ACENERGY PTY LTD

Yanco Battery Energy Storage System

ACEnergy Pty Ltd

223115

Rev: D

21 February 2025

Premise

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ABBREVIATIONS

Abbreviation	Abbreviated term
ACH	Aboriginal Cultural Heritage
ACHAR	Aboriginal Cultural Heritage Assessment Report
AHIMS	Aboriginal Heritage Information Management System
ANL	Acceptable Noise Levels
BAR	Bushfire Assessment Report
BCS	Biodiversity and Conservation Science
BDAR	Biodiversity Development Assessment Report
BOM	Bureau of Meteorology
BSAL	Biophysical Strategic Agricultural Land
CEMP	Construction Environmental Management Plan
CSEP	Community and Stakeholder Engagement Plan
DA	Development Application
DCCEEW	NSW Department of Climate Change, Energy, the Environment and Water
DCP	Development Control Plan
DPE	NSW Department of Planning and Environment
DPI	NSW Department of Primary Industries
DPI Ag.	Department of Primary Industries and Regional Development
DPHI	NSW Department of Planning, Housing and Infrastructure
EEC	Endangered Ecological Community
EIS	Environmental Impact Statement
EOR	Engagement Outcomes Report
EPA	NSW Environment Protection Authority
ESD	Ecologically Sustainable Development
FRGA	Flood Risk and Groundwater Assessment
FRNSW	Fire and Rescue New South Wales
ICNG	Interim Construction Noise Guideline (2009)
INP	Noise Policy for Industry 2017
LEP	Local Environmental Plan
LLEP	Leeton Local Environmental Plan 2014
LGA	Local Government Area
LPI	NSW Land and Property Information
LUCRA	Land Use Conflict Risk Assessment

NIA	Noise Impact Assessment
OEH	NSW Office Environment and Heritage
PSI	Preliminary Site Investigation
RFS	NSW Rural Fire Service
RMS	NSW Roads and Maritime Service
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment
SSD	State Significant Development
TfNSW	Transport for New South Wales
TIA	Traffic Impact Assessment
UGLRL	UGL Regional Linx
VIA	Visual Assessment Report
Units of measure	
ºC	degrees Celsius
dB(A)	A-weighted decibel
Ha	Hectare
m	Metres
m/s	Metres per second
ML	Megalitre
MW	Megawatt

CONTENTS

EXECUTIVE SUMMARY ..... **VI**
INTRODUCTION VI
PROPOSAL REFINEMENTS VIII
OVERALL JUSTIFICATION IX
1. INTRODUCTION **1**
1.1 BACKGROUND 3
1.2 PURPOSE OF THIS REPORT 5
2. ANALYSIS OF SUBMISSIONS **6**
3. ACTIONS TAKEN SINCE EXHIBITION **9**
3.1 PROJECT DESIGN REFINEMENT 9
3.2 UPDATED ENGAGEMENT 9
3.2.1 COMMUNITY ENGAGEMENT 9
3.2.2 ADDITIONAL AGENCY ENGAGEMENT 10
3.3 FURTHER ASSESSMENT 11
4. RESPONSE TO SUBMISSIONS **12**
4.1 LEETON SHIRE COUNCIL 12
4.2 MEMBERS OF THE PUBLIC 18
4.3 AGENCY ADVICE 34
5. UPDATED ASSESSMENT **69**
5.1 BIODIVERSITY 69
5.2 ABORIGINAL CULTURAL HERITAGE 69
5.3 TRAFFIC IMPACTS 70
5.4 FLOOD RISK AND GROUNDWATER 71
5.5 PRELIMINARY HAZARDS ASSESSMENT 71
6. CONCLUSION **72**
6.1 UPDATED PROJECT JUSTIFICATION 73
7. REFERENCES **74**
YANCO BESS WASTE MANAGEMENT PLAN PRINCPLES 220
CONSTRUCTION PHASE 220
OPERATIONAL PHASE 221
DECOMMISSIONING PHASE 222

APPENDICES

Appendix A Submissions register 75
Appendix B Mitigation Measures 79
Appendix C Consultation 89

Appendix D Detailed response to public submissions 90
Appendix E Updated Biodiversity Development Assessment Report 212
Appendix F Updated Aboriginal Cultural Heritage Assessment Report 214
Appendix G Updated Traffic Impact Assessment 216
Appendix H Flood Risk and Groundwater Assessment Report 217
Appendix I Updated Preliminary Hazards Analysis 218
Appendix J Waste Management Plan principles 219

TABLES

Table 1 - Project summary 1
Table 2 - Number of submissions received 7
Table 3 - Ongoing engagement activities 10
Table 4 - Agency engagement 10
Table 5 - Response to Leeton Shire Council 13
Table 6 - Response to characterisation of matters raised by public submissions 18
Table 7 - Response to agency advice 35
Table 8 - References 74
Table 9 - Updated mitigation measures 80
Table 10 - Detailed response to public submissions 91
Table 11 - Construction phase 220
Table 12 - Operational phase 221
Table 13 - Decommissioning phase 222

FIGURES

Figure 1 - Characterisation of submissions viii
Figure 2 - Development Site 4
Figure 3 - Submissions in proximity to the site 7
Figure 4 - Characterisation of submissions 8

EXECUTIVE SUMMARY

INTRODUCTION

ACEnergy Pty Ltd seeks to develop an approximately 250 Megawatt AC (MW_{AC}) Battery Energy Storage System (BESS) on land at Lots 516 and 521 DP 751745 at 120 Houghton Road, Yanco NSW within the Leeton Local Government Area. Ancillary aspects of the project associated with road upgrades and electricity transmission line routes affect other land including the road reserves of Hume Road, Houghton Road and Irrigation Way, Lot 7350 DP1199551 and Lot 10 DP8449631.

The proposed development is characterised as State Significant Development ('SSD') as the proposal is for the purpose of electricity generating works with an estimated development cost ('EDC') of more than $30 million, pursuant to Section 20 of Schedule 1 of *State Environmental Planning Policy (Planning Systems) 2021*.

The Environmental Impact Statement (EIS) to support the Yanco BESS development application (DA) was prepared by Premise to respond to the Secretary's Environmental Assessment Requirements (SEARs) dated 28 February 2024. The EIS was placed on exhibition between the 15 November 2024 and 13 December 2024.

During this period, a total of 66 submissions were received, comprising:

- 1 comment from a government agency, being Leeton Shire Council, discussed in **Section 4.1**.
- 64 Objections:
  - 7 objections from special interest groups; and
  - 57 objections from members of the public.
- 1 support from a member of the public.

Further, during the exhibition period, 10 agencies provided advice:

- NSW Rural Fire Service (RFS);
- NSW Fire and Rescue (F&R)
- NSW Department of Climate Change, Energy, the Environment and Water (DCCEEW) – Heritage Council of NSW;
- DCCEEW – Heritage NSW;
- DCCEEW – Biodiversity, Conservation and Science Group (BCS);
- Transport for NSW (TfNSW);
- Department of Planning, Housing and Infrastructure (DPHI) - Crown Lands;
- Department of Primary Industries and Regional Development (DPIRD) – NSW Resources;
- DPIRD – Agriculture;
- NSW DCCEEW – Water; and
- Leeton Shire Council.

Characterising the comments resulted in over 271 individual issues raised by agencies, interest groups and members of the public. The areas of greatest concerns raised in submissions were associated with:

- Contamination (7%);
- Fire risk (7%);
- Biodiversity impacts (6%);
- Safety (5%);
- Environmental impacts (5%);
- Economic impacts (4%);
- Public health (4%);
- Reliability (4%); and
- Loss of agricultural land (4%).

In terms of characterising issues raised by all submissions, analysis has been completed and the submissions have been grouped and graphed, as per Figure 1.

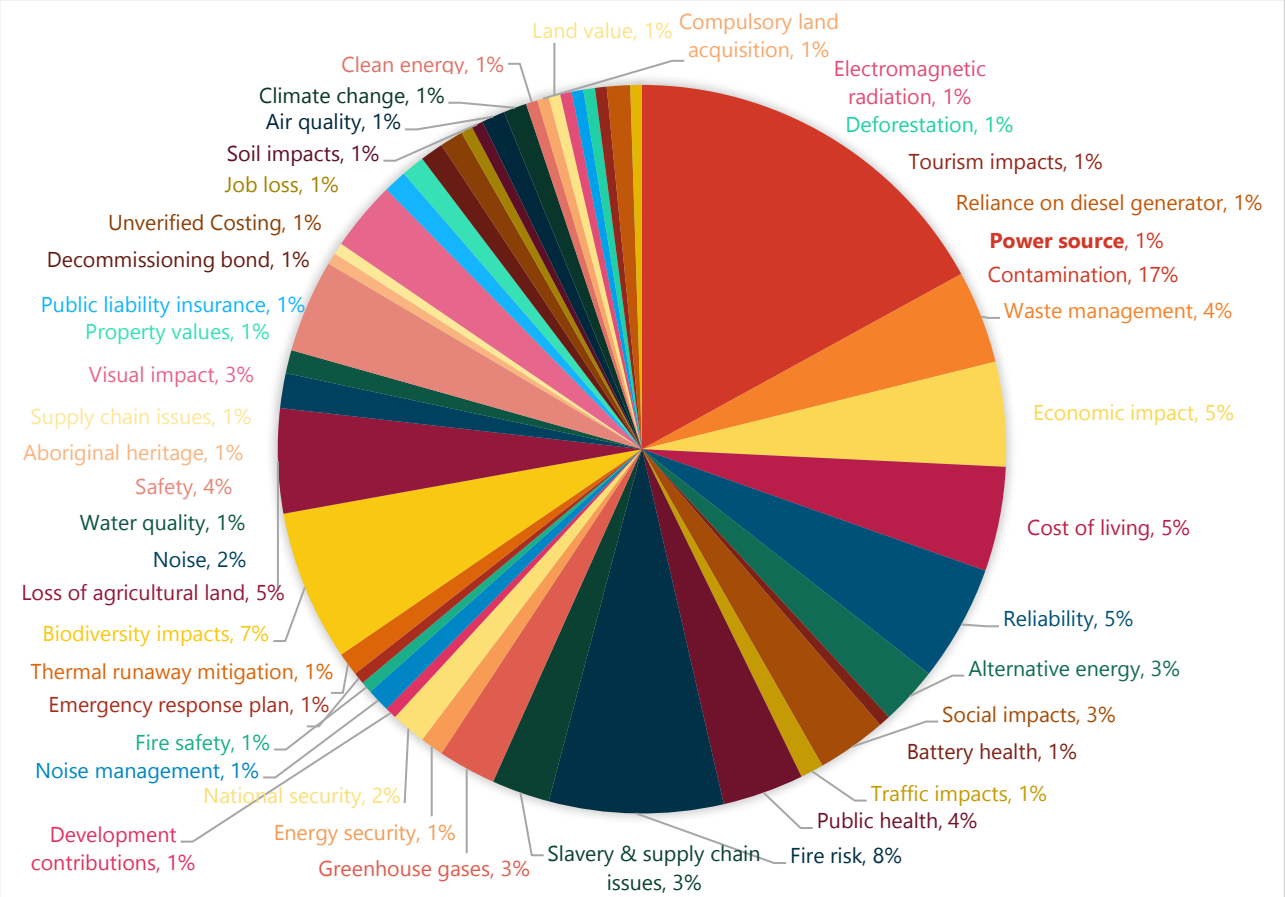
Of the 64 objections received:

- Zero (0) objections are from residents within Yanco;
- Five (5) objections are from residents of Leeton Local Government Area (LGA) **or** within 100 km of the site and are classed as regional objectors (5-100km from the site);
- 38 objections are from broader community interested within NSW (more than 100km from the site); and
- 21 objections are from broader community interest outside NSW (more than 500km from the site).

This reflects that the majority of objections are therefore directed at the nature of the use rather than specific concerns about this project and any perceived impacts it may have at a local level. This does not detract from the validity of the views held by those who have objected but does suggest that local levels of interest in the project are much lower than a purely numerical review of objections would suggest.

A detailed review of all submissions has been completed in **Appendix D**, with a response to all issues provided, together with a summary of the key issues raised in **Section 4.2**.

Figure 1 - Characterisation of submissions



PROPOSAL REFINEMENTS

The comments received have resulted in the following updated technical reports to address specific comments, concerns and advice:

- Updated Biodiversity Development Assessment Report (BDAR) provided in **Appendix E**;
- Updated Aboriginal Cultural Heritage Assessment Report (ACHAR) provided in **Appendix F**;
- Updated Traffic Impact Assessment Report (TIA) provided in **Appendix G**;
- Updated Flood Risk and Groundwater Assessment Report provided in **Appendix H**; and
- Updated Preliminary Hazards Analysis provided in **Appendix I**.

In addition to the above technical assessment refinements, the following minor refinements to the project are also proposed:

- As a consequence of refinement of the construction logistics, the applicant commits to a maximum heavy vehicle length (excluding over size movements) of 19m, replacing the previously proposed 26m B-double, thereby reducing traffic impacts;
- Refined footing detail design by replacing conceptually proposed MVPS and BESS container concrete footings with screw piles, and direct driven piles for the noise wall, offering cost savings and eliminating de-watering issues; and

- Mapping has been updated to make clear that the works within the existing Transgrid substation form part of the proposed works for which the applicant is seeking approval.

Details of the engagement that occurred throughout the RtS phase is provided in **Section 3.2.2** and copies of consultation issued and received are provided in **Appendix C**

These changes have not resulted in any meaningful refinement of the project; the changes primarily relate to clarification and minor alterations.

OVERALL JUSTIFICATION

The justification for the proposed Yanco BESS remains consistent with the justification provided in the EIS and can be summarised as follows:

The NSW Government has recognised that the NSW electricity system needs to change, acknowledging that traditional generators are ageing, and the State's transmission system is congested. Further, electricity prices are putting pressure on households and businesses. This realisation has informed the preparation of Government policies and documents, the provisions of which have filtered to the local scale and informed local plan making.

- The project supports the NSW Electricity Strategy by contributing to renewable energy and attracting private investment in the electricity system for the next decade and beyond;
- The Battery Energy Storage System (BESS), with an anticipated lifespan of up to 23 years, will support the Government's objectives of system reliability, affordability, and sustainability;
- The BESS will enable the shift from a centralised, fossil-fuel dependent system to a more decentralised, renewable energy-based system by providing firming capacity during supply demand;
- The BESS will enhance the Yanco Transgrid Substation, improving grid stability and supporting renewable energy integration;
- The project will generate local economic benefits through employment opportunities and affordable electricity provision;
- Environmental impacts have been minimised in the project's design, with mitigation measures proposed where necessary;
- The project aligns with the EP&A Act and the principles of Ecologically Sustainable Development (ESD);
- Environmental impacts of the project, including social impacts, can be appropriately mitigated and managed;
- The project will result in a net benefit to the region and broader NSW community;
- The project will provide short-term and long-term benefits including supporting a sustainable, green electricity future for NSW, including reducing the price of electricity in NSW, providing major investment in NSW and providing direct financial benefits to the local host community;
- The project will significantly reduce greenhouse gas emissions and will contribute to baseload power to the energy grid;
- The project will directly contribute to the objectives of the NSW Climate Change Policy Framework through investment in renewable energy storage and the growth of new low carbon industries across the region and NSW; and

- The project is in the public interest on the basis that it provides a range of benefits to the local region and the state by the directly contributing to meeting renewable energy targets.

On the basis of the above, the project is considered to be well justified, is consistent with all relevant planning considerations and adequately addresses residual impacts through the implementation of appropriate mitigation measures.

1. INTRODUCTION

ACEnergy Pty Ltd (The Applicant) is proposing to develop an approximately 250 Megawatt AC (MW_{AC}) Battery Energy Storage System (BESS) on land known as Lots 516 and 521 DP 751745 at 120 Houghton Road in Yanco, NSW, 2703. Ancillary aspects of the project associated with road upgrades and electricity transmission line routes affect other land including the road reserves of Hume Road, Houghton Road and Irrigation Way, Lot 7350 DP1199551 and Lot 10 DP8449631. All physical impacts associated with the development are hereafter referred to as the development site and are denoted by a red line outline in figures provided within this report.

The development site is located in the Leeton Shire Council (LSC) Local Government Area (LGA) in the locality of Yanco. The BESS will be developed across two lots (Lots 516 and 521 DP 751745); these lots have a combined total area of approximately 107 hectares, accessible from the east via Hume Road (also referred to as Hulme Road).

The development site has a total area of approximately 11.45 hectares of development footprint (in which the area to be developed by the BESS infrastructure covers approximately 8 hectares and will be located towards the northeastern boundary of Lots 516 and 521 DP 751745). The portion of the development site that will host the BESS is currently used for agricultural activities and primary production. The remainder of the development site is generally characterised by public roads and the Transgrid substation.

The proposed Yanco BESS includes:

- Installation of containerised lithium-ion batteries with a capacity of up to approximately 250 MWAC and 1,100 MW-hours, with associated power conversion systems, switchgear and a control building;
- An underground or overhead transmission line to connect the BESS to the Yanco substation with two options up to approximately 450 metres long for the longest option;
- Cabling and collector units, site office, storage area, internal access tracks, on-site parking, security fencing, minor substation upgrades and temporary construction laydown area;
- Development of a new site access from Hume Road; and
- Intersection upgrades at Houghton/Hume Road and Houghton Road/Irrigation Way.

An updated project summary is provided in Table 1**.**

Table 1 - Project summary

Project Element	Summary of the Project
Development site	11.45 Ha (BESS infrastructure occupies an area of approximately 8 ha)
Land description	> 120 Houghton Road, Yanco (Lots 516 and 521 DP751745) > Lot 7350 DP119951 > Lot 10 DP8449631 > Road reserves of Irrigation Way, Houghton Road and Hume Road
Zoning	RU1 Primary Production; SP2 – Infrastructure (electricity transmission and distribution and road and traffic facilities)

Project Element	Summary of the Project
Development site	The development footprint of the BESS and associated operational and construction infrastructure including road upgrades.
Battery storage capacity	250 MW/1,100 MWh
BESS Lifespan	Anticipated up to 23 years, with the possibility of upgrades to extend the operational life.
Infrastructure	> An approximately 250 MW, 1,100 MW-hours (4 hour duration) BESS occupies the majority of the development site; > Underground cabling connecting BESS and MVPS; > A 33/132kV substation; > An underground or overhead transmission line of up to approximately 450 metres long connecting the BESS substation to the Yanco Transgrid substation; > Temporary construction compound including material laydown areas, site offices, vehicle parking, and amenities; > Minor upgrade works within the Transgrid substation to accommodate the connection > Construction of a new property access from Hume Road; > Intersection upgrades at Houghton/Hume Road and Houghton Road/Irrigation Way > Chain-link/barbed-wire security fence up to 1.8 metres in height; and > Specific native vegetation screening from identified visual impact locations if required.
Site Access	Access to Hume Road via construction of a new site access.
Access route	> Vehicles would access the site via Hume Highway, Irrigation Way, Houghton Road and Hume Road, utilising a proposed access location. > It is anticipated that project infrastructure would be delivered from Port Kembla and transported to the site via roads approved for heavy vehicle use and then the existing access driveway.
Construction	> Construction is expected to commence in late-2025 and occur over an 8 month period, including a peak period of 4.5 months. > Construction would occur during standard construction hours. However, it is anticipated that some activities that are inaudible and would not result in amenity impacts to surrounding receivers, may be required to occur outside of standard hours in accordance with an Out-of-Hours Construction Protocol.
Operations and maintenance	The project would be operated remotely with occasional maintenance activities generally be undertaken by up to five (5) personnel.

Project Element	Summary of the Project
Decommissioning and rehabilitation	> The development site would be progressively rehabilitated during the decommissioning period, including removal of the temporary construction facilities. Temporary construction facilities include temporary buildings installed on site to provide for workers associated with decommissioning. > At the end of operational life, components above ground and below ground (with depth subject to agreement with landowner) would be removed and land rehabilitated to pre-development conditions.
Workforce	Up to 70 construction jobs and 5 operational jobs
Hours of Operation	24 hours, 7 days a week

1.1 BACKGROUND

The Yanco BESS is designed to provide grid flexibility services and will support the efficiency of the existing electrical network. The BESS would cycle in response to pricing signals, typically charging when prices are low and discharging during peak periods.

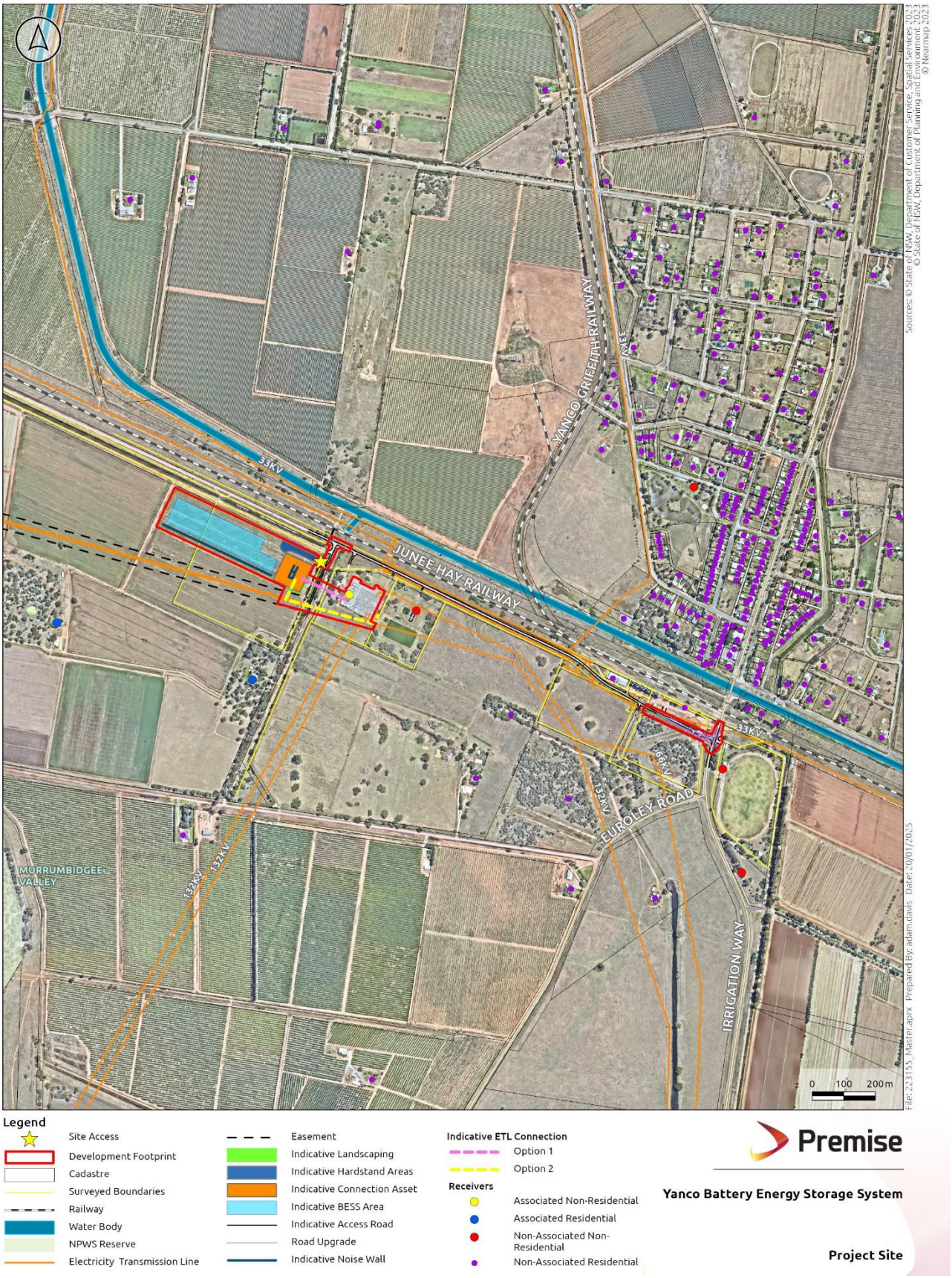
Through regulating the availability of energy, the development will have the capacity to store unutilised energy during low demand and enhance the total supply of energy during high demand. This will benefit the existing electrical grid, improving the efficiency of electrical generation and provide consumers with a more consistent and reliable supply of energy.

A range of strategies have been employed through project conception, development and delivery, with the aim of avoiding, minimising and offsetting residual impacts associated with the project. In this context, the following is noted:

> Site selection has included identifying a site that is immediately adjacent to an existing substation, generally well separated from residential zoned land, separated from non-associated dwellings and located wholly on land zoned RU1 – Primary Production, with suitable existing access arrangements;

> The project has been refined to respond to the outcomes of technical studies, including installation of a noise barrier to provide noise attenuation to the south.

Figure 2 - Development Site



1.2 PURPOSE OF THIS REPORT

Premise has prepared this Response to Submissions report on behalf of the Applicant to respond to submissions received during the EIS exhibition phase for the proposed Yanco BESS.

The report has been prepared in accordance with the *State Significant Development Guidelines – Preparing a Submissions Report* (DPIE, 2024). The aim of the report is to:

1. Consider the issues raised; and
2. Describe any changes to the proposal application lodgement.

The updated technical reports do not recommend or require any wholesale changes to the project but instead provide project refinements to respond to comments received, together with updated mitigation measures and recommendations for actions to occur prior to construction to ensure that key outcomes and project objectives can be achieved.

This report documents additional information prepared to address comments by the public and agencies. The report is supported by:

- Submissions register at **Appendix A**;
- A consolidated list of mitigation measures at **Appendix B**;
- Copies of consultation at **Appendix C**;
- A detailed response to public submissions at **Appendix D**;
- Updated Biodiversity Development Assessment Report provided in **Appendix E**;
- Updated Aboriginal Cultural Heritage Assessment Report provided in **Appendix F**;
- Updated Traffic Impact Assessment Report provided in **Appendix G**;
- Updated Flood Risk and Groundwater Assessment Report provided in **Appendix H**;
- Updated Preliminary Hazards Analysis provided in **Appendix I**; and
- Waste Management Plan principles provided in **Appendix J**.

2. ANALYSIS OF SUBMISSIONS

The EIS was placed on exhibition between Friday 15 November 2024 to Friday 13 December 2024. During this period a total of 66 submissions were received, being:

- 1 comment from a government agency, being Leeton Shire Council, further discussed in **Section 4.1**.
- 64 Objections:
  - 7 objections from special interest groups; and
  - 57 objections from members of the public.
- 1 support from a member of the public.

