

## APPENDIX K - STATE CODE 23 RESPONSE

TABLE 3: MATERIAL CHANGE OF USE

Performance outcomes	ERM Response
<b>Protected wildlife and associated habitats and areas of high ecological value</b>	
<p><b>PO1</b> Development is located and designed to ensure that:</p> <ul style="list-style-type: none"> <li>Protected wildlife and associated habitats; and</li> <li>Areas of high ecological value are protected from adverse impacts.</li> </ul>	<p><b>PO1 – Complies</b></p> <p>The Project design has been refined through an iterative process including environmental, wind resource, constructability, landholder, Traditional Owner, and transmission network considerations.</p> <p>The design refinement process focused on the avoidance and minimisation of environmental impacts where practicable through the various stages of Project Layout planning and design, and the coordination of these aspects with engineering, construction and wind resource restrictions.</p> <p>The Matters of State Environmental Significance Impact Assessment Report (<b>Appendix N</b>) has identified the nature and characteristics of the environmental values relevant to the Project and surrounding landscape context through preliminary desktop analysis, occurrence assessments and validated ground-truthing surveys conducted over the past 17 years.</p> <p>The Project comprises a Disturbance Footprint of 136.82 ha and will lead to an impact to the following MSES categories:</p> <ul style="list-style-type: none"> <li><u>136.82 ha of Regulated Vegetation (Category B) will be cleared.</u> The Applicant has obtained a 'Relevant Purposed Determination' under section 22A of the <i>Vegetation Management Act 1999</i> with the Project considered to be for relevant infrastructure activities.</li> <li><u>0.74 ha of Regulated Vegetation (intersecting a watercourse).</u> The majority of the areas will be avoided due to the size of the Study Area in comparison to the Development Footprint.</li> <li><u>135.7 ha of Regulated Vegetation (Essential Habitat).</u> Ground-truth surveys and records of the Purple-necked rock-wallaby has shown there is 612.60 ha of essential habitat within the Study Area, and the Applicant has committed to a maximum impact to essential habitat of 135.70 ha.</li> </ul>

Performance outcomes	ERM Response
	<ul style="list-style-type: none"> <li>• <u>135.62 ha of Purple-necked rock-wallaby wildlife habitat (potential denning and foraging dispersal habitat)</u> Ground-truthed ecological surveys have resulted in a clear and depicted assessment of the Purple-necked rock-wallaby habitat types relevant to the Knapdale Range, the Study area and the Disturbance Footprint. The Disturbance Footprint has been aligned to directly avoid known Purple-necked rock-wallaby Dens.</li> </ul> <p>With the exception of minor interactions at points, the Disturbance Footprint is aligned with ridgelines and therefore limits interaction with known, Purple-necked rock-wallaby dispersal and foraging habitat. Importantly, the Disturbance Footprint does not result in a fragmentation of Purple-necked rock-wallaby habitat or the severance of a link between a DEN and dispersal and foraging habitat.</p>
<p><b>PO2</b> Development is constructed to ensure that:</p> <ul style="list-style-type: none"> <li>• Protected wildlife and associated habitats; and</li> <li>• Areas of high ecological value are protected from adverse impacts.</li> </ul>	<p><b>PO2 – Complies</b></p> <p>An assessment of potential impacts to MSES matters was performed (<b>Appendix N</b>) with it being determined that the Project has the potential to result in Significant Residual Impacts to MSES, requiring appropriate Offsets as per the Environmental Offset Regulation 2014 and the Queensland Environmental Offsets Policy 2014. MMG are committed to the mitigation measures detailed within Section 6.2.3 of the Planning Report, and required Offsets, in managing potential environmental impacts resultant from the Project.</p> <p>Compliance will be achieved through the implementation of the Preliminary Impact Management Plans outlined within Section 6 and 7 of <b>Appendix N</b>. These plans and associated mitigation measures will ensure that construction works are micro-sited and overseen by suitably qualified personnel to avoid and minimise impacts to threatened species and their habitats.</p> <p>A qualified fauna spotter-catcher will conduct a search immediately prior to clearing of vegetation for the presence of fauna species. Where fauna (or important nesting sites for listed threatened fauna) are detected, the spotter-catcher will assess and implement the most appropriate method to avoid and minimise impacts from clearing.</p> <p>Construction activities and machinery will occur and stay within discrete work zones, with efforts taken to ensure no impact to adjacent vegetation.</p>

