Appendix C Mitigation and Management Measures

Lightsource bp (LSbp) will be responsible for implementing the management and mitigation measures identified in the EIS. The management and mitigation measures will be implemented through a Construction Environmental Management Plan (CEMP), Operational Environmental Management Plan (OEMP) and Decommissioning Environmental Management Plan (DEMP). These plans will be prepared sequentially, prior to each stage of the Project by LSbp and the relevant contractor, and in consultation with relevant Government Agencies.

Table C.1 provides a comprehensive list of the management and mitigation measures identified through the EIS applicable to the Project, mitigation and management measures added as a result of the RtS and outlined in the Amended Project and the relevant timing for implementation. Mitigation and Management measures added as a result of the RtS and Project review process are *italicised and rows shaded blue.*

Table C.1 Consolidated Management/Mitigation Measures (EIS Project and Amended Project)

Aspect	Management/Mitigation Measure	Timing
Terrestrial biodiversity	Maintain a wildlife corridor across the Project Area through retention of large areas of suitable habitat for the regent honey eater (*Anthochaera phrygia*) and White Box – Yellow Box – Blakely's Red Gum Grassy woodland and derived native grassland.	Life of Project (Construction, Operation and Decommissioning)
	Implement the following specific control measures to minimise the impacts of the Project on biodiversity: • workforce education and training • implementation of vegetation protection zones for areas to be retained • ecologist pre-clearance surveys and supervision of works • erosion and sedimentation control measures • weed management • fencing, access control and fauna exclusion measures.	Life of Project (Construction, Operation and Decommissioning)
	Develop a biodiversity offset strategy (BOS) in consultation with Biodiversity Conservation Division (BCD), DPE and DCCEEW based on the credits required to be retained to offset the impacts of the Project.	Pre-construction

Aspect	Management/Mitigation Measure	Timing
	The Biodiversity Management Plan will include implementation of measures to minimise fauna strike, as follows: • *Speed limits will be enforced on roads within the Project Area during construction and operation, to reduce the risk of fauna strikes.* • *Native fauna encountered along access tracks during construction and operation would be avoided and given an opportunity to move on.*	*Construction/Operation*
Aquatic biodiversity	During construction: • implementation of appropriate erosion and sediment controls • avoidance of waterfront land during construction works • provision of onsite spill kits for construction works within 100 metres of a watercourse • undertaking instream construction works (for access tracks) when watercourses are dry (where practicable) • design of any instream structures using relevant guidelines (to maintain fish passage and minimise impacts to natural flow regimes), particularly on watercourses mapped as Key Fish Habitat KFH • rehabilitation of disturbed bed and banks of watercourses mapped as KFH with stabilising vegetation • implementation of pre-clearance surveys carried out prior to construction, undertaken by a suitably qualified ecologist • implementation of an unexpected species finds protocol.	Construction
	During operation and decommissioning: • routine maintenance of vehicles (to reduce the risk of oil spills etc) • routine maintenance of culverts (to ensure they are clear of debris) • minimal use of herbicides to control exotic species (to reduce pollutants entering downstream watercourses) • re-establishment of native riparian vegetation endemic to the region and aquatic habitat features within and on the banks of any watercourses directly impacted.	Operation and Decommissioning