Further, during the exhibition period, 14 agencies provided advice:

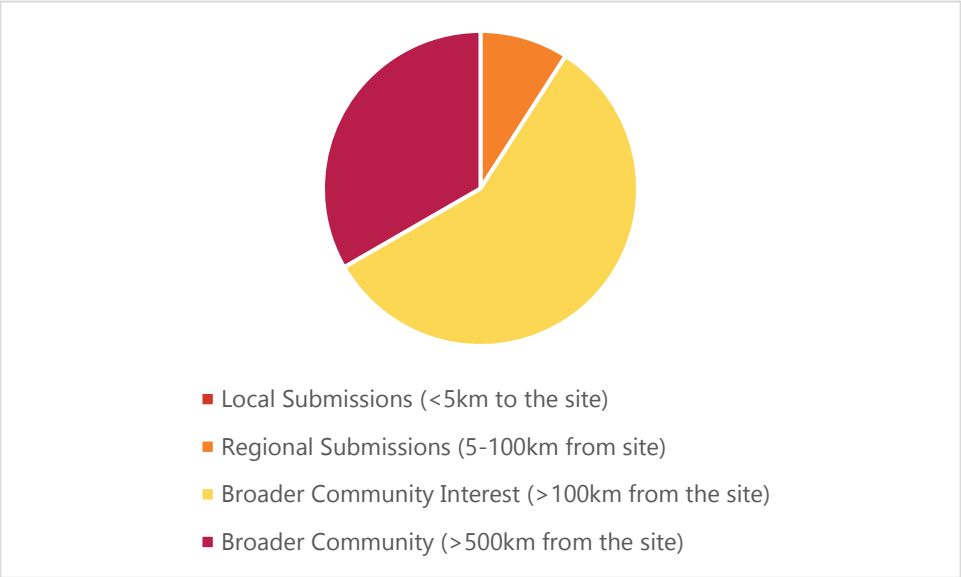
- NSW Rural Fire Service (RFS);
- NSW Fire and Rescue (F&R)
- NSW Department of Climate Change, Energy, the Environment and Water (DCCEEW) – Heritage Council of NSW;
- DCCEEW – Heritage NSW;
- DCCEEW – Biodiversity, Conservation and Science Group (BCS);
- Transport for NSW (TfNSW);
- Department of Planning, Housing and Infrastructure (DPHI) - Crown Lands;
- Department of Planning, Housing and Infrastructure (DPHI) - Industrial Assessments (Hazards);
- Department of Primary Industries and Regional Development (DPIRD) – NSW Resources;
- DPIRD – Agriculture;
- Energy Corporation of NSW (EnergyCo);
- Transgrid;
- NSW DCCEEW – Water; and
- Leeton Shire Council.

Of the agencies that have provided advice, no agency objected to the project and four (4) agencies requested additional information. Advice received from Industrial Assessments (Hazards), EnergyCo and Transgrid were received independently of the Major Projects Portal.

No petitions were received during the exhibition period. Of the 64 objections received:

- Zero (0) objections are from residents within Yanco;
- Five (5) objections are from residents of Leeton Local Government Area (LGA) **or** within 100 km of the site and are classed as regional objectors (5-100km from the site);
- 38 objections are from broader community interested within NSW (more than 100km from the site); and
- 21 objections are from broader community interest outside NSW (more than 500km from the site).

Figure 3 - Submissions in proximity to the site



Characterisation of key issues raised by the two (2) submitters who live within Leeton LGA include:

- PS62 – object - Fire risk including thermal runaway, public health, contamination, economic impact, cost of living, loss of agricultural land, biodiversity impacts, alternative energy, food security, slavery & supply chain issues, and energy security.
- PS63 – object - Public health, contamination, fire risk including thermal runaway, cost of living, and national security.

Each of these issues are addressed in detail in Table 6**.** Comments/objections raised by public submissions have been incorporated verbatim and a direct response to each issue provided in **Appendix D**, with a summary provided in **Section 4.2**.

Submissions can be viewed at the NSW Planning Portal Major Projects website:
https://www.planningportal.nsw.gov.au/major-projects/projects/yanco-battery-energy-storage-system

A summary of the quantity of submissions received is provided in **Table 2**.

Table 2 - Number of submissions received

Position	Number of submissions received from members of public	Number of submissions received from public interest groups	Number of submissions received from public authorities/agencies
Support	1	0	0
Comment	0	1	11
Object	57	7	0
TOTAL	58	8	11

No petitions or submissions via letters were received.

All submissions have been reviewed to analyse and understand the characterisation of issues raised. Matters of comment or concern from all submissions have been considered, the breakdown of characterisation of issues

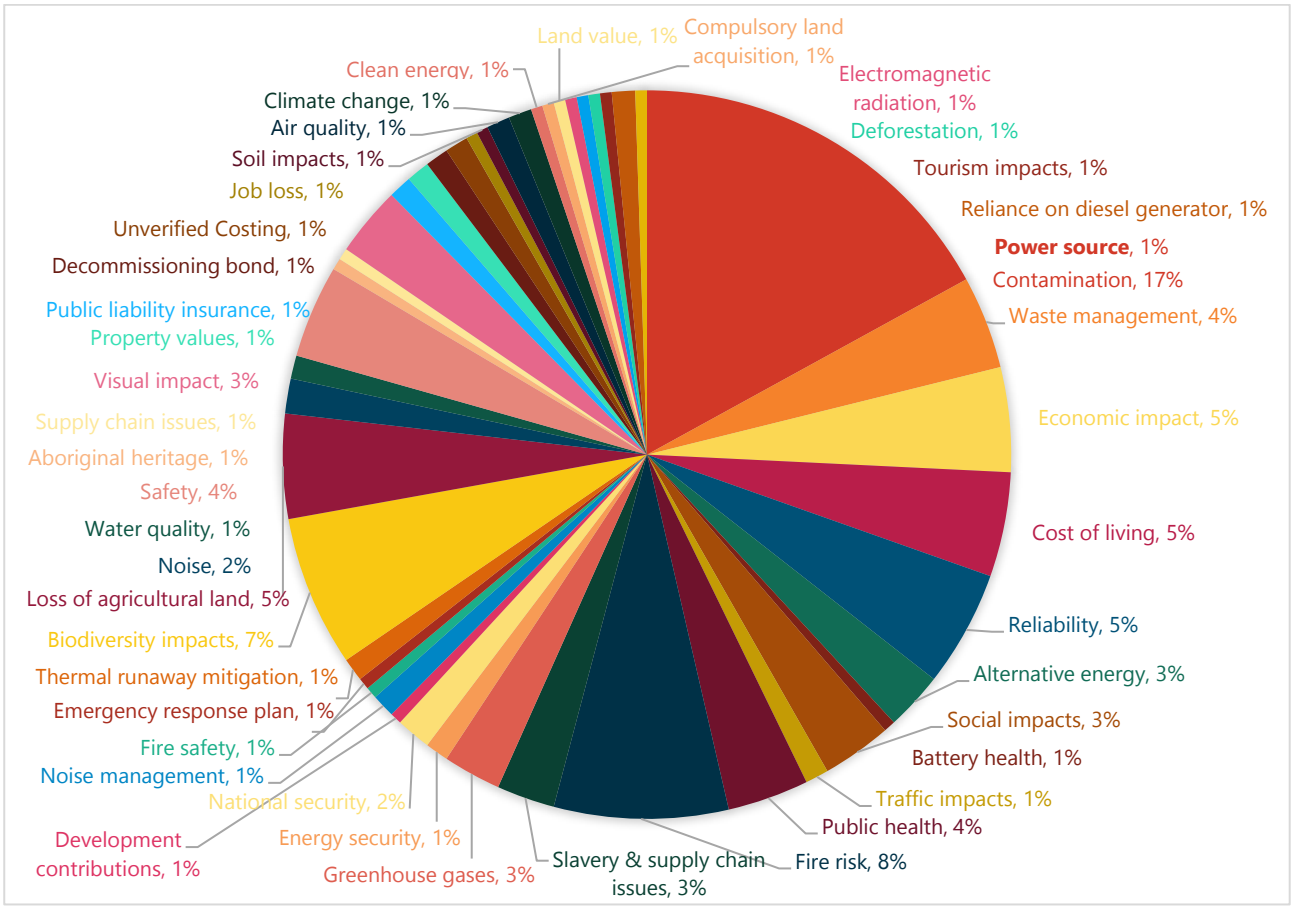
(ie, the number of times a particular issue was raised) is depicted in **Figure 4**. Specific issues raised in each submission are addressed throughout **Section 4.2** and in **Appendix D**.

Characterising the comments resulted in over 271 individual issues raised by special interest groups and members of the public. The areas of greatest concerns raised in public submissions were associated with:

- Contamination (7%);
- Fire risk (7%);
- Biodiversity impacts (6%);
- Safety (5%);
- Environmental impacts (5%);
- Economic impacts (4%);
- Public health (4%);
- Reliability (4%); and
- Loss of agricultural land (4%).

In terms of characterising issues raised by all public submissions, analysis has been completed and the submissions have been grouped and graphed, as per **Figure 4** - Characterisation of submissions.

Figure 4 - Characterisation of submissions



3. ACTIONS TAKEN SINCE EXHIBITION

3.1 PROJECT DESIGN REFINEMENT

The updated technical reports do not recommend or require any wholesale changes to the project but instead provide for project refinement. Updated mitigation measures and recommendations for actions to occur prior to construction ensure that key outcomes and project objectives can be achieved. Where applicable, the project mitigation measures have been revised, and the updated measures are detailed in Mitigation Measures **Appendix B.**

Following review of information received throughout the exhibition period, project refinements are limited to the following:

- Updated Biodiversity Development Assessment Report (BDAR) provided in **Appendix E**;
- Updated Aboriginal Cultural Heritage Assessment Report (ACHAR) provided in **Appendix F**;
- Updated Traffic Impact Assessment Report (TIA) provided in **Appendix G**;
- Refined construction logistics now involve a maximum 19m length heavy vehicle (excluding over size movements), replacing the previously proposed 26m B-double, and thereby reducing traffic impacts; and
- Refined footing detail design replaces concrete footings with screw piles for the MVPS and BESS containers and direct driven piles for the noise wall, offering cost savings and eliminating de-watering issues.
- Updated Flood Risk and Groundwater Assessment Report provided in **Appendix H**;
- Updated Preliminary Hazards Analysis provided in **Appendix I**; and
- Waste Management Plan principles provided in **Appendix J**.

These updated refinements are discussed in further detail in **Section 5**.

3.2 UPDATED ENGAGEMENT

Engagement completed since exhibition of the EIS is summarised in the following sections.

3.2.1 Community engagement

The Applicant's engagement efforts prior to the exhibition of the EIS included various activities such as newsletters, in-person outreach, briefings with local stakeholders and government bodies, advertising, a community drop-in session, online survey, and ongoing communication through phone, email and the project's website.

Following lodgement of the EIS, the Applicant in collaboration with bd infrastructure has maintained the project website, phone and email to provide an "always on" channel of communication.

Ongoing, the applicant will ensure continuous communication channels are available for all stakeholders through the toll-free phone number, email and website as discussed in Table 3.

Table 3 - Ongoing engagement activities

DATE	ENGAGEMENT
Ongoing	Online maintain the project website and social media channels.
Ongoing	Monitor a dedicated community phone line and email.

Several factors were considered during the site selection, which was informed by experiences from previous development projects undertaken by ACEnergy. As a result, many common issues for renewable projects and BESS projects were addressed prior to community consultation stages.

3.2.2 Additional agency engagement

Following the lodgement of the EIS, the Applicant has engaged with agencies in the following ways:

Table 4 - Agency engagement

AGENCY	DATE	CONSULTATION
Council	23/01/25	Email seeking Yanco Sportsground operation dates relevant to TfNSW agency advice.
	23/01/25	Response from Council to the above enquiry.
DPHI (Hazard)	14/01/25	Email to DPHI (Hazard) to provide appendices missing in the Preliminary Hazard Assessment and seeking agency advice on the complete report.
	14/01/25	Response from DPHI (Hazard) confirming receipt of the missing information.
	28/01/25	Email to follow up DPHI (Hazard) on enquiry on 14/01/25
	29/01/25	Response from DPHI (Hazard) confirming no further information requested on the PHA report.
DCCEEW (Water)	05/02/25	Email seeking advice relating to method of estimating seasonal groundwater fluctuation.
Transgrid	14/02/25	Sent draft RtS package via email for Transgrid to review.
Transport for NSW	28/11/24	Email conceptual road design plans relating to the intersection upgrade at Irrigation Way.
	29/11/24	Email confirmation from TfNSW that conceptual road design plans have been received.
	23/01/25	Email to TfNSW seeking clarification on agency advice prior to finalising updated TIA.
	28/01/25	Email confirmation from TfNSW that email enquiry has been received, TfNSW reference – REN25/00023/002.
	06/02/25	Follow up email to TfNSW regarding enquiry on 23/01/25.
	06/02/25	Follow up email to TfNSW regarding updated TIA.
	07/02/25	Follow up email to TfNSW regarding updated TIA appendices, OSOM Route Survey and response to Section 4 of TfNSW agency advice.

AGENCY	DATE	CONSULTATION
Heritage NSW	21/01/25	Email with draft response to agency advice.
	28/01/25	Phone call and email regarding consultation prior to RtS lodgement.
	29/01/25	Email requesting meeting to discuss response to agency advice.
	31/01/25	Response from Heritage NSW confirming availability for a meeting.
	04/02/25	Online meeting clarifying the agency response. Overall slight modifications to the ACHAR with no need for additional RAP consultation.
BCS	11/02/25	Email request for meeting to discuss agency advice.
	12/02/25	Confirmation from BCS regarding receipt of updated BDAR.
	18/02/25	Response from BCS confirming BDAR and BOAMS updates by the accredited assessor are satisfactory to address agency advice raised on 18/12/24. No meeting required.
Department of Planning	15/11/24	Email clarification regarding neighbour notification.
	13/11/24	Multiple emails clarifying neighbour notification.

Feedback received from agencies since the exhibition of the EIS consisted of clarification of advice received to inform the technical reports to be updated.

3.3 FURTHER ASSESSMENT

As a result of additional engagement and matters raised during the exhibition phase, the following specialist reports have been updated:

- Updated Biodiversity Development Assessment Report (BDAR) provided in **Appendix E**;
- Updated Aboriginal Cultural Heritage Assessment Report (ACHAR) provided in **Appendix F**;
- Updated Traffic Impact Assessment Report (TIA) provided in **Appendix G**;
- Updated Flood Risk and Groundwater Assessment Report (FRGA) provided in **Appendix H**; and
- Updated Preliminary Hazards Analysis (PHA) provided in **Appendix I**.

The updates to these assessments are in relation to matters raised and are discussed throughout **Section 0** and summarised in **Section 5**.

The updated technical reports do not recommend or require any wholesale changes to the project but instead provide for necessary refinement to respond to Council, agency and public submissions. Where necessary, project mitigation measures and recommendations for actions to occur prior to construction have been updated and these are reflected in **Appendix B.** This ensures that key outcomes and project objectives can be achieved.

4. RESPONSE TO SUBMISSIONS

This section provides a summary of issues raised by public submissions during the exhibition phase, focusing on categorisation of issues raised by submissions raised rather than individual submissions.

Individual submissions are addressed in **Appendix D**.

4.1 LEETON SHIRE COUNCIL

Leeton Council made two submissions during the exhibition period, one as a public submission, another as agency advice. It is noted that the contents of both submissions are the same. The comments from Council are addressed in Table 5**.**

Table 5 - Response to Leeton Shire Council

ISSUE	COMMENT	RESPONSE
Contributions	Leeton Shire Council operates a Section 7.12 Developer Contributions Plan, which requires a developer contribution equivalent to 1% of the estimated cost of the development, as determined under clause 208 of the Environmental Planning and Assessment Regulation 2021. This contribution is required to be paid prior to the issuance of a construction certificate for the project.	The 2020 Productivity Commission report *Review of Infrastructure Contributions in New South Wales* noted that renewable projects, such as solar and wind, do not create an infrastructure demand and should not therefore be required to make section 7.12 contributions. Batteries should, in our view, be logically viewed in a similar manner due to the absence of infrastructure demand. Applicants are also responsible for paying the full costs of necessary upgrades required to facilitate the project, such as road upgrades. The NSW Government has recently adopted the *Benefit Sharing Guideline* (DPHI, 2024) that applies to renewable projects. This is to reflect the sharing of the financial benefit of renewable projects with the communities in which the projects are located. The applicant is well advanced in discussions with Leeton Shire Council to establish a voluntary planning agreement (VPA) that will result in a benefit sharing agreement in line with the Guideline recommendations (i.e., $150/megawatt hour/year). In addition to the VPA payable to Leeton Shire Council, the applicant has also committed to granting an additional $10,000 to the Yanco Powerhouse Museum This grant money will be put towards upcoming projects nominated by the Museum Board.
Waste Management	All waste management activities must be conducted in accordance with an approved Waste Management Plan. The applicant is required to compile and provide waste disposal records to the Principal Certifier, which should include the following details: a. The contact details of the individual(s) responsible for waste removal. b. The registration details of the waste carrier vehicle.	The project environment management will be informed by the adopted Construction Environmental Management Plan (CEMP), one of the contributing plans that informs the CEMP is the Waste Management Plan (WMP) which will identify suitable waste management facilities, to the satisfaction of Council. The WMP will include instructions to inform the Principal Certifier of: > Contact details of the individual(s) responsible for waste removal; > Registration details of the waste carrier vehicle;

ISSUE	COMMENT	RESPONSE
	c. The date and time of waste collection. d. A description of the waste, including its type and estimated quantity, and whether it is intended for reuse, recycling, or disposal to landfill. e. The address(es) of the waste disposal location(s). f. Leeton Shire Council may not have the capacity to accommodate all waste generated by this project due to EPA licensing restrictions. It is recommended that waste disposal plans be discussed with Leeton Shire Council representatives to identify suitable waste management facilities, with an emphasis on maximising recycling opportunities. g. The corresponding tip docket/receipt from the disposal site(s), including the date and time of delivery, type and quantity of waste. Note: If waste is removed from the site under an EPA Resource Recovery Order or Exemption, the applicant must maintain all relevant records and provide them to the Principal Certifier and Council upon request.	> Date and time of waste collection; > Description of the waste, estimated quantity and its intended use (reuse, recycling, or disposal to landfill); > Name and address of the waste disposal location(s); > Copies of corresponding tip docket/receipt from the disposal site(s). If waste is removed from site under an EPA Resource Recovery Order or Exemption, the Applicant will maintain all relevant records and provide them to the Principal Certifier or Council upon request. Given the preliminary status of detailed design, it is pre-emptive to prepare a WMP at this time, however the principles on which a plan would be based have been provided in **0**.
Noise Management	The applicant must ensure that noise resulting from demolition, vegetation removal, or construction does not exceed an LAeq (15 min) of 5dB(A) above the background noise level when measured at any property boundary where the work is being carried out.	The basis for the proposed noise level restriction is unclear as the DCP does not refer to a specific criterion for BESS developments, however it does refer to the Interim Construction Noise Guideline (ICNG)) (NSW and DECC, 2009), for other rural based land-use activities such as extractive industries and intensive livestock agriculture (DCP part E2.4 and E2.5). Notably, the ICNG has since been since superseded by Draft Construction Noise Guideline (DCNG) (EPA, 2020), this guideline was developed by the NSW EPA to adequately assess and manage noise from proposed construction works. The criteria therein are founded in a rigorous examination of acceptable construction noise impacts.

ISSUE	COMMENT	RESPONSE
		For this reason, the DCNG is ubiquitously used for major industrial developments throughout NSW and is the criterion utilised in the projects' Noise Impact Assessment (NIA, Assured Environmental 2024). The DCNG states "When work is scheduled during the recommended standard hours, proponents should apply all feasible and reasonable mitigation, taking account of the advice in section 7: to achieve the noise affected management level of RBL + 10dB or less and the highly noise affected management level of 75dB(A) or less". The assessment for construction noise (including demolition and removal of vegetation) in the NIA identified that the projection construction phase exceed the Noise affected management level of RBL + 10dB, as nearby receivers would exceed the Noise Affected criteria of 50 dB(A) but this is below the Highly Noise affected level (75 dB(A)) within DCNG. The Applicant will ensure that all mitigation measures identified within the NIA are implemented to ensure that noise does not exceed the Highly Noise affected level LAeq(15min) of 75 dB(A) criterion identified within DCNG. Construction activities inherently generate noise, but it is accepted that some level of noise is necessary to facilitate development. Consideration needs to be made of the relatively short construction period (8 months) and the long term community benefits from the intersection upgrades, employment opportunities and the establishment of the BESS has for the community.
Fire Safety	The applicant must develop and implementation of a Bushfire Management Plan to mitigate fire risks, including the use of fire-retardant materials and compliance with NSW Rural Fire Service guidelines.	The Applicant will implement mitigation measures identified in the Bushfire Assessment Report (Cool Burn Pty Ltd, 2024), to ensure the safety of the site and the surrounding community. To minimise risk, the project will implement comprehensive bushfire mitigation measures, including: > 10-metre Asset Protection Zone (APZ) around all infrastructure; > regular vegetation management;

ISSUE	COMMENT	RESPONSE
		> dedicated on-site water supply for firefighting; and > emergency response planning. Additionally, construction materials and design standards will align with fire safety requirements, ensuring the facility does not increase bushfire risk. These measures will be maintained for the life of the project, in line with NSW Rural Fire Service (RFS) guidelines.
Emergency response plan	In collaboration with NSW Fire and Rescue, establish protocols for battery-specific fire risks and emergencies.	A Bushfire and Emergency Management Operation Plan will inform the annual monitoring of the BESS operation and larger land holding regarding the required asset protection zone, landscape fuel management load, vehicular access, water supplies and emergency response in line with the Bushfire Assessment Report (Cool Burn Pty Ltd, 2024). The plans will be prepared in accordance with the requirements of *Planning for Bushfire Protection 2019* and subject to endorsement from Fire and Rescue NSW and/or the NSW Rural Fire Service prior to implementation.
Thermal Runaway Mitigation	To a degree necessary, install systems and cooling technologies to prevent thermal runaway.	Identified in the Preliminary Hazard Analysis (Riskcon, 2024), the batteries to be utilised in the project are equipped with several safety features to prevent them from charging or discharging at voltages which result in battery degradation, leading to shorting of the battery and thermal runaway. Safety features generally include: > Shut-down separator (for overheating); > Tear-away tab (for internal pressure relief); > Vent (pressure relief in case of severe outgassing); and > Thermal interrupt (overcurrent/overcharging/environmental exposure). These features are designed to prevent overcharging or excessive discharge, pressurisation arising from heat generated at the anode, or from battery contamination. Protection techniques for Li-ion batteries are

ISSUE	COMMENT	RESPONSE
		standard; hence, the potential for thermal runaway to occur in normal operation is very low, with the only exceptions being due to manufacturing faults or battery damage (i.e. battery cell is ruptured as this can short circuit the battery resulting in thermal runaway). In terms of physical damage, the batteries are contained within modules which are located within a fenced area; therefore, there is a low potential for damage to occur to the batteries which may initiate an incident. The analysis reviewed toxic by-products as a result of combustion, being carbon dioxide, carbon monoxide and fluoride gases and determined that the probability of an initiating event is considered unlikely. Fire incidents in battery storage systems have declined dramatically in recent years due to improved technology, strict safety regulations, and industry best practices. The Yanco BESS will use lithium iron phosphate (LFP) batteries, known for their superior safety, along with advanced fire suppression and monitoring systems to minimise risk.

4.2 MEMBERS OF THE PUBLIC

The project attracted a total of 66 submissions from members of the public. The majority of these submissions are from outside of the Leeton LGA. Public submissions can be characterised as follows:

- Zero (0) objections are from residents within Yanco;
- Five (5) objections are from residents of Leeton Local Government Area (LGA) or within 100 km of the site and are classed as regional objectors (5-100km from the site);
- 38 objections are from broader community interested within NSW (more than 100km from the site); and
- 21 objections are from broader community interest outside NSW (more than 500km from the site).

Matters raised by the two (2) residents with Leeton LGA (excluding Council's submission, addressed separately in Table 5) are characterised as:

- PS62 - Fire risk, thermal runaway, public health, contamination, economic impacts, cost of living, loss of agricultural land, biodiversity impacts, alternative energy, slavery and supply chain issues and energy security.
- PS63 - Public health, contamination, fire risk, thermal runaway, cost of living and national security.

Categorisation of all matters raised by public submissions are summarised in Table 6 (excluding Council's submission, already addressed in Table 5).

Detailed responses to all public submissions received are addressed in **Appendix D**.

Table 6 - Response to characterisation of matters raised by public submissions

CHARACTERISATION OF MATTER	RESPONSE
Project Lifecycle	The BESS has an anticipated lifespan in the order of 23 years and will contribute to the NSW Government's three objectives for the electricity system: reliability, affordability and sustainability. At the end of operational life of the development, the site would be progressively rehabilitated during the decommissioning period, including removal of components above ground and below ground (with depth subject to agreement with landowner) and land rehabilitated to pre-development conditions. At decommissioning, a decommissioning and rehabilitation plan will be prepared and endorsed by regulators prior to decommissioning works commencing.
Contamination (including PFAS)	The Preliminary Hazard Analysis (PHA) (Riskcon, 2024) outlines the following recommended mitigation measures to ensure that the site is not at risk from contamination: - Self-bunded battery storage units and self-bunded fuel storage areas to contain potential leaks and spills, preventing environmental contamination; and - Regular maintenance and inspection of fuel bunds, oil bunds, and battery storage units to ensure their integrity and proper functioning over time. The development of site will have a management plans that outline procedures for responding to leaks, including the provision of spill kits, removal and appropriate testing and disposal of impacted soils and the potential installation

CHARACTERISATION OF MATTER	RESPONSE
	of groundwater monitoring bores in the event of a significant fire or unexpected leak. These measures are intended to mitigate potential environmental risks and maintain the safety of the BESS operation for its lifespan. Regarding PFAS, the BESS' aerosol fire extinguisher does not contain PFAS according to Appendix H of the PHA, which outlines the chemical composition of the aerosol.
Waste Management	Waste generated through the construction phase would be managed in accordance with an adopted waste management plan, with materials recycled where possible, and taken to a waste disposal site where necessary. The principles guiding the preparation of a future waste management plan are outlined in **Appendix J**. Waste generating during the decommissioning phase would be managed in a manner consistent with the construction phase, including waste avoidance, reuse and finally disposal. A decommissioning (including waste management) and rehabilitation plan will be prepared and provided to and endorsed by regulators prior to decommissioning works commencing. Recycling technology for lithium-ion batteries is advancing rapidly, with specialised facilities already operational in Australia. The industry is actively developing circular economy strategies, including second-life battery applications and strict adherence to environmental regulations. Established reuse and recycling processes will ensure responsible end-of-life management, minimising environmental impact.
Economic impacts / Employment	The Social Impact Assessment (bd infrastructure, 2024) identifies that during the peak of construction, the project would generate up to 70 jobs and up to 5 personnel on-site during operations for maintenance activities, which would positively contribute to the local economy. Where possible, local workers would be employed, however the nature of the some of the work, and the quantity of workers required, may result in out of area workers being employed. Noting the currently proposed timing of the Yanco Solar Farm, and the sequential peak construction phase for that project and the proposed Yanco BESS, there is potential for local workers coming off the Yanco Solar Farm may be able to be employed in the construction of the Yanco BESS. Ongoing, 5 full time jobs will be created for the ongoing operation and maintenance of the site. This would result in a positive impact for the local economy and provides training/value add opportunities for local workers.
Cost of Living	The project is in accordance with the NSW Electricity Strategy, providing private investment into renewable energy generation and an increase in BESS storage capacity that will help reduce cost of electricity within the National Electricity Market (NEM). The project will assist in securing the NEM's resilience to power demands as coal fired power stations across the state are phased out over the next 23 years.
Reliability	The project will contribute to the provision of renewable energy in NSW and facilitate private investment in the state's electricity system over the next decade and beyond, a key consideration of the NSW Electricity Strategy. The

CHARACTERISATION OF MATTER	RESPONSE
	BESS has an anticipated lifespan in the order of 23 years and will contribute to the NSW Government's three objectives for the electricity system: reliability, affordability and sustainability by improving the reliability and stability of the electrical grid. The proposed BESS enhances the storage capacity to balance electrical demand and supply, thereby facilitating the management of fluctuations in both, which are only anticipated to intensify with the transition to more sustainable and renewable energy sources. The proposed development is consequently consistent with the objective of the *NSW Government's Climate Change Policy Framework* (NSW, 2016), supporting the transition toward lower emissions and improving the resilience of NSW to a changing climate.
Battery Health	BESS systems play a crucial role in integrating renewable energy sources and stabilising the grid, but like any technology, their performance can degrade over time. As BESS technologies age, one of the primary concerns is the decline in battery health, which can affect their ability to hold and discharge energy effectively. The BESS will select battery products with and advanced technologies to defer and reduce the rate of degradation. Ongoing, the BESS will be regularly maintained throughout its lifespan via regular monitoring and optimised charging and discharging cycles, helping to reduce wear and tear and minimise capacity fade, therefore extending the overall lifespan of the system.
Social and public health impacts	The Social Impact Assessment (bd infrastructure, 2024) identifies the significance of the Project's potential positive and negative social impacts was evaluated against the Social Impact Assessment Guideline (DPE, 2023). The report identifies that the residual impact for business revenue and employment, and community benefits program will have a positive impact of medium significance. Impacts of medium negative magnitude include impacts on workforce accommodation from the influx of temporary workers. To manage this, the project timeline would be determined with consideration and ongoing communication with other major projects in the area, including Yanco Solar Farm, to minimise potential cumulative impacts. Impacts of low negative magnitude include impacts on peoples' way of life from potential noise, vibration and visual changes. Impacts including traffic congestion, temporary road access, parking disruptions, Aboriginal cultural heritage, potential operational fire risks and electromagnetic fields (EMF), and cumulative visual impacts were all determined to be of minor magnitude. The assessment identifies both positive and negative impacts across various social factors, including community, health, wellbeing, culture, and livelihood, with careful consideration of pre and post implementation mitigation measures. With consideration of these impacts, the assessment concluded that the project's overall residual impact on business revenue and employment, as well as its community benefits program, will result in a positive outcome.