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	<p>Additionally, impact assessments have been undertaken for the relevant MNES and MSES impact assessment guidelines. Following referral to the Department of Climate Change, the Environment, Energy and Water under the EPBC Act, the Project was determined to be "Not a Controlled Action" (EPBC Reference: 2024/1090) with no further assessment of MNES impacts required for the Project. This approval was granted for the previously larger Study Area of 659.6 ha, which has now been further reduced to be 631.2 ha.</p>
<p><b>PO3</b> Development operations ensure that protected wildlife and birds and bats are protected from adverse impacts.</p>	<p><b>PO3 – Complies</b></p> <p>The Bird and Bat Management Plan (<b>Appendix Z</b>) outlines how potential impacts associated with birds and bats will be managed through operation of the Project.</p> <p>Specific mitigation and management measures associated with the Project include:</p> <ul style="list-style-type: none"> <li>• Conduct of Bird and Bat Utilisation Surveys throughout the construction of the Project, and for the first 24 months of the operation phase, in accordance with the Bird and Bat Management Plan;</li> <li>• Carrion searches will be undertaken at each WTG once per month, on a random day, until searches are satisfied they have confirmed what is present. Information on each carcass will be recorded. Carrion searches will occur for the first 48 months of the operation phase, and if a significant level of bird or bat mortality is measured, monitoring will continue in line with the Bird and Bat Management Plan.</li> <li>• Impact triggers and adaptive management measures specific to species with a medium collision risk have been defined in the Bird and Bat Management Plan.</li> </ul>
<p><b>PO4</b> Areas cleared for the construction of a wind farm are progressively rehabilitated to the maximum extent practicable following construction without impeding the safe and efficient operations and maintenance of the wind farm.</p>	<p><b>PO4 – Complies</b></p> <p>On completion of the construction phase, areas of disturbance which are not required for operational purposes will be progressively rehabilitated, where it is practical and safe to do so. Rehabilitation activities will be strategically timed to ensure earthworks are completed prior to wet-season rainfall occurring and to improve stabilisation of disturbed areas and promote maximum opportunity for flora germination.</p> <p>A Preliminary Rehabilitation Management Plan (<b>Appendix G</b>) has been prepared which identifies areas of disturbance associated with the Project which may be progressively rehabilitated. Rehabilitation objectives have been developed with consideration for the existing condition of the Knapdale Range, potential ongoing direct and indirect impacts, the need</p>

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	<p>to maintain setbacks to reduce bushfire risk, and the need for disturbance to undertake decommissioning and maintenance activities.</p> <p>The Preliminary Rehabilitation Management Plan is supported by a Preliminary Cleared Vegetation Management Plan and a Preliminary Fauna and Flora Management Plan which provide measures for the effective management of natural resources to support progressive rehabilitation efforts.</p>
Agricultural land	
<p><b>PO5</b> Development is located and designed to ensure that there is no significant loss of high-quality agricultural land values.</p>	<p><b>PO5 – Complies</b></p> <p>A desktop Agricultural Land Assessment was completed for the Project using publicly available land resource data and in consideration of the Guidelines for Agricultural Land Evaluation in Queensland. The assessment concluded that the Study Area comprises Class C Agricultural Land, which indicates land use is for pasture and/or low intensity grazing.</p> <p>No potential impacts have been identified due to the absence of any high-quality agricultural land values within the Study Area. The Project is designed to be co-located with the existing mining operations and low-intensity cattle grazing land uses. The Project will not result in a net loss of agricultural land and will maintain the current land use which is consistent with Class C land.</p>
Natural drainage patterns	
<p><b>PO6</b> The wind farm, including ancillary infrastructure, is designed and sited to minimise crossings of and interference with natural drainage lines, waterways and wetlands.</p>	<p><b>PO6 – Complies</b></p> <p>There are several low-order, unnamed waterways (Category 1 and 2) comprising drainage lines located within the Study Area. There are no high-order waterways or wetlands within the Study Area.</p> <p>The Disturbance Footprint has been designed to avoid mapped waterways to the greatest extent possible. Only minor interactions with low-order drainage lines and waterways will occur with negligible impacts expected.</p> <p>A Stormwater and Erosion Risk Assessment Report (<b>Appendix P</b>) has been prepared for the Project. The Report considers the Disturbance Footprint and assess the potential for impacts associated with the Project on natural drainage patterns, water quality and erosion. The assessment confirms there is a low likelihood of impacts as a result of the Project.</p> <p>A Preliminary Construction Environmental Management Plan (<b>Appendix F</b>) has been prepared for the Project and outlines a broad range of</p>