Aspect	Management/Mitigation Measure	Timing
	Sections of Redlynch Creek and the unnamed tributary of Rocky Creek containing bed and banks, are to be electronically mapped in order to identify Waterfront land. Waterfront land is measured as 40 m from the top of bank and any waterfront land disturbed is to be revegetated following completion of works.	*Pre-construction*
Aboriginal cultural heritage	Following development consent, the proponent will develop an Aboriginal Cultural Heritage Management Plan (ACHMP) which is to be agreed to by the RAPs and DPE (with input from Heritage NSW). The ACHMP will include an unanticipated finds protocol, unanticipated skeletal remains protocol, protocols related to heritage inductions for work crews, and long-term management of any Aboriginal sites being impacted.	Pre-construction
	Eight Aboriginal sites within the Development Footprint will be salvaged by a surface collection of visible artefacts. The recommended methodology for the salvage will be set out in the ACHMP and will include the measures outlined in Section 9.2.1 of the ACHAR.	Pre-construction
	Four of the seven trees of community interest will be retained. The three trees of community of community interest located within the Development Footprint will be removed in accordance with a methodology set out in the ACHMP.	Life of Project (Construction, Operation and Decommissioning)
	The ruins of the O'Brien homestead slab hut will be avoided from all ground disturbing impacts by a 20 metre buffer.	Life of Project (Construction, Operation and Decommissioning)
	The two identified sites of cultural significance that lie outside the Project access route/Development Footprint will be retained. The sites will be included on all applicable construction plans and the locations made known to all work crews working in the vicinity of the site to ensure the sites are not inadvertently harmed.	Pre-construction
	A reassessment and detailed mapping of the AHIMS site #37-1-0053 will be conducted in accordance with the provisions outlined in the ACHMP.	*Pre-construction*
	Four known Aboriginal sites, 37-1-1027 (Redlynch Creek IF1), 37-1-1032 (Ringwood Gully IF6), 37-1-1033 (Killoe Creek GG1), and 37-1-1037 (Rocky Creek Gully OS4) will not be harmed by the Project as they are located outside the Access route and the Development Footprint.	*Pre-construction*

Aspect	Management/Mitigation Measure	Timing
	Seven known Aboriginal sites, 37-1-1028 (Rocky Creek Slope IF2), 37-1-1029 (Wollara Road IF3), 37-1-1030 (Monaghans Creek IF4), 37-1-1031 (Rocky Creek Gully IF5), 37-1-1034 (Redlynch Creek OS2), 37-1-1035 (Redlynch Creek OS1), and 37-1-1036 (Redlynch Creek OS3) will be salvaged by a surface collection of visible artefacts. The recommended methodology for the salvage will be set out in the ACHMP and will include the measures outlined in Section 9.2.1 of the ACHAR.	*Pre-construction*
	Further recording and investigation of the grinding groove site (Killoe Creek GG1) will be conducted. The methodology of this investigation will be set out in the ACHMP but will include detailed mapping and photography of the site.	*Pre-construction*
	All land-disturbing activities must be confined to within the Addendum study area. Should the parameters of the proposed work extend beyond this, then further archaeological assessment will be required.	*Life of Project (Construction, Operation and Decommissioning)*
Historic heritage	Impacts to the areas of high historical archaeological potential should be avoided wherever possible. An exclusion zone of at least 20 m should be established around identified areas of high historical archaeological potential (e.g. slab hut).	Life of Project (Construction, Operation and Decommissioning)
	If impacts to areas of high historical archaeological potential cannot be avoided through design changes, further assessment and investigation would be required prior to the commencement of construction activities. This would include the preparation of an archaeological research design and test excavation methodology to confirm the extent of historical archaeological remains present, and the likely significance level of any historical archaeological remains on the site.	Pre-construction
	All contractors and project team for the Project should be made aware of the archaeological potential and heritage sensitivity of the site, through a heritage-specific induction which outlines their requirements under the *Heritage Act 1977* and the Project Approvals.	Life of Project (Construction, Operation and Decommissioning)
	An unexpected heritage finds protocol should be implemented for the construction works in the unlikely event that historical archaeological remains should be encountered during construction works.	Construction
Land	A CEMP will be prepared by Lightsource bp that identifies erosion and sediment control measures prior to works commencing.	Pre-construction

