACHA	Letter sent by Biosis on 8 June 2025 to registered Aboriginal parties on 8 June 2025.	Compliance

Calala BESS Independent Environmental Audit (2025)

No.	Control	Evidence Collected	Findings	Status
	Ref: Section 6.2.3 of the EIS (Construction and Operation)		No Aboriginal cultural heritage sites within the study area.	

ENVIRONMENTAL MANAGEMENT STRATEGY

Visual Impact Control Measures

Calala BESS Independent Environmental Audit (2025)

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 the site is generally kept tidy. Cleaning staff visit facility to do housekeeping work within the site amenities boundary.	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	Observed protection measures around trees to be retained.	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 use fluorescent interior lights.	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

Calala BESS Independent Environmental Audit (2025)

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	Temporary demountable offices have 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	Works progressing with construction of 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. The Primary Contractor monitors weeds and has implemented regular weed management. Observed sterile grass coverage of areas previously disturbed no longer being worked.	Compliance
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

Calala BESS Independent Environmental Audit (2025)

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. Recommendations such as the use of energy-efficient bulbs, asymmetric beams, and directing lights away from reflective surfaces are requirements for the operational phase and will be considered at that stage when they are being constructed.	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 30 January 2026 by the Primary Contractor.	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 the Primary Contractor 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 stage of development.	Not triggered

No.	Control	Evidence Collected	Findings	Status
	Ref: Section 6.9.3 of the EIS (Construction and Operation)			
HAZ6	Notify the relevant Local Emergency Management Committee following construction of the development, and prior to commencing operations. Ref: Condition B32(e) Operating Conditions (Pre-operation)	Nil	Not applicable at this stage of development.	Not triggered
HAZ7	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: <ul style="list-style-type: none"> - Storing products in bunds - Signage - Having spill kits available - Having appropriate PPE - Training staff Ref: Condition B31 Storage and Handling of Dangerous Goods (Operation)	Any new chemicals brought on to the site are identified to the site HSE Advisor / Site Manager. Safety Data Sheets stored electronically in Master Register of Substances.	Chemicals including oils, lubricants and sprays keep in a securely locked cabinet.	Compliance
HAZ8	Manage onsite vegetation heights to reduce fuel loads during fire danger periods. Ref: Condition B32(a) Operating Conditions (Operation)	Site observation	Not relevant at this early stage of construction.	Not triggered
HAZ9	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. Ref: Condition B32(b) Operating Conditions (Operation)	Site observation	Not relevant at this stage of construction involving site preparation for BESS.	Not triggered
HAZ10	Trees are to be separated, and the understorey maintained within the asset protection Asset Protection Zones. Ref: Condition B32(b) (Operation)	Maintenance records Photos	Not relevant at this stage of construction involving site preparation for BESS.	Not triggered
HAZ11	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.	Maintenance records Photos	Relevant for future stage as development transitions to operation.	Not triggered

Calala BESS Independent Environmental Audit (2025)

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	<p>Appropriate warning signs in place implemented through the Traffic Control Plan.</p> <p>TGS Plans prepared by personnel certified by Transport for NSW</p>	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 has been set up.</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. Ensure signs are not obscured by vegetation, vehicles, plant or other traffic control signs/devices, and that signs are placed in the correct order. 	During construction		<p>Observed drivers and operators generally complying with driving requirements.</p> <p>Directional signs in place at the site access point.</p>	Compliance

Mitigation and / or management measure	When does this apply?	Evidence Collected	Findings	Status
<ul style="list-style-type: none"> • 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>Ref: Safety of road users and construction staff (Section 5, Section 5)</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>No traffic controllers observed on site during the audit.</p>	

Mitigation and / or management measure	When does this apply?	Evidence Collected	Findings	Status
<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 will be developed, with a summary included in 	<p>During construction</p>	<p>Dilapidation reports.</p> <p>Interview with site personnel</p>	<p>Dilapidation reports / videos prepared</p> <p>No major damage observed due to movement of project vehicles on the designated route.</p> <p>Council requested that a performance bond be included as a requirement in a later version of the draft TMP before it was approved by the Department. No performance bond has been agreed or paid to Council at the time of the audit. As this requirement of the Traffic Management Plan has not been implemented, it constitutes a non-compliance with Condition B10.(NC1).</p>	<p>Non-Compliance</p>

Mitigation and / or management measure	When does this apply?	Evidence Collected	Findings	Status
<p>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). • Drivers are to be advised to adhere to any Council announcements on flooding and comply with any road closure and rerouting procedures. 	<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 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>	During construction	Consultation register	Equis liaises with the Council regarding road closures, special events. Moss Environmental provides the Primary Contractor with monthly updates of applications and approvals for State Significant Development and Infrastructure within the area	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. • Weed Management Reports October 2025 & 2026 	
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. 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> <p>Weed control measures implemented on site on 22 October 2025 and 5 February 2026</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>	

Calala BESS Independent Environmental Audit (2025)

Location	BESS Cat-1 residual lands	VMZ 2
	<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. 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. Weed Management Reports October 2025 & 2026 	
Findings	<p>Observed Vegetation Management Zones implemented through installation of demarcation signs at the perimeter fence.</p> <p>Weed density map provided in Figures 2 and 3 of the Biodiversity Management Baseline Data Report (July 2025).</p> <p>Weed control measures implemented on site on 22 October 2025 and 5 February 2026</p>	
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. 	