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	<p>mitigation and management measures to avoid or minimise impacts on identified waterways. The Plan outlines measures for protection of bank stability, water quality and habitat through suitable stormwater management and erosion and sediment control measures where vegetation clearing within drainage features is required.</p> <p>During the detailed design stage, detailed erosion and sediment control measures specific to the final design will be developed and implemented.</p>
Protecting water quality and erosion control	
<p><b>PO7</b> Development is designed to avoid areas of high erosion risk, where failure of erosion management devices would result in permanent and/or adverse impacts on receiving waterways or wetlands.</p>	<p><b>PO7 – Complies</b></p> <p>A Stormwater and Erosion Risk Assessment Report (<b>Appendix P</b>) has been prepared for the Project. The Report assesses the potential for impacts associated with the Project on natural drainage patterns, water quality and erosion control.</p> <p>The Disturbance Footprint is generally located in areas assessed as having a very-low to low erosion risk. Approximately 6.73% of the Project is located in an area assessed as having a high erosion risk whilst cumulative 6.64% of the Project is located in an area of very-high to extreme risk. Extreme erosion risk areas make up less than 2% of the project Disturbance Footprint and are limited to small sections at the northern and southern portions of the Disturbance Footprint.</p> <p>The location of disturbance within areas of assessed erosion risk will be carefully managed during construction with disturbance timed to avoid erosion risks and erosion and sediment controls used as required. Topsoil will be placed in small, dedicated stockpiles across the Disturbance Footprint, as per the Projects Cleared Vegetation Management Plan, in areas outside areas of high erosion risk.</p>
<p><b>PO8</b> Development is constructed to maintain or improve the water quality of receiving waters, waterways and wetlands by:</p> <ul style="list-style-type: none"> <li>• Minimising erosion and run off;</li> <li>• Managing drainage control; and</li> <li>• Preserving the bank stability of affected waterways and drainage lines.</li> </ul>	<p><b>PO8 – Complies</b></p> <p>A Stormwater and Erosion Risk Assessment Report (<b>Appendix P</b>) has been prepared for the Project. The Report assesses the potential for impacts associated with the Project on natural drainage patterns, water quality and erosion control.</p> <p>The Report confirms the Project will have a negligible increase in impervious surfaces in the post-development landscape, and the proposed design indicates limited works near waterways (other than the construction of access tracks).</p>

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	<p>Compliance with best management practices for stormwater (including appropriate design and implementation of erosion and sediment control measures), will be sufficient to manage stormwater quality. It is considered unlikely that the quantity and quality of the stormwater leaving the development footprint is to be of different quantity or quality to that observed prior to the development.</p> <p>A Preliminary Construction Environmental Management Plan (<b>Appendix F</b>) has been prepared for the Project and outlines a broad range of mitigation and management measures to avoid or minimise impacts on identified waterways. During the detailed design stage, detailed erosion and sediment control measures specific to the final design will be developed and implemented.</p>
<p><b>PO9</b> Areas cleared for construction are progressively stabilised during construction to ensure that erosion and run off to the surrounding landscape and waterways is minimised to the greatest extent possible.</p>	<p><b>PO9 – Complies</b></p> <p>The Project has been designed to avoid impacts to mapped watercourses for all non-linear infrastructure. Impacts to the watercourses associated with the Project do not result in a significant residual impact, as per the Significant Residual Impact Guidelines.</p> <p>A Preliminary Construction Environmental Management Plan (<b>Appendix F</b>) has been prepared for the Project and outlines a broad range of mitigation and management measures to avoid or minimise impacts on identified waterways. During the detailed design stage, detailed erosion and sediment control measures specific to the final design will be developed and implemented.</p>
Natural hazards and extreme weather events	
<p><b>PO10</b> Development is located, designed, constructed and operated to be responsive to natural hazards and extreme weather events.</p>	<p><b>PO10 – Complies</b></p> <p>A Natural Hazard Risk Assessment Report (<b>Appendix Q</b>) has been completed for the Project and assessed potential impacts from the Project on Flood and Bushfire related hazards.</p> <p>The report concludes that the Project is not located within a mapped flood hazard areas per State Planning Policy or the Cloncurry Shire Council mapping overlays, however, Dugald River to the east and Cabbage Tree Creek west of the Project are mapped as Flood Hazard – Area – Level 1 – Queensland floodplain assessment overlay and Interim Flood Plain Assessment for the SPP and Planning Scheme mapping respectively. Three areas of interest were identified as potentially vulnerable locations that may experience a level of inundation during a rainfall event and advised that a detailed flood assessment be undertaken to accurately assess the flood extent and impact on site. These locations do not contain Project</p>