Aspect	Management/Mitigation Measure	Timing
	An ESCP will be developed as part of the CEMP, in accordance with the Managing Urban Stormwater: Soils and Construction Volume 1 (NSW DPIE, 2004) "The Blue Book". The ESCP will be implemented, and particular consideration of the dispersive soils identified within the Project Area will be considered.	Pre-construction
	Areas outside of the Developmental Footprint but within the Project Area may be established as a Biodiversity Stewardship Site. If determined to be compatible, cattle grazing will be facilitated throughout this area during operation.	Pre-construction
	If a sheep grazing trial is undertaken, the OEMP will incorporate a Sheep Grazing Vegetation Management Plan (SGVMP) that will outline measures for solar grazing in line with the Agrisolar Guide (2021) and other animal and welfare standards and guidelines. This will include measures to manage the stock appropriately, including a requirement to keep the stock in good health, ensuring frequent shearing (to keep wool growth low), ensure mustering is conducted in an agreed safe manner, and that any fatalities are managed. As a part of the OEMP a Wild Dog Management Plan will also be prepared for sheep grazing management.	Operation
	The OEMP will be developed in consultation with the host landholders and DPI Agriculture and will be implemented post construction.	Operation
	The Project Area will be rehabilitated to a condition as close as practicable to the condition that existed prior to construction of the Project and in consultation with the landowner. This will be achieved through the implementation of a Rehabilitation Management Plan as part of the OEMP for the Project.	Decommissioning
	The OEMP will detail the management requirements, including: • inspection of all vehicles and machinery entering the Project Area, and cleaning if applicable to remove weeds including seeds • appropriate weed management practices to be adopted, including regular weed spraying • appropriate pest management practices to be adopted • limit vehicle access to the established internal road network.	Life of Project (Construction, Operation and Decommissioning)

Aspect	Management/Mitigation Measure	Timing
	All areas disturbed by the Project during construction will be rehabilitated to maintain a groundcover (minimum of 70%) to prevent soil erosion following completion of construction and during operation.	*Operation*
	In the event that a sheep grazing trial is conducted, a Sheep Grazing Vegetation Management Plan will be prepared in consultation with DPI Agriculture.	*Operation*
	The local Land Services office will be contacted in the design of the OEMP with regard to the grazing and biosecurity content.	*Operation*
Visual	Retention of as much existing vegetation within the Project Area as possible.	Design
	Setback of the construction compound, vehicle parking and equipment storage areas from Wollara Road by a minimum of 50 m and partially screened from view (from Wollara Road) via existing and new vegetation screening.	Design
	Signage (if required) would be of sufficient size to contain only information sufficient for the basic facility and company identification, for safety, navigation, and delivery purposes.	Construction
	Where soil disturbance is required, wind erosion controls would be implemented including the use of water carts, covering of stockpiles and avoiding ground disturbance during windy conditions.	Construction
	Lighting would be installed in accordance with AS4228-1997 – Control of Obtrusive Effects of Outdoor Lighting and designed and installed to best practice principles identified within the Dark Sky Planning Guidelines.	Construction
	Where possible colour treat ancillary components of the Project.	Construction
	Landscaping in accordance with the draft Landscape Plan (prepared as part of the VIA) to screen views of the Project Area. The plan illustrates proposed tree and shrub planting on-site, along the western perimeter of the Project Area to screen views from Wollara Road.	Construction
	Monitor visual impacts. If social issues experienced, discuss possible remedies.	Operation
	Subsequent to Project approval, refine the landscape plan to encompass the Amended Project. The aim of the detailed landscape plan is to establish a quick growing, dense screen to reduce public views of the solar panels from Wollara Road, as well as providing additional ecological benefits.	*Pre-construction*