Calala BESS Independent Environmental Audit (2025)

Location	BESS Cat-1 residual lands	VMZ 3
	<ul style="list-style-type: none"> • Photo points of priority weed control areas 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	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. 	

Calala BESS Independent Environmental Audit (2025)

Location	PCT 599 Woodland adjoining Burgmanns Lane and buffered lands	VMZ 4
	<ul style="list-style-type: none"> 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	<p>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).</p> <p>Equis encourages local and regional partnering opportunities and the project page contains a link inviting to register your interest by completing the procurement form at https://equis.engagementhub.com.au/calala-bess.</p>	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	<p>Equis Energy consulted Tamworth Chambers of Commerce in October 2024 and raised matters relating to the Accommodation and Employment Strategy.</p> <p>Peaks of construction likely to occur in April/ May and June. Several local businesses and suppliers including waste service providers have been engaged by the Primary Contractor. Also, one of the key environmental specialists is locally based.</p>	Compliance
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, the Primary Contractor 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 particularly for jobseekers that face barriers and are from under-represented groups.	Prior to construction	Engagement with the Local Employment Services occurred in October 2024.	Compliance

Actions to manage employment requirements	Timing	Findings	Status
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	The Primary Contractor 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. A list of local subcontractors reported in the monthly project meeting. Recommend that Equis track is performance of achieving the 10% target (IO5)	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	The Primary Contractor has reviewed the event calendar. During the reporting period construction activities coincided with the Tamworth Country Music Festival in January 2026, which is the largest event in Tamworth. Anecdotally CCP employees advised that they experienced no shortage of accommodation during this period.	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. The Primary Contractor offers travel allowances to its employees, allowing them to arrange their own accommodation. When needed, the Primary Contractor uses the Corporate Travel system to assist team members with booking arrangements.	Compliance

Actions to manage accommodation requirements	Timing	Findings	Status
<p>Consider hiring shuttle bus services where practical from local providers to transport workers from their accommodation to the project site.</p> <p>Incentivise carpooling or ride sharing by construction employees.</p>	<p>During construction</p>	<p>Observed two shuttle buses operating on site and transporting employees to and from the site.</p>	<p>Compliance</p>

APPENDIX B: Planning Secretary's endorsement



Department of Planning, Housing and Infrastructure

Reference: SSD-52786213-PA-24

Gerrit Prent
Senior Development Planner
The Trustee for Equis Energy (Australia) Ngumi 4 Asset Trust

29/01/2026

Sent via the Major Projects Portal only

Subject: Calala BESS - Independent Auditor Proposal

Dear Mr Prent

I refer to your letter to the NSW Department of Planning, Housing and Infrastructure dated 27 January 2025 requesting the Planning Secretary's approval of a suitably qualified, experienced, and independent person to conduct the next independent environmental audit of the Calala Battery Energy Storage System (BESS), as required by Schedule 2, Condition 14 of development consent SSD-52786213.

The Department has reviewed the independent auditor nomination and based on the information you have provided is satisfied that the proposed auditor is suitably qualified, experienced, and independent.

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

- Stuart Wilmot (Lead Auditor)

The above auditor is approved for the duration of construction and the initial operational audit of the development. The Department reserves the right to request an alternate auditor or audit team at any time.

Any changes or additions to the audit team and/or roles must be approved by the Planning Secretary prior to the audit commencing.

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

Please note:

- The Lead Auditor must attend the site inspection component of the audit.
- The audit period is the day after the site inspection date of the previous audit, to the final site inspection date of the current audit.

Department of Planning, Housing and Infrastructure



- This letter must be appended to the Independent Audit Report.

Should you wish to discuss the matter, please contact Jennifer Sage, Senior Compliance Officer on 02 6575 3420 or email compliance@planning.nsw.gov.au

Yours sincerely

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

Heidi Watters
Team Leader - Hunter
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

February 5, 2026

Joel Curran
Senior Compliance Officer
Department of Planning
Locked Bag 5022, Parramatta NSW 2124
E: compliance@planning.nsw.gov.au

Dear Joel,

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 undertake the second 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 consent on 28 June 2024 for a 300 MW / 600 MWh battery energy storage facility at 474 Calala Lane, approximately 5.8 kilometres southeast of Tamworth. The project will connect to Transgrid's Tamworth 330 kV substation via a dedicated transmission corridor, with both the BESS site and cable route located on RU4-zoned land under the Tamworth Regional LEP 2010.