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	<p>infrastructure and are limited to access tracks and/or above-ground powerlines.</p> <p>The Project is within mapped medium and high potential bushfire areas, and there is very high potential bushfire intensity typically observed in gullies to the north and west of the Project Area. For this reason, a recommended set back distance of 10 m between Project infrastructure and vegetation prone to bushfire hazards will be established.</p>
<p><b>PO11</b> Development is constructed and operated to protect the safety of people in the event of natural hazards or extreme weather events occurring.</p>	<p><b>PO11 – Complies</b></p> <p>The Project has been designed to ensure infrastructure can function effectively during and after a natural hazard event. The Project will implement the following mitigation measures to protect the safety of people in the event of natural hazard events:</p> <ul style="list-style-type: none"> <li>• An Operational Bushfire/Land Management Plan will be required to treat residual landscape bushfire risk;</li> <li>• An Emergency Response Guide will be established for the construction, commissioning and operation phases; and</li> <li>• The Natural Hazard Risk Assessment Report will be reviewed after five (5) years from the date of issue, or if there is a revision to the Project.</li> </ul> <p>A Risk Management Assessment Report (<b>Appendix R</b>) has been prepared for the Project. The Risk Management Assessment Report is further supported by a Fire Safety Study (<b>Appendix S</b>) and an Emergency Response Guide (<b>Appendix T</b>).</p> <p>As part of the Assessment, hazards with the potential to cause risk during operation and construction of the BESS have been identified and assessed. The BESS has been sited to incorporate several safety features and avoid environmental risk associated with fire as outlined below:</p> <ul style="list-style-type: none"> <li>• Control of ignition sources – no smoking / open flames around transformers;</li> <li>• Separation arrangement of equipment to prevent generation of potential propagation;</li> <li>• Housekeeping procedures to keep grass low;</li> <li>• Inherent fire protection in BESS and high heat resistance of other equipment;</li> <li>• Transformers are in containers which protect from lightning and cables are underground;</li> <li>• Overcharging and electrical circuit protection;</li> <li>• Battery monitoring systems;</li> <li>• Electrical systems designed per AS/NZS 3000:2018;</li> </ul>

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	<ul style="list-style-type: none"> <li>• Ventilation;</li> <li>• Explosion venting;</li> <li>• Smoke and gas detection systems; and</li> <li>• Water-based fire suppression system.</li> </ul> <p>The Assessment concluded there are no unacceptable risks at the BESS boundary nor any risk of incident propagation. Therefore, the risks are considered sufficiently managed by the current BESS safety features and by existing safety precautions.</p> <p>Additionally, the Fire Safety Study concluded that the existing fire protection strategies adequately managed the credible fire risks at site. As such, portable fire extinguishers will be used to supply fire protection in place of a fire water supply on site. The following protection measures will be implemented within the BESS units:</p> <ul style="list-style-type: none"> <li>• Heat and smoke detection;</li> <li>• Audible alarms;</li> <li>• Fire system emergency start;</li> <li>• Emergency stop;</li> <li>• Pressure relief valve;</li> <li>• Thermally insulated top and sides;</li> <li>• Passive and active ventilation; and</li> <li>• Extensive third party certification (UL 9540A) and LSFT according to CSA800.</li> </ul> <p>The Emergency Response Guide (<b>Appendix T</b>) has been created to support the abovementioned reporting and provide a clear understanding of how to handle and react to any emergency events which may arise, particularly with respect to the proposed BESS site, during construction and regular operations. The intent of this guide is to prevent or minimise the impact of an emergency event and facilitate a return to normal operations as soon as possible.</p> <p>The following protection measures have been recommended within the guide as follows:</p> <ul style="list-style-type: none"> <li>• Create and maintain an Asset Protection Zone of 10m around the Disturbance Footprint from woodland areas and 10 m from grassland areas.</li> <li>• During construction and design, ensure electrical equipment is installed in accordance with the relevant Australian Standards. All electrical equipment, including BESS units, are to be located on hardstand areas, meaning there is limited vegetation on the site to</li> </ul>

Performance outcomes	ERM Response
	<p>fuel bushfires. Furthermore, all equipment is to be housed in individual metal housing with suitable IP ratings, providing heat and fire resistance and protection from embers in the event of bushfire.</p> <ul style="list-style-type: none"> <li>• All operations involving earth moving equipment, vehicles, slashers and hot works must cease during Total Fire Bans, while the Grassland Fire Danger Index is or is forecast to be 35 or greater, or when high winds are forecast.</li> <li>• The Asset Protection Zone is to incorporate a fire trail, established and maintained in accordance with Queensland Fire Department requirements,</li> <li>• Electrical equipment, particularly BESS units, shall be sufficiently separated to comply with VFPA 855 and supplier requirements to limit the potential for incident propagation.</li> </ul> <p>Section 6.0 of the Guide provides emergency evacuation details, providing emergency assembly points, with Section 9.0 providing emergency response procedures for specific emergencies.</p>
Acoustic amenity	
<p><b>PO12</b> The predicted acoustic level at all noise affected existing or approved sensitive land uses on host lots does not exceed the criteria stated in table 23.2.</p>	<p><b>PO12 – Complies</b></p> <p>A Noise Impact Assessment (<b>Appendix AA</b>) has been prepared for the Project and assesses impacts on the acoustic amenity of the single sensitive receptor (the McMillan Residence) within 5 km of the Project Layout.</p> <p>In addition to the McMillan Residence, the assessment considers the DRM Accommodation Camp and the DRM Fly Camp under a conservative approach noting that these facilities are specifically designed to accommodate 24/7 operations at the DRM and are approved as components of the broader DRM and not as stand-alone land uses.</p> <p>The assessment models the individual and cumulative impacts from Stage 1 and Stage 2 of the Project and confirms compliance with the prescribed noise limit will be achieved at all sensitive receptors. The cumulative noise impact at the McMillan Residence under a worst-case scenario is 31 dB(A) which is well within the noted limit.</p> <p>The assessment concluded that the noise generation from the Project will not exceed the applicable limits specified in Table 23.3 of State Code 23 for host lots for all identified sensitive receptors.</p>