Aspect	Management/Mitigation Measure	Timing
	The detailed landscape plan is to be prepared prior to landscape implementation and, be guided by ongoing consultation with NP&WS and TfNSW (particularly regarding plant species, spacing, and whether soil improvement is required and road safety measures/tree clearance zones and TFNSW relevant policy).	*Pre-construction*
	Progressively stabilise surfaces as construction is completed.	*Construction*
	Monitor road upgrades to ensure the stabilisation of verges.	*Construction*
	Implement correctional measures if erosion occurs or dust is an issue.	*Life of Project (Construction, Operation and Decommissioning)*
	Include retention of trees where possible within/near the road upgrade construction zone.	*Construction*
	Include protection of trees within/near the road upgrade construction zone. Monitor disturbed trees that have been heavily impacted within their root zone for stability and longevity.	*Construction*
Noise and vibration	All sensitive receivers likely to be affected should be notified at least 7 days prior to commencement of any works associated with the activity that may have an adverse noise or vibration impact. The notification should include: • details of the Project • the construction period and construction hours • contact information for Project management staff • complaint and incident reporting • how to obtain further information.	Construction
	All employees, contractors and subcontractors are to receive an environmental induction. The induction must include at a minimum, all applicable mitigation measures; hours of works; any limitations on high noise-generating activities; location of nearest sensitive receivers; designated parking areas; relevant approval conditions and incident procedures.	Construction
	Contractors should keep noise to a minimum, including limiting the use of loud stereos/radios, shouting on site and car door slams.	Construction
	Where practical, no dropping of materials from height or throwing of metal items.	Construction

Aspect	Management/Mitigation Measure	Timing
	The noise levels of plant and equipment should have operating sound power levels consistent with those nominated in the NVIA.	Construction
	Noise emitting plant to be directed away from sensitive receivers and to be throttled down or shut down when not in use.	Construction
	Non-tonal reversing beepers could be fitted and used on construction vehicles and mobile plant used regularly on site and for any out of hours work.	Construction
	Limit the use of engine compression brakes.	Construction
	In the unlikely event that any vibration-generating equipment would be used within the recommended safe working distances nominated in Table 6.11 of the EIS, the following is recommended: • An independent specific structural assessment is undertaken on the structure to ascertain the structural integrity and its ability to withstand vibration, and establishment of an appropriate vibration criterion. • A dilapidation survey is undertaken on the structure prior to works commencing, and regular inspection of the structure throughout the construction activities. • Site specific vibration minimum working distances are established for the nominated equipment on site. • Where appropriate, continuous vibration monitoring is conducted on the structure for the duration of the period of construction while vibration generating equipment is used. The vibration logger should be equipped with the facility to remotely alert the site to reduce or cease construction activities if vibration levels are approaching the criterion threshold.	Construction
	Prior to the commencement of construction, finalise and implement the mitigation measures/controls outlined in the Draft Construction Noise and Vibration Management Plan (DCNVMP), which has been prepared for the management of potential noise and vibration impacts associated with Ringwood Road upgrade works.	Construction

Aspect	Management/Mitigation Measure	Timing
Traffic and Transport	Prior to the commencement of construction, a Construction Traffic Management Plan (CTMP) would be prepared in accordance with relevant guidelines and in consultation with TfNSW, Upper Hunter Shire Council, National Parks and Wildlife Service and any other relevant stakeholders. The CTMP would outline how construction activities would avoid, mitigate and manage risks involving construction activities, users of the traffic and transport network and residents.	Pre-construction
	As part of the Construction Traffic Management Plan (CTMP) to be prepared post-approval, a Vehicle Movement Plan will be included that clearly shows the construction vehicle routes and permitted movements, including restriction at the Ringwood Road/Golden Highway intersection (left in/left out movement permitted). The CTMP will also encompass a Drivers Code of Conduct that all construction phase vehicle drivers (including of light vehicles) would need to read and sign to confirm their responsibilities and reinforce correct behaviour.	*Pre-construction*
	Osborn's Transport, Merriwa Pre School, Scone Grammar School and Scone High School would be consulted on the proposed formalisation of the bus stop on Ringwood Road at the Golden Highway intersection and informed of the additional construction traffic that would be generated by the Project.	*Pre-construction*
	Additional signage and line marking is recommended at the Golden Highway and Barnett Street intersection and installation of warning signs ("Symbolic Truck") are recommended near the primary site access point.	*Pre-construction*
	The community would be notified in advance of proposed road and transport network changes through appropriate media and other forms of community liaison.	Construction
	Where relevant, Road Occupancy Licences (ROLs) and crane permits would be submitted and approved prior to the closure of any roads.	Construction
	Construction workers would be encouraged to carpool or use the shuttle buses to travel to and from the construction site.	Construction
	Parking requirements for the Project during construction and operation would be provided on-site, and parking would not be provided on public roads adjacent to the Project Area.	Life of Project (Construction, Operation and Decommissioning)
	Additional warning signs are recommended along sections of Ringwood Road and Wollara Road where the road narrows and near the site access points.	Construction