CHARACTERISATION OF MATTER	RESPONSE
Traffic impacts	The Traffic Impact Assessment (Trafficworks, 2024) concludes that the construction phase peak hour traffic generation likely to occur consists of 25 light vehicles and 1 heavy vehicle for a period of 8 months. Operationally the peak hour volumes are only anticipated to consist of 5 light vehicles. Notably to facilitate traffic, the intersections of Houghton Road / Hulme Road and Irrigation Way / Houghton Roads will be upgraded as recommended and a traffic management plan will be implemented to ensure no heavy vehicles arrive and depart simultaneously along Houghton Road to minimise impacts on local roads. These improvements will help reduce congestion, ensure smoother transportation routes for the local community and enhance overall road safety for residents and visitors alike. Further, the Social Impact Assessment (bd infrastructure, 2024) indicates that the impact on local roads is expected to have a residual effect of low significance, being both unlikely and of minimal magnitude.
Fire Risk	The updated Preliminary Hazard Analysis (Riskcon, 2025) provided in **Appendix I** was prepared in accordance with the *Hazard Industry Planning Advisory Paper No. 4 - Risk Criteria for Land Use and Safety Planning, Hazard Industry Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis* (DOP, 2011) and *Multi-Level Risk Assessment* (DOP, 2011). Amendments include the updated figures for sensitive receptors and detailed site plan. Further, all appended technical information has been included. Batteries: The Victorian Big Battery (VBB) fire, according to the independent investigation report, was not a result of the back-to-back layout, but rather, the strong winds. The winds had blown flames from one Megapack into the unprotected vent atop of an adjacent Megapack which resulted in the ignition of the plastic fan, which was able to impact the battery modules directly beneath the fan. Responding to the VBB incident, the batteries to be used for the Yanco BESS will ensure the inclusion of metal vents rather than plastic, as well as metallic mesh shielding, and placement of the vents so that they are located above battery packs within the BESS containers. Further, the internal layout has been designed with required separation distances to prevent incident propagation between BESS sub-units. Li-Ion Battery Fault, Thermal Runaway and Fire: Batteries are equipped with several safety features to prevent the batteries from charging or discharging at voltages which result in battery degradation, leading to shorting of the battery and thermal runaway. Safety features generally include: > Shut-down separator (for overheating); > Tear-away tab (for internal pressure relief); > Vent (pressure relief in case of severe outgassing); and > Thermal interrupt (overcurrent/overcharging/environmental exposure). These features are designed to prevent overcharging or excessive discharge, pressurisation arising from heat generated at the anode, or from battery

CHARACTERISATION OF MATTER	RESPONSE
	contamination. Protection techniques for Li-ion batteries are standard; hence, the potential for thermal runaway to occur in normal operation is very low, with the only exceptions being due to manufacturing faults or battery damage (i.e. battery cell is ruptured as this can short circuit the battery resulting in thermal runaway). In terms of physical damage, the batteries are contained within modules which are located within a fenced area; therefore, there is a low potential for damage to occur to the batteries which may initiate an incident. The analysis reviewed toxic by-products as a result of combustion, being carbon dioxide, carbon monoxide and fluoride gases and determined that the probability of an initiating event is considered unlikely. Fire incidents in battery storage systems have declined dramatically in recent years due to improved technology, strict safety regulations, and industry best practices. The Yanco BESS will use lithium iron phosphate (LFP) batteries, known for their superior safety, along with advanced fire suppression and monitoring systems to minimise risk. Bushfire: The development footprint is not mapped as bushfire prone land, however vegetation and topography on and surrounding the site puts the site at risk of a bushfire threat. A detailed Bushfire Assessment Report, prepared by accredited bushfire consultants (Cool Burn Pty Ltd), has evaluated potential risks and mitigation strategies to ensure the safety of the site and the surrounding community. To minimise risk, the project will implement comprehensive bushfire mitigation measures, including a 10-metre Asset Protection Zone (APZ) around all infrastructure, regular vegetation management, dedicated on-site water supply for firefighting, and emergency response planning. The site's flat terrain and surrounding agricultural land further reduce the intensity and spread of potential fires. Additionally, construction materials and design standards will align with fire safety requirements, ensuring the facility does not increase bushfire risk. These measures will be maintained for the life of the project, in line with NSW Rural Fire Service (RFS) guidelines.
Greenhouse Gases	Existing New South Wales coal-fired power plants (capacity of approximately 8,000 MW) are planned to be retired by 2040. New low emission energy sources will be required to replace power plants and to meet future energy demands. The BESS will assist in securing the National Energy Market's (NEM) resilience to power demands as coal fired power stations across the state are phased out over the next 15 years and is consistent with planning priority seven of the Leeton Shire Council Community Strategic Plan 2030 which promotes alternative energy and renewable energy projects in the region to help tackle climate change. As the NEM transitions from retiring coal generation to renewable generation, the BESS will help to reduce greenhouse gas emissions that would otherwise be generated from conventional power plants.

CHARACTERISATION OF MATTER	RESPONSE
	BESS projects are consistent with the intent of the Renewable Energy Planning Framework, which seeks to support the transition to renewable energy, reduce emissions and secure an affordable supply of electricity for the people of NSW.
Energy Security and National Security	The NEM is facing increasing numbers of retiring coal-fired generation assets, alongside unprecedented challenges as it transforms its model to energy sourced from intermittent renewable generation. The rapid rate of development of renewable energy projects is driving the need for energy storage and a firming capacity to support the increased levels of intermittent renewable generation across the network. Of significance to the proposed BESS is the approved Yanco Solar Farm approximately 1.8 km north of the development site and the operational Leeton Solar Farm approximately 7 km north. The BESS will connect to the Yanco Transgrid substation located adjacent to the development site operational for a period of up to 23 years, operating 24 hours and day, seven days a week and provide a firming capacity (storage and discharge of energy) to the NEM (operating in New South Wales, the Australian Capital Territory, Queensland, South Australia, Victoria and Tasmania). The NEM facilitates the exchange of electricity between generators and retailers. Retailers resell the electricity to businesses and households. High voltage transmission lines transport the electricity from the generators to electricity distributors, who deliver it to homes and businesses on lower voltage 'poles and wires'. The BESS would be operated for the storage and dispatch of energy to the NEM only and would not compromise the national security of Australia. In managing the NEM, Energy Ministers are the key decision maker with policy and governance responsibility. The Australian Energy Market Commission (AEMC) develops the rules by which the market must operate. The Australian Energy Market Operator (AEMO) handles the day-to-day operations of the electricity and gas markets. The Australian Energy Regulator (AER) enforces the rules and makes judgements on the regulatory proposals of monopoly network operators.
Development Contributions	The applicant is in negotiation with Leeton Shire Council regarding a Voluntary Planning Agreement (VPA), at a rate of $150 per megawatt hour per annum as per *Benefit Sharing Guideline* (DPHI, 2024), inclusive of Community Benefit Funding. ACEnergy is well advanced in discussions with Leeton Shire Council to establish agreement about how to best allocate funding towards Community Strengthening Projects and Programs. Both parties are committed to finalising discussions, with an agreement imminent, which will provide long and lasting benefits to the local community. Please Note: that In addition to the VPA payable to Leeton Shire Council, the applicant has also committed to granting an additional $10,000 to the Yanco Powerhouse Museum This grant money will be put towards upcoming projects nominated by the Museum Board.
Noise Management	The construction period is estimated to occur over an 8 month period. During this time, construction activities will occur during standard hours of

CHARACTERISATION OF MATTER	RESPONSE
	construction, being 7 am to 6 pm Monday to Friday; 8 am to 1 pm Saturdays; and at no time on Sundays and NSW public holidays. Inaudible construction activities that would not result in adverse amenity impacts to surrounding receivers may be undertaken outside of standard hours in accordance with construction noise protocol. Further the noise attenuation barrier to be installed to the south of the BESS site, for the life of the project, will ensure that the predicted noise levels would achieve compliance with the *Noise Policy for Industry* (EPA, 2017) requirements for all receivers for day, evening and night periods.
Fire safety including strain on existing resources	The development footprint is not mapped as bushfire prone land, however vegetation and topography on and surrounding the site puts the site at risk of a bushfire threat. A detailed Bushfire Assessment Report, prepared by accredited bushfire consultants (Cool Burn Pty Ltd, 2024), has evaluated potential risks and mitigation strategies to ensure the safety of the site and the surrounding community. To minimise risk, the project will implement comprehensive bushfire mitigation measures, including a 10-metre Asset Protection Zone (APZ) around all infrastructure, regular vegetation management, dedicated on-site water supply for firefighting, and emergency response planning. The site's flat terrain and surrounding agricultural land further reduce the intensity and spread of potential fires. Additionally, construction materials and design standards will align with fire safety requirements, ensuring the facility does not increase bushfire risk. These measures will be maintained for the life of the project, in line with NSW Rural Fire Service (RFS) guidelines.
Emergency response plan	A Bushfire and Emergency Management Operation Plan will inform the annual monitoring of the BESS operation and larger land holding regarding the required asset protection zone, landscape fuel management load, vehicular access, water supplies and emergency response in line with the Bushfire Assessment Report. The plans will be prepared in accordance with the requirements of *Planning for Bushfire Protection 2019* and subject to endorsement from Fire and Rescue NSW and/or the NSW Rural Fire Service prior to implementation.
Environmental Management	The EIS identifies that throughout construction, environmental management associated with development of the Yanco BESS will be governed through the adoption of a Construction Environmental Management Plan (CEMP), informed by but not limited to the following plans: > Traffic Management Plan; > Bushfire and Emergency Management Operation Plan; > Soil and Water Management Plan; > Emergency Response Plan; > Fire Safety Study; > Community Stakeholder Engagement Plan; > Waste Management Plan; and

CHARACTERISATION OF MATTER	RESPONSE
	> Incident Management Procedures. Ongoing operation of the BESS would be governed by an adopted Operational Environmental Management and Monitoring Plan (OEMMP) that would clearly identify any residual matters requiring ongoing attention during operation. The emphasis will be on hazards and environmental monitoring and ongoing noise monitoring to ensure ongoing compliance with adopted criteria. Standard conditions of consent are also expected with relation to the preparation of an overarching environmental management strategy together with appropriate sub-plans. The applicant has no objection to this standard approach and commits the timely preparation of these documents, which will be subject to DPHI and regulatory acceptance and public publication. The applicant will be bound by regulatory requirements pertaining to the project, including but not limited to, the submission of ongoing compliance reports and management plans as required by conditions of consent. The site is expected to operate for a period of approximately 23 years, after which it would either be approved for an extended timeframe or be decommissioned site to be returned to its existing land use, therefore minimising potential for long term conflict and impacts to future agricultural activities.
Loss of agricultural land and food security	Agricultural Land Utility Assessment (Cadeema, 2024) identifies that the BESS occupies a small portion of the larger landholding, 8 ha out of approximately 357 ha, representing 2.24% of the larger landholding. The BESS development site is located on land with limited agricultural suitability and productivity and was determined to not significantly reduce agricultural production or land use of the larger landholding, larger district or wider region. At the estimated lifespan of the project, up to 23 years, the development site will be decommissioned and land rehabilitated to as close as possible to its existing land use, therefore minimising potential for long term conflict and impacts to future agricultural activities.
Water quality	The Yanco BESS has been assessed (Water Technology Pty Ltd, 2024) for its potential impacts on both surface water and groundwater quality, and the assessments indicate a low likelihood of significant adverse effects. The project is not expected to cause major changes to the land's topography, which further minimises the risk of altering flood patterns and impacting surface water. The project is not anticipated to have significant impacts on surrounding watercourses. The development site is located at an elevation of between 138.50 to 139.20 m AHD, which is higher than the estimated probable maximum flood level of 138.30 m AHD, identifying that the site remains flood free per Murrumbidgee River flood study (2019). The hydraulic flood modelling assessment indicated that the development site would not be impacted by significant local inundation, other than shallow sheet flow through the Site. A developed conditions modelling scenario (post construction) was undertaken for the proposed layout. This scenario showed limited potential for the

CHARACTERISATION OF MATTER	RESPONSE
	development to influence regional surface water levels, with no significant local changes to flood levels observed outside of the project area. Study on geotechnical works confirmed no groundwater extraction will happen in the project area. Average depth to groundwater has been confirmed to be around 7 mBGL which provides a buffer against potential contamination. Potential contaminants to be stored at the development site will be appropriately bunded and infrastructure maintained. Mitigation measures to prevent potential chemical spills from reaching the groundwater system include: > Self-bunded battery storage units and fuel storage areas to contain any potential leaks; and > Regular maintenance and inspection of fuel bund, oil bund and battery storage units. The development of an EMP will detail protocols to respond to potential leaks such as spill kits, removal and appropriate testing, and disposal of impacted soils and options for installing groundwater monitoring bores in the case of a significant fire or unexpected leaks will ensure that water quality is maintained.
Slavery & supply chain issues	The project will provide large-scale renewable energy to the NEM, helping to offset the retirement of coalfired power stations in NSW. The project will assist in meeting the commitments of the *NSW Electricity Infrastructure Roadmap*, alongside NSW's energy generation and storage requirements. Additionally, the project will contribute to regional growth and investment. Proximity of the project to the regional centres of Leeton, Narrandera, Griffith, Wagga Wagga and the greater Riverina allows for optimal sourcing of the workforce from the local community. As part of its contracting process, the Applicant will communicate its' Anti-Modern Slavery Policy to all third-party suppliers and contractors, requiring compliance with anti-slavery laws and regulations. The Applicant is committed to developing a responsible sourcing program ensuring the supply chain is ethical and adheres to the *Australian Modern Slavery Act 2018,* mitigating modern slavery risks across its operations and supply chains.
Biodiversity impacts	The updated Biodiversity Development Assessment Report (BDAR, Habitat Environmental Services, 2025) in accordance with the *NSW Biodiversity Assessment Method* (BAM) (DPIE 2020a) under the *NSW Biodiversity Conservation Act 2016* (BC Act) and the *Biodiversity Conservation Regulation 2017* (BC Regulation). The assessment identifies that there is low to nil likelihood of the occurrence of any threatened flora species identified by the NSW BioNet Atlas and the BAM-C, or highly mobile threatened fauna species that occasionally forage within the site or surrounding site as part of a broader habitat network. This is likely due to the highly degraded habitat, therefore it is unlikely that the site is important to the long-term survival of any threatened species.

CHARACTERISATION OF MATTER	RESPONSE
	Further, due to the lack of suitable habitat within the study area, no targeted surveys were conducted, however, opportunistic surveys were undertaken during vegetation sampling and habitat assessments. During opportunistic surveys, one threatened species was identified, being a group of Superb Parrots. The Superb Parrots were observed foraging within the woodland patch to the south of the Houghton Road - Irrigation Way intersection. A habitat assessment of the impacted native vegetation areas found that the vegetation zones did not contain the habitat features for the species, such as hollow bearing trees. The development will result in the removal of 0.51 ha of low condition woodland habitat which is considered to be foraging habitat only, not breeding habitat for Superb Parrots. Due to the current lack of habitat connectivity within the vicinity of the site, the removal of the identified vegetation is likely to have negligible impact on fauna movement. The site is clear of natural aquatic landscape features, therefore impacts on water quality and aquatic habitats is unlikely. Notwithstanding, mitigation measures have been included to further mitigate indirect impacts.
Aboriginal Heritage	Aboriginal Cultural Heritage Assessment (Premise, 2024) identified that the presence of Aboriginal cultural material was not identified within the proposed footprint during the archaeological survey of the development site. While no Aboriginal sites/places are recorded in the study area, one previously recorded Aboriginal Heritage Information Management System (AHIMS) sites is located in close proximity to the proposed development site (AHIMS ID #49-5-0211), a 10 m buffer is to be implemented around the site so as to avoid any impacts to this item. Prior to works commencing a Chance Finds Protocol (CFP) will be developed for the site, including the procedure and management of any unexpected finds relevant to Aboriginal cultural heritage.
Cost of living	The project is in accordance with the NSW Electricity Strategy, providing private investment into renewable energy generation and an increase in BESS storage capacity that will help reduce cost of electricity within the NEM. This will assist in securing the NEM's resilience to power demands as coal fired power stations across the state are phased out over the next 15 years.
Communication	Community and stakeholder engagement has been ongoing since mid-2023, during development of the scoping report and preparation of the Environmental Impact Statement (EIS). Engagement was carried out in accordance with the following guidelines: > Undertaking Engagement Guidelines for State Significant Projects, (NSW Department of Planning, Housing and Infrastructure, 2024) > Social Impact Assessment Guideline for State Significant Projects, (NSW Department of Planning and Environment, 2023) > Undertaking Engagement Guidelines for State Significant Projects (NSW Department of Planning, Housing and Infrastructure, 2024)

CHARACTERISATION OF MATTER	RESPONSE
	Engagement has consisted of: > Newsletter - project introduction to 340 recipients and 50 copies left for distribution at the local Post Office (7-28 November 2023); > Door knocking – in-person and hand-delivering the project introduction newsletter to 8 rural residents, 10 Yanco town residents, and 12 'sorry we missed you' notes (7 November 2023); > Letterbox drop – newsletter to 216 properties (12 April 2024); > Email – project introduction to 4 residents and 21 community groups and peak body groups and offer online briefing for interested parties (24 April 2024); > Advertising – Print and digital advertising in 'The Irrigator'; Print (26 April 2024) and digital (3 May 2024); > Drop-in session and flyer – Community information session at Yanco Powerhouse Museum (7 May 2024) and flyer promoting the session (29 April 2024); > Online survey (20 April 2024 to 25 August 2024) – Included in the advertised in 'The Irrigator'; newsletter, community flyer, on the website and emailed as part of the modification email notification; > Briefing – Introduction of project to Leeton Shire Council (November 2023); > Briefing – State agencies (September and October 2024); > Stakeholder - Murrumbidgee Irrigation engineer site visit to assess potential impact on their infrastructure (11 April 2024); and > Phone/Email/Website – Toll free phone number, email address and website were set up during the scoping phase (2023-2024). Ongoing, the applicant will ensure continuous communication channels are available for all stakeholders through the toll-free phone number, email and website.
Job loss	During the peak of construction, the project would generate up to 70 jobs and up to 5 personnel on-site during operations for maintenance activities, which would positively contribute to the local economy. Where possible, local workers would be employed, however due to the nature of work and the quantity of workers needed, out of area workers may be required. These workers would need to be accommodated, contributing to the local economy through accommodation and meals. Ongoing, the BESS will provide up to 5 full time jobs, generally comprising maintenance activities. This has a positive impact for the local economy and provides training/value add opportunities for local workers.
Visual, rural character, and lighting impacts	The Visual Impact Assessment (VIA, IRIS Visual Planning + Design, 2004) was prepared in accordance with: > Large-Scale Solar Energy Guideline (NSW DPE 2022), including the Technical Supplement – Landscape and Visual Impact Assessment; > Guidance note EIA-N04 Guidelines for Landscape Character and Visual Impact Assessment (TfNSW 2020); and

CHARACTERISATION OF MATTER	RESPONSE
	> The Guidance Note for Landscape and Visual Assessment (GNLVA), Australian Institute of Landscape Architects Queensland (2018). The VIA includes detailed assessment of the likely visual impacts (including night lighting) of all components of the project (including transmission lines, substations and any other ancillary infrastructure) on surrounding residences (including approved developments, lodged development applications and dwelling entitlements) and key locations, scenic or significant vistas and road corridors in the public domain and provide details of measures to mitigate and/or manage potential impacts. As per the recommendations of the VIA, the applicant commits to painting the noise walls and buildings with visually recessive colours to blend with the local landscape (such as Colorbond Cottage Green, Woodland grey, Pale Eucalypt or similar) reducing the visual prominence of these structures. Further, the applicant commits to five meter wide native vegetation screening to be established along the exterior of the perimeter security fencing, consisting of: > Double row of tree planting ranging from 5 to 15 metres in height at maturity; > Double row of native shrubs ranging from 1.5 to 10 metres in height at maturity; and > Small shrubs and groundcovers. Species will reflect the local character of the area and the trees and shrubs will be staggered to maximise their screening effect. Screening vegetation reduces the visibility and visual impacts of the project from surrounding areas, integrates the project into the landscape setting and enhances the local landscape character. During operation there would be some minor security lighting provided at the BESS facility, with lighting mounted outside the maintenance and operation building. Notwithstanding, lighting will not noticeably alter prevailing light levels in the area and there would be a negligible magnitude of change and visual impact at night.
Public funds	While the Yanco BESS project is primarily privately funded, the applicant has applied for the Capacity Investment Scheme (CIS), which, if successful, would involve government investment. However, such funding is awarded based on rigorous criteria, including the project's financial viability, grid integration, and operational efficiency. The CIS is designed to support projects that provide the best return on investment for taxpayers by improving the overall efficiency and resilience of Australia's energy system. This ensures that public funds are directed toward initiatives that provide maximum value while minimising the financial burden on State and Federal budgets.
Unverified costing	The EIS application included the estimated development cost (EDC), which was prepared in accordance with the relevant planning circular (PS 24-002) using the Standard Form of EDC Report. MCG Quantity Surveyors prepared the EDC Report (2024) per Section 6 of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation).

CHARACTERISATION OF MATTER	RESPONSE
	The Estimated Development Cost of proposed development means the estimated cost of carrying out the development, including the following: > the design and erection of a building and associated infrastructure; > the carrying out of a work; > the demolition of a building or work; and > fixed or mobile plant and equipment. but does not include: > amounts payable, or the cost of land dedicated, or other benefit provided, under a condition imposed under the EP&A Act, Division 7.1 or 7.2 or a planning agreement; > costs relating to a part of the development or project that is the subject of a separate development consent or approval; > land costs, including costs of marketing and selling land; > costs of the ongoing maintenance or use of the development; or > Goods and Services Tax (GST). The EDC report has been supplied to DPHI as required by the SSD process and the publication of this document is a matter for DPHI.
Alternative energies (including nuclear)	The development site has been selected based on strategic, technical and environmental objectives. Through careful consideration, the development as the most suitable site for the BESS given its proximity to the existing Transgrid Yanco Substation, Leeton Solar Farm and the approved Yanco Solar Farm. Feasible alternatives have been discussed in Section 2.4 of the EIS, concluding that the development site, given its proximity to the existing Transgrid Yanco Substation, this approach represents the most reliable method, utilising current technology, to regulate electricity supply in a network anticipated to experience greater variability as the region transitions from traditional to more sustainable, renewable energy sources. Consideration of alternative energies is outside the scope of the EIS.
Public liability insurance	Insurance and financial considerations raised fall outside the scope of the EIS. The applicant will have their own insurance policy in place to provide coverage in the unlikely event that the BESS equipment is damaged by fire.
Property values	It has long been held by the Land and Environment Court and consent authorities that impacts to property values are not a material consideration in the assessment of development applications. It is however acknowledged that the development of renewable energy projects can be a divisive and subjective topic and that this may impact on decision making when it comes to the purchase of property. Various specialist assessments have been conducted to evaluate the potential for adverse impacts for the project. This includes the preparation of dedicated reports assessing visual, traffic, fire and noise and vibration impacts which have the potential to impact property values. The proposal is permissible with consent and the assessment provided in the EIS confirms the project would not lead to any significant long-term environmental or amenity impacts subject to the implementation of

CHARACTERISATION OF MATTER	RESPONSE
	appropriate mitigation measures. Including but not limited to intersection upgrades, landscaping and maintenance of ground cover will further minimise the potential for significant impacts to property values. Moreover, the proposed intersection upgrades associated with the Yanco BESS will enhance local road infrastructure, improving safety and accessibility, which may positively influence property values. Additionally, the project will contribute financially to the local council through development contributions, supporting community services and infrastructure improvements that benefit the broader region. These enhancements can help sustain and potentially improve property values over time.
Decommissioning bond	Decommissioning bonds are currently not required for BESS projects. Under the lease agreement, the project proponent is fully responsible for decommissioning, removal of infrastructure, and site restoration at the end of the lease term. This includes dismantling above-ground equipment, managing underground assets in accordance with best environmental practices, and restoring the land to a suitable condition. The proponent bears the full cost of these activities, ensuring there is no financial burden on the landowner or the community. These obligations are legally binding and enforceable under the lease, providing assurance that the site will be properly rehabilitated once operations cease.
Soil impacts	A Preliminary Site Investigation (Cadeema, 2024) included a review of historical site land uses, an assessment of environmental factors on and around the site, review of public records, review of historical imagery, a detailed site inspection, soil sample collection, soil laboratory analysis, and a subsequent assessment of whether there was a risk of contamination on the BESS site. The site, including larger landholding has been highly modified from historical agricultural cropping practices. Adjacent properties were identified as contributing risks to land contamination (Yanco substation and a property approximately identified with a Clean Up Notice in 2011) but concludes that from desktop analysis, site inspection and interviews that there was no evidence of potential sources of contamination on site. Cadeema collected one soil sample from the site which was analysed in the laboratory for a range of potential soil contaminants. The data from the sample indicated typical and expected soil chemical characteristics, with not significant impacts by contaminants. The Preliminary Hazard Analysis (Riskcon, 2024) provides an assessment of potential hazards including Li-ion battery fault, thermal runaway and fire, Li-ion battery fire and toxic gas dispersion, electrical equipment failure and fire, transformer internal arcing, oil spill, ignition and bund fire, transformer electrical surge protection failure and explosion and electromagnetic field impacts. Regarding the likelihood of contamination, no significant volumes of chemicals or fuels are expected to be stored on site. As such, the potential for contamination is considered to be minimal. During construction, potential contamination incidents would be limited to a minor fuel leak or hydraulic hose leak or similar, all of which could likely be managed via spill kits and soil removal. Therefore, there is considered to be a low likelihood of contamination.