Performance outcomes	ERM Response
<p><b>PO13</b> The predicted acoustic level at all noise affected existing or approved sensitive land uses on non-host lots does not exceed the criteria stated in table 23.3.</p>	<p><b>Not applicable</b> There are no sensitive receptors located within 5 km of the Project that are located on a non-host Lot.</p>
<b>Electromagnetic interference</b>	
<p><b>PO14</b> Development is designed and/or mitigation measures are used to protect pre-existing television, radar and radio transmission and reception from electromagnetic interference.</p>	<p><b>PO14 – Complies</b> A Preliminary Telecommunications Impact Assessment (<b>Appendix BB</b>) has been prepared for the Project and assesses the potential electromagnetic impacts on telecommunications services as a result of the Project.</p> <p>The assessment concludes:</p> <ul style="list-style-type: none"> <li>• No point-to-point radio links that cross the Study Area;</li> <li>• Two active communications transmission sites and two inactive sites are located within 2 km of the Study Area. One of the active sites is closer than recommended, however the only impact would be to the DRM itself, as the site is related to telemetry services. The relevant stakeholders have confirmed there is no impact;</li> <li>• The closest meteorological radar is 75 km from the Study Area and will require detailed Service Impact Assessment by the Bureau to determine potential impacts and required mitigation measures prior to construction and operation;</li> <li>• There is one mobile telephone tower within 2 km of the Study Area. The operator has been contacted and indicated that the Project should not impact the mobile network;</li> <li>• No GNSS stations are within 2 km of the Study Area. Consultation with Geoscience Australia has been completed and indicated there is no objection to the site location; and</li> <li>• The Study Area is close to an FM transmitter service of the DRM Accommodation Camp. The stakeholder has been contacted and asked for detailed analysis of full power coordination impact of the Project. This will be completed during the detailed design, which the stakeholder has not objected.</li> </ul> <p>The assessment indicates the only mitigation measure required is through stakeholder consultation, which has been and is ongoing with the relevant stakeholders.</p> <p>With the exception of the Bureau of Meteorology, the only stakeholder which has the potential to be impacted upon is DRM who is proposing to develop the Project and therefore is well placed to manage impacts.</p>

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	<p>A detailed assessment to determine potential impacts to meteorological radar is required to be completed prior to construction and operation of the Project, and appropriate mitigation will be developed in consultation with the Bureau of Meteorology.</p>
<b>Shadow flicker</b>	
<p><b>PO15</b> Development is designed, constructed and operated so that the modelled blade shadow flicker impacts on existing or approved sensitive land uses do not exceed 30 hours per annum and 30 minutes per day.</p>	<p><b>PO15 – Complies</b></p> <p>A Shadow Flicker Assessment (<b>Appendix Y</b>) has been prepared for the Project and assesses potential shadow flicker impacts on identified sensitive receptors.</p> <p>Whilst not considered a sensitive receptor for the purpose of the Shadow Flicker Assessment due to distance, the assessment confirms that no shadow flicker impacts will occur at the McMillan Residence. The shadow flicker at the DRM Accommodation Camp and the DRM Fly Camp will not exceed more than 30 hours per annum or 30 hours per day as per the State Code 23 limits.</p>
<b>Social Impacts</b>	
<p><b>PO16</b> Development demonstrates that either:</p> <ul style="list-style-type: none"> <li>• A community benefit agreement has been entered into; or</li> <li>• Where a community benefit agreement has not been entered into, social impacts of the development, including workforce accommodation, local business and industry impacts, community health and well-being, are identified, managed, mitigated, counterbalanced and monitored.</li> </ul>	<p><b>PO16 – Complies</b></p> <p>The Project, being located on the Knapdale Range and adjacent to the Dugald River Mine is isolated and therefore, has a limited number of stakeholders. Engagement with stakeholders including the Cloncurry Shire Council, State and Federal Government, the McMillan Family (leaseholder), the broader community and the Kalkadoon People (Traditional Owners) has been undertaken since commencement of the Project and is an ongoing commitment from MMG.</p> <p>Stakeholder engagement completed to date has identified there are no objections to the Project. In particular it is noted that:</p> <ul style="list-style-type: none"> <li>• An Indigenous Land Use Agreement with the Kalkadoon People has been developed, agreed, and registered.</li> <li>• The landholder has agreed to, and subsequently participated in, processes under State legislation to subdivide a portion of their existing lands lease to support the Project through the securing of tenure.</li> <li>• Local Council has supported the Project by assessing and approving (through exemption) Meteorologic Masts to allow for detailed weather patterns to be studied to ensure optimisation of the Project design.</li> </ul> <p>Additionally, a Social Impact Assessment (SIA) (<b>Appendix X</b>) has been completed for the Project and identified potential social impacts and</p>