Urban Perspectives completed the first IEA on 9–10 September 2025, assessing compliance with development consent conditions and key management plans. The audit identified one non-compliance (absence of daily light-vehicle monitoring) and three improvement opportunities relating to accommodation planning during major events, fencing adjustments to protect vegetation, and verification of sewage disposal at licensed facilities.

The second audit will commence on Tuesday, 2 March 2026, focusing on compliance with conditions relevant to the current stage of works. We invite you to advise us of any concerns or matters you would like considered. The audit will be undertaken in accordance with the NSW Department of Planning, Industry and Environment's *Independent Audit – Post Approval Requirements* (May 2020).

Please provide your response by Monday, 23 February 2026. If you have any questions regarding the audit, you are welcome to contact me directly.

Kind regards,

A handwritten signature in blue ink, appearing to read "Stuart Wilmot".

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

2nd Independent Environmental Audit – Calala Battery Energy Storage System – SSD - 52786213

Summary



Stuart Willmot

To: compliance@planning.nsw.gov.au



Letter - DPE Compliance - 2nd Audit.pdf
211 KB

Reply Reply All Forward

Thu 5/32/2025 4:55 PM

Dear Joel

Attached is a letter regarding the second independent environmental audit of the Calala Battery Energy Storage System (Calala BESS) at 474 Calala Lane, Tamworth. If you have any queries feel free to contact me on 0425 227 246.

Regards

Stuart Willmot

Principal

Urban Perspectives | Suite 405, 88 Foveaux Street, Surry Hills

P: 1300 758 393 | M: 0425 227 246

www.urbanperspectives.com.au
www.urbanprospects.com.au
www.zmsstratus.com.au

Tamworth Regional Council

TAMWORTH REGIONAL COUNCIL



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

1300 758 393

February 5, 2026

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 undertake the second 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 consent on 28 June 2024 for a 300 MW / 600 MWh battery energy storage facility at 474 Calala Lane, approximately 5.8 kilometres southeast of Tamworth. The project will connect to Transgrid's Tamworth 330 kV substation via a dedicated transmission corridor, with both the BESS site and cable route located on RU4-zoned land under the Tamworth Regional LEP 2010.

Urban Perspectives completed the first IEA on 9–10 September 2025, assessing compliance with development consent conditions and key management plans. The audit identified one non-compliance (absence of daily light-vehicle monitoring) and three improvement opportunities relating to accommodation planning during major events, fencing adjustments to protect vegetation, and verification of sewage disposal at licensed facilities.

The second audit will commence on Tuesday, 2 March 2026, focusing on compliance with conditions relevant to the current stage of works. We invite you to advise us of any concerns or matters you would like considered. The audit will be undertaken in accordance with the NSW Department of Planning, Industry and Environment's *Independent Audit – Post Approval Requirements* (May 2020).

Please provide your response by Monday, 23 February 2026. If you have any questions regarding the audit, you are welcome 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

2nd Independent Environmental Audit – Calala Battery Energy Storage System – SSD - 52786213

Stuart Wilmot <stuart@urbanperspectives.com.au>
To: admin@tamworthlal.com.au

Letter – Tamworth Local Aboriginal Land Council - 2nd Audit.pdf
208 KB

Reply Reply All Forward

Thu, 5/02/2026 4:56 PM

Dear Fiona

Attached is a letter regarding the second independent environmental audit of the Calala Battery Energy Storage System (Calala BESS) at 474 Calala Lane, Tamworth. If you have any queries feel free to contact me on 0425 227 246.

Regards

Stuart Wilmot

Principal

Urban Perspectives | Suite 405, 88 Foveaux Street, Surry Hills

P: 1300 758 393 | M: 0425 227 246

www.urbanperspectives.com.au
www.urbanprospects.com.au
www.lmsstratus.com.au

Land Use and Agriculture

LAND USE AND AGRICULTURE



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

☎ 1300 758 393

February 5, 2026

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 undertake the second 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 consent on 28 June 2024 for a 300 MW / 600 MWh battery energy storage facility at 474 Calala Lane, approximately 5.8 kilometres southeast of Tamworth. The project will connect to Transgrid's Tamworth 330 kV substation via a dedicated transmission corridor, with both the BESS site and cable route located on RU4-zoned land under the Tamworth Regional LEP 2010.

Urban Perspectives completed the first IEA on 9–10 September 2025, assessing compliance with development consent conditions and key management plans. The audit identified one non-compliance (absence of daily light-vehicle monitoring) and three improvement opportunities relating to accommodation planning during major events, fencing adjustments to protect vegetation, and verification of sewage disposal at licensed facilities.