CHARACTERISATION OF MATTER	RESPONSE
	During operation, the likelihood of contamination is also considered to be low due to the design and placement of the battery units and the management of chemicals on site. The selected batteries are considered to be the safest type in the industry and do not contain heavy metals. In the unlikely event of battery failure, the battery units are self-contained, with anti-leak connections, therefore limiting any potential for contamination release.
Air quality	The BESS will contribute to reducing emissions to air that would otherwise be generated from conventional thermal power plants. Potential air quality impacts were considered at the scoping stage, and it was determined that impacts from dust generation and vehicle emissions during construction are limited in nature and easily predicted. To mitigate these, the project will implement dust control measures, including covering loads where required, adjusting operations under excessive wind conditions, using water tankers to suppress dust, rehabilitating unsealed surfaces with vegetation, and implementing truck wheel washes or other dust removal measures. These measures, outlined in the Environmental Management Plan (EMP), will effectively address air quality concerns. With these controls in place, an air quality assessment was not required as part of the EIS.
Climate change	The proposed BESS supports the *NSW Government's Climate Change Policy Framework* (Framework, NSW, 2016). The framework is committed to effective action on climate change, outlining long term objectives to achieve net-zero emissions by 2050 and to make New South Wales more resilient to a changing climate. The achievement of net zero emissions by 2050 is reliant on transitions towards more sustainable and renewable forms of electrical production. The rapid rate of development of renewable energy projects is driving the need for energy storage and a firming capacity to support the increased levels of intermittent renewable generation across the network. Of significance to the proposed BESS is the approved Yanco Solar Farm approximately 1.8 km north of the development site and the operational Leeton Solar Farm approximately 7 km north. The BESS supports the framework by improving the reliability and stability of the electrical grid. The ability of the proposed BESS system to balance electrical demand and supply assists the management of variations in electrical demand and supply which are expected to increase with transitions to more sustainable and renewable forms of electrical production, supporting the transition toward lower emission renewable energy generation as the NEM transitions from the coal generation planned to be retired by 2040, reducing the greenhouse gas emissions that would otherwise be generated from conventional power plants.
Clean energy	The project will contribute to the provision of renewable energy in NSW and facilitate private investment in the state's electricity system over the next decade and beyond, a key consideration of the NSW Electricity Strategy. With an anticipated lifespan in the order of 23 years, the BESS will contribute to the NSW Government's three objectives for the electricity system: reliability, affordability and sustainability by improving the reliability and stability of the electrical grid, mitigating variations in demand and supply which are expected to increase with transitions to more sustainable and renewable forms of electrical production.

CHARACTERISATION OF MATTER	RESPONSE
	The proposed development is consequently consistent with the objective of the *NSW Government's Climate Change Policy Framework* (NSW, 2016), supporting the transition toward lower emissions and improving the resilience of NSW to a changing climate.
Impacts on tourism	The project has been designed and sited in a way that minimises visual and environmental impacts. Given that BESS facility is located on rural land and screened by vegetation screening and noise barriers, it is unlikely to interfere directly with tourism in the locality.
Deforestation	The site and larger landholding have historically been cropped agricultural land and does not contain forests. No deforestation is proposed.
Compulsory land acquisition	No compulsory land acquisition is proposed.
EMF	Preliminary Hazard Assessment (PHA) (Riskcon, 2024) considered the impacts of EMF exposure and found it to be of 'low' risk, with no significant off-site impacts expected. The PHA shows that there are no immediate impacts of EMF anticipated to residences adjacent to the areas where the BESS would be developed. The closest residence is over 200m from the BESS, rendering the likelihood of potential for EMF impacts as negligible. Based on typical levels generated by transmission equipment, the cumulative effect of EMFs would not exceed the 2,000 mG limit for prolonged exposure. Overall, it is predicted that the project would have an impact of low significance (unlikely, minor magnitude) on the health and wellbeing of people in the social locality during its operation.
Accountability	The applicant will be bound by regulatory requirements pertaining to the development, including but not limited to, the submission of ongoing compliance reports and management plans as required by conditions of consent. The project will operate in accordance with approved plans ensuring adherence to the necessary environmental, safety, and operational standards. In the event of unforeseen non-compliance, appropriate penalties or remediation actions will be imposed, thereby ensuring the integrity of the approval process is maintained.
Reliance on diesel generator	The BESS will draw power from the Transgrid Yanco Substation, not diesel generators during operational stage.
Power source	The BESS will augment the existing Yanco Transgrid Substation infrastructure, serving to balance the grid and support the performance and future uptake of renewable energy, notably the approved Yanco Solar Farm approximately 1.8 km north of the development site and the operational Leeton Solar Farm approximately 7 km north. The project seeks to invest in and contribute to the local economy through the creation of jobs and assist in firming future power supply and reducing the cost of electricity within the National Electricity Market (NEM).

4.3 AGENCY ADVICE

During the exhibition period, 14 agencies provided advice, including Council.

Matters raised in Council's agency advice are addressed in their public submission in Table 5, all other agency advice is addressed in Table 7, including advice received from Industrial Assessments (Hazards), EnergyCo and Transgrid which were received independently of the Major Projects Portal.

Table 7 - Response to agency advice

CATEGORISATION	AGENCY	ADVICE	RESPONSE
Bushfire	RFS	The New South Wales Rural Fire Service (NSW RFS) has reviewed the EIS and provides the following comments; The Bushfire Assessment report prepared by Cool Burn Pty Ltd (Version 1.1, dated September 2024) has adequately addressed the requirements of PBP 2019 and our advice provided in previous correspondence for SEARs dated 15 February 2024. Any future approval should adopt the measures outlined in the report. Additionally, any future approval should require the design and maintenance of the screen planting to be generally consistent with the Landscape Concept Plan (issue E, dated 19.09.24). The following items should be addressed in the design of the plantings and in the Bushfire and Emergency Management Operation Plan; > Avoid species with rough fibrous bark, or which retain/shed bark in long strips or retain dead material in their canopies; > Use smooth bark species of trees species which generally do not carry a fire up the bark into the crown; > lower limbs should be removed up to a height of 1 m above the ground; > grass should be kept mown (as a guide, grass should be kept to no more than 100mm in height); and > leaves and vegetation debris should be removed regularly.	The Bushfire Assessment Report, prepared by accredited bushfire consultants (Cool Burn Pty Ltd, Version 1.1, dated September 2024), will be implemented and maintained for the life of the project, in line with NSW Rural Fire Service (RFS) guidelines. Landscaping screening will be generally consistent with the Landscape Concept Plan (issue E, dated 19.09.24). The Bushfire and Emergency Management Operation Plan and the detailed design of plantings will address how: > Species with rough fibrous bark, or which retain/shed bark in long strips or retain dead material in their canopies are not to be included in the planting schedule; > Incorporation of smooth bark species of trees species which generally do not carry a fire up the bark into the crown; > Ongoing maintenance: • lower limbs will be removed up to a height of 1 m above the ground; • grass will be kept mown to no more than 100mm in height; and • debris (leaves and vegetation) will be removed regularly.

CATEGORISATION	AGENCY	ADVICE	RESPONSE
Fire safety	Fire and Rescue	The EIS details a 250MW/1100MWH Battery Energy Storage System (BESS). It has been the experience of FRNSW that BESS Facilities present special problems of fighting fire and suitable additional provisions are likely to be required in accordance with E1D17 and E2D21 of the National Construction Code 2022[1] . FRNSW therefore recommend the following conditions: 1. Prior to construction a Fire Safety Study (FSS) is developed in accordance with the requirements of the Hazardous Industry Planning Advisory Paper (HIPAP) No.2[2] and submitted to FRNSW for review. > The FSS is to be used to inform the design and as such it is FRNSW Position[3] that the FSS be developed to the satisfaction of FRNSW prior to any further submission being made to FRNSW; this includes: an Initial Fire Safety Report (IFSR) and / or Performance-Based Design Brief / Fire Engineering Brief Questionnaire (FEBQ). > The FSS should be prepared consistent with the FRNSW Fire Safety Guideline Technical Information – Large scale external lithium-ion battery energy storage systems – Fire safety study considerations[4] . 2. Prior to occupation or commissioning an Emergency Plan (EP) is developed for the site in accordance with HIPAP No.1[5]. 3. Prior to occupation or commissioning an Emergency Services Information Package (ESIP) is developed for the site in accordance with FRNSW fire safety	Prior to construction, the Applicant will prepare a Fire Safety Study (FSS) in accordance with: > *Hazardous Industry Planning Advisory Paper No.2* (HIPAP2); > *FRNSW Fire Safety Guideline Technical Information – Large scale external lithium-ion battery energy storage systems – Fire safety study considerations,* and submitted to FRNSW for review. The Initial Fire Safety Report (IFSR) and / or Performance-Based Design Brief / Fire Engineering Brief Questionnaire (FEBQ) and FSS will be prepared to the satisfaction of FRNSW prior to the final project design. This will enable the Applicant to incorporate FRNSW recommendations into the design that is to be determined for a Construction Certificate. Prior to commissioning of the project, the following plans will be developed: > Emergency Plan (EP) in accordance with *Hazardous Industry Planning Advisory Paper No.*1 (HIPAP1); > Emergency Services Information Package (ESIP) in accordance with *FRNSW fire safety guideline – Emergency services information package and tactical fire plans.* Additionally, an induction package for emergency responder's will be prepared to the satisfaction of FNSW.

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		guideline – Emergency services information package and tactical fire plans[6] . 4. Prior to occupation or commissioning an emergency responder's induction package is developed for the site in consultation with, and to the satisfaction of FRNSW. The package should inform first responders of site-specific features and safety measures to ensure they are able to undertake their duties effectively. The format of the induction package should be such that it can be readily shared across all agencies.	
Aboriginal cultural heritage	Heritage Council of NSW	The Yanco Battery Energy Storage System Environmental Impact Statement (EIS), prepared by Premise (dated 8 November 2024) did not identify any heritage items or areas of archaeological potential within the study area and recommends that an unexpected finds procedure is implemented for the project. Heritage NSW has no further comment on the EIS. As there are local heritage items in the vicinity of the study area, advice should be sought from the relevant local Council. We have provided recommended draft conditions of approval in **Attachment A**. **Attachment A - Recommended draft conditions of approval** Recommended draft conditions of approval for environmental heritage are provided below:	As identified in the Aboriginal Cultural Heritage Assessment Report (ACHAR) (Premise, 2024), prior to works commencing a Chance Finds Protocol (CFP) will be developed for the site, including the procedure and management of any unexpected finds relevant to Aboriginal cultural heritage. The CFP will be incorporated into the projects Construction Environment Management Plan (CEMP). Further, while no Aboriginal sites/places are recorded in the study area, one previously recorded Aboriginal Heritage Information Management System (AHIMS) sites is located in close proximity to the proposed development site (AHIMS ID #49-5-0211), a 10 m buffer is to be implemented around the site so as to avoid any impacts to this item. Council did not identify heritage as a concern in their agency advice or public submission.

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		Environmental Heritage 1. An Unexpected Heritage Finds and Human Remains Procedure is to be prepared for the development and included in the Project's Construction Environmental Management Plan (CEMP). The procedure must be prepared by a suitably qualified and experienced heritage specialist, and is to: a. provide a process for the management of unexpected heritage finds and human remains. b. provide stop work and protection measures to be implemented where suspected unexpected heritage finds and/or human remains are identified. In the event an unexpected relic is identified, an historical archaeological assessment should be developed which: i. must be prepared in accordance with relevant guidelines to inform and guide archaeological mitigation measures. ii. if harm cannot be avoided in whole or part, includes an Archaeological Research Design and Excavation Methodology with a nominated Excavation Director to guide any proposed excavations or salvage program. iii. must be provided to the Secretary of the Department of Planning, Housing and Infrastructure for approval in consultation with Heritage NSW. c. identify the roles and responsibilities of project staff, and any requirements to notify statutory authorities, including the Secretary of	

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		the Department of Planning, Housing and Infrastructure, Heritage NSW, the NSW Police and the Department of Health, should human remains be recovered. Where an unexpected heritage find is identified, work in the immediate vicinity must not recommence until authorised by the Secretary of the Department of Planning, Housing and Infrastructure in consultation with Heritage NSW. The Unexpected Heritage Finds and Human Remains Procedure is to be implemented for the duration of construction.	
Aboriginal cultural heritage	HNSW (ACH)	Heritage NSW requests additional information to inform its advice to the Department on whether the Aboriginal Cultural Heritage Assessment Report (ACHAR) adequately addresses the Secretary's Environmental Assessment Requirements (SEAR's) for the project. Additional information is required in relation to the following matters included in Attachment A. Pending resolution of these comments, Heritage NSW has included draft Conditions of Consent in Attachment B. **Attachment A - Detailed Aboriginal cultural heritage advice** 1. Please clarify whether any additional infrastructure for grid connection has been assessed as part of the Aboriginal Cultural Heritage Assessment Report (ACHAR). 2. Please correct several errors in the ACHAR, including mention of the Gara BESS and the dates the survey was undertaken (2024 not 2023).	The updated Aboriginal Cultural Heritage Assessment Report (ACHAR) is provided in **Appendix F**, identifying that: 1. All proposed impacts including infrastructure for grid connection have been assessed as part of the development; 2. Minor errors have been corrected; 3. Section 13.4 has been updated to reflect the new departmental name; and 4. Inclusion of soil information and mapping. Given the minor modifications to the ACHAR, Heritage NSW have confirmed that there is no need for additional Registered Aboriginal Parties (RAP) consultation. Prior to works commencing a Chance Finds Protocol (CFP) will be developed for the site by suitably qualified and experienced persons in consultation with RAPs and to the satisfaction of Heritage NSW. The CFP will detail the procedure and management of any unexpected finds relevant to Aboriginal cultural heritage.

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		3. Please update departmental names in Section 13.4. 4. As per Requirement 2 of the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW 2010), please include mapping of landforms, bioregions, and soil landscape. Mapping on eSpade of bore holes in the vicinity of the project area indicates that there is a variety of soil types present. This additional mapping would aid in clarifying the potential for sub-surface deposits. **Attachment B - Recommended Draft Conditions of Consent** Below are our recommended draft conditions for the protection of Aboriginal heritage. **Aboriginal** Heritage 5. All reasonable steps must be taken to avoid harm, modification, or other impact to Aboriginal objects except as authorised by this approval. 6. Registered Aboriginal Parties must be kept informed about the SSD. The Registered Aboriginal Parties must continue to be provided with the opportunity to be consulted about the Aboriginal cultural heritage management requirements of the SSD. 7. Prior to carrying out any development, the Applicant must ensure Aboriginal heritage management procedures are prepared for the development and included in the Project's Construction Environmental Management Plan (CEMP). The Aboriginal heritage management procedures must:	Aboriginal heritage management procedures and Change Finds Protocol (CFP) will be incorporated into the projects Construction Environment Management Plan (CEMP). The Aboriginal heritage management procedures will detail how RAPs will be kept informed about the project and given opportunities to consult on its Aboriginal cultural heritage requirements. Additionally, while no Aboriginal sites/places are recorded in the study area, one previously recorded Aboriginal Heritage Information Management System (AHIMS) sites is located in close proximity to the proposed development site (AHIMS ID #49-5-0211), a 10 m buffer is to be implemented around the site so as to avoid any impacts to this item.

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		a. be prepared by suitably qualified and experienced persons; b. be prepared in consultation with Registered Aboriginal Parties and be reviewed by Heritage NSW; c. include a description of the measures that would be implemented for: i. ongoing consultation with Registered Aboriginal Parties, including consultation regarding changes to the management of Aboriginal cultural heritage. ii. a contingency plan and reporting procedure for the management of Unexpected Heritage Finds and Human Remains that is prepared by suitably qualified and experienced heritage specialist in relation to Aboriginal cultural heritage, in consultation with the Registered Aboriginal Parties and in accordance with the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (2010). The Unexpected Heritage Finds and Human Remains Procedure, as submitted to the Planning Secretary, must be implemented for the duration of construction. iii. ensuring workers on site receive suitable heritage inductions prior to carrying out any development on site, and that records are kept of these inductions.	

CATEGORISATION	AGENCY	ADVICE	RESPONSE
Flood risk and biodiversity	BCS	BCS consider that the EIS does meet the SEARs requirements for flood risk management and support the flood mitigation measures proposed in the EIS. BCS considers that the EIS does not meet the SEARs requirements for biodiversity because the Biodiversity Development Assessment Report (BDAR) is not currently consistent with the Biodiversity Assessment Method (BAM). The issues and recommendations identified in Attachment A will need to be addressed in a revised BDAR to meet the SEARs for biodiversity. A revised BDAR will need to be completed to ensure the upper biodiversity credit liability is correct. In summary, the key issues are: 1. The BOAMS case is not consistent with the information provided in the BDAR. 2. The exclusion of fauna candidate species is not sufficiently justified, and this may affect the credit obligation. 3. The actions to mitigate and manage impacts require more detail. 4. We require confirmation that all features and ancillary facilities of the proposal have been included in the development footprint. A summary of our issues and recommended actions re provided in **Attachment A**. Detailed advice is in **Attachment B**.	The updated FRGA provided in **Appendix H** includes mitigation measures regarding flood risk management that will be implemented by the Applicant, including: > sensitive infrastructure will be located above the 1% AEP with a minimum freeboard of 230 mm; > footings will be designed to withstand flood velocities; > incorporation of best practice principles to stormwater and sediment control; and > During construction no restriction of movement of emergency vehicles on Houghton Road. The updated BDAR provided in **Appendix E** has been updated to address advice from BCS. Specifically, the BDAR has been updated in the following ways: 1.1 BDAR has been updated to reflect the correct child case for the assessment - 53444. 1.2 Updates to the BDAR were finalised and certified on 10/02/25. 1.3 BAM-C reports have been provided in Appendix D of the updated BDAR. 2.1 Mapping has been updated to the extent of the development footprint and any additional impacts associated with asset protection zones, site compounds and stockpile areas. Specifically, Figure 3 in the previous version of the BDAR incorrectly indicated that road upgrades are to occur along the length of Houghton Road; however, road upgrades are to be limited to the intersection of Houghton Road and Irrigation Way, and at the intersection of Houghton Road to the project site.

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		All plans required as a Condition of Approval that relate to flood risk management or biodiversity should be developed in consultation with BCS, so our issues are adequately addressed. **ATTACHMENT A BCS Assessment Summary for Yanco BESS Environmental Impact Statement (SSD 67478479)** <u>Key Issues</u> The following issues and recommendations are to be resolved prior to determination. <u>Biodiversity</u> > The BOAMS case is not consistent with the information provided in the BDAR 1.1. Update the BDAR to reflect the correct child case used for the assessment. 1.2. The BOAMS case must be finalised and submitted to BCS within 14 days of the BDAR being certified. If the BDAR relies on more than one case, all cases must be finalised and submitted within 14 days of certification. 1.3. Append the finalised BAM-C reports to the BDAR. > There is inconsistency between the spatial data provided to BCS, the BAM-C and the BDAR 2.1. Confirm the extent of the development footprint and any additional impacts associated with asset	Further, Figure 3 identified indicative fencing which is already existing and has now been removed. 2.2 BAM-C area has been updated to 17 ha to be consistent with the BDAR. 3.1 BDAR has been updated regarding native vegetation extent to include this information with reference to the *Local Land Services Act 2013* (Section 2.2.3) and impacts requiring offsets (Section 8.2). 4.1 The BAM-C has been updated with reference to all candidate threatened species. Specifically, Section 5.2 of the BDAR has been updated to reflect: Koala – Noting that a low coverage of bushland is not a habitat constraint for this species, the likelihood of occurrence assessment for the Koala has been updated based on the recent record within bushland to the south of the development footprint within the McCaughey's Lagoon Reserve (Bionet Record dated 12/09/24). Section 5.2 identifies due to the limited extent of native vegetation within the development footprint and the extent of habitat fragmentation and degradation, there is limited potential to achieve positive environmental outcomes for the Koala via further avoidance or mitigation. As such, the provision of biodiversity offsets is proposed via assuming presence for the Koala within Vegetation Zones 01 and 02. Southern Myotis - Noting that the absence of hollow-bearing trees is not a habitat constraint to the species. Given the general lack of natural waterways within or adjacent to the development footprint, this

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		protection zones, site compounds and stockpile areas. 2.2. Update the BAM-C and/or BDAR to ensure the patch size is consistent. > Applying Category 1 exempt land in Stage One would make the assessment more reliable 3.1. Use the extent of Category 1 land when assessing native vegetation extent in Chapters 3 and 4 of the BDAR and justify the exclusion of areas from assessment. > The assessment of fauna candidates is not sufficient 4.1. Provide additional justification for the exclusion of the Koala and Southern Myotis consistent with section 5.2 of the BAM. 4.2. Where species cannot be excluded, complete targeted surveys in accordance with section 5.3 of the BAM and supporting guidelines or assume presence. 4.3. Complete an assessment using the Significant Impact Criteria for the Superb Parrot to determine the significant of impacts. A similar assessment is required if Koala is likely to be present. 4.4. Tick the degraded habitat box for all candidate species in BAM-C where the BDAR has justified the exclusion of species based on degraded habitat. > The mitigation and management of impacts need to be more specific and measurable 5.1. Update Table 11 of the BDAR to detail auditable mitigation and management measures that follow the SMART principles that can be applied and interpreted	demonstrates the limited potential to achieve positive environmental outcomes for the Southern Myotis via further avoidance or mitigation (such as via habitat improvement). Despite this, the provision of biodiversity offsets is via assuming presence of the species, a 200m buffer has been applied to all mapped waterways within 200m of the development footprint to determine the commensurate offset as shown in Figure 10 of the BDAR. 4.2 Based on the lack of habitat constraints and degraded nature of available habitat within the development footprint for threatened species, no targeted surveys for candidate threatened species were conducted during the assessment, however, opportunistic surveys were conducted. The BAM-C has been updated to assume presence for the Southern Myotis and Koala. 4.3 Appendix F of the BDAR includes an impact assessment for the Superb Parrot using the EPBC Significant Impact Criteria. The assessment concludes that the removal of 0.51 ha of low condition woodland habitat as a result of the proposed development is unlikely to lead to a long-term decrease in the size, area of occupancy or fragment of an important population of the vulnerable species, disrupt their breeding cycle, or adversely affect habitat critical to the survival of the species. 4.4 BAM-C has been updated for all candidate species where the BDAR has justified the exclusion of a species based on degraded habitat. 5.1 Table 11 mitigation and measurements details have been updated with the aim to provide auditable

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		in the Construction Environmental Management Plan and identify specific best practice measures where these are referred to. > The ecosystem credit classes required to offset the impacts from development must be identified in the BDAR 6.1. Update Table 13 of the BDAR to include the relevant list of Plant Community Types that can be used to offset required ecosystem credits.	performance targets for appropriate actions. The aim of the updates is to clarify the frequency, timing, techniques and responsibility of implementing each measure. 6.1 Following Table 13 of the BDAR, a summary of the like-for-like credit retirement options for each vegetation zone is provided. Further, the addition of Table 14 identifies development will directly impact suitable habitat for two species credit species (for which presence has been assumed), these impacts identify that a total species credits required is 16.
Traffic	TfNSW	The information provided in the EIS does not demonstrate that the Yanco BESS has mitigated the traffic safety, efficiency and risks to TfNSW assets on the State road network. TfNSW therefore requests additional information relating to the key issues identified below and as detailed in **Attachment 1**, to form part of a revised TIA and EIS (where applicable), to be submitted with the Response to Submissions (RtS). The additional information will assist the Department of Planning, Housing and Infrastructures' (DPHI) assessment in respect to section 4.42(1)(f) of the Environmental Planning and Assessment Act 1979. Key issues: 1. Land ownership details, queuing of the intersection and scope of intersections and/or scope of ancillary works requires clarification and updating to demonstrate compliance with Austroads, TfNSW Supplements and applicable technical guidelines and standards. Refer to Point 1.	The updated Traffic Impact Assessment (TIA) is provided in **Appendix G.** In response to TfNSW advice: 1. Evidence of consultation with land owners, including TfNSW as the agent on behalf of TAHE, UGLRL (subject to conditions) and GrainCorp are provided in **Appendix C**. 2. Updated strategic concept designs in the updated TIA demonstrate: a. The A-value of the turn lane has been increased to 22.5m whilst still avoiding impacts to the rail crossing. b. The largest vehicle (other than the OSOM loads) will be a 19.0 m semi-trailer. Therefore, the S value selected applies to the upgrades to mitigate the impact of the development traffic. Further, the swept path plans prepared demonstrate that the upgrades still facilitated the movement of B-doubles as well. c. Plans have been updated to remove the island and provide a single line, ensuring adequate space to

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		2. Further information on the use of specific intersections relating to traffic assessment and swept paths need to be provided. Refer to Points 2 and 3. 3. The provided route assessment from the Port to the site requires further information. This is necessary to ensure the high-risk oversize and overmass (OSOM) vehicles needed to deliver from port to site identify any traffic mitigation measures and road upgrades required to undertake the high-risk OSOM movement for the project. This is to ensure compliance with Austroads and TfNSW requirements for high-risk OSOM vehicles. Refer to 4. 4. Impacts to the rail network are required to be considered. Refer to Point 5. **Attachment 1** SSD-67478479 – Yanco BESS – Lot 516, 512, DP 751745, 120 Houghton Road, Yanco – Response to EIS This attachment relates to TfNSW's response dated 13 December 2024 reference WST24/0047/005. **Additional required information | TfNSW comments** TfNSW requests the additional information of the key issues identified and as detailed below to be included in a revised TIA and EIS (where applicable) and submitted with the Response to Submissions (RtS). It must be clear where changes have been made in the revised TIA, which can be in the form of a document with tracked changes or a table provided in the	accommodate the swept paths of B-double vehicles without the risk of tracking over the shoulder/verge interface mitigating potential edge break. d. Additional swept paths have been provided showing concurrent movements. e. The installation of a BAR treatment at Houghton Road close to the Yanco Rural Fire Station and railway line presents no issues, as the area has a shoulder with no kerb. The treatment could potentially improve access to the RFS station. Amendments to the updated strategic design plans to clearly demonstrate access to the RFS station. f. Preliminary drainage detail has been shown on the plan and will be refined during the detailed design to the satisfaction of TfNSW. 3. TIA traffic impacts have been updated in the following ways: a. There are two (2) stages proposed with all enabling and pre-construction works included in the construction phase. As shown in the updated strategic design plans, turn warrant assessment have been undertaken for the peak period. Assessments during other periods are redundant as they will be lower warrants than the peak. b. Section 3.3 of the TIA has been updated regarding peak traffic distribution assumptions, specifically: Light Vehicles: The 75%-25% split reflects the population distribution and workforce locations. Yanco, Leeton, and Griffith, located to the north, have larger populations and

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		updated TIA detailing where and what changes have been made. 1. Land ownership detail and access arrangements Section 2.2.2 provides a complicated land ownership of Houghton Road. Evidence of consultation with permission from landowners including Transport Asset Holding Entity (TAHE) must be provided. Consultation with other stakeholders with right of access on this land should also be undertaken and a final agreement for the use of this road provided to DPHI. 2. Update strategic concept designs for intersection road upgrades Strategic concept design for the proposed intersections with Irrigation Way will need to be updated in line with the following requirements: a) Houghton Road/Irrigation Way rural basic right turn (BAR) A values appear to have been designed for the posted speed of 60 km/h. It is TfNSW practice to design for 10km/h above posted speed limit. This would increase the A value to 22.5m. b) Houghton Road is a gazetted B-Double route to enable B-Doubles access to the GrainCorp Silos. The BAR S values should be rectified to allow for a 26m D Double not a 19m semi trailer. c) B-Double tracks on the chevroned median to complete the left turn out manoeuvre. A driver is likely to align their movement to the edge of the median and track further into the shoulder. This has the potential for heavy vehicles to track over the shoulder / verge interface and may result in edge	provide a significant labour force for construction activities. Narrandera, to the south, has a smaller population, leading to fewer workers accessing the site from that direction. Heavy Vehicles: The 30%-70% distribution is based on supplier locations. Narrandera serves as a regional hub for steel and concrete suppliers, leading to a higher proportion of heavy vehicle deliveries from the south. Meanwhile, Yanco and Leeton have fewer such suppliers, justifying the lower percentage of heavy vehicles arriving from the north. Further, Section 5.3.2 considers worst-case scenarios for both turning directions regarding the origin and destination routes for construction traffic, providing a robust and reliable assessment. The sensitivity analysis concludes that the turn lane warrants do not change even if 100% of the development traffic is to/from the north or the south. However, previous discussions with the Applicant and TfNSW, TfNSW is of the view that no lesser treatment then BAL/BAR should be provided at the intersection of Irrigation Way and Houghton Road, as shown in A4.1 strategic design – Houghton Road / Irrigation Way. Further, a number of additional mitigation measures have been recommended in the form of additional signage / line marking to prevent short-stacking across the railway. c. Consultation with GrainCorp is provided in **Appendix C**. Section 3.5.2 of the updated TIA includes detail regarding the GrainCorp operations. Peak hour