Aspect	Management/Mitigation Measure	Timing
	Swept paths of the proposed site access points with high resolution surveys/aerials would be developed as the project progresses to determine the most appropriate site access arrangements.	Construction
	A detailed Oversized Over Mass (OSOM) vehicle route assessment would be undertaken by the construction contractor and outlined in the Transport Management Plan. The Plan will detail OSOM route, duration, road closures, traffic closures, traffic detours, notifications and any required Traffic Guidance Schemes.	Pre-Construction
Water Resources	Solar panels will be designed to provide a minimum of 300 mm freeboard for the lowest edge above the maximum 1% AEP flood level.	Design
	Solar panel piles will be designed to withstand the 1% AEP flood velocities expected in the Project Area.	Design
	No sensitive infrastructure (e.g., substation, BESS, etc.) will be placed within 20 m of any Strahler 3 or above order streams.	Design
	All waterway crossings will be designed and constructed in compliance with DPI Water Guidelines.	Design and Construction
	Further flood investigations will be carried out where required during detailed design to confirm the flood immunity objectives and design criteria for the Project are met.	Design
	A Construction Soil and Water Management Plan (CSWMP) will be prepared to outline measures to manage soil and water impacts associated with the construction works.	Pre-construction
	Debris will be cleared from fencing following flood events.	Life of Project (Construction, Operation and Decommissioning)
	An Operational Environmental Management Plan (OEMP) will be developed for the Project to address potentially adverse impacts on the receiving environment surface water quality during the operational phase. This will include the development and appropriate maintenance of suitable ground cover around solar panels, and grassed table drains near access tracks to minimise the potential for erosion and export of sediment. Additional measures for the treatment of stormwater quality are not considered necessary.	Operation
	Water sources would be confirmed during the detailed design phase and in consultation with suppliers and landholders and be subject to availability.	Design

Aspect	Management/Mitigation Measure	Timing
	Post-construction, disturbed areas will be stabilised by the establishment and maintenance of a vegetated groundcover consisting of low-growing grasses.	Post-construction
	Road repairs and upgrades to Ringwood Road and culvert upgrades will include: • Appropriate scour protection will be designed for the road repairs and culvert upgrades • Road and culvert upgrades will be designed to maximise afflux at an acceptable level • Culverts will be designed to accommodate a 5% AEP event • Culverts will be constructed at existing invert levels or similar to maintain low flow conveyance in channel.	Pre-construction
	Works will be setback from the mapped watercourses in accordance with the Guidelines for Controlled Activities on Waterfront Land – Riparian Corridors (DPE 2022).	*Construction/Operation*
	A Construction Soil and Water Management Plan and an Erosion and Sediment Control Plan will be developed in consultation with and in accordance with industry standards including the guideline, Managing Urban Stormwater: Soils and Construction (Landcom 2004).	*Pre-construction*
	In the event of fish kills within the vicinity of the Project, DPI and the Environment Protection Authority will be contacted. All works other than emergency response procedures will cease until the issue is rectified.	*Life of Project (Construction, Operation and Decommissioning)*
Hazard, Risk and Bushfire Threat	Lightsource bp will implement a range of technical and non-technical risk mitigation and management measures including rigorous design standards and maintenance practices. Compliance with HIPAP 4 criteria is conditional on these technical and non-technical risk mitigation and management measures being implemented.	Design
	Electrical transformers to be designed, installed, operated and maintained in accordance with relevant Australian Standards.	Life of Project (Construction, Operation and Decommissioning)
	A Final Hazard Analysis and Emergency Plan will be developed as the Project design progresses toward completion to ensure the final Project design adheres to the risk management measures outlined in the PHA and that the separation distances to the site boundary/involved dwellings are appropriate for the specific battery cell type (i.e. chemistry and capacity) to be used.	Pre-construction