The second audit will commence on Tuesday, 2 March 2026, focusing on compliance with conditions relevant to the current stage of works. We invite you to advise us of any concerns or matters you would like considered. The audit will be undertaken in accordance with the NSW Department of Planning, Industry and Environment's *Independent Audit – Post Approval Requirements* (May 2020).

Please provide your response by Monday, 23 February 2026. If you have any questions regarding the audit, you are welcome 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

2nd Independent Environmental Audit – Calala Battery Energy Storage System – SSD - 52786213



Stuart Wilmot
To: landuse.ag@dpi.nsw.gov.au

Letter - DPI Agriculture - second audit.pdf
175 KB

Summary
Reply Reply All Forward Print More
Thu 3/02/2026 4:56 PM

Dear Salina

Attached is a letter regarding the second independent environmental audit of the Calala Battery Energy Storage System (Calala BESS) at 474 Calala Lane, Tamworth. If you have any queries feel free to contact me on 0425 227 246.

Regards

Stuart Wilmot

Principal

Urban Perspectives | Suite 405, 88 Foveaux Street, Surry Hills

P: 1300 758 393 | M: 0425 227 246

www.urbanperspectives.com.au
www.urbanperspectiv.com.au
www.imsstotus.com.au

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

February 5, 2026

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 undertake the second 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 consent from DPHI on 28 June 2024 for a 300-megawatt (MW) / 600-megawatt-hour (MWh) battery energy storage facility within the Tamworth Regional local government area. The project site is located approximately 5.8 kilometres southeast of the Tamworth town centre at 474 Calala Lane, Calala, New South Wales, and will connect to Transgrid's existing Tamworth 330-kilovolt (kV) substation via a dedicated transmission corridor. Both the BESS site and transmission cable route are situated on land zoned RU4 – Primary Production Small Lots under the Tamworth Regional Local Environmental Plan 2010.

During exhibition of the Environmental Impact Statement (EIS), the Biodiversity Conservation and Science (BCS) Directorate reviewed the Response to Submissions (RtS), Amended Report (AR), and draft Development Consent (DC). Key biodiversity-related conditions recommended by BCS included preparation of a Biodiversity Management Plan (BMP) and retirement of biodiversity offset credits.

Urban Perspectives completed the first Independent Environmental Audit of the Calala BESS on 9–10 September 2025. The audit assessed compliance with development consent conditions, implementation of key management plans—including the Biodiversity Management Plan—and matters raised in BCS's letter dated 18 August regarding the scope of the first audit. The audit process included site inspections, interviews, and a detailed review of project documentation.

The first audit identified one non-compliance relating to the absence of monitoring for daily light-vehicle movements, along with three improvement opportunities. These included establishing monitoring and contingency accommodation measures during major local events, adjusting fencing to protect onsite vegetation, and confirming sewage disposal at appropriately licensed facilities.

The second audit will commence on Tuesday, 2 March 2026. Its scope will focus on assessing compliance with development consent conditions relevant to the current stage of works. To support preparation for this audit, we invite you to advise us of any concerns or specific matters you would like considered within the audit scope. The audit will be undertaken in accordance with the NSW Department of Planning, Industry and Environment's *Independent Audit – Post Approval Requirements* (May 2020).

Please provide your response by Monday, 23 February 2026. If you have any questions regarding the audit, you are welcome 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

2nd Independent Environmental Audit – Calala Battery Energy Storage System – SSD - 52786213

Summary



Stuart Wilmot
To: david.geering@environment.nsw.gov.au

Reply Reply All Forward

Thu 5/02/2025 4:56 PM



Dear David

Attached is a letter regarding the second independent environmental audit of the Calala Battery Energy Storage System (Calala BESS) at 474 Calala Lane, Tamworth. If you have any queries feel free to contact me on 0425 227 246.

Regards

Stuart Wilmot

Principal

Urban Perspectives | Suite 405, 88 Foveaux Street, Surry Hills

P: 1300 758 393 | M: 0425 227 246

www.urbanperspectives.com.au
www.urbanperspectives.com.au
www.urbanperspectives.com.au

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

February 5, 2026

Fiona Snape
Chief Executive Officer
Tamworth Local Aboriginal Land Council
123 Marius St, Tamworth
NSW, 2340, Australia
P: [\(02\) 6766 9028](tel:0267669028)
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 undertake the second 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 consent on 28 June 2024 for a 300 MW / 600 MWh battery energy storage facility at 474 Calala Lane, approximately 5.8 kilometres southeast of Tamworth. The project will connect to Transgrid's Tamworth 330 kV substation via a dedicated transmission corridor, with both the BESS site and cable route located on RU4-zoned land under the Tamworth Regional LEP 2010.

Urban Perspectives completed the first IEA on 9–10 September 2025, assessing compliance with development consent conditions and key management plans. The audit identified one non-compliance (absence of daily light-vehicle monitoring) and three improvement opportunities relating to accommodation planning during major events, fencing adjustments to protect vegetation, and verification of sewage disposal at licensed facilities.