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		break. TfNSW requests the shoulder be widened to accommodate this. d) Considering point 2(c), updated swept paths are required for the design vehicle demonstrating concurrent turn movements in all directions. e) Applicant is to consider the potential risks of installing a rural basic right turn (BAR) treatment at Houghton Road close to the access to Yanco rural Fire Station driveway and the railway line. f) Drainage detail must be provided on the strategic concept designs for intersections proposed to be widened. This includes a typical cross section. An example can be provided to understand the required detail if required. See attached fact sheet for more information: Strategic-Design-requirements-for-DA-Factsheet.pdf 3. Traffic Impacts a) The updated TIA must demonstrate the full staging/timing of the traffic volumes and works required, including any pre-construction minor works/enabling works. It must also identify any mitigation measures (e.g., TTM) and the flow-on impacts of this work. Separate turn warrant assessments are also to be completed for peaks of any pre-construction minor works. b) The peak traffic distribution provided in Section 3.3 has made assumptions about the directional split for construction traffic, however, the TIA does not detail the basis for the distribution assumption. Additional information regarding the origin and destination and	volumes have been conservatively estimated to be 20 trips in the traffic analysis, no major impacts on turn lane requirements or the intersection capacity were identified. d. Section 3.5.1 of the TIA includes as assessment of the Yanco Solar Farm indicates projects will not occupy the same local road access routes (overlap), with the only impacts being the additional through volumes along Irrigation Way, equating to a negligible increase in traffic on Irrigation Way and minimal cumulative construction overlaps. e. SIDRA assessment shows the 95th percentile queue for the right turn into the site is 0.4 vehicles, meaning it is statistically unlikely that there would be more than one vehicle queuing for this right turn. Accordingly, swept path assessments have been prepared to demonstrate a semi-trailer can comfortably pass another semi-trailer waiting to turn into Houghton Street (230136-SKT-11). Strategic design plans detail mitigation measures (line marking) to be implemented prior to entering the Houghton Road intersection. f. Houghton Road is the only proposed access to the state road network. g. Consultation with Council is provided in **Appendix C** regarding the operation of the Yanco Sportsground reveals only minimal interaction is anticipated between the sportsground and construction activities. Given the proposed construction works are not scheduled to occur on Sundays, when events are

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		routes for construction traffic is required to be provided within the revised TIA. c) The intersection with Houghton Road and Irrigation Way is close to a GrainCorp Silo. Evidence of consultation with GrainCorp must be provided regarding their traffic volumes and peak seasons in the form of a letter from GrainCorp. The TIA is to be revised to either: i. The turn warrants assessment is to be revised in accordance with Austroads Guide to Traffic Management and Road Design to include the turning and background traffic volumes associated with the peak harvest traffic volumes for the Houghton Road/Irrigation Way intersection or ii. Alternatively, identify enforceable mitigation measures that will restrict the construction traffic volumes for the project during the harvest season to ensure that the project traffic will conform with the proposed intersection treatments, during this period. d) Include within the revised turn warrant assessment any cumulative construction overlaps with the nearby Yanco Solar Farm in the background and turning traffic volumes, where the projects have overlapping timeframes, and include overlap of other nearby developments. There does not appear to have been full consideration of possible cumulative traffic volumes for the affected state roads. If the BESS roads	typically held, it is anticipated there will be minimal interaction between the sportsground and the construction activities. However, the Applicant will include measures in the construction phase traffic management plan to ensure ongoing consultation with the Council is maintained regarding the operation of the Yanco Sportsground, aimed at mitigating potential impacts. 4. Updated high-risk OSOM route assessment for all routes are provided in Appendix 5 of the updated TIA, specifically: a. A bridge and culvert assessment review for the state road network assets on 17 June 2024, permit number 2848 approved the direction of the route requested from Port Kembla to Yanco, with no laden return trip, subject to conditions and additional third party asset approvals required from but not limited to UGL/ARTC, Sydney Trains (formerly Railway Access Corporation or State Rail Authority), NSW Ports, and Department of Land and Water Conservation or private infrastructure owners for travel over their infrastructures. A TfNSW bridge assessment has already been included, with a summary provided in Section 9 of the OSOM Route Survey (Appendix 5 of TIA). Refer to Appendix A of the OSOM Route Survey for full bridge assessment. b. Section 10 includes updated details regarding the Mt Ousley Interchange Project identifying that, at times, construction works may impact OSOM movements. To mitigate this, the transport company is to make direct contact with the contractor (Fulton Hogan) 4 weeks and 1 week prior to any movements occurring

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		are not to be used by the solar farm, details on how this will occur should be provided. e) The TIA is to be updated to assess the impacts caused by traffic during the peak hour and potential short stacking between railway lines prior to entering the Houghton Road intersection. There following is to be considered: i. Minimal storage is available between the railway lines on the approach to Houghton Road. A diagram is to be provided that demonstrate how large project vehicles will safely navigate the crossing and avoid queuing. ii. SIDRA modelling is to be provided regarding queuing volumes, iii. Detail on how mitigation measures including intersection upgrades will be implemented. f) Clarification is required if Houghton Road is to be the only road used for departure access from the state road network for the project and no other roads (i.e., intersection of Euoley Road). If other intersections with the state road network are to be used, detailed assessment of the traffic impacts as outlined in the SEARs for this project will be required. g) Identify mitigation measures to avoid construction traffic during Yanco Sporting Field game days. 4. Update high-risk OSOM route assessment for all routes The following section provides overall considerations for the identified route from the Port Kembla in the	to identify if there will be conflicts though the worksite that require specific mitigation measures or modifications to navigate the construction works at that time. c. A review of the height obstructions along the high-risk OSOM route including University Overbridge on the Princes Motorway at Wollongong (Figure 10) and consultation with Essential Energy (Appendix B) regarding overhead powerlines. Mitigation measures restricting the maximum overall height of loads, 4.8 m for University Overbridge and 5 m for Essential Energy infrastructure, have been included to mitigate the height obstructions. If the load cannot be lowered to 4.8 m in overall height for the University Overbridge, to mitigate this a high load detour route has been provided in Figure 11. d. No pavement widening or other road modifications are identified within swept paths along the state road network, as such concept designs have not been prepared. e. Updated swept paths demonstrate OSOM routes can access the intersection of Houghton Road and other relevant intersections within the state road network without requiring road widening or modifications to the state road network. Specifically Houghton Road is provided in Appendix 4-A4.3 of the TIA. f. Section 8 includes GPS coordinates of parking locations on route for each rest area and stopping bay, demonstrating OSOMs can physically be accommodated, further Section 11 outlines mitigation

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		assessment provided, which need to be resolved and included within the revised TIA. a. Traffic of heavy mass vehicles and vehicles with very large axle group loadings are proposed, which may be an issue for older short span bridges. The OSOM route requires bridge and culvert assessments to be undertaken. Contact spu@transport.nsw.gov.au to apply for the bridge and culvert assessment review for the state road network assets. Note: Results of the bridge assessments may result in a change to the route which must be provided in an updated route assessment. TfNSW encourages the Applicant to consult on bridge assessments. b. The RJA route assessment does not include all relevant TfNSW projects or other third-party projects that are currently under construction, or will be completed, on the State road network for either route. The route assessment must be updated to include mitigation measures or modifications required to navigate any identified road or rail project along the routes (i.e., upgrades to the Princes Highway entrance at Wollongong / University of Wollongong). c. An extensive review of the height obstructions along the high-risk OSOM route (e.g., powerlines and gantry heights) is required, and mitigation measures to navigate them must be clearly identified. d. Any pavement widening or other road modifications identified within swept path review of pinch points along the state road network must be	measures to manage impacts to other road users as to not experience excessive delays. g. No raised concrete medians are required to be removed to facilitate OSOM movements, therefore no remediation measures are included. h. Within the State road network route assessment, no TCS or light poles have been identified as requiring removal or relocation to facilitate OSOM movements, therefore no concept designs have been provided. i. Section 12 of Appendix 5 details timing of high-risk OSOM deliveries for transformers on approximately weeks 25 and 26 of the delivery schedule, within the total 33 week construction schedule. j. The vertical assessment is relevant for the delivery of wind turbine blades, which typically exceed 70–80 metres in length. In comparison, Yanco BESS is a standalone battery energy storage project with the largest proposed OSOM load being two HV transformers. The total transport length is 44.9 metres, with a platform trailer length of 21.6 metres. This is significantly shorter than the dimensions of wind turbine blades. Given that the proposed OSOM load (including the platform trailer) is much shorter than the dimensions of wind blade deliveries, the vertical and horizontal assessments for the rail underpass are not required. k. Transport load height is lowered to 4.9m and load dimensions updated in Section 3.0. Height constraints have been reviewed. A high load detour may be required to avoid University Overbridge on the

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		accommodated by strategic concept designs, prepared in accordance with TfNSW strategic concept design fact sheet (2D section) and must include typical sections for any changes to the roadside drainage. e. Updated swept paths are also required for the check high risk OSOM vehicle to demonstrate they can access the intersection of Houghton Road any other relevant intersections on the state road network without requiring further road widening or modifications to the state road network formation. f. Swept paths and parking plans must be provided for each pullover, layby, and rest area on OSOM routes, demonstrating applicable high-risk OSOMs can physically be accommodated and mitigate impacts to other road users. Note: Locations (including GPS Coordinates) and identification of the OSOM design vehicle used to access each pullover, including rest areas must be included. g. The route assessment needs to include temporary safety mitigation measures and remediation treatments. I.e., where raised concrete medians are required to be removed, please state how this will be remediated post construction. h. Strategic concept designs are to be provided to identify the removal and relocation of any TCS or light poles (if identified within the revised route assessment) in relation to the state road network.	Princes Motorway at Wollongong with detour instructions provided on page 16 and 17 of the OSOM Route Survey. The load can be transported without issues via this detour. Fairway Drive overpass is not part of the proposed OSOM route for this development. l. Section 7 route study and swept paths have been updated identifying that no roundabout intersections are to be removed or mounted and no major vegetation works are required on route to facilitate OSOM movements. 5. Proximity to Rail Corridor rail impacts a. As the proposed Irrigation Way and Houghton Road intersection upgrades are located within railway land/ rail corridor, the Applicant will obtain a Licence for access application to UGLRL third party works prior to works commencing. b. Identified in Section 5.3.2, the traffic management plan will include details on staff induction not to store across the railway lines. Further, signage and line marking will be installed north of the railway line to inform drivers not to store between railway lines. c. The proposed intersection upgrades at Irrigation Way and Houghton Road is within rail land (albeit not operational land). Given that the land use is not changing, ie, works are road works within road, it is considered that the land is suitable for the proposed use without remediation therefore SEPP requirements for potential contamination are met. Standard controls will be implemented during construction to

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		i. Timing of high-risk OSOM deliveries within the construction schedule, indicative weekly program(s), and timeframe to complete deliveries from relevant port to the site are required. j. A vertical typical curve assessment is to be provided for the rail underpass on Sturt Highway at Wagga Wagga before any further consideration of the proposed route is made. This is required as the clearances of the underpass may impact the viability of the transport route for blade components. k. Consideration of the height constraints along the Hume Highway must be undertaken, including the Fairway Drive overpass which has a 5.2m maximum restriction. l. Updated route assessment identifying any roundabout intersections to be removed, (this includes those along the Sturt Highway identified on page 13): i. Clarification on whether a portion of roundabouts will be removed or if it is proposed to mount existing annulus(es). If mounting is required, assessment of the existing suitability or upgrades required to the roundabouts for the movements must be included. ii. Swept paths and road design plans for impacts on the roundabout(s). iii. Vegetation trimmed or removed and other infrastructure to be removed or modified. 5. Proximity to Rail Corridor rail impacts	ensure that the safety of workers is appropriately managed. d. The Traffic Management Plan to be implemented prior to works commencing will include detail regarding crossing any CRN rail corridor/rail infrastructures. If any adverse impacts to CRN corridors are identified, the Applicant will seek approvals from UGLRL and TfNSW 2 months prior to OSOM movements. e. No cranes or equipment are to be used in the air space above the CRN rail corridor. f. Excavation associated with intersection upgrade at Houghton Road - Irrigation Way will not involve penetration of existing ground level to a depth of at least 2m within 25 m of the rail corridor. g. The Applicant will engage a registered surveyor to locate the intersection upgrades with respect to the rail boundary, to the satisfaction of UGLRL. h. Prior to works commencing, the Applicant will submit the Risk Assessment, Management Plan and Safe Work Method Statement (SWMS) detailing any impact on the CRN rail corridor to the written satisfaction of UGLR and TfNSW. If fencing works are required to be undertaken in the rail corridor or adjacent to, they will be in accordance with the relevant CRN civil standards (CRN CS 510, CRN CM 511, and CRN CP 511) to prevent unauthorised access. Fencing design and site plans will be submitted to the satisfaction of UGLRL and TfNSW prior to commencement.

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		The site is located adjacent to the non-operational rail corridor from Yanco to Willbriggie. This part of the rail corridor is currently non-operational, however TfNSW is required to ensure that the rail corridor is able to become operational in the future with no significant additional safety risks or costs as a result of new development. Further, the works required for Irrigation Way / Houghton Road intersection on Lot 1 DP 931848 & Lot 1 DP 1072592 is within the CRN operational rail corridor from Narrandera to Yanco and Yanco to Griffith. The following must be considered in relation to the rail corridor in the response to submissions: a. Access to Rail Corridor – It is noted that that the proposed Irrigation Way/Houghton Road intersection upgrades is within the railway land/ rail corridor. Therefore, prior commencing the intersection upgrade works, the applicant shall submit Licence for access application to UGLRL third party works via thirdpartyworks@uglregionallinx.com.au. b. Rail Crossing – The applicant shall provide an updated TIA that addresses any short stacking issue over the level crossing near to the proposed intersection upgrade. The updated TIA must investigate this issue and include mitigation measures to any short stacking issues across the level crossing. c. Potential Contamination – Rail corridors are generally deemed to be contaminated unless	

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		otherwise provide by sample testing. In accordance with State Environmental Planning Policy (Resilience and Hazards) 2021 - Section 4.6 'Contamination and remediation to be considered in determining development application' (Previously State Environmental Planning Policy No. 55 – Remediation of Land), the consent authority must consider whether the land is contaminated. d. Transport Route Assessment – In the RTS stage, if the proposed construction route (Port Kembla) is crossing any CRN rail corridor/rail infrastructures, the applicant is advised to include identified crossings on CRN rail corridor in the updated EIS documents and TIA. In addition, if any adverse impacts to CRN corridors are identified, the applicant shall seek approvals from UGLRL and TfNSW. Note: If the applicant wants to use UGLRL-managed assets or infrastructure for OSOM/heavy vehicles, the applicant must lodge a request for a permit via the National Heavy Vehicle portal or send the request directly to UGLRL via "heavyvehicle@uglregionallinx.com.au". The applicant must submit at least 2 months before passage and include the specifications of their OSOM and heavy vehicles (axial loading and axial spacing as well as dimensions of the heavy vehicles) with the lodgement of the request.	

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		Note: it is advised that the proposed transport routes would be crossing the rail corridors managed by Agencies other than TfNSW. It is recommended that the DPIE should refer this application to other relevant agencies (e.g., ARTC & Sydney Trains). e. Cranes and Equipment - In the RTS stage, the applicant should outline whether the construction would involve the use of Equipment in the air space above the rail corridor of the CRN. In the event that Cranes are required to be used in air space above the rail corridor, the applicant should provide a safety assessment of the works necessary for the Proposal assessing any potential impact or intrusion on the Danger Zone (as defined in the UGLRL Network Rules and Procedures UGLRL Network Rules and Procedures). It is noted that any work must be undertaken by a qualified Protection Officer (as defined in the UGLRL Network Rules and Procedures UGLRL Network Rules and Procedures). Also, the use of mobile cranes must be in accordance with the AS 2550 series of Australian Standards, Cranes, Hoist, and Winches, including AS2550 15-1994 Cranes – Safe Use - Concrete Placing Equipment. f. Stormwater Management - Excavation In, above, or adjacent to rail corridor - In RTS stage, the applicant should outline whether the	

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		proposed BESS and any other activities would involve any excavation more the 2m below ground level within the rail corridor or within 25m of the rail corridor. If there is any such excavation activity, the applicant shall undertake further analysis including a geotechnical and structure engineering assessment outlining the risk and mitigation strategies for all phases of the project (construction, operation, and decommissioning) demonstrating that there will be no adverse impact on the stability and integrity of the rail corridor and rail infrastructure contained in the CRN. g. Survey - The applicant shall provide an accurate survey locating the development with respect to the rail boundary and rail infrastructure. The work is to be undertaken by a registered surveyor, to the satisfaction of UGLRL on behalf of TfNSW. h. Construction - The applicant shall submit a Risk Assessment/Management Plan and Safe Work Method Statement (SWMS) detailing any impact on the CRN rail corridor to UGLRL and TfNSW and obtain written approval. Note – TfNSW Rail Team requests further consultation by the applicant and DPHI on any conditions of consent. Initial recommended conditions are as follows, but may change subject to further information provided:	

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		> Lights, Signs and Reflective Materials - The design, installation and use of lights, signs, and reflective materials, whether permanent or temporary, which are (or from which reflected light might be) visible from the rail corridors must limit glare and reflectivity to the satisfaction of UGLRL on behalf of TfNSW. The use of Red, Amber, or Green lighting colours to avoid adverse effects on train running schedules and safety issues due to misidentification of lighting colours. The Principal Certifying Authority (PCA) shall not issue the relevant construction certificate until written confirmation has been received from UGLRL on TfNSW confirming that this condition has been satisfied. > Fencing - The appropriate fencing is to be installed or maintained between the boundary of the proposed development site and the rail corridor in accordance with the relevant CRN civil standards relating to Boundary Fences including CRN CS 510 (standard) (BOUNDARY FENCES (sitecorecloud.io)), CRN CM 511 Boundary Fences (manual) (BOUNDARY FENCES (sitecorecloud.io)), and CRN CP 511 Boundary Fences (specification) (Boundary Fences (sitecorecloud.io)) to prevent unauthorised access. > Before commencing any fencing work (either new installation, upgrade, or renewal), the applicant must provide fencing design/site plans to UGLRL and TfNSW for approval. The applicant is advised to contact UGLRL's third-party works via thirdpartyworks@uglregionallinx.com.au for more information.	

CATEGORISATION	AGENCY	ADVICE	RESPONSE
Crown land	Crown Lands	As all issues have been identified and addressed in the report provided by Acenergy Pty Ltd Crown Lands has no further comments for this proposal. It is noted that Houghton Road may require an upgrade within the road reserve north of Crown Land being Lot 7005 DP 1027092. The proponent has indicated that further consultation will be undertaken with DPHI Crown Lands as the finer details of the project are identified.	Noted
Mining	NSW Resources	NSW Resources has reviewed the information supplied in relation to the Project and based on the review has no specific comments in relation to *Mining Act 1992* considerations and raises no issues regarding the Project at this stage. NSW Resources advises the Proponent to actively monitor the MinView map viewer at https://minview.geoscience.nsw.gov.au for mining title changes that may interact with this Project.	The Applicant commits to actively monitor the MinView map during detailed design phase to identify any mining title changes that may interact with the project.
Agricultural land	DPI Ag.	The Department has reviewed the EIS and associated documentation for how the proposal has considered and addressed the potential impact of the construction, operation, and decommissioning of the development on agricultural land and agricultural production within the project area and in its vicinity. The Department notes that although the site is considered LSC Class 6, similar land in the vicinity of the project supports high value irrigated viticulture, citrus and other horticultural crops. Based on its requirements for protection of agricultural values at and in the vicinity of the project footprint, the following points from the SEARs and DPI's	As identified in the EIS, the inappropriate management of weeds has the potential to result in the spread of weeds through the agricultural land can cause significant negative impact to the agricultural production. Activities that have the potential to spread weeds include: > vegetation clearing; > topsoil stripping and movement; > import and export of soils and mulch; and > vehicle movements.

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		specific requirements have not been well addressed in the EIS, the Ag Land Utilisation Assessment and/or LUCRA, especially as some were raised during drafting of these documents. Therefore, the Department requests that further information be provided on the following matters: > Although the LUCRA undertaken for the EIS indicates that Weeds were considered as a significant risk - "Pedestrian and vehicle movements during construction may affect the distribution of weeds which could impact agricultural productivity at the site and locality" - the risk reduction measures are more related to biodiversity impacts than agricultural/irrigation system impacts. > The Department had requested in its SEARs that "Any subdivision of land for the project must not create additional dwelling entitlements" on the understanding that the network operator may require some land ownership, e.g. for substation sites. Although it appears that the project is expected to connect to the adjacent substation, it should be confirmed that the project will not include any subdivision of lands. Other mitigation and management measures (as identified in the EIS) are considered appropriate for this project. The Department expects to see those measures plus an agricultural biosecurity management plan incorporated into any approvals and final detailed design and construction stages as well as operational and decommissioning planning.	As identified in the Riverina Regional Strategic Weed Management Plan, the following mitigation measures for weed control will be incorporated into the CEMP: > Prevention: • Implement quarantine and/or hygiene protocols; • Undertake high risk sites and pathways analysis to identify potential introduction areas and preventative options; • Notify regional biosecurity (weeds) coordinator; • Removal all plants from site and destroy; and • Implement ongoing monitoring plan after last plants removed. > Eradication: • Undertake high risk sites and pathways analysis to identify potential introduction areas and preventative options; • Implement site specific biosecurity and hygiene protocols; • Detail ongoing surveillance and mapping to locate all infestations; • Notify regional biosecurity (weeds) coordinator; • Removal all plants from site and destroy; and • Implement ongoing monitoring plan after last plants removed. > Containment: • Establish agreed quarantine and/or hygiene management protocols;

CATEGORISATION	AGENCY	ADVICE	RESPONSE
			• Surveillance and mapping to locate all infested areas and maintain currency of exclusion zone and objectives; • If identified, any new infestations of weeds will be eradicated with early treatment; • High level analysis of pathways to identify potential introduction areas and preventative options; • Notify regional biosecurity (weeds) coordinator; • Removal all plants from site and destroy; and • Implement ongoing monitoring plan after last plants removed. All other mitigation measures as identified in the EIS will be implemented for the project. Further, an Agricultural Biosecurity Management Plan will be developed and incorporated into the CEMP. Mitigation measures identified in the Agricultural Biosecurity Management Plan will be implemented by the Applicant for the life of the project.
Groundwater and water supply	DCCEEW Water	NSW DCCEEW Water Group has reviewed the Environmental Impact Statement and has recommendations regarding water supply, take and licencing. Please see **Attachment A** for more detail. **Attachment A** Detailed advice to DPHI Planning & Assessment regarding the Yanco Battery Energy Storage System (SSD-67478479) - EIS 1. Water supply, take and licensing	Further geotechnical works on site have confirmed the average depth to groundwater to be around 7 mBGL. No groundwater interception or extraction will happen in the project area, therefore a WAL under *Water Management Act 2000*. This ensures there will be no groundwater interference from excavations works as refined footing detail design replaces concrete footings with screw piles for the MVPS and BESS containers and direct driven piles for the noise wall either of which require dewatering of the groundwater system during installation or operation. However, transmission lines are

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		1.1 Recommendation - pre-determination That the proponent quantifies the maximum annual volume of water take due to aquifer interference activities and demonstrates the ability to acquire sufficient water entitlement unless an exemption applies. **Explanation** Insufficient information has been provided to confirm the potential groundwater inflow volumes. NSW DCCEEW Water notes that the groundwater table will potentially be intercepted. However, the groundwater at the site has not been adequately characterised and groundwater seepage has not been estimated. Groundwater was encountered in boreholes at depths of 10 mBGL in GW404340 -500 m to the south-east to 2.1 mBGL in GW402105 -500 m to the north-west. This suggests that the depth to water at the Development Site could be anywhere between 2.1 mBGL and 10 mBGL. The site shall have excavations up to 3.5 m below ground level (BGL) for battery electric storage container footings, -2.6 mBGL for noise wall posts and -3.1 mBGL for transmission line footings. The proponent has not presented sufficient information and analysis on groundwater levels and potential inflows during the construction and ongoing operation of the site. NSW DCCEEW Water group concur with the consultant's recommendation that "drilling is conducted to accurately characterise the depth to water beneath the Development Site". 1.2 Recommendation - pre-determination	believed to require excavations to approximately 3.1 mBGL which will not intercept the average depth to groundwater to be around 7 mBGL. Construction Phase Water Demand: Construction is expected to begin in late 2025, lasting approximately eight (8) months with peak activity in February and March 2026. Water demand will vary based on the phase of the project. It is anticipated that: > Dust Suppression (Months 1-4) will require 35,000 L per day, with a full-time water truck deployed on-site; and > Site Amenities (Months 2-6) will require up to 4,000 L per day for drinking, sewage and showers. Total water demand during the first six months is estimated at 39,000 L per day, decreasing to 4,000-5,000L per day during the final two months. Water will be stored in temporary tanks. Operational Phase Water Demand: Is anticipated to be minimal, with up to five (5) personnel on-site. Estimated water consumption for maintenance, drinking, showers and sewage is 1,000 L per day, supplied from a dedicated on-site tank in addition to the separate water tank dedicated for firefighting purposes. Water Supply: The Applicant is in discussions with licensed water suppliers and Leeton Shire Council. Council's water filling station depot (10-16 Massey Avenue, Leeton) has been identified as a primary source, with costs based on the 2024/25 adopted

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		Identify and quantify site water demands during project construction and operation and demonstrate a viable and appropriately licensed water source is available to meet these demands. **Explanation** The proponent has not provided information to understand the site water demands (e.g. dust suppression, amenities, construction demands etc.). This information must be provided to understand the source(s) of water, availability of water, applicable licensing requirements, and associated impacts. 1.3 Recommendation - post approval The proponent should ensure a water access licence (WAL) is obtained to account for the maximum predicted water take for construction and operation activities unless an exemption applies under the Water Management (General) Regulation 2018. **Explanation** Under the *Water Management Act 2000*, if groundwater is intercepted a WAL must be obtained prior to any water take occurring unless an exemption under Clause 7 of Schedule 4 of the Water Management (General) Regulation 2018 applies. An exemption may be available if water take is less than or equal to 3M L per water year, subject to the development meeting other exemption requirements, such as: > the water is not taken for consumption or supply;	fees and charges. Council has not raised concerns regarding supply capacity. Further, the Applicant will explore a raw water supply agreement with Murrumbidgee Irrigation for dust suppression and civil works to optimise costs. The final water supply arrangements will be determined as the project progresses. Water Delivery: Water required will be imported to site by water tankers as required. A single 35,000 L truck or two 17,000 L trucks will be deployed during construction as frequent as daily delivery. During operations, less frequent movements are expected. Vehicle movements anticipated have been included in the updated TIA provided in **Appendix G**.