Aspect	Management/Mitigation Measure	Timing
	Asset protection zones will be implemented and maintained for the life of the Project.	Life of Project (Construction, Operation and Decommissioning)
	Roads and access points will be maintained throughout the Project life to allow for safe and accessible travel for emergencies (if required).	Life of Project (Construction, Operation and Decommissioning)
	An appropriate dedicated water supply for bushfire protection will be provided.	Life of Project (Construction, Operation and Decommissioning)
	All project infrastructure will be designed in accordance with relevant industry standards to manage any EMF risks.	Design
	All relevant procedures in relation to a high voltage installation will be adhered to throughout the life of the Project.	Life of Project (Construction, Operation and Decommissioning)
	Public access will be restricted throughout the life of the Project.	Life of Project (Construction, Operation and Decommissioning)
	The solar farm development footprint will be managed as an Asset Protection Zone in accordance with Appendix 4 of 'Planning for Bush Fire Protection 2019'.	*Construction/Operation*
	A dedicated water supply for bushfire protection will include a 10,000 litre water supply (tank) fitted with a 65mm storz fitting.	*Construction/Operation*
	APZ's will be maintained around the perimeter of the solar farm and associated infrastructure. All APZ's / defendable spaces will be in the order of at least 10m.	*Construction/Operation*
	• *The FSS will be developed in accordance with the requirements of Hazardous Industry Planning Advisory Paper (HIPAP) No.2 and will meet the operational requirements of FRNSW.* • *The FSS will consider:* • *The operational capability of local fire agencies and the need for the facility to achieve an adequate level of on-site fire and life safety independence.* • *A worst-case fire scenario including a full BESS unit fire. It will demonstrate no fire propagation within the facility.*	*Pre-construction*

Aspect	Management/Mitigation Measure	Timing
	• *the requirements of the Fire Management Plan (FMP) that would be prepared in consultation with NSW Rural Fire Service.* • *It is noted the FSS will also inform the requirements of the FMP including:* • *the methods and resources needed to manage and extinguish lithium battery fires* • *the management of a defendable Asset Protection Zone (APZ) as described in Planning for Bush Fire Protection 2019.* • *The FSS will inform the requirements of an Emergency Response Plan (ERP) that will be prepared in accordance with HIPAP 2 prior to commencing construction of the BESS. The ERP will inform the requirements of an Emergency Services Information Package (ESIP) that would be prepared in accordance with FRNSW fire safety guideline – Emergency services information package and tactical fire plans. Both the ERP and the ESIP will:* • *inform first responders of site-specific features and safety measures required to ensure they are able to undertake their duties effectively* • *include agency specific Standard Operational Guidelines.*	
	The FSS will consider fire propagation and a worst-case scenario will be considered within the FSS.	*Pre-construction*
	The Emergency Plan will be developed in accordance with the HIPAP No.1 and will be informed by the findings of the PHA.	*Pre-construction*
	An Emergency Services Information Package and an Emergency Responders Induction Package will be prepared for the site prior to construction. • *The Emergency Services Information Package (ESIP) will be prepared in accordance with FRNSW fire safety guideline – Emergency services information package and tactical fire plans.* • *The Emergency Responders Induction Package is developed for the site in consultation with, and to the satisfaction of FRNSW, NSW RFS and NPWS. The package will inform first responders in accordance with agency specific Standard Operational Guidelines.*	*Pre-construction*
Social Amenity	A Community Engagement Strategy will be prepared for the Project to include consistent, transparent and proactive information provision and consultation with stakeholders throughout Project development.	Pre-construction