Performance outcomes	ERM Response
	<p>benefits across the construction and operation phases of the Project. The SIA identified a total of 18 potential social impacts (direct and indirect, positive and negative). Three of these impacts were positive and are summarised below:</p> <ul style="list-style-type: none"> <li>• Increased potential to secure the long term operational future of the DRM, which will provide benefit from sustained economic activity to the Social Study Area;</li> <li>• Increased demand for labour creates direct and indirect employment opportunities for the local community within the Social Study Area; and</li> <li>• Increased demand for goods and services helps to stimulate the local economies through greater indirect spend.</li> </ul> <p>No potential negative social impacts were assessed as having a residual (post-mitigation) impact significance of 'Major'. Only one negative social impact was assessed as having a residual impact significance of 'Moderate' as summarised below:</p> <ul style="list-style-type: none"> <li>• Transportation of materials and equipment to the Study Area has the potential to cause traffic safety concerns for road users along the haylage routes.</li> </ul> <p>The remaining 14 negative impacts were assessed as having 'Minor' or 'Negligible' residual impacts. Across all social impacts identified, management measures and monitoring have been devised, and have already been, or will be adopted by MMG (or their appointed contractor) for the Project. These measures, and the associated impact monitoring framework, will also be embedded into MMG's internal systems and processes.</p> <p>The Social Impact Assessment was used to support the successful development and execution of a community Benefit Agreement which has been entered into for the Project between the Applicant and Cloncurry Shire Council.</p>
Areas identified by state or local government planning instruments as having high scenic amenity	
<p><b>PO17</b> Development in an area identified by state or local government planning instruments as having high scenic amenity is sited and designed to protect the scenic amenity and landscape values of the locality and region.</p>	<p><b>PO17 – Complies</b></p> <p>A Landscape Visual Impact Assessment (<b>Appendix Y</b>) has been prepared for the Project and assesses the Projects potential for impacts on scenic amenity.</p> <p>From a visual impact perspective, the assessment concludes that:</p> <ul style="list-style-type: none"> <li>• The existing landscape has the ability to incorporate the Project with a relatively low degree of visual impact; and</li> </ul>

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	<ul style="list-style-type: none"> <li>The Project does not impede on areas deemed as having high scenic amenity.</li> </ul>
Transport networks	
<p><b>PO18</b> Construction and ongoing activities associated with the development do not adversely impact the efficiency and condition of transport networks and infrastructure nor compromise the safety of users of the transport network.</p>	<p><b>PO18 – Complies</b>  A Transport and Pavement Impact Assessment (<b>Appendix V</b>) and Oversize Overmass Construction Concept Strategy (<b>Appendix W</b>) has been prepared for the Project and provides a preliminary assessment for the movement of WTG components. In addition to this Report, MMG has, independently of this Application, engaged directly with the Department of Transport and Main Roads and Ergon to identify and agree on a suitable transport route for the Project.</p> <p>The Project is unlikely to impact on the safety of users of the transport network. As part of the detailed design stage, a Traffic Management Plan and Transport Management Plan will be developed and implemented prior to any works, or the transportation of Project components occurring.</p> <p>Furthermore, it is noted that there are several Transport Permits which are independently obtained from this Approval and will be required prior to any movements occurring.</p>
<p><b>PO19</b> Development delivers necessary upgrades to the transport network to ensure construction activities and ongoing maintenance do not adversely impact transport networks and infrastructure.</p>	<p><b>PO19 – Complies</b>  The Transport and Pavement Impact Assessment (<b>Appendix V</b>) indicates that no major upgrades to the transport network will be required.</p> <p>MMG are currently working with the Department of Transport and Main Roads to confirm bridge load limits within the proposed transport route and ensure the route can support transport of the Project components.</p> <p>It is noted that whilst these works are ongoing, the use of alternative, bed level crossings during the dry-season is a common ‘fallback’ for the movement of over-weight-overmass components in north-west Queensland. In particular, construction of the Dugald River Mine, which occurred from 2016, utilised bed level crossings as a safe and efficient mechanism for the movement of mine infrastructure.</p>
<p><b>PO20</b> Development demonstrates that a safe, viable and practical haulage route can be secured to accommodate the movement of oversize/overmass vehicles during construction and ongoing maintenance activities.</p>	<p><b>PO20 – Complies</b>  The Transport and Pavement Impact Assessment (<b>Appendix V</b>) confirms there are appropriate transport routes which can accommodate the movement of oversize-overmass components for the Project.</p> <p>It is anticipated that no major upgrades to the transport network will be required for the movement of Project components. MMG is engaging with</p>