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		> the person claiming the exemption keeps a record of the water taken under the exemption and provides this to the Minister within 28 days of the end of the water year; and > the records are kept for 5 years. 2. Groundwater impacts and dewatering requirements 2.1 Recommendation - pre-determination If the take of groundwater is found to be greater than 3 ML per year, the proponent must assess the impacts due to aquifer interference activities in accordance with the NSW Aquifer Interference Policy and framework (2012). These documents are available at: https://water.dpie.nsw.gov.au/__data/assets/pdf_file/0005/151772/NSW-Aquifer Interference-Policy.pdf https://water.dpie.nsw.gov.au/__data/assets/pdf_file/0007/171097/ Aquifer Interference-Assessment-Framework.pdf **Explanation** As per Recommendation 1.1 above, the EIS has not provided a volumetric quantification of groundwater take. Additionally, the EIS has not provided an assessment of impacts to groundwater due to construction or operation of the project. NSW DCCEEW Water Group notes that without groundwater take estimations it is difficult to assess the level of risk. Therefore, the proponent should determine the estimated take volume.	

CATEGORISATION	AGENCY	ADVICE	RESPONSE
RtS	Transgrid	Please be advised this is a Transgrid Customer project. The Transgrid Group will continue to consult with the customer directly. We're also working with the proponent regarding their indicative underground cable route which is subject to a detailed design and scoping review. Transgrid requests a review of the proponents RTS and any applicable amendment report(s) prior to lodgement with DPHI. For preliminary advice on Transgrid's Easement Guidelines, please refer to the following hyperlink: https://www.transgrid.com.au/safety/community-safety/ If you have any further queries regarding the above, please advise our team via – Easements&Development@Transgrid.com.au	The Applicant has forwarded a draft RtS package via email on 14 February 2025 to Transgrid for review.
Hazards	Industrial Assessments (Hazards)	Preliminary Hazard Analysis Risk Screening In section 3.6, Table 3.1 of the Preliminary Hazard Analysis (PHA) the Applicant listed the hazardous materials associated with the proposal. Batteries In accordance with the secretary's environmental assessment requirements (SEARs), the Applicant undertook a Preliminary Hazard Analysis (PHA) for the batteries. The PHA followed the Department's Hazardous Industry Planning Advisory Paper No. 6: Hazard Analysis and Multi-Level Risk Assessment.	The updated Preliminary Hazards Analysis provided in **Appendix I** has been updated to include all supporting information contained within the appendices.

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		The PHA evaluated separation distances to minimise fire propagation, based on a specific battery model (CATL Ener C Plus). A conservative separation distance of 3 metres was applied in all directions from each battery based on manufacturer recommendations and the results of fire testing. Furthermore, the PHA identified that the battery chemistry would be lithium iron phosphate (LFP) and noted that testing in accordance with the UL 9540A Test Method for Evaluating Fire Propagation of Thermal Runaway in Battery Energy Storage Systems had been conducted. The PHA highlighted that spacing could potentially be reduced, given the fire testing results of the specific battery and comparisons with other commercially available LFP batteries. Bushfire The Applicant undertook a bushfire assessment for the proposal, identifying a relevant Asset Protection Zone (APZ) of 10 metre. Assessment by the Department High Pressure Dangerous Goods Pipelines We have checked the location, 120 Houghton Road, Yanco, New South Wales, 2703 and found it is not affected by any high-pressure dangerous goods pipelines. Risk Screening The Department has reviewed the types and quantities of hazardous materials for the proposal. The Department is satisfied that the quantities of hazardous materials would not exceed the	

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		threshold outlined in the Department's Hazardous and Offensive Development Application Guidelines: Applying SEPP 33. Consequently, the Department is satisfied that the proposal is not classified as 'potentially hazardous' in terms of dangerous goods under SEPP (Resilience and Hazards). Therefore, a Preliminary Hazard Analysis (PHA) is not required for the hazardous materials stored on-site. Batteries The Department agrees with the qualitative risk assessment conducted for the batteries, noting that the nearest residence is approximately 290 metres away from the BESS. The Department is satisfied with the methodology used, however, the supporting information contained in the appendices was not supplied with the submitted PHA. As such the Department is unable to assess the specifics of the proposal. Bushfire The Department is satisfied that the BESS can be separated from effects of a bushfire (using APZ) and the likelihood of the bushfire resulting in fire escalation to the batteries is extremely low.	
REZ Zones	EnergyCo	EnergyCo has a number of programs underway, which relate to or enable renewable energy generation development such as our REZ Network Infrastructure Projects, Port to REZ programs of road upgrades and investigations into cumulative impacts in REZs. EnergyCo also plays a key role in the Whole of Government Steering Committee and working groups	The Applicant is confident that if DPHI requires comment from EnergyCo, the RtS will be referred to them.

CATEGORISATION	AGENCY	ADVICE	RESPONSE
		and with local Councils to consider and find solutions to issues relating to traffic and transport, waste, water, accommodation and local business and workforce development outcomes. We note that the location of the development is outside of any of the currently declared REZs. At this point, EnergyCo has no comment to make on the development, however, it would be appreciated if the RTS could be referred to us for comment should one be required by DPHI.	

5. UPDATED ASSESSMENT

As a result of submissions and agency advice received, a number of reports have been updated. The specifics of the updated assessments are discussed in the following sections.

5.1 BIODIVERSITY

Via the exhibition phase, BCS provided a range of comments regarding the Biodiversity Development Assessment Report (BDAR) (Habitat Environmental Services, 2024), including seeking additional clarity around Biodiversity Offsets and Agreement Management System (BOAMS) case, exclusion of fauna candidate species, mitigation measures and confirmation of all ancillary structures have been included in the development footprint. The BDAR has been updated to address these comments and is provided in **Appendix E**. The updated BDAR has been supplied to BCS who have completed a preliminary review and confirmed they are satisfied with the updates.

The following (non-exhaustive) updates to the BDAR are:

- The correct child case for assessment is now reflected in the BDAR as 53444;
- BAM-C report has been included in Appendix D of the updated BDAR with the following updates:
  - The BAM-C area has been updated to 17 ha to align with the BDAR;
  - The BAM-C has been updated to include all candidate threatened species, such as:
    - Koala: The likelihood of occurrence has been updated based on recent records, and biodiversity offsets are proposed due to limited habitat within the footprint; and
    - Southern Myotis: The likelihood of occurrence has been updated, with biodiversity offsets proposed due to the absence of suitable habitat.
  - The BAM-C has been updated for species excluded based on degraded habitat.
- Mapping has been updated to reflect the development footprint and any additional impacts, with corrections made to the road upgrades and removal of existing fencing in Figure 3;
- The BDAR now includes native vegetation extent and references the *Local Land Services Act 2013*, with impacts requiring offsets discussed in Section 8.2;
- No targeted surveys for threatened species were conducted, but opportunistic surveys were included, with the BAM-C updated to assume the presence of Koala and Southern Myotis;
- Appendix F includes an impact assessment for the Superb Parrot, concluding minimal impact from habitat removal;
- Table 11 has been updated to provide auditable performance targets for mitigation measures, including frequency, timing, techniques, and responsibility;
- Table 13 summarises like-for-like credit retirement options, and Table 14 identifies required species credits (16 total) for impacted habitats.

As a result of the updated BDAR, the conclusions around project impacts, including the likelihood of significant impacts or serious and irreversible impacts, remains unchanged.

5.2 ABORIGINAL CULTURAL HERITAGE

Via the exhibition phase, Heritage NSW (ACH) requested updates to the Aboriginal Cultural Heritage Assessment Report (ACHAR) (Premise, 2024). The updated ACHAR is provided in **Appendix F**.

The ACHAR has been updated in the following ways:

- Confirmation that all proposed impacts including infrastructure for grid connection have been assessed as part of the development;
- Minor errors as identified have been corrected;
- Section 13.4 has been updated to reflect the new departmental name; and
- Inclusion of soil information and mapping.

Given the minor modifications to the ACHAR, Heritage NSW have confirmed there is no need for additional Registered Aboriginal Parties (RAP) consultation.

Prior to works commencing a Chance Finds Protocol (CFP) will be developed for the site by a suitably qualified and experienced persons in consultation with RAPs and to the satisfaction of Heritage NSW.

5.3 TRAFFIC IMPACTS

Via the exhibition phase, TfNSW provided advice requesting updates to the Traffic Impact Assessment (TIA) (Trafficworks, 2024). The updated TIA is provided in **Appendix G**.

The TIA has been specifically updated in the following ways:

- Consultation and Access Arrangements;
  - Evidence of consultation with TAHE has been provided in **Appendix C** in relation to access arrangements.
- Turn Lane and Vehicle Movement:
  - A-value of the turn lane increased to 22.5m, ensuring no impacts on the rail crossing;
  - Swept path analysis confirms vehicles up to the size of a B-double can be accommodated with no risk of edge break.
- Intersection and Road Design:
  - BAR treatment at Houghton Road and Yanco Fire Station; no issues identified, with improved access provided.
  - Updated strategic design plans clarify access to the fire station and traffic management measures.
- Traffic Flow and Distribution:
  - Updated traffic distribution assumptions for light and heavy vehicles, based on population and supplier locations;
  - Sensitivity analysis confirms sufficient turn lane capacity even with worst-case traffic scenarios.
- GrainCorp and Yanco Solar Farm:
  - GrainCorp's traffic impact is negligible, with no major impacts on intersection capacity;
  - Yanco Solar Farm will not overlap local access routes, resulting in minimal cumulative traffic impacts.
- OSOM Route Assessment:
  - No road widening or major vegetation removal required for OSOM routes;
  - Height obstructions and detours identified, including restrictions at University Overbridge and near Essential Energy infrastructure.
- Rail Corridor Impacts:
  - Licence for UGLRL third-party access is required for intersection works.
  - No cranes or equipment will be in the airspace above the rail corridor.

- Excavation near rail will not exceed 2m depth within 25m of the rail boundary.

On the basis of the updated TIA, Council, TfNSW and the community can be confident that the project will not lead to detrimental impacts to the local and regional traffic environment.

5.4 FLOOD RISK AND GROUNDWATER

Via the exhibition phase, BCS provided a range of comments regarding the Flood Risk and Groundwater Assessment (FRGA) (Water Technology, 2024). The updated FRGA is provided in Appendix H, and has been updated in the following ways:

> Refined footing details are proposed to mitigate impacts to the groundwater environment. Footings for the battery storage containers will use screw piles, and the noise wall will use direct driven steel piles, neither of which require dewatering of the groundwater system during installation or operation. Transmission lines are likely to require excavations to approximately 3.1 mBGL which is unlikely to intercept groundwater, which has an average depth to groundwater of approximately 7 mBGL.

On the basis of these refinements, impacts to groundwater are predicted to be minimal.

5.5 PRELIMINARY HAZARDS ASSESSMENT

Via the exhibition phase, DPHI Industrial Assessments (Hazards) provided comments regarding the Preliminary Hazards Assessment (PHA) (Riskcon, 2024). The PHA has been updated to include all supporting information contained within the appendices and is provided in **Appendix I**.

6. CONCLUSION

The submissions received through the exhibition phase of the Yanco BESS project demonstrate no fundamental issues to the approval of the application. Key issues arising through the exhibition phase can be summarised as:

- Feedback from public submissions and agencies with respect to local road upgrade requirements and the impact of this in relation to biodiversity;
- Feedback from members of the public identifying concerns with:
  - Visual impacts – addressed through demonstrated compliance with the Large Scale Solar Guideline and visual technical supplement;
  - Community engagement - addressed through a summary of the extensive methods of engagement completed by the Applicant;
  - Access and traffic – addressed through preparation of an updated TIA and detailed engagement with Council and TfNSW;
  - Impacts to property values – noted as unlikely to the detailed impact assessment completed and the conclusions that the project will not result in significant impacts to the locality;
  - Biodiversity impacts – addressed through preparation of an updated BDAR;
  - Community benefits – addressed through negotiation of a planning agreement with Council providing a substantial financial benefit to the LGA;
  - Hazards and risks – addressed through the variety of assessments completed that confirm compliance with relevant criteria with respect to hazard and risk;
  - Decommissioning and rehabilitation – addressed through confirmation of the nature of measures to be implemented via a decommissioning plan.

The Project will contribute positively to the energy sector-wide transition from retiring fossil fuel energy generation to wholesale renewable energy generation, contributing to the NSW and Commonwealth greenhouse gas emission reduction commitments.

The Project aligns with government objectives for energy security and reliability and will contribute to the ongoing growth of renewable energy generation and storage capacity.

Further, the implementation of the mitigation measures as summarised in **Appendix B**, the development remains suitable in the context of the site and surroundings given that:

- The site has limited residential receivers;
- The site is not so constrained in a manner that would lead to substantial impacts on the receiving environment due to the development;
- The site's proximity to existing electrical infrastructure (Transgrid Yanco Substation) facilitates the projects objectives without need for substantial upgrades to existing electrical infrastructure;
- The proximity to the existing Transgrid Yanco Substation ensures that the project would not result in a radical transformation of the locality; and
- The project will not lead to unreasonable environmental impacts.

On the basis of the above, it is concluded that the development remains suitable in the context of the site and surroundings, will not lead to significant impacts and that all residual impacts are manageable through the implementation of appropriate mitigation and management measures.

6.1 UPDATED PROJECT JUSTIFICATION

The justification for the proposed Yanco BESS remains consistent with the justification provided in the EIS and can be summarised as follows:

The NSW Government has recognised that the NSW electricity system needs to change, acknowledging that traditional generators are ageing, and the State's transmission system is congested. Further, electricity prices are putting pressure on households and businesses. This realisation has informed the preparation of Government policies and documents, the provisions of which have filtered to the local scale and informed local plan making.

- The project supports the NSW Electricity Strategy by contributing to renewable energy and attracting private investment in the electricity system for the next decade and beyond;
- The Battery Energy Storage System (BESS), with an anticipated lifespan of up to 23 years, will support the Government's objectives of system reliability, affordability, and sustainability;
- The BESS will enable the shift from a centralised, fossil-fuel dependent system to a more decentralised, renewable energy-based system by providing firming capacity during supply demand;
- The BESS will enhance the Yanco Transgrid Substation, improving grid stability and supporting renewable energy integration;
- The project will generate local economic benefits through employment opportunities and affordable electricity provision;
- Environmental impacts have been minimised in the project's design, with mitigation measures proposed where necessary;
- The project aligns with the EP&A Act and the principles of Ecologically Sustainable Development (ESD);
- Environmental impacts of the project, including social impacts, can be appropriately mitigated and managed;
- The project will result in a net benefit to the region and broader NSW community;
- The project will provide short-term and long-term benefits including supporting a sustainable, green electricity future for NSW, including reducing the price of electricity in NSW, providing major investment in NSW and providing direct financial benefits to the local host community;
- The project will significantly reduce greenhouse gas emissions and will contribute to baseload power to the energy grid;
- The project will directly contribute to the objectives of the NSW Climate Change Policy Framework through investment in renewable energy storage and the growth of new low carbon industries across the region and NSW; and
- The project is in the public interest on the basis that it provides a range of benefits to the local region and the state by the directly contributing to meeting renewable energy targets.

On the basis of the above, the project is considered to be well justified, is consistent with all relevant planning considerations and adequately addresses residual impacts through the implementation of appropriate mitigation measures.

7. REFERENCES

Table 8 - References

REFERENCES
Habitat Environmental Services, 2025. *Biodiversity Development Assessment Report.*
Trafficworks, 2025. *Traffic Impact Assessment.*
Rex J Andrews, 2025. *Route Study.*
Premise, 2025. *Aboriginal Cultural Heritage Assessment Report.*
NSW Government, 2024. *State significant development guidelines – preparing a submissions report.*
Water Technology, 2025. *Flood Risk and Groundwater Assessment Report*
Riskcon, 2025. *Preliminary Hazard Analysis*

APPENDIX A
SUBMISSIONS REGISTER

GROUP	NAME	SECTION ADDRESSED IN REPORT
Council	Leeton Shire Council	Table 5
Organisation Submissions	Dennis Armstrong	**Table 6 and Appendix D**
	Francois Van Der Berg	
	Lynette LaBlack	
	Noel Hicks	
	Hare Ann	
	Phoebe Ruth	
	Anne Smith	
	Annette Piper	
Public Submissions	Margaret Armstrong	
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	Tom Schwarz	
	Ian McDonald	
	Carol-Ann Fletcher	
	Name Withheld	
	Jeanine Bird	
	Grantley Bird	
	Name Withheld	

GROUP	NAME	SECTION ADDRESSED IN REPORT
	Name Withheld	

APPENDIX B
MITIGATION MEASURES

Table 9 provides an updated summary of project mitigation measures, taking account of updates to technical reports.

Table 9 - Updated mitigation measures

IMPACT	PHASE	MITIGATION MEASURES
Biodiversity	Construction	To compensate for impacts on native vegetation, eight ecosystem credits of PCT 74 and one ecosystem credit for PCT 26 are required. > Avoid and minimise clearing impacts to native vegetation where possible. > Clearly delineate the boundaries of the project footprint to prevent any unnecessary clearing beyond its extent. This includes the installation of appropriate fencing along the eastern extent of the Subject Land. Fencing should prohibit entry into the retained vegetation area and minimise indirect impacts during construction such as the movement of dust and rubbish into the forest and wetland. > Ensure vehicle and equipment parking areas and stockpile areas are identified and positioned to avoid areas containing ecological value. Stockpiling must not occur within, or in proximity (5m) to, areas of native vegetation retained under the proposed development. > Appropriate signage such as 'no go zone' or 'environmental protection area' should be installed surrounding the area of retained native vegetation and wetlands. > Clearly identify and communicate the location of any 'no go zones' in site inductions. > Tree protection measures will be implemented to protect retained trees surrounding the Subject Land. Tree protection measures should consider allowances for Tree Protection Zones in accordance with AS4970 (Standards Australia, 2009). > Limit removal of trees to that required within the project footprint where possible. > Pre-clearance surveys will be undertaken to determine if any inhabiting fauna, or habitat features (i.e. nests or hollows) are present 24 hours prior to clearing. > A staged approach is required to the removal of vegetation (trees and shrubs) to minimise the potential for impacts to fauna by providing them with an opportunity to vacate hollows and relocate naturally. > Avoid clearing vegetation during the breeding season of threatened fauna species, such as the Superb Parrot (spring/ early summer). > Ensure a licensed wildlife carer and/or ecologist is present during vegetation clearing/habitat removal. > Source controls such as sediment fences, mulching and jute matting will be utilized where appropriate, especially along the eastern boundary of the proposed development area that runs adjacent to a first-order stream. > Site-based vehicles will carry spill kits.

IMPACT	PHASE	MITIGATION MEASURES
		> Erosion and sediment control will be required for the development in accordance with Managing Urban Stormwater: Soils and Construction (Landcom, 2004) prior to commencement of construction. > Limit the use of pesticides in the project footprint where possible to avoid contamination of nearby watercourses/wetland areas. > Speed limits within the Subject Land should be limited to 40 km/hr. > This limit should be clearly signed at all entry points to site. > The Subject Land should be separated from vegetated areas throughout the construction and operational phases of the development. This separation should be achieved through physical barriers including fencing and appropriate signage. > The fungal pathogens Phytophora cinnamomi and Myrtle Rust (Puccinia psidii) are likely to occur within the LGA, however, it is unknown if they occur within the Subject Land. These pathogens can have devastating impacts on native plant communities and inhabiting fauna if not properly managed. > Appropriate washdown facilities will be available to clean vehicles and equipment prior to arrival on-site and prior to departure. > Ensure soil and seed material is not transferred > Increased human activity (from workers and traffic levels) directly adjacent to sensitive habitat areas may cause disturbance to flora and fauna species in adjoining habitat. > Impacts from construction and operational activities, such as disturbance to an animal's normal behaviour patterns due to noise, vibration, lighting or dust may cause areas of previously suitable habitat to become sub-optimal and may cause fauna species to vacate areas of previously suitable habitat. > Measures to mitigate impacts on flora and fauna from noise, vibration, waste, light and air pollution such as: • Restriction of public access and associated impacts from domestic pets, waste dumping and damage to adjoining vegetation must be enforced pre, during and post construction. • Fence sensitive areas to delineate 'no go' zones. • Levels of lighting associated with the proposed development (during construction and operation) will be reduced to a minimal level and directed away from retained vegetation areas to reduce any adverse effects upon the essential behavioural patterns of light-sensitive fauna. Lighting design and utilization during construction and operational phases of the development should be based on principles detailed in Appendix A of the National Light Pollution Guidelines for Wildlife (DEE 2020). This includes consideration of adaptive controls, and measures to reduce light intensity and inappropriate light spill into retained vegetation and fauna habitat. • Lighting should also comply with Australian Standard AS4282 (INT) 1997 – Control of Obtrusive Effects of Outdoor Lighting.

IMPACT	PHASE	MITIGATION MEASURES
		• Noise minimization practices in accordance with standard practises. • Dust control measures such as covering loads where required; amending operations under excessive wind conditions including ceasing operations if required; use of water tankers as required, to control dust; rehabilitation through vegetation of surfaces to be left unsealed; and truck wheel washes or other dust removal measures.
Aboriginal heritage	Construction	> A proposed 10m buffer is to be implemented around the previously identified AHIMS #49-5-0211 site so as to avoid any impacts to this item. > Prior to works commencing a Chance Finds Protocol (CFP) is to be developed for the site. The CFP must include the procedure and management of unexpected finds relevant to Aboriginal cultural heritage. > The CFP must include procedures for: • notifying Heritage NSW, a heritage consultant and RAPs or the Local Aboriginal Land Council (LALC) where unexpected finds are identified. • If suspected human remains are located during any stage of the proposed works, work must stop immediately, and the NSW Police notified. An Archaeologist or Physical Anthropologist should be contacted in the first instance where there is uncertainty whether the remains are human. > All impacts must remain within the assessed study area or further archaeological investigation may be required.
Historic heritage	Construction	> If any object having interest due to its age or association with the past is uncovered during the course of work: • All work must stop immediately in that area. • Work may recommence in the affected area(s) if Heritage NSW advises that additional assessment and/or approval is not required (or once any required assessment has taken place or any required approval has been given). • In accordance with the Heritage Act 1997, the Heritage NSW must be advised of the discovery.
Land	Throughout	> Compliance with mitigation measures specified in the EIS is anticipated to reduce the risk of land use conflicts. > The reversibility of the project would allow the site to be returned to its existing land use, therefore minimising potential for long term conflict and impacts to future agricultural activities. > Compliance with the following crime management measures is anticipated to reduce the risk of conflict related to the increased risk of vandalism and theft for surrounding residents: • Maintenance of the existing key access point to ensure the delineation between private and public is clear;

IMPACT	PHASE	MITIGATION MEASURES
		• Existing boundary fencing is to be maintained and/or installed to ensure site access is controlled; • Appropriate signage should be installed; • Landscaping is to be maintained to remove opportunities for concealment. > Ongoing consultation with stakeholders will identify and address concerns if they arise. > Implement all measures specified in management plans identified in the EIS and/or consent conditions (if approved).
Visual	Construction	> Noise walls and buildings to be painted a colour that blends with the local landscape (such as Colorbond Cottage Green, Woodland grey, Pale Eucalypt or similar) to reduce their prominence of these structures in views to the proposal.
	Throughout	> Lighting during construction and operation would be designed and operated in accordance with AS4282-2019 Control of the obtrusive effects of outdoor lighting.
Noise	Construction	> Noise barriers are proposed as shown in Figure 4 of the NIA. In order to be effective, the acoustic barrier would need to be free of gaps and be constructed of material with a mass density greater than or equal to 12 kg/m2 excluding structural components. > The southern noise barrier is approximately 388 m length and 4.5 m in height, the barrier also has been modelled to include 150 mm gap between the ground and bottom of the barrier. (Barrier construction to allow for flood design). > Southern acoustic barrier are to be constructed such that there is a 10 m spacing between the acoustic barriers and bass equipment to allow for fire safety. > The barriers around the large scale 175 MVA transformers are 4 m in height. The barrier may be open on the northern face > Placement of the MVPS equipment as discussed in ACEnergy, MVPS front face of all units to be facing north to help with directionality or loudest side away from closest sensitive receivers > Similarly, placement of BESS equipment as discussed with ACEnergy, BESS front side (loudest) facing towards the north for all BESS units to help with the noise directionality away from closest sensitive receivers to the south
Transport, traffic and access	Construction	> Update the subject site plan to include a designated parking area to satisfy the parking demand of 25 vehicles during the development's construction phase. > The intersection of Irrigation Way and Houghton Road should be upgraded in accordance with the prepared Strategic Design plan. > The intersection of Houghton Road, Hume Road and the subject site access should be upgraded in accordance with the prepared Functional Layout plan.

IMPACT	PHASE	MITIGATION MEASURES
		> Implement a traffic management plan to ensure no heavy vehicles arrive and depart simultaneously along Houghton Road.
Water		> Self-bunded battery storage units > Self-bunded fuel storage areas > Regular maintenance and inspection of fuel bund, oil bund and battery storage units > Development of site management plans that detail responses to leaks such as spill kits, removal and appropriate testing and disposal of impacted soils and options for installing groundwater monitoring bores in the case of a significant fire or unexpected leak. > Any sensitive infrastructure such as inverters and battery storage etc, should be located 450mm above finished ground level. This would ensure infrastructure is located above the 1% AEP flood level with a minimum of 230mm freeboard. > The footings should be designed to withstand the flood velocities described in this report, which are mostly low within the Site. > It is recommended that best practice principles to stormwater and sediment control be incorporated into the design, construction and operation phases of the BESS site. > It is anticipated that vehicles can safely access and egress from the Site, however consideration should be given to not restrict the movement of emergency vehicles on Houghton Road with any scheduled roadworks associated with construction
Hazards	Construction	> End-to-end spacing (short side) of BESS containerised units shall be a minimum of 3 m > Back-to-back spacing (long side) of BESS containerised units shall be a minimum of 3 m > Distance from electrical compartment surface to the wall of other containers 1.1 m. > Spacing between BESS container accumulations (i.e. 4 containerised units) shall be a minimum of 3 m. > The BESS containerised units shall be provided with the fire protection system specified by the BESS manufacturer. > Prior to construction, the total area required for the BESS units shall be verified against the available space to demonstrate there is adequate area to achieve the required spacing. > The vents shall not be located above battery packs within the BESS container. > The vent covers of the BESS shall be constructed of non-combustible material. > Prior to commissioning, the UL test data for the selected battery units shall be made available to the DPHI.
Bushfire	Throughout	> Asset Protection zone (APZ) buffers will be a minimum 10m width provided around project-related infrastructure and to the outer perimeter (vegetation screen and south wall define limit).

IMPACT	PHASE	MITIGATION MEASURES
		Temporary construction and laydown areas, site access and associated fencing do not require specific APZ. > APZ to be managed as Inner Protection Area (IPA) for the life of development. The following vegetation management requirements apply in the APZ: • Trees (there would be no trees within the APZ). • Shrubs (there would be no shrubs within the APZ). • Grass should be kept mown (as a guide grass should be kept to no more than 100mm in height); and leaves and vegetation debris should be removed. • Roads and paved/cleared areas are suitable within the APZ > Landscape maintenance includes APZ around infrastructure, the proposed vegetation screening and land management across the surrounding Project area to reduce fire intensity and rate of spread as it may approach a structure or structures. • APZ management to maintain fuel loads as required as per Section 5.2 of this report. • Vegetation screening greater than 10m from infrastructure (APZ), maintained to remove dead/dry vegetation and fuel build-up. • The vegetation screens will be managed under a landscape or vegetation management plan so that they are managed in perpetuity as a low threat and do not increase the threat toward the structures. • Landscape management requires ongoing monitoring and maintenance. • Bushfire fuel management surrounding development can be achieved in ongoing agricultural practices such as grazing, cropping, slashing etc. • A BEMOP to guide landscape and APZ management, monitor and manage potential fuel loads surrounding the Project area. > The noise wall design and material will be non-combustible outer layer (e.g. sheet metal or cementitious layer) front and back and a fire-retardant core, and not increase the risk of fire toward the BESS infrastructure. > On-site water supply (minimum 10,000L) to be strategically positioned, as per Fire Safety Study specifications. • Water supply to be accessible and have appropriate firefighting appliance connections. • Water supplies to be detailed in a Bushfire and Emergency Management Operation Plan (BEMOP) or similar planning strategy. > Main access, internal roads and alternate egress provide for safe, reliable, and unobstructed passage by a Cat 1 firefighting vehicle as per Section 5.5 of this report and maintained for the life of the development.