The second audit will commence on Tuesday, 2 March 2026, focusing on compliance with conditions relevant to the current stage of works. We invite you to advise us of any concerns or matters you would like considered. The audit will be undertaken in accordance with the NSW Department of Planning, Industry and Environment's *Independent Audit – Post Approval Requirements* (May 2020).

Please provide your response by Monday, 23 February 2026. If you have any questions regarding the audit, you are welcome 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

2nd Independent Environmental Audit – Calala Battery Energy Storage System – SSD - 52786213

Stuart Wilmot



Stuart Wilmot
To: 'admin@tamworthlalc.com.au'

Reply Reply All Forward

Thu 5/02/2025 4:56 PM

Letter - Tamworth Local Aboriginal Land Council - 2nd Audit.pdf
212 KB

Dear Fiona

Attached is a letter regarding the second independent environmental audit of the Calala Battery Energy Storage System (Calala BESS) at 474 Calala Lane, Tamworth. If you have any queries feel free to contact me on 0425 227 246.

Regards

Stuart Wilmot

Principal

Urban Perspectives | Suite 405, 88 Foveaux Street, Surry Hills

P: 1300 758 393 | M: 0425 227 246

www.urbanperspectives.com.au
www.urbanperspectives.com.au
www.urbanperspectives.com.au

Transport for NSW

Transport for NSW (TfNSW)



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

1300 758 393

February 5, 2026

Alexandra Long
Development Services Case Officer-Renewables
Transport Planning
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 undertake the second 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 consent on 28 June 2024 for a 300 MW / 600 MWh battery energy storage facility at 474 Calala Lane, approximately 5.8 kilometres southeast of Tamworth. The project will connect to Transgrid's Tamworth 330 kV substation via a dedicated transmission corridor, with both the BESS site and cable route located on RU4-zoned land under the Tamworth Regional LEP 2010.

Urban Perspectives completed the first IEA on 9–10 September 2025, assessing compliance with development consent conditions and key management plans. The audit identified one non-compliance (absence of daily light-vehicle monitoring) and three improvement opportunities relating to accommodation planning during major events, fencing adjustments to protect vegetation, and verification of sewage disposal at licensed facilities.

The second audit will commence on Tuesday, 2 March 2026, focusing on compliance with conditions relevant to the current stage of works. We invite you to advise us of any concerns or matters you would like considered. The audit will be undertaken in accordance with the NSW Department of Planning, Industry and Environment's *Independent Audit – Post Approval Requirements* (May 2020).

Please provide your response by Monday, 23 February 2026. If you have any questions regarding the audit, you are welcome to contact me directly.

Kind regards,

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

From: [Alexandra Power](#)
To: [Stuart Wilmot](#)
Cc: [Development Renewables](#)
Subject: TfNSW response to IEA input request for Calala BESS
Date: Friday, 27 February 2026 3:03:26 PM
Attachments: [Outlook-xxq1e5ip.png](#)
[Outlook-ofdpcx1l.png](#)
[Outlook-fr33rtyd.png](#)

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 Stuart,

TfNSW suggests that the Independent Environmental Audit scope consider:

- Compliance with Instrument of Consent transport-related conditions
- Implementation and enforcement of shuttle bus arrangements
- Management of construction traffic volumes during AM and PM peak periods
- Any pre-construction minor works mitigation measures and associated Planning Secretary approvals
- Implementation of the Traffic Impact Assessment (TIA) and Traffic Management Plans (TMPs)
- Commitments made within the Environmental Impact Statement (EIS)
- Assumptions underpinning the assessed traffic task within the TIA, including traffic distribution assumptions
- Effectiveness of mitigation measures detailed within the TMP
- Alignment between assessed and actual traffic volumes and vehicle characteristics
- Suitability of existing intersection treatments under cumulative background and project traffic
- Ongoing appropriateness of approved OSOM routes for the configurations being utilised
- Any incidents of non-compliance with mitigation measures, commitments or assessed traffic volumes, and measures implemented in response
- Audit report outcomes and recommended actions relevant to the State road network

Kind regards

Alexandra Power

A/Manager Development Services West

Transport Planning

Planning, Integration and Passenger

Transport for NSW

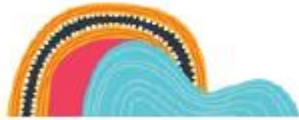
P 1300 019 680 E development.renewables@transport.nsw.gov.au

transport.nsw.gov.au

Working days Monday-Friday 9.30-5.30pm



**Transport
for NSW**



I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

Please consider the environment before printing this email.