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<p><b>PO21</b> Development provides safe, efficient, and sustainable vehicular access to the site for all vehicle types anticipated through the construction, operation, maintenance and decommissioning of the wind farm.</p>	<p>the Department of Transport and Main Roads to identify and agree on a suitable transport route for the Project.</p> <p><b>PO21 – Complies</b> The Transport and Pavement Impact Assessment (<b>Appendix V</b>) confirms there are appropriate transport routes which can accommodate the movement of Project components.</p>
Aviation safety, integrity and efficiency	
<p><b>PO22</b> Development does not adversely affect the safety, operational integrity and efficiency of air services and aircraft operations as a result of its:</p> <ul style="list-style-type: none"> <li>• location;</li> <li>• siting;</li> <li>• design;</li> <li>• construction;</li> <li>• operation.</li> </ul>	<p><b>PO22 – Complies</b> An Aviation Impact Assessment (<b>Appendix CC</b>) has been prepared for the Project and provides an assessment of potential aviation impacts. The Report confirms there are unlikely to be impacts to aviation safety and furthermore, that WTG lighting is not required.</p> <p>The Report provides a broad range of general mitigation measures which are conservative and precautionary.</p> <p>The Aviation Impact Statement has been informed by consultation with the following stakeholders:</p> <ul style="list-style-type: none"> <li>• Airservices Australia;</li> <li>• Cloncurry Shire Council;</li> <li>• Queensland Ambulance Service;</li> <li>• Queensland Fire and Emergency Services; and</li> <li>• Royal Flying Doctor.</li> </ul> <p>The Project was concluded to not affect the normal operation of air transport aircraft. However, the following measures were recommended from stakeholders:</p> <ul style="list-style-type: none"> <li>• Airservices Australia and the Department of Defence requires the Vertical Obstacle Notification Form to be submitted as the Project is more than 30 m AGL; and</li> <li>• Queensland Fire and Emergency Services would like to be informed of Project details including scheduling and confirmation of the coordinates for each turbine.</li> </ul>
<p><b>PO23</b> Development includes lighting and marking measures that ensure the safety, operational integrity and efficiency of air services and aircraft operations.</p>	<p><b>PO23 – Complies</b> The Aviation Impact Assessment confirms that lighting of WTG is not required, however, notes that the Civil Aviation Safety Authority is the ultimate regulatory agency that determines the need for WTG lighting.</p>
Decommissioning	

Performance outcomes	ERM Response
<p><b>PO24</b> Relevant components of development, both after completion of construction and at cessation of operations, are decommissioned in a timely and efficient manner.</p>	<p><b>PO24 – Complies</b>  A Preliminary Rehabilitation Management Plan (<b>Appendix G</b>) has been prepared for the Project.</p> <p>Following completion of the construction phase, areas not required for ongoing operational activities will be rehabilitated and/or regenerated in accordance with good practice at the time and where required for ongoing low-intensity cattle grazing.</p> <p>This will include:</p> <ul style="list-style-type: none"> <li>• Temporary use areas, including construction laydown areas, concrete batching plants, temporary site office, and construction site compound.</li> <li>• All materials removed from the Project footprint will be sorted and packaged for reuse and/or recycled where possible in accordance with the waste hierarchy.</li> </ul> <p>An End of Construction Decommissioning Plan will be prepared prior to finalisation of construction.</p> <p>At the end of the Project’s economic life, the WTG towers and other above ground infrastructure will be removed, and the area will be rehabilitated in accordance with the regulatory framework applicable at the time and in consultation with the landowner per the existing sub-lease agreement.</p> <p>This will include:</p> <ul style="list-style-type: none"> <li>• All above ground infrastructure not required for the ongoing agricultural use of the land, including the WTGs, substations, and operation and maintenance facilities, will be removed and the land rehabilitated;</li> <li>• Any access tracks and hardstands not wanted or required by the landholder will be removed and land rehabilitated and returned to a primary production use;</li> <li>• Below ground infrastructure, including cabling and the WTG foundations, will be left in situ to avoid further disturbance and minimise clearing of revegetated areas. Rehabilitated areas will be adequately graded to reflect the slope of the surrounding area and to mitigate the risk of soil erosion; and</li> <li>• All materials removed from the Project will be sorted and packaged for reuse and/or recycled where possible in accordance with the State Government’s waste hierarchy.</li> </ul>