IMPACT	PHASE	MITIGATION MEASURES
		> The width and capacity of the access provides for safe, reliable, and unobstructed passage by a Cat 1 firefighting vehicle within acceptable operational limits: • The trafficable surface has a minimum width of 4m. • The access has a minimum 4m height clearance overhead, free from any obstructions. • Curves inner radius 6m. • Crossfall less than 6 degrees. • Surfaces and crossing structures are capable of carrying vehicles with a gross vehicle mass of 15 tonnes and an axle load of 9 tonnes. • Turnaround provisions of 12m radius or T junction at the termination of each access track and in position of any dedicated water supply tanks. • All access will be detailed in the BEMOP > A BEMOP should be prepared to support emergency management for the Project and ensure bushfire protection actions are maintained. The Plan should be developed in consultation with the local NSW RFS District Office and the Emergency Management Plan and be communicated to relevant stakeholders. > A BEMOP will guide annual monitoring of the fire mitigation works for the Project operations and surrounding landholding: • APZ and landscape fuel load management. • Access provisions. • Water supplies. > Emergency Response in coordination with the Fire Safety Study and Emergency Management Plan.
Waste	Throughout	> A Waste Management Plan for all phases of the project would be prepared and implemented prior to the commencement of any works on the site.
Social	Throughout	> Target local economic benefits through procurement of local goods and services. > Track and report on local content used for the project. > Prioritise hiring local workers with requisite skills and experience. > Use online and offline methods to share and register interest in project opportunities. > Engage regularly with local businesses about construction periods and potential increases in trade. > Encourage project workforce to support local businesses through local spending initiatives (e.g., vouchers). > Develop and implement an Industry Participation Plan addressing: • Opportunities for supply of goods and services, employment, training (including Aboriginal participation), and sustainable procurement.

IMPACT	PHASE	MITIGATION MEASURES
		• Metrics to track goals for each opportunity. • Engagement with Leeton Shire Council, local businesses, and the Leeton Chamber of Commerce to understand procurement limitations and aspirations. > Partner with LGAs and organisations to inform prospective workers about participation in the project. > Use a project-specific website and existing LGA communication channels. > Collaborate with local employment, apprenticeship, and training providers to enhance local hiring potential. > Develop and implement local content initiatives with procurement goals for the operation phase. > Identify community funding opportunities. > Engage in community involvement initiatives, potentially in partnership with nearby renewable energy SSD proponents. > Promote and use the Community Stakeholder Engagement Plan (CSEP) to continue collaborating with stakeholders and the community to identify opportunities. > Maintain ongoing communication with local residents throughout the project to ensure transparency and during work that produces impulsive, intermittent, or low-frequency noise, regular consultation with sensitive receptors is advised. > Staff training on noise management is recommended. > Shuttle bus service - organising shuttle buses from Griffith and Narrandera for a portion of the workforce. This will reduce the demand for local accommodation and help mitigate worker travel fatigue. > Accommodation provider coordination - continue discussions with accommodation providers, ensuring proactive planning to secure availability in Yanco, however unlikely this may be due to accommodation stock levels. > Maintain ongoing dialogue with the Yanco Solar Farm team and accommodation suppliers to address potential cumulative impacts and ensure coordination and if possible sequencing of workforce. > Develop an Accommodation, Employment, and Procurement Strategy/Plan to support local businesses in becoming competitive and sustainably servicing the construction workforce over the 8-month project period. > Designed and operated in accordance with AS4282-2019 to minimise obtrusive effects. > Noise walls and buildings will be painted in colours that blend with the local landscape.
Economic		> Prepare AES incorporating ongoing liaison with local industry representatives to ensure the maximisation of the use of local contractors, manufacturing facilities, materials.

IMPACT	PHASE	MITIGATION MEASURES
		> Liaison with local representatives regarding accommodation options for staff, to minimise adverse impacts on local services. > Liaison with local tourism industry representatives to manage potential timing conflicts with local events > ACEnergy or the developer will consult with local employment agencies and training organisations and, where practicable, will consider supporting training and apprenticeships.
Cumulative		> Maintain ongoing dialogue with surrounding renewable developers and accommodation suppliers to address potential cumulative impacts and ensure coordination and if possible sequencing of workforce.

APPENDIX C
CONSULTATION

Lucy McDermott

From: South West Planning Mailbox <planning.southwest@environment.nsw.gov.au>
Sent: Tuesday, 18 February 2025 12:34 PM
To: Lucy McDermott
Cc: David Walker; Marcus Wright; Giorginna Xu; Mel Cotterill
Subject: RE: [#223155] Yanco BESS BSC Comments

Hi Lucy

Thank you for your email dated 11 February 2025 about our comments on the Yanco BESS EIS.

We have reviewed the BDAR Response Summary you provided, together with the information uploaded to Biodiversity Offsets and Agreement Management System (BOAMS) by the accredited assessor. We are satisfied the comments we made on the EIS and BDAR dated 18 December 2024 have been addressed. We anticipate the Submission Report at response to submissions (RTS) will include the comments in the BDAR Response Summary provided to us on 11 February 2025. If that is the case we do not need a meeting now.

We look forward to reviewing the Submission Report at RTS.

Regards

Andrew Fisher
Senior Team Leader, Planning - South West
Regional Delivery
Department of Climate Change, Energy, the Environment and Water
T 02 6022 0623 **M** 0427 562 844 **E** andrew.fisher@environment.nsw.gov.au
620 Macauley St, Albury NSW 2640
www.environment.nsw.gov.au



Contact the South West Planning Team about biodiversity and flood management planning in south-western NSW by emailing planning.southwest@environment.nsw.gov.au

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From: Lucy McDermott <lucy.mcdermott@premise.com.au>
Sent: Tuesday, 11 February 2025 10:18 AM
To: South West Planning Mailbox <planning.southwest@environment.nsw.gov.au>
Cc: David Walker <David.Walker@premise.com.au>
Subject: [#223155] Attn: Marcus Wright - Yanco BESS BSC Comments

Attn: Marcus Wright

Good morning Marcus,

I hope you are well.

I am reaching out from Premise on behalf of our client ACEnergy to request a meeting with BCS to discuss the comments provided during the exhibition of the Yanco BESS. Your comments have been reviewed and a summary response to these comments have been attached for your reference.

We would appreciate the opportunity to consult with your team to clarify any concerns and ensure that we appropriately address the feedback received prior to submission of the RtS report.

Please let us know your availability for a meeting at your earliest convenience.

Looking forward to your response.

Lucy McDermott
Town Planner

0493 730 780 | 02 6393 5000 | lucy.mcdermott@premise.com.au
Level 1, 60-62 McNamara Street, Orange NSW, 2800, Australia



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If you are not the intended recipient, please notify the sender and then delete it immediately.
Any views expressed in this email are those of the individual sender except where the sender expressly and with authority states them to be the views of the NSW Office of Environment, Energy and Science.

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL

NSW GOVERNMENT

ACEnergy Pty Ltd
Att: Jane Bai
Level 3, 689 Burke Road,
Camberwell VIC 3124

By Email: jane.bai@acenergy.com.au

LANDOWNERS CONSENT TO LODGE AN ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR A STATE SIGNIFICANT DEVELOPMENT (SSD) APPLICATION WITH THE DEPARTMENT OF PLANNING & ENVIRONMENT

9 September 2024

PROPERTY: Lot 1 DP 931848 and Lot 1 DP 1072592 being part of the Non-operational section of the Yanco to Willbriggie Country Regional Network (CRN) Railway Line at Yanco NSW ("**CRN Land**").

PROPOSED WORKS: Yanco Battery Energy Storage System (BESS) & Intersection upgrades at Irrigation Way/Houghton Road (SSD-67478479) ("**Proposal**").

To whom it may concern,

I confirm that Transport Asset Holding Entity of New South Wales ("**TAHE**") ("**Owner**"), is the registered owner of the abovementioned CRN Land in NSW and to which this correspondence relates.

Transport for NSW ("**TfNSW**") is the agent on behalf of TAHE. As the representative for TfNSW and based on UGL Regional Linx ("**UGLRL**") review and acceptance of the supporting information, I hereby provide landowners consent for ACEnergy Pty Ltd (**"Applicant"**) and/or its consultants, contractors, advisors and/or nominees to lodge the EIS for the Proposal with the Department of Planning & Environment.

This consent does not constitute approval of any designs, or authorisation to access the CRN Land or commence construction. Approval to access or construct is to be obtained by the Applicant making an application to UGLRL: Third Party Works Application Form.

TfNSW and UGLRL retain the right to impose any conditions and requirements on the Proposal following a detailed review of the EIS that impacts the CRN Land.

If you require further information in relation to this correspondence, please contact Affan Adil Khan, UGLRL Development Manager via email AffanAdil.Khan@uglregionallinx.com.au or the undersigned at your convenience.

Sincerely,

Signed as a Transport for NSW delegate.

Teena Renés
Property Manager
Regional Property & Asset Renewal
Network and Assets
Regional and Outer Metropolitan (ROM)
Transport for NSW

(02) 9549 9669
0481 482 826
Teena.Renes@transport.nsw.gov.au

Jennifer Evans

From: Jane bai
Sent: Tuesday, 19 December 2023 3:14 PM
To: Affan Adil Khan; Amanda Shirvington
Cc: Danny Wilkinson; David Walker; propertyenquiries; Yuvaraj Bohara
Subject: RE: [#223155] Follow up from meeting re Yanco

Hi Affan,

Thank you for such a productive meeting. We also appreciate UGL's practical approach on assessment that will save great efforts for both parties.

Please find our meeting minutes below:

Summary:
UGL agreed to accept the amended files (RED text) for application to owner's consent:

Landowner consent if the Application is State Significance Development (SSD) OR State Significant Infrastructure (SSI) OR not leased or Licensed

I. Environmental Impact Statement (EIS) or Statement of Environmental Plan (SEE) – Provide scoping report instead
II. Stormwater management plan detailing the impacts of the development if this is not included in the designs showing connection to Council's wastewater management system or other (if there is no stormwater impact, then simply state that information in EIS or SEE) – Required for works within Lot 1 DP 931848 and/or Lot 1 DP 1072592
III. Excavation DRAWING if the work involves the excavation above, below, or adjacent to rail corridors and if it is 2-metre in depth and 25 metre from the railway corridor – Required for works within Lot 1 DP 931848 and/or Lot 1 DP 1072592, and for other works if meeting the depth and distance condition
IV. Fencing plan/information (If applicable) – Not required
V. Risk Assessment/Management Plan/Safe Work Method Statements for all activities including a site-specific WHS management plan that includes controls during construction and future use etc (if the work is within or on the rail corridor) – Will be made a condition to consent instead of application files
VI. Site Plan/Designs/Survey – Requires Functional Layout Plan showing distances from railway tracks, if there are works within Lot 1 DP 931848 and/or Lot 1 DP 1072592

Timeframe: UGL will start assessing the application after receiving scoping report. Once the full package as above is submitted, the timeframe will be shorter than 12-14 weeks.

Action items:
- UGL to send screenshot of railway corridor - Done
- UGL to provide formal confirmation on exclusivity of the easement on Lot 1 DP 1072592 in Jan 2024.
- ACE to send any confirmed road upgrade works within Lot 1 DP 931848 and/or Lot 1 DP 1072592 and associated application files when ready.

Further discussion:

UGL mentioned the distance from railway corridor road shall be measured from the development footprint to southern road reserve of Houghton Rd, instead of to the gazetted railway corridor boundary. Can UGL please provide a reference guideline to support the reasoning for including road and road reserve?

We sincerely wish everyone at UGL enjoy a well deserved holiday. Merry Christmas!

Best Regards,

Jane Bai | Senior Project Development Engineer

ACENERGY Pty Ltd
Level 3, 689 Burke Road, Camberwell, 3124, VIC
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M: +61 468 673 543
E: jane.bai@acenergy.com.au
W: https://www.acenergy.com.au/

**Important Note: The details of any projects being developed by ACEnergy are confidential. They must not be distributed to any third party without the written consent of ACEnergy.*

From: Affan Adil Khan <affanadil.khan@uglregionallinx.com.au>
Sent: Tuesday, December 19, 2023 2:48 PM
To: Jane bai <Jane.bai@acenergy.com.au>; Amanda Shirvington <amanda.shirvington@uglregionallinx.com.au>
Cc: Danny Wilkinson <Danny.w@acenergy.com.au>; David Walker <David.Walker@premise.com.au>; propertyenquiries <propertyenquiries@uglregionallinx.com.au>; Yuvaraj Bohara <yuvaraj.bohara@uglregionallinx.com.au>
Subject: RE: [#223155] Follow up from meeting re Yanco

Hi Jane,

Please find attached the screenshots of the rail corridors. Link to the Planning SEPP is below;

State Environmental Planning Policy (Transport and Infrastructure) 2021 - NSW Legislation

You can lodge the application to NSW planning as you like and once it gets triggered for Transport it will come to us with the scoping report.

Kind Regards,

Affan Adil Khan
Development Manager
Transport
UGL Regional Linx Pty. Ltd.

161 Kite Street | Orange NSW 2800 | Australia
Direct: 0438465310
Email: affanadil.khan@uglregionallinx.com.au

Web: www.uglregionallinx.com.au

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From: Jane bai <Jane.bai@acenergy.com.au>
Sent: Wednesday, December 13, 2023 4:22 PM
To: Affan Adil Khan <affanadil.khan@uglregionallinx.com.au>; Amanda Shirvington <amanda.shirvington@uglregionallinx.com.au>
Cc: Danny Wilkinson <Danny.w@acenergy.com.au>; David Walker <David.Walker@premise.com.au>; propertyenquiries <propertyenquiries@uglregionallinx.com.au>
Subject: RE: [#223155] Follow up from meeting re Yanco

CAUTION: This email originated from outside of the Organisation.

Hi Affan,

We just sent a meeting invite for 2pm next Tuesday.

Please note that we have been waiting for @Amanda Shirvington's confirmation on the easement for a while (see email attached). This confirmation is also critical and we kindly request a response before the meeting.

Thank you.

Best Regards,

Jane Bai | Senior Project Development Engineer

ACENERGY Pty Ltd
Level 3, 689 Burke Road, Camberwell, 3124, VIC
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M: +61 468 673 543
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W: https://www.acenergy.com.au/

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From: Affan Adil Khan <affanadil.khan@uglregionallinx.com.au>
Sent: Wednesday, December 13, 2023 2:57 PM
To: Jane bai <Jane.bai@acenergy.com.au>
Cc: Danny Wilkinson <Danny.w@acenergy.com.au>; David Walker <David.Walker@premise.com.au>; propertyenquiries <propertyenquiries@uglregionallinx.com.au>; Amanda Shirvington <amanda.shirvington@uglregionallinx.com.au>
Subject: RE: [#223155] Follow up from meeting re Yanco

Hi Jane,

Thanks for providing the documents. I am available with my team on Tuesday Next week in the second half. Please organize a meeting for that day if you can

Kindly also include Amanda as well. I have copied her in the email. Thanks

Kind Regards,

Affan Adil Khan
Development Manager
Transport
UGL Regional Linx Pty. Ltd.

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Web: www.uglregionallinx.com.au

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From: Jane bai <Jane.bai@acenergy.com.au>
Sent: Wednesday, December 13, 2023 2:42 PM
To: Affan Adil Khan <affanadil.khan@uglregionallinx.com.au>
Cc: Danny Wilkinson <Danny.w@acenergy.com.au>; David Walker <David.Walker@premise.com.au>; propertyenquiries <propertyenquiries@uglregionallinx.com.au>; Yuvaraj Bohara <yuvaraj.bohara@uglregionallinx.com.au>
Subject: RE: [#223155] Follow up from meeting re Yanco

CAUTION: This email originated from outside of the Organisation.

Hi Affan,

Thank you for providing the information. The following checklist from your email applies to our proposed Yanco BESS given it is an SSD:

Landowner consent if the Application is State Significance Development (SSD) OR State Significant Infrastructure (SSI) OR not leased or Licensed

I. Environmental Impact Statement (EIS) or Statement of Environmental Plan (SEE)
II. Stormwater management plan detailing the impacts of the development if this is not included in the designs showing connection to Council's wastewater management system or other (if there is no stormwater impact, then simply state that information in EIS or SEE)
III. Excavation DRAWING if the work involves the excavation above, below, or adjacent to rail corridors and if it is 2-metre in depth and 25 metre from the railway corridor
IV. Fencing plan/information (If applicable)

V. Risk Assessment/Management Plan/Safe Work Method Statements for all activities including a site-specific WHS management plan that includes controls during construction and future use etc (if the work is within or on the rail corridor)
VI. Site Plan/Designs/Survey

However, given the long approval timeframe (12-14 weeks) for landowner's consent, the requirement for EIS as an application file would delay DA submission by 14 weeks, as submission is scheduled as soon as EIS is completed. You mentioned in our meeting on 23/10/2023 that a partial EIS can be accepted instead of a full document. Then, our understanding is that UGL practically only requires necessary details to process an application for consent. Therefore, **we propose to provide the Scoping Report and necessary assessments/plans instead of an EIS to initiate the application.**

We would like a meeting with you to discuss the above proposal. Could you let us know your earliest availability next week?

Please find the following files attached to assist with our upcoming discussion:

- Scoping Report: https://files.premise.com.au/12dSynergy/Publishing/ce2234a1-e7da-42d1-9385-70171ea81f87
- Traffic impact assessment (excluding OSOM vehicles) - attached
- OSOM vehicle route survey - attached

We look forward to your reply. Thank you**.**

Best Regards,

Jane Bai | Senior Project Development Engineer

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From: Affan Adil Khan <affanadil.khan@uglregionallinx.com.au>
Sent: Wednesday, December 6, 2023 5:47 PM
To: Jane bai <Jane.bai@acenergy.com.au>
Cc: Danny Wilkinson <Danny.w@acenergy.com.au>; David Walker <David.Walker@premise.com.au>; propertyenquiries <propertyenquiries@uglregionallinx.com.au>; Yuvaraj Bohara <yuvaraj.bohara@uglregionallinx.com.au>
Subject: RE: [#223155] Follow up from meeting re Yanco

Hi Jane,

Please find the following checklist for landowner consent:

Landowner consent if the land has a lease or license agreement

1. Any Environmental reports and/or **Statement of Environmental Effects (SEE)**, Management Plans etc
2. Contamination (Preliminary Site Investigation) report if the proposed development area is contamination
3. Plans / Designs / Survey (Engineering Drawings)
4. Site Location/ Site plans – This is required to see the distance and contours levels from the railway line of this proposed power and the height of power lines.
5. Risk Assessment/Management Plan/Safe Work Method Statements for all activities including a site-specific WHS management plan site-specific controls during construction and future use etc.
6. Stormwater management plan detailing the impacts of the development if this is not included in the designs showing connection to Council's wastewater management system or other.
7. Fencing plan/information – May not be required but can be looked into.
8. Information on Excavation activities in, above, below or adjacent to rail corridors
9. Dial Before you Dig/cable search – This is to determine if there are any services near this power line.

Landowner consent if the Application is State Significance Development (SSD) OR State Significant Infrastructure (SSI) OR not leased or Licensed

I. Environmental Impact Statement (EIS) or Statement of Environmental Plan (SEE)
II. Stormwater management plan detailing the impacts of the development if this is not included in the designs showing connection to Council's wastewater management system or other (if there is no stormwater impact, then simply state that information in EIS or SEE)
III. Excavation DRAWING if the work involves the excavation above, below, or adjacent to rail corridors and if it is 2-metre in depth and 25 metre from the railway corridor
IV. Fencing plan/information (If applicable)
V. Risk Assessment/Management Plan/Safe Work Method Statements for all activities including a site-specific WHS management plan that includes controls during construction and future use etc (if the work is within or on the rail corridor)
VI. Site Plan/Designs/Survey

Hope this list helps in preparing the documents. Please feel free to contact me for any further inquiries.

Kind Regards,

Affan Adil Khan
Development Manager
Transport
UGL Regional Linx Pty. Ltd.

161 Kite Street | Orange NSW 2800 | Australia
Direct: 0438465310
Email: affanadil.khan@uglregionallinx.com.au
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From: Jane bai <Jane.bai@acenergy.com.au>
Sent: Wednesday, December 6, 2023 3:21 PM
To: Affan Adil Khan <affanadil.khan@uglregionallinx.com.au>
Cc: Danny Wilkinson <Danny.w@acenergy.com.au>; David Walker <David.Walker@premise.com.au>
Subject: RE: [#223155] Follow up from meeting re Yanco

CAUTION: This email originated from outside of the Organisation.

Hi Affan,

Following my manager Danny's phone call with you just now, we request a **list of information required to support the request for landowners consent to lodge the DA of Yanco BESS** (120 Houghton Rd, Yanco, NSW), for which construction and operational traffic propose to access the site via TAHE-owned lands (Lot 1 DP931848 and Lot 1 DP1072592, see attached image).

This request is following a previous meeting between UGL, ACEnergy (proponent of Yanco BESS), and Premise (town planner assisting ACEnergy) on 23/10/2023.

We eagerly await the information to be sent at your earliest convenience, as it is a critical factor to the project feasibility.

Thank you!

Best Regards,

Jane Bai | Senior Project Development Engineer

ACENERGY Pty Ltd
Level 3, 689 Burke Road, Camberwell, 3124, VIC
O: +61 3 9813 2307
M: +61 468 673 543
E: jane.bai@acenergy.com.au
W: https://www.acenergy.com.au/

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From: Affan Adil Khan <affanadil.khan@uglregionallinx.com.au>
Sent: Monday, November 6, 2023 3:39 PM
To: David Walker <David.Walker@premise.com.au>
Subject: RE: [#223155] Follow up from meeting re Yanco

Hi David,

Can you remind me what was this in regards to? Apologies I may not be able to recall that comment. Sorry about that

Kind Regards,

Affan Adil Khan
Development Manager
Transport
UGL Regional Linx Pty. Ltd.

161 Kite Street | Orange NSW 2800 | Australia
Direct: 0438465310
Email: affanadil.khan@uglregionallinx.com.au
Web: www.uglregionallinx.com.au

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---

From: David Walker <David.Walker@premise.com.au>
Sent: Monday, November 6, 2023 2:51 PM
To: Affan Adil Khan <affanadil.khan@uglregionallinx.com.au>
Subject: [#223155] Follow up from meeting re Yanco

CAUTION: This email originated from outside of the Organisation.

Hi Affanadil

At our meeting re Yanco BESS on the 23/10 you mentioned sending through some information about the 3rd party approval process.

Are you able to send through the information mentioned?

Cheers,

DAVID WALKER
General Manager – Central NSW

Premise

T 02 6393 5000 **| M** 0437 621 057
E David.Walker@premise.com.au
A 154 Peisley St, Orange NSW 2800

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Re: Yanco BESS - Request for meeting with TfNSW

Jane bai <Jane.bai@acenergy.com.au>

Fri 3/15/2024 10:47 AM

To:Alexandra Power <Alexandra.Power@transport.nsw.gov.au>;Glen Hanchard <Glen.Hanchard@transport.nsw.gov.au>; Development West <development.west@transport.nsw.gov.au>
Cc:Danny Wilkinson <Danny.w@acenergy.com.au>;David Walker <David.Walker@premise.com.au>;Stuart Redman <Stuart.Redman@trafficworks.com.au>;Marley Brown <marley.b@acenergy.com.au>

Hi Alexandra and Glen,

Hope you are doing well this week.

We are writing to forward legal advice we received for accessing TAHE land and follow up on a meeting date with TfNSW.

Below is **legal advice from Ashurst on** gaining easement to TAHE land. We hope this will assist your Rail and Property team and expedite the upcoming meeting.

We sincerely look forward to the meeting. 🙄

Legal advice from Ashurst:

Background

We understand that for the purposes of the Yanco BESS, the developer requires an easement for access through:

- Folio Identifier 1/931848 (owned by TAHE); and
- Folio Identifier 1/1072592 (owned by TAHE), including through a portion of land on this folio which appears from the plans to be burdened by an access easement, even though the easement is not recorded on this title. It is not apparent why the easement is not recorded on title and we can make further investigations into this issue if required.

The access easement (coloured in orange line below) benefits Folio Identifier 1/819861, owned by NSW Grain Corporation Limited (**GrainCorp**), and is recorded in instrument DP819861. We refer to this as the **GrainCorp Access Easement**.

Under the GrainCorp Access Easement:

- GrainCorp and its authorised representatives may pass over the easement site at all times, with or without vehicles; and
- the cost of upkeep and maintenance of the easement site will be borne by GrainCorp if the easement is used exclusively by them, or such costs shall be shared equally by the proprietors of the benefitted and burdened land where the easement is also utilized by the proprietor of the burdened land or its servants, agents or invitees.



Grant of ACE Access Easement

So that ACE has the appropriate access, ACE should request that TAHE grants an access easement which burdens Folio Identifiers 1/931848 and 1/1072592 and benefits ACE's registered lease (**ACE Access Easement**).

This is a new easement granted for the benefit of ACE's registered lease, rather than a modification of the existing GrainCorp Access Easement.

We anticipate that TAHE will require that the new ACE Access Easement:

- acknowledges the existing GrainCorp Access Easement;
- provides that the grantee must not interfere with GrainCorp's access of the easement area; and
- provides that the grantee must share the cost of upkeep and maintenance of the easement area with the users of the burdened land.

TAHE will likely require a tripartite agreement be entered into with GrainCorp and the ACE developer, to govern the rights and obligations in respect of use and maintenance of the easement site (to minimise their liability if there are disputes between users).

Best Regards,

Jane Bai | Senior Project Development Engineer

ACENERGY Pty Ltd
Level 3, 689 Burke Road, Camberwell, 3124, VIC

O: +61 3 9813 2307
M: +61 468 673 543
E: jane.bai@acenergy.com.au
W: https://www.acenergy.com.au/

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From: Jane bai <Jane.bai@acenergy.com.au>
Sent: Thursday, February 29, 2024 12:30 PM
To: Alexandra Power <Alexandra.Power@transport.nsw.gov.au>; Development West <development.west@transport.nsw.gov.au>
Cc: Glen Hanchard <Glen.Hanchard@transport.nsw.gov.au>
Subject: Re: Yanco BESS - Request for meeting with TfNSW

Thank you Alexandra. That is well noted.

Best Regards,

Jane Bai | Senior Project Development Engineer

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Level 3, 689 Burke Road, Camberwell, 3124, VIC

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Cc: Glen Hanchard <Glen.Hanchard@transport.nsw.gov.au>
Subject: RE: Yanco BESS - Request for meeting with TfNSW

Hello Jane,

We will have to refer the enquiry regarding the access and easement matters to our Rail and Property team. Glen is handling the case and will provide a response when information has been received from Rail and Property.