Rural Fire Services (RFS)

Rural Fire Services (RFS)



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

1300 758 393

February 5, 2026

Richard Jay
Station Officer
Operational Liaison and Special Hazards Unit
Fire & Rescue NSW
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 undertake the second 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 consent on 28 June 2024 for a 300 MW / 600 MWh battery energy storage facility at 474 Calala Lane, approximately 5.8 kilometres southeast of Tamworth. The project will connect to Transgrid's Tamworth 330 kV substation via a dedicated transmission corridor, with both the BESS site and cable route located on RU4-zoned land under the Tamworth Regional LEP 2010.

Urban Perspectives completed the first IEA on 9–10 September 2025, assessing compliance with development consent conditions and key management plans. The audit identified one non-compliance (absence of daily light-vehicle monitoring) and three improvement opportunities relating to accommodation planning during major events, fencing adjustments to protect vegetation, and verification of sewage disposal at licensed facilities.

The second audit will commence on Tuesday, 2 March 2026, focusing on compliance with conditions relevant to the current stage of works. We invite you to advise us of any concerns or matters you would like considered. The audit will be undertaken in accordance with the NSW Department of Planning, Industry and Environment's *Independent Audit – Post Approval Requirements (May 2020)*.

Please provide your response by Monday, 23 February 2026. If you have any questions regarding the audit, you are welcome 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

From: [Fire Safety](#)
To: [Stuart Wilmet](#)
Subject: Automatic reply: 2nd Independent Environmental Audit – Calala Battery Energy Storage System – SSD - 52786213
Date: Thursday, 5 February 2026 4:59:07 PM

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.

Dear Stakeholder,

Thank you for your email. Amendments to the Fire and Rescue NSW Regulation 2023, including changes to fee structure and prices, come into effect from 1 February. Under these regulations an upfront assessment fee must be paid prior to submitting a Fire Safety application.

To facilitate the processing of the assessment fee ahead of the application, and not cause delay to your application timeframes, please commence the payment process four working days before the application is to be lodged. Applications will not be processed unless the assessment fee has been paid in full.

What this means for those seeking to submit an application:

From Monday 2 February, all applications submitted to Fire Safety will require the assessment fee to be paid in advance. Applicants will need to access the FRNSW website from Monday to arrange payment. <https://www.fire.nsw.gov.au/fire-safety/building-fire-safety>

If you already have an SAP Customer Number:

You may request an assessment invoice from Monday 2 February and must pay the assessment fee prior to submitting your application. You can find this here [REQUEST AN INVOICE](#)

If you do not have an SAP Customer Number:

You will need to complete the required form [REQUEST SAP CUSTOMER](#) so a SAP Customer Number can be created. Once the SAP customer number is issued, you may request an assessment invoice and must pay the assessment fee prior to submitting your application.

If you are unsure what service type you are after, you can find out via this link [SERVICE TOOL TYPE](#)

Please note that the legislative timeframes only commence after the assessment fee is paid and a valid application has been submitted and accepted by the Fire Safety admin team as per current process. For example, if an assessment fee is paid on the 2nd of February the application should be submitted to Fire Safety on the 5th of February.

Please factor in the above timeframes (up to four working days) in scheduling your applications. When all required information has been updated and received correctly, FRNSW will process your request and provide reference numbers accordingly.

We thank you for your patience during this transitional change.

Should you have any further queries, please reply to this email.

Regards,



Administration & Project Officer
CSD Admin & Project Services | Fire and Rescue NSW
T: (02) 9742 7434 E: firesafety@fire.nsw.gov.au
1 Amarina Avenue, Greenacre NSW 2190
| Locked Mail Bag 12, Greenacre, NSW 2190

PREPARED FOR ANYTHING.

www.fire.nsw.gov.au



Fire and Rescue NSW acknowledge the traditional custodians of the lands on which we stand and pay our respects to their Elders from the past and present.

FRNSW CONFIDENTIALITY NOTICE AND DISCLAIMER

The information in this transmission may be confidential and/or protected by legal professional privilege, and is intended only for the person or persons to whom it is addressed. If you are not the intended recipient of this message you must not read, forward, print, copy, disclose, use or store in any way the information in this e-mail or any attachment it may contain. Please notify the sender immediately and delete or destroy all copies of this e-mail and any attachment it may contain.

Views expressed in the message are those of the individual sender, and are not necessarily the views of Fire and Rescue NSW (FRNSW). Use of electronic mail is subject to FRNSW policy and guidelines. FRNSW reserves the right to filter, inspect, copy, store and disclose the contents of electronic mail messages, as authorised by law.

This message has been scanned for viruses.

Fire and Rescue NSW

FIRE & RESCUE NSW



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

1300 758 393

February 5, 2026

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 undertake the second 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 consent on 28 June 2024 for a 300 MW / 600 MWh battery energy storage facility at 474 Calala Lane, approximately 5.8 kilometres southeast of Tamworth. The project will connect to Transgrid's Tamworth 330 kV substation via a dedicated transmission corridor, with both the BESS site and cable route located on RU4-zoned land under the Tamworth Regional LEP 2010.