Aspect	Management/Mitigation Measure	Timing
	A Community Benefit Sharing Strategy will be developed in consultation with local stakeholders to target investment to local needs and priorities and cognisant of activities/efforts of adjacent projects.	Pre-construction
	Measures to enhance positive social outcomes and mitigate negative social outcomes for the Project include: • *Limiting the number of existing short- term accommodation beds accessed to no more than 14 existing short term accommodation beds across the study area on any given night. This is designed to avoid 'crowding out' effects on other accommodation users. This figure could be re-assessed if substantial reductions in local occupancy rates are identified and recorded in the social locality.* • *Limit the use of existing rental accommodation as a housing source for the Amended Project by ensuring sufficient access to custom- built temporary workforce accommodation.* • *Work with the local accommodation providers to provide advanced notice of accommodation requirements and anticipate timing of key tourism events.* • *Consider partnering with or funding existing local accommodation providers to expand their accommodation capacity.* • *Establish, review, and maintain a LSbp Goods and Services Register database and make this available to head contractors to support local procurement.* • *Utilise Project newsletters, website, and media releases at key milestones throughout the Project development, construction and operation timeline to promote information on how local suppliers may become involved in the Project.* • *Promote and fund Apprenticeships and Traineeships as a key employment strategy and work with regional employment agencies, Training Services NSW, education providers and Group Training Organisations to develop strategies to enable apprentices to access experience across different infrastructure projects.*	*Pre-construction*

Aspect	Management/Mitigation Measure	Timing
	• *There are sufficient opportunities to house the anticipated construction and operational workforces, employ local workers, and procure local goods and services while also maximising social benefits to communities and reducing potential negative impacts. Proactive management and monitoring of outcomes will be achieved through post- approval management strategies and mechanisms.*	
Economic	A Community Benefits Sharing Strategy will be developed and implemented for the Project including a VPA with UHSC.	Pre-construction
Waste Management	Lightsource bp will prepare a Waste Management Plan, which will include a detailed breakdown of the waste types and quantities in accordance with relevant legislation and guidelines. Waste will be reused and recycled in accordance with a waste management hierarchy. The waste management plan will include the following: • a summary of the waste types, classification and estimated annual quantities of wastes produced during the construction of the Project • measures to manage waste disposal in accordance with the principles of the waste hierarchy, with emphasis on reducing, reusing and recycling wastes prior to disposal • the procedure for assessing, classifying and storing waste in accordance with EPA guidelines • procedures for storage, transport and disposal of waste • monitoring, record keeping and reporting, including the use of waste tracking data to demonstrate the lawful disposal of contaminated products, waste or residues generated by the Project (if any).	Construction
	Management of wastes generated during the operational phase of the Project will occur through a Waste Management Plan as part of the OEMP.	Operation
	A Decommissioning and Rehabilitation Management Framework has been prepared for the Project to demonstrate a commitment to ensuring appropriate environmental management is undertaken during decommissioning and rehabilitation phase in accordance with legislative requirements, conditions of consent, stakeholder interest and industry best practice. The Framework will be updated throughout the life of the Project as appropriate.	Decommissioning

Aspect	Management/Mitigation Measure	Timing
	The Waste Management Plan will be developed in consultation with the Upper Hunter Shire Council and surrounding LGAs including Mid-Western Regional Council.	*Pre-construction*
	A 94% recycling rate by weight will be achieved for the panels during each stage of the Project.	*Life of Project (Construction, Operation and Decommissioning)*
Air Quality	As part of the CEMP, protocols to minimise air emissions during construction will include: • water suppression on all exposed areas, unsealed roads and stockpile area when required (i.e. if visible dust emissions are observed) • the location and scale of activities which generate dust emissions would be modified and limited during periods of dry and windy weather • engines to switch off when not in use for prolonged periods • development of a complaints procedure to identify and respond to complaints.	Construction
	Areas within the Project Area which have been temporarily disturbed by construction and operational activities will be rehabilitated.	Life of Project (Construction, Operation and Decommissioning)
	Once construction has been completed, ground cover will be established and maintained in accordance with the OEMP.	Operations