Performance outcomes	ERM Response
	<ul style="list-style-type: none"> <li>• As part of decommissioning the Project, particularly the BESS facility, the reuse, recycling and recovery of battery components will be undertaken. This will encompass a Battery Recycling Strategy.</li> </ul> <p>An End of Operation Decommissioning Plan will be prepared for the Project prior to decommissioning.</p> <p>Given the above, the Project relevant components will be decommissioned in a timely and efficient manner both after construction and the completion of operation.</p>
<p><b>PO25</b> Decommissioning ensures that materials removed from site destined for landfill are minimised while opportunities to reuse, recycle and /or repurpose are deployed to the greatest extent practicable.</p>	<p><b>PO25 – Complies</b></p> <p>A Preliminary Rehabilitation Management Plan (<b>Appendix G</b>) has been prepared for the Project.</p> <p>Waste generated from the decommissioning of the Project will primarily consist of the following waste streams:</p> <ul style="list-style-type: none"> <li>• Construction and demolition waste – Inert waste, such as bricks, pavers, ceramics, concrete, glass, steel, or general waste that does not biodegrade or decompose. This waste may be suitable for recycling, resource recovery, or reprocessing;</li> <li>• Regulated waste – Waste that contains hazardous characteristics and is classified as regulated waste under the Environmental Protection Act 1994. Regulated waste includes electrical waste (e-waste) and biosecurity waste; and</li> <li>• General waste – Waste that does not fit into the above categories, including organic and putrescible wastes.</li> </ul> <p>Opportunities to reuse, recycle and/or repurpose the Project components will be deployed to the greatest extent feasible.</p> <p>Waste will follow the end-of-life hierarchy as outlined below:</p> <ul style="list-style-type: none"> <li>• Avoidance – waste minimisation and reduction;</li> <li>• Resource recovery – re-use (where the product maintains its original function), recycle (requires energy and resources to convert the product into a different function) and energy recovery (treatment processes used to generate a usable form of energy from waste materials); and</li> <li>• Disposal – management of all disposal options in the most environmentally responsible way. Disposal will occur at approved disposal facilities capable of receiving the materials.</li> </ul>

Performance outcomes	ERM Response
<p><b>PO26</b> Decommissioning at end of operations ensures disturbance footprints are rehabilitated, waterways and drainage patterns are reinstated.</p>	<p><b>PO26 – Complies</b></p> <p>A Preliminary Rehabilitation Management Plan (<b>Appendix G</b>) has been prepared for the Project.</p> <p>Following completion of the construction phase, areas not required for ongoing operational activities will be rehabilitated and/or regenerated in accordance with good practice at the time and where required for ongoing low-intensity cattle grazing.</p> <p>This will include:</p> <ul style="list-style-type: none"> <li>• Temporary use areas, including construction laydown areas, concrete batching plants, temporary site office, and construction site compound.</li> <li>• All materials removed from the Project footprint will be sorted and packaged for reuse and/or recycled where possible in accordance with the waste hierarchy.</li> </ul> <p>An End of Construction Decommissioning Plan will be prepared prior to finalisation of construction.</p> <p>At the end of the Project’s economic life, the WTG towers and other above ground infrastructure will be removed, and the area will be rehabilitated in accordance with the regulatory framework applicable at the time and in consultation with the landowner per the existing sub-lease agreement.</p> <p>This will include:</p> <ul style="list-style-type: none"> <li>• All above ground infrastructure not required for the ongoing agricultural use of the land, including the WTGs, substations, and operation and maintenance facilities, will be removed and the land rehabilitated;</li> <li>• Any access tracks and hardstands not wanted or required by the landholder will be removed and land rehabilitated and returned to a primary production use;</li> <li>• Below ground infrastructure, including cabling and the WTG foundations, will be left in situ to avoid further disturbance and minimise clearing of revegetated areas. Rehabilitated areas will be adequately graded to reflect the slope of the surrounding area and to mitigate the risk of soil erosion; and</li> <li>• All materials removed from the Project will be sorted and packaged for reuse and/or recycled where possible in accordance with the State Government’s waste hierarchy.</li> </ul>

Performance outcomes	ERM Response
	<ul style="list-style-type: none"> <li>As part of decommissioning the Project, particularly the BESS facility, the reuse, recycling and recovery of battery components will be undertaken. This will encompass a Battery Recycling Strategy.</li> </ul> <p>An End of Operation Decommissioning Plan will be prepared for the Project prior to decommissioning.</p> <p>Given the above, the Project relevant components will be decommissioned in a timely and efficient manner both after construction and the completion of operation.</p>
<p><b>PO27</b> Decommissioning plans are secured by bonds or financial guarantees or other mechanism/s to safeguard timely compliance.</p>	<p><b>PO27 – Complies</b></p> <p>A Decommissioning Security Report (<b>Appendix H</b>) has been prepared for the Project and is supported by a Preliminary Battery Recycling Strategy.</p> <p>The Report concludes that MMG is contractually obligated to the Landholder to decommission and rehabilitate the Project at the end of the Project’s operational phase. MMG has demonstrated the ability to provide financial security for the Project.</p>