Urban Perspectives completed the first IEA on 9–10 September 2025, assessing compliance with development consent conditions and key management plans. The audit identified one non-compliance (absence of daily light-vehicle monitoring) and three improvement opportunities relating to accommodation planning during major events, fencing adjustments to protect vegetation, and verification of sewage disposal at licensed facilities.

The second audit will commence on Tuesday, 2 March 2026, focusing on compliance with conditions relevant to the current stage of works. We invite you to advise us of any concerns or matters you would like considered. The audit will be undertaken in accordance with the NSW Department of Planning, Industry and Environment's *Independent Audit – Post Approval Requirements* (May 2020).

Please provide your response by Monday, 23 February 2026. If you have any questions regarding the audit, you are welcome 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

From: [Webmaster](#)
To: [Stuart Wilmot](#)
Subject: RE: 2nd Independent Environmental Audit – Calala Battery Energy Storage System – SSD - 52786213
Date: Friday, 6 February 2026 8:30:19 AM

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.

Good morning,

Thank you for your email.

Your enquiry has been forwarded to the relevant department for further action.

Kind regards,

NSW Rural Fire Service

From: Stuart Wilmot <stuart@urbanperspectives.com.au>
Sent: Thursday, 5 February 2026 4:55 PM
To: Webmaster <webmaster@rfs.nsw.gov.au>
Subject: 2nd Independent Environmental Audit – Calala Battery Energy Storage System – SSD - 52786213

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

Dear Allyn

Attached is a letter regarding the second independent environmental audit of the Calala Battery Energy Storage System (Calala BESS) at 474 Calala Lane, Tamworth. If you have any queries feel free to contact me on 0425 227 246.

Regards

Stuart Wilmot

Principal

Urban Perspectives | Suite 405, 88 Foveaux Street, Surry Hills

P: 1300 758 393 | M: 0425 227 246

www.urbanperspectives.com.au
www.urbanprospects.com.au
www.imsstratus.com.au

DCCEEW – Water Assessments

DCCEEW – WATER ASSESSMENTS



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

1300 758 393

February 5, 2026

Rob Brownbill
Manager, Water Assessments, Knowledge Division
NSW Department of Climate Change, Energy, the Environment and Water
E: water.assessments@doje.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 undertake the second 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 consent on 28 June 2024 for a 300 MW / 600 MWh battery energy storage facility at 474 Calala Lane, approximately 5.8 kilometres southeast of Tamworth. The project will connect to Transgrid's Tamworth 330 kV substation via a dedicated transmission corridor, with both the BESS site and cable route located on RU4-zoned land under the Tamworth Regional LEP 2010.

Urban Perspectives completed the first IEA on 9–10 September 2025, assessing compliance with development consent conditions and key management plans. The audit identified one non-compliance (absence of daily light-vehicle monitoring) and three improvement opportunities relating to accommodation planning during major events, fencing adjustments to protect vegetation, and verification of sewage disposal at licensed facilities.

The second audit will commence on Tuesday, 2 March 2026, focusing on compliance with conditions relevant to the current stage of works. We invite you to advise us of any concerns or matters you would like considered. The audit will be undertaken in accordance with the NSW Department of Planning, Industry and Environment's *Independent Audit – Post Approval Requirements (May 2020)*.

Please provide your response by Monday, 23 February 2026. If you have any questions regarding the audit, you are welcome 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



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

Our ref: OUT26/1194

Stuart Wilmot
Urban Perspectives
Suite 405, 88 Foveaux Street
Surry Hills
Email: stuart@urbanperspectives.com.au

6/02/2026

Subject: Calala Battery Energy Storage System – SSD – 52786213 - IEA

Dear Stuart Wilmot,

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. Consideration is also to be given to the relevance of excluded works at the site with reference to the factsheet at the following link: https://water.dpie.nsw.gov.au/_data/assets/pdf_file/0008/554444/la-interpreting-excluded-works-dams-fact-sheet.pdf
- 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 the Water Assessments team at water.assessments@dcceew.nsw.gov.au

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Tim Baker".

Tim Baker
A/Manager, Water Assessments, Planning & 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

February 5, 2026

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 undertake the second 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 consent on 28 June 2024 for a 300 MW / 600 MWh battery energy storage facility at 474 Calala Lane, approximately 5.8 kilometres southeast of Tamworth. The project will connect to Transgrid's Tamworth 330 kV substation via a dedicated transmission corridor, with both the BESS site and cable route located on RU4-zoned land under the Tamworth Regional LEP 2010.

During exhibition of the Environmental Impact Statement (EIS), Heritage NSW reviewed the Response to Submissions, Amended Report, and draft consent conditions, recommending ongoing consultation with Registered Aboriginal Parties (RAPs), regular SSD updates, and maintenance of an up-to-date contact list for unexpected Aboriginal heritage finds.

Urban Perspectives completed the first IEA on 9–10 September 2025, assessing compliance with development consent conditions and key management plans, including evidence of a Chance Finds Protocol and consultation with RAPs. The audit identified one non-compliance (absence of daily light-vehicle monitoring) and three improvement opportunities relating to accommodation planning during major events, fencing adjustments to protect vegetation, and verification of sewage disposal at licensed facilities.

The second audit will commence on Tuesday, 2 March 2026, focusing on compliance with conditions relevant to the current stage of works. We invite you to advise us of any concerns or matters you would like considered. The audit will be undertaken in accordance with the NSW Department of Planning, Industry and Environment's *Independent Audit – Post Approval Requirements* (May 2020).

Please provide your response by Monday, 23 February 2026. If you have any questions regarding the audit, you are welcome 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

From: [Alison Lamond](#)
To: [Stuart Wilmot](#)
Subject: RE: 2nd Independent Environmental Audit – Calala Battery Energy Storage System – SSD - 52786213
Date: Wednesday, 11 February 2026 1:18:16 PM
Attachments: [image001.png](#)

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 Stuart,

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 Planning Housing and Infrastructure 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 - Heritage Referrals
Heritage NSW
Department of Climate Change,
Energy, the Environment and Water

M 0419 762 918 E alison.lamond@dcceew.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.

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	22 January 2026

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 E: IEA Plan

AUDIT PLAN

Second Independent Environmental Audit (IEA)



CALALA BATTERY ENERGY STORAGE SYSTEM

SSD 52786213

March 2026

Document Control

Rev	Details	Author	Approval	Date
A	Draft	Stuart Wilmot		12.02.2026
0	Final		Stuart Wilmot	13.02.2026

7 Introduction

Consolidated Power Projects is constructing Calala Battery Energy Storage Systems (Calala BESS) on behalf of Equis at 474 Calala Lane, Calala, NSW. Urban Perspectives undertook the initial independent environmental audit (IEA) for the construction phase of Calala BESS and has been reappointed by the Department of Planning to conduct the second IEA. 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)*.

7.1 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

7.2 IEA Period and Scope

The IEA period will be between the initial audit of the construction phase (10 September 2025) and 3 March 2026 (this audit) with respect to the IEA criteria. The IEA scope will be limited to the construction activities associated with the Calala BESS Stage 1 – Construction and will not include any activity or evidence that does not fall within the IEA period.

Key date	Activities
Second Independent Environmental Audit	
23 February 2026	Pre-audit discussion
2 and 3 March 2026	Site inspection for second independent audit. This must be within 26 weeks of the initial independent audit (i.e. 10 September 2026)
15 April 2026	Finalise and send draft second independent audit report to the Primary Contractor/EQUIS for review within 6 weeks of completing the second independent audit site inspection.
1 May 2026	Second Independent Audit Report (Final) to be submitted to the Department by EQUIS. This must occur within 2 months of undertaking the independent site inspection.

7.3 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 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.

7.4 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)

8 Planning

The audit team comprises the approved independent auditors and includes management personnel of the Primary Contractor (Principal Contractor) and the EQUIS (the Proponent). The Department of Planning, Housing and Infrastructure (DPHI) approved the nominated auditors on 30 January 2026.

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.

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]	[Enter Position]	Consolidated Power Projects Australia Pty Ltd.
[Enter Name]	[Enter Position]	Equis Australia Pty Ltd
[Enter Name]	[Enter Position]	Equis Australia Pty Ltd

9 Methodology

9.1 Pre-audit discussion

During the planning phase, the auditors will hold a pre-audit consultation remotely with the Primary Contractor 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 the Primary Contractor, 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.

9.2 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 the Primary Contractor to make the audit team aware of Health and safety protocols (including unique site rules).

9.3 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 Primary Contractor/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.

9.4 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 Lead Auditor 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.

9.5 Initial IEA Program

Date	Tue, 3 March 2026
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, assets, etc.
11:30am – 12: 30PM	Review of documentation available on site provided by the Primary Contractor/ 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 the Primary Contractor/ Equis. Collection and documentation of evidence.
3:30 pm – 4:00 pm	Closing Meeting

APPENDIX F: Register of Attendees

Opening Meeting Attendance – 8.30am 3 March 2025

Attendee Name	Position title	Company
Lachlan Gill	Owners Representative	Equis
Francis Flynn	Environmental Advisor (NSW & Qld)	Consolidated Power Projects (CPP)
Jarrod Erbs	Health and Safety Manager	Consolidated Power Projects (CPP)

Closing Meeting Attendance – 4.15pm 3 March 2025

Attendee Name	Position title	Company
Lachlan Gill	Owners Representative	Equis
Francis Flynn	Environmental Advisor (NSW & Qld)	Consolidated Power Projects (CPP)
Jarrod Erbs	Health and Safety Manager	Consolidated Power Projects (CPP)