Kind regards

Alexandra Power
Team Leader Development Services-Renewables West
Regional and Outer Metropolitan Division | TfNSW
T 02 6861 1428

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From: Jane bai <Jane.bai@acenergy.com.au>
Sent: Thursday, February 29, 2024 9:41 AM
To: Alexandra Power <Alexandra.Power@transport.nsw.gov.au>; Development West <development.west@transport.nsw.gov.au>
Cc: Stuart Redman <Stuart.Redman@trafficworks.com.au>; David Walker <David.Walker@premise.com.au>; Danny Wilkinson <Danny.w@acenergy.com.au>
Subject: Re: Yanco BESS - Request for meeting with TfNSW

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Good morning Alexandra,

We are writing to follow up on the inquiry below. We would love to know when your team is available to meet with us and discuss this critical matter for the development.

Thanks!

Best Regards,

Jane Bai | Senior Project Development Engineer

ACENERGY Pty Ltd
Level 3, 689 Burke Road, Camberwell, 3124, VIC

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From: Jane bai <Jane.bai@acenergy.com.au>
Sent: Monday, February 26, 2024 2:12 PM
To: Alexandra Power <Alexandra.Power@transport.nsw.gov.au>; Development West <development.west@transport.nsw.gov.au>
Cc: Stuart Redman <Stuart.Redman@trafficworks.com.au>; David Walker <David.Walker@premise.com.au>; Danny Wilkinson <Danny.w@acenergy.com.au>
Subject: Yanco BESS - Request for meeting with TfNSW

Hi Alexandra,

Hope this email finds you well.

We are writing to request a meeting with TfNSW West Region team to discuss requirements for a State Significant Development (SSD) at 120 Houghton Rd, Yanco NSW, whose Scoping Report was lodged with DPHI on 08/02/2024.

To be specific, we would like to confirm requirements on a potential upgrade at the intersection of Irrigation Way and Houghton Rd (see screenshot below) which is along the proposed construction/operational traffic route.



We have attached the following files for your perusal:

- Scoping Report
- Pre-SEARs requirements from TfNSW
- Draft Traffic Impact Assessment. Note that it was done prior to receiving the above requirement. And although it proposes no intersection upgrade, we are open to TfNSW's requirements for road safety considerations.
- Draft OSOM Route Survey. It is based on the largest proposed OSOM vehicle and shows no upgrade is required at the intersection of Irrigation Way and Houghton Rd for OSOM delivery purpose.
- TAHE owned land identification

Data room: (It is only shared with you at the moment. Please let us know if any other team member needs access.)
Shared Folder with TFNSW

Section 6.2.1 of the Scoping Report mentioned that the constructed alignment of Houghton Road from Irrigation Way passes through Crown land owned by Transport Asset Holdings Entity NSW (TAHE) on behalf of Transport for New South Wales (TfNSW) and managed by UGL as the Rail Infrastructure Manager (RIM). The land parcels are Lot 1 DP 931848 and Lot 1 DP 1072592. Please refer to file in subfolder "TAHE land identification" in the data room. We are also aware that Lot 1 DP 1072592 has an exclusive access easement with the sole beneficiary of GrainCorp. We are seeking legal advice with the hope of gaining access to the aforementioned two lots.

Please let us know the earliest availability of your team for a meeting. We sincerely look forward to your reply.

Thank you.

Best Regards,

Jane Bai | Senior Project Development Engineer



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FW: Yanco BESS - Request for meeting with TfNSW

Glen Hanchard <Glen.Hanchard@transport.nsw.gov.au>

Wed 3/13/2024 1:22 PM

To:Jane bai <Jane.bai@acenergy.com.au>
Cc:Development West <development.west@transport.nsw.gov.au>;Alexandra Power <Alexandra.Power@transport.nsw.gov.au>

Dear Jane,

Thankyou for your patience as we enquired with our property team.

TfNSW's Regional Project Manager Assessment and Disposal has responded and provided that in regards to developer proposed easements, in general, they are not supported through the rail corridor.

They have recommended for the applicant to contact UGL regarding an application for 3rd party access/license and has provided the following contacts:

https://www.uglregionallinx.com.au/ugl-regional-linx-operations/property-services

propertyenquiries@uglregionallinx.com.au

I trust this clarifies the enquiry,

Kind Regards,

Glen Hanchard
Development Services Case Officer West - Renewables
Regional and Outer Metropolitan Division | TfNSW
Roads and Maritime Services

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From: Jane bai <Jane.bai@acenergy.com.au>
Sent: Thursday, February 29, 2024 12:31 PM
To: Alexandra Power <Alexandra.Power@transport.nsw.gov.au>; Development West <development.west@transport.nsw.gov.au>
Cc: Glen Hanchard <Glen.Hanchard@transport.nsw.gov.au>
Subject: Re: Yanco BESS - Request for meeting with TfNSW

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Thank you Alexandra. That is well noted.

Best Regards,

Jane Bai | Senior Project Development Engineer

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Kind regards

Alexandra Power
Team Leader Development Services-Renewables
West

Regional and Outer Metropolitan Division | TfNSW
T 02 6861 1428

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ACENERGY Pty Ltd

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Please let us know the earliest availability of your team for a meeting. We sincerely look forward to your reply.

Thank you.

Best Regards,

Jane Bai | Senior Project Development Engineer

ACENERGY Pty Ltd

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Jennifer Evans

From: Affan Adil Khan <affanadil.khan@uglregionallinx.com.au>
Sent: Tuesday, 17 September 2024 12:40 PM
To: Jane Bai; Danny Wilkinson; David Walker
Cc: Grant Warren; Amanda Shirvington; Michelle Pengilly; Yuvaraj Bohara; Barry Heins; propertyenquiries
Subject: Landowner's consent to lodge EIS for SSD-67478479 CRM:0030352
Attachments: 20240909 Landowners Consent Letter - SSD-67478479 - Yanco Battery Energy Storage System - EIS.pdf; UGLRL Consent for lodging EIS for SSD-67478479.pdf

Hi All,

Please find attached the Landowner's consent to lodge EIS for SSD application. You are to liaise with the Roads Team in Transport NSW, Development team in Transport NSW, Council for reconfiguration of the intersection at Houghton Road (Yanco) and with Third Party Works UGLRL for further approvals prior to start of work.

For any further inquiries related to Third Party Works or Property Matters, please see the emails below

propertyenquiries@uglregionallinx.com.au
thirdpartyworks@uglregionallinx.com.au

Wish you all the best.

Kind Regards,

Affan Adil Khan
Development Manager
Transport
UGL Regional Linx Pty. Ltd.

161 Kite Street | Orange NSW 2800 | Australia
Direct: 0438465310
Email: affanadil.khan@uglregionallinx.com.au
Web: www.uglregionallinx.com.au

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17th September 2024

Jane Bai
ACENERGY Pty Ltd
Level 3, 689 Bourke Road
Camberwell, 3124 VIC

Attention: Jane Bai

By email: jane.bai@acenergy.com.au

Dear Ms. Jane

Re: Landowner Consent to Lodge State Significant Development Application (SSD)
Proposed Development: Yanco Battery Energy Storage System (BESS) (the 'Project') & Intersection upgrades at Irrigation Way/Houghton Road
Land: 120 Houghton Road, Yanco NSW 2703 (Lots 516 and 521 DP 751745) (BESS) & Houghton Road and Irrigation Way Yanco NSW 2703 (Lot 1 DP 931848 & Lot 1 DP 1072592) (Intersection upgrades at Irrigation Way/Houghton Road)

I have received this request for the Landowner's Consent to lodge the SSD Application from ACEnergy Pty Ltd (the 'applicant').

The applicant seeks consent for the Yanco BESS project comprising a BESS with a delivery capacity of approximately 250 MW/1,100 MWh, as well as on-site energy storage containers, MVPS container, and a connection station including control rooms on Lots 516 & 521 DP 751745 (delineated in red in Annexure A) which is near to the non-operational rail corridor from Yanco to Willbriggie (marked in green in Annexure A). The plans indicate that the electricity transmission line crosses the CRN rail corridor at 3 locations (delineated in orange in Annexure A).

Please be advised that the landowner's consent to lodge the SSD application is attached for the development as the SSD proposes the Irrigation Way Houghton Road intersection upgrades on Lot 1 DP 931848 & Lot 1 DP 1072592 (delineated in red in **Figure 1**) which is within the CRN operational rail corridors from Narrandera to Yanco and Yanco to Griffith (marked in green in Annexure A). Please also note the recommended conditions for the applicant to abide by during the process as mentioned below.

Thank you again for seeking consent from **UGLRL** on behalf of **TfNSW** for this post-DA proposal. If you have any further questions, please contact the writer at (02) 4923 5332 at your earliest convenience.

Yours faithfully,

UGL Regional Linx
Country Regional Network

i. The applicant must not and, must ensure its employees and all other persons do not enter any part of the rail land during at all times unless otherwise permitted in advance.

Prior to the commencement of the Irrigation Way Houghton Road intersection upgrades, the applicant must apply for an access licence. The applicant is advised to contact UGLRL's Third-party works team via thirdpartyworks@uglregionallinx.com.au for more information in this regard.

ii. At the EIS stage, the applicant and the applicant's employee must supply an accurate Survey Plan locating the development with respect to the rail boundary and rail infrastructure. This work is to be undertaken by a registered surveyor, to the satisfaction of **UGLRL** on behalf of **TfNSW**.

iii. At the EIS stage and/or Prior to the commencement of any works, the applicant and the applicant's employee shall install or maintain appropriate fencing between the proposed development area and the rail corridor in accordance with the relevant CRN civil standards relating to Boundary Fences including CRN CS 510 (standard) (BOUNDARY FENCES (sitecorecloud.io)), CRN CM 511 Boundary Fences (manual) (BOUNDARY FENCES (sitecorecloud.io)), and CRN CP 511 Boundary Fences (specification) (Boundary Fences (sitecorecloud.io)) to prevent unauthorised access. Before commencing any fencing work (either new installation, upgrade, or renewal), the applicant must provide fencing design/site plans to **UGLRL** and **TfNSW** for approval**.** For the fencing works (either new installation, upgrade, or renewal) the applicant is advised to contact **UGLRL**'s third-party works via thirdpartyworks@uglregionallinx.com.au for more information.

If there is existing fencing that meets CRN CS 510 (standard), CRN CM 511 Boundary Fences (manual), and CRN CP 511 Boundary Fences (specification), the applicant is advised to contact UGLRL property via propertyenquiries@uglregionallinx.com.au and affanadil.khan@uglregionallinx.com.au for confirmation.

iv. At the EIS stage and/or Prior to the commencement of any works, the applicant and the applicant's employees must submit an application to **UGLRL** on behalf of **TfNSW** prior to any use of cranes and equipment (Equipment) in the air space over the rail corridor or adjacent rail land other than the leased or licenced premises.

The use of Equipment must be in accordance with the AS 2550 series of Australian Standards, Cranes, Hoist and Winches, including AS2550 15-1994 Cranes – Safe Use – Concrete Placing Equipment.

If such equipment is required, the applicant is advised to contact UGLRL's Third-party works team via thirdpartyworks@uglregionallinx.com.au for more information in this regard.

v. The design, installation and use of lights, signs, and reflective materials, whether permanent or temporary, which are (or from which reflected light might be) visible from the rail corridors must limit glare and reflectivity to the satisfaction of **UGLRL** on behalf

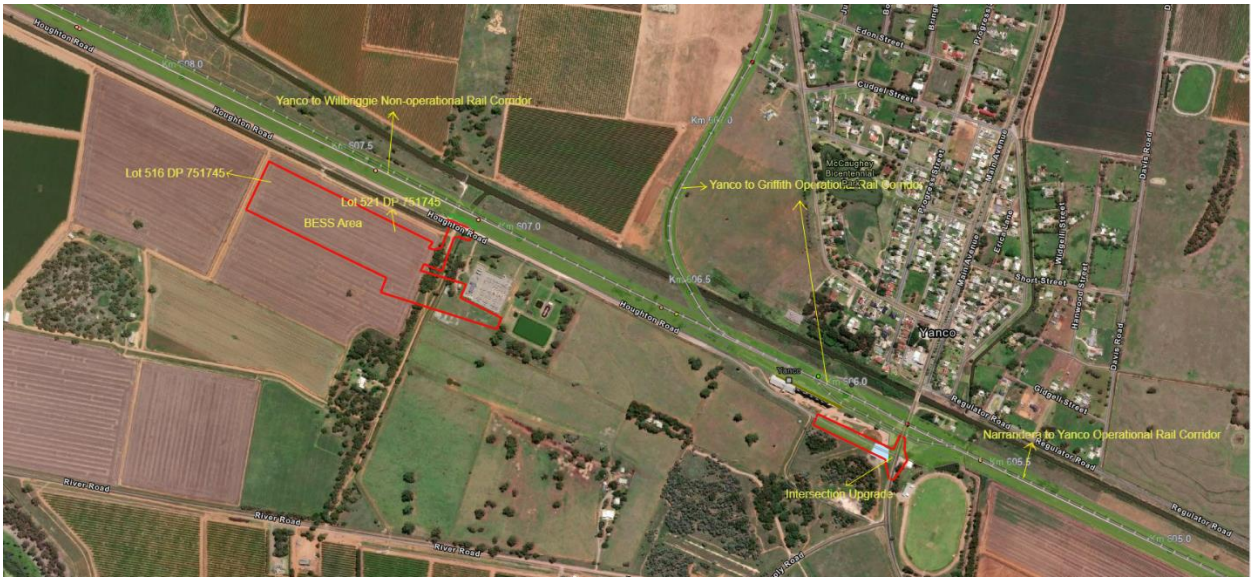
of **TfNSW**. The applicant shall not use Red, Amber, or Green lighting colours to avoid adverse effects on train running schedules and safety issues due to misidentification of lighting colours. The Principal Certifying Authority (PCA) shall not issue the relevant construction certificate until written confirmation has been received from **UGLRL** on **TfNSW** confirming that this condition has been satisfied.

The applicant must note that the rail corridor is operational thus, the glare from lighting and external finishes has the potential to affect the drivers for safe operations of trains. The applicant is advised to contact UGLRL's Property team via propertyenquiries@uglregionallinx.com.au.

vi. At the EIS stage the applicant shall provide excavation and stormwater management drawings/plans/information for the Yanco BESS project to **UGLRL** on behalf of **TfNSW** for review and approval.

vii. It is noted that the electricity transmission line is crossing the CRN rail corridor at 3 locations, therefore, the applicant is advised to contact **UGLRL**'s third-party works via thirdpartyworks@uglregionallinx.com.au for Approval in Principal.

Annexure A



Proposed Site Location (Source; UGLRL ArcGIS)

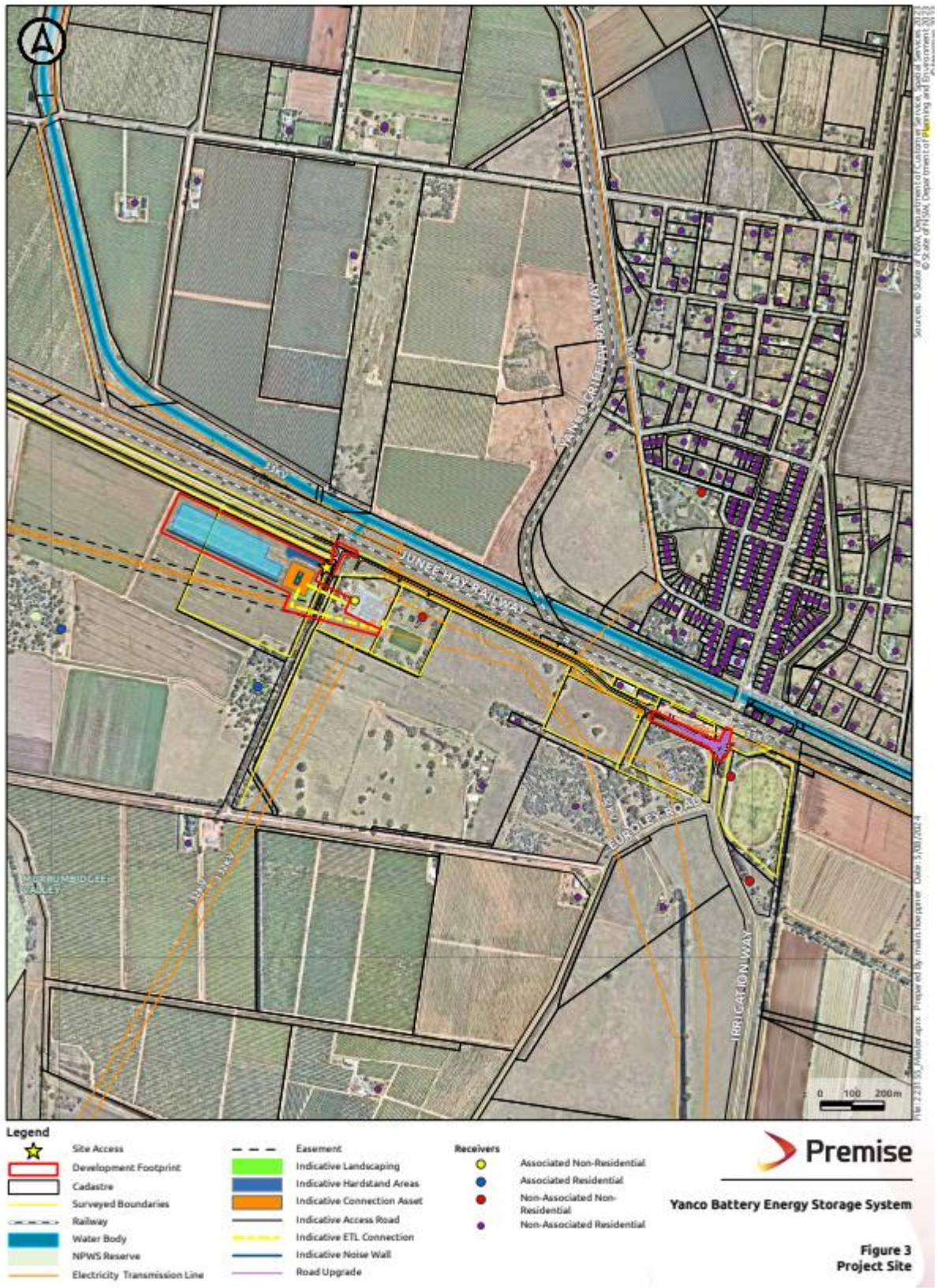


Figure 3
Project Site

UGL Regional Linx Pty Ltd
Level 2, 161 Kite Street, Orange NSW 2800
PO Box 8194, Orange NSW 2800
T (+61) 2 8925 8925 | **F** (+61) 2 8925 8926
UGL | **ACN 646 771 011** | **ugllimited.com**

Project Site (Source: Environmental Impact Statement – Page no. 31 of 98)

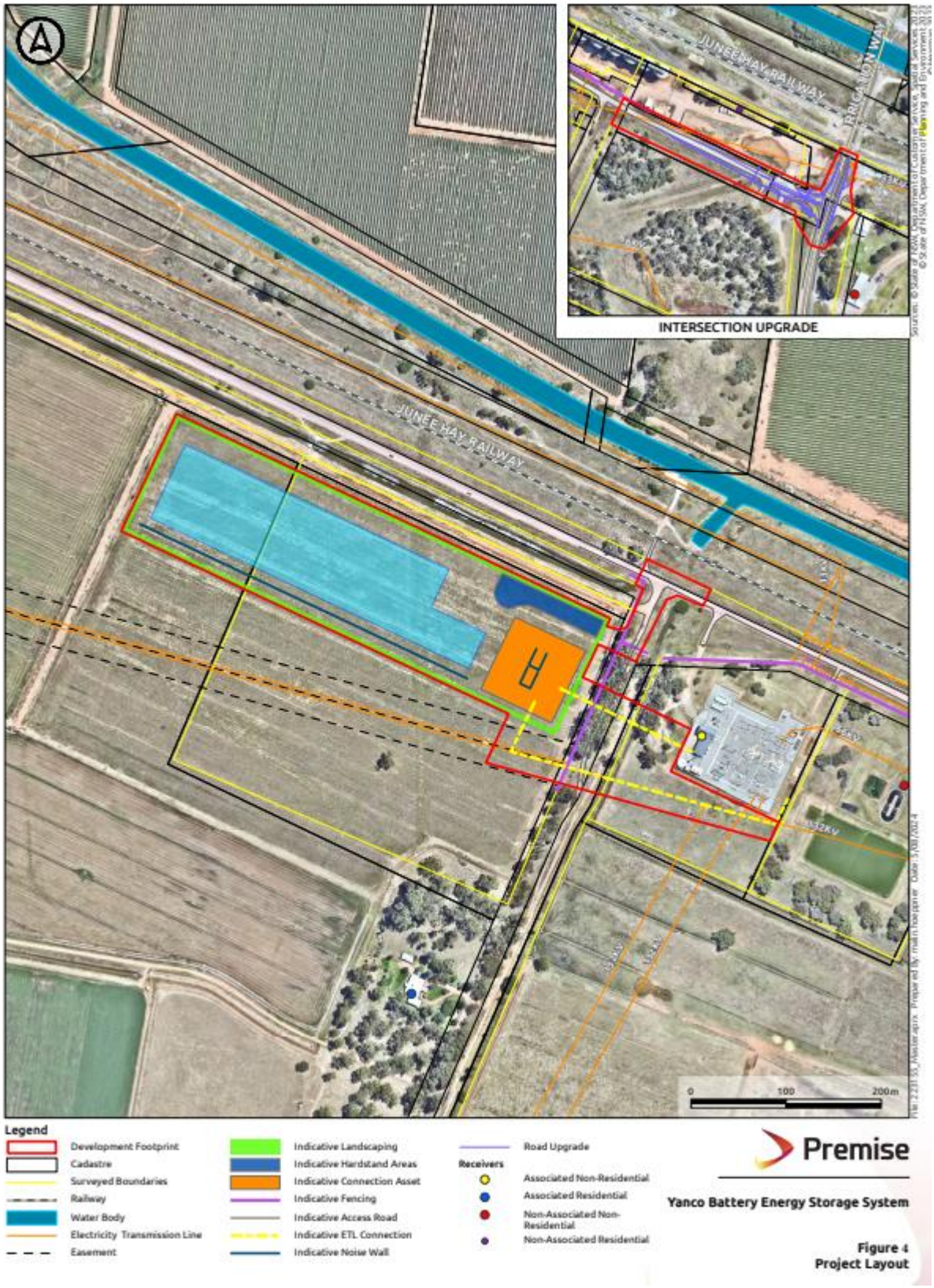


Figure 2: Project Layout (Source: Environmental Impact Statement – Page no. 32 of 98)

Annexure B (Conditions Recommended)

Access to the CRN rail corridor

Issue

It is noted that the applicant would be using an existing driveway that crosses the CRN non-operational rail corridor towards Wallamore Road. However, this existing driveway via the CRN rail corridor does not have an access agreement or permission. As such, it is essential that access to the CRN must be permitted in advance.

Recommended Condition

The applicant must not and, must ensure its employees and all other persons do not enter any part of the CRN rail corridor during at all times unless otherwise permitted in writing in advance.

Note: The **UGLRL** property team have contacted the applicant and has commenced the access licence application.

Stormwater Management

Issue

Section 6.3.1 of Appendix M Stormwater Report (page no. 10 of 32) states that catchments E and F discharge towards Wallamore Road, Catchments A, B, C, and D are assessed as running North-West. Table 4 of Appendix M Stormwater Report (page no. 12 of 32) displays the combined pre-development and post-development discharge where the main catchment has been over-detailed to offset the increase from bypassing catchments. However, the stormwater management does not provide adequate evidence that the post-development flow rate and velocity are no more than the pre-development flow rate and velocity into the rail corridor.

Recommended Condition

At the EIS stage, the applicant must provide **UGLRL** and **TfNSW** with the updated Stormwater report or written evidence that the post-development flow rate and velocity are no more than the pre-development flow rate and velocity into the rail corridor. The Applicant must ensure that all drainage from the development is adequately disposed of and managed and not allowed to be discharged into the railway corridor unless prior written approval has been obtained from **UGLRL** on behalf of **TfNSW**.

Jennifer Evans

From: Yuvaraj Bohara <yuvaraj.bohara@uglregionallinx.com.au>
Sent: Tuesday, 26 November 2024 1:52 PM
To: Jane bai
Cc: Karolyn Briggs; Michelle Pengilly; Barry Heins; propertyenquiries; Danny Wilkinson; David Walker
Subject: RE: Landowner's consent to lodge EIS for SSD-67478479 CRM:0030352

Hi Jane,

The survey plan is mainly required to confirm the distance between the proposed development works and the rail corridor and to ensure that the BESS activity or any proposed works does not encroach onto the rail land.

UGLRL and TfNSW would require an accurate survey prior commencing the proposed works. In this case, you can provide the accurate survey when you submit your application to third-party works for approval.

I would like to note you that currently this State Significant Development (SSD) is at Environment Impact Statement (EIS) stage. Therefore, conditions/comments/recommendation placed at landowner consent would be carried to this stage. And at Response to Submission stage (incurs once UGLRL and TfNSW provide our EIS response letter to DPIE via Planning Portal) the applicant is required to provide response to our comments and recommendation.

UGLRL also would like to note that in previous email correspondence the applicant confirmed that the electricity transmission lines are existing and would not traverse the rail corridor. Furthermore, the applicant also confirmed that northern part of the Battery Energy Storage System (BESS) at Lot 521 DP 751745 would not be encroaching the non-operational Yanco to Willbriggie.

Kind regards,

Yuvaraj Bohara
Development Analyst
Transport
UGL Regional Linx Pty. Ltd.

161 Kite Street | Orange NSW 2800 | Australia

Email: yuvaraj.bohara@uglregionallinx.com.au
Web: www.uglregionallinx.com.au

Please consider our environmental footprint before printing this e-mail

From: Jane bai <Jane.bai@acenergy.com.au>
Sent: Tuesday, November 26, 2024 12:37 PM
To: Affan Adil Khan <affanadil.khan@uglregionallinx.com.au>; Danny Wilkinson <Danny.w@acenergy.com.au>; David

Walker <David.Walker@premise.com.au>
Cc: Grant Warren <grant.warren@uglregionallinx.com.au>; Michelle Pengilly <michelle.pengilly@uglregionallinx.com.au>; Yuvaraj Bohara <yuvaraj.bohara@uglregionallinx.com.au>; Barry Heins <council@leeton.nsw.gov.au>; propertyenquiries <propertyenquiries@uglregionallinx.com.au>
Subject: Re: Landowner's consent to lodge EIS for SSD-67478479 CRM:0030352

CAUTION: This email originated from outside of the Organisation.

Hi Affan,

Appreciate your response, and apologies for taking so long to reply. Please refer to our further comments below. The following matter is the most urgent, and we would reply to the other items later.

Condition (ii) states:
At the EIS stage, the applicant and the applicant's employee must supply an accurate Survey Plan locating the development with respect to the rail boundary and rail infrastructure. This work is to be undertaken by a registered surveyor, to the satisfaction of UGLRL on behalf of TfNSW.

ACEnergy comment: We assume "EIS stage" means after DA lodgement and before referral agencies (e.g. UGL) review the application documents, but please clarify. An accurate Survey Plan can only be realistically provided post DA approval and prior to the commencement of works, when detailed design of the project and road upgrades would be carried out. Please modify the condition accordingly.

UGL Comment: This is a recommended condition and will not be altered. Survey works can be done with consent from the landowner under Third Party Works Minor activities application to do the survey in the corridor and then lodging an AIP/Access license application approval. Please see the link below for your guidance and you can contact them for more details. Conditions stays as is.

Third party work enquiries | UGL Regional Linx

ACE comments:
Feature survey is already conducted including relevant rail corridor parcels. Could you advise detailed requirements for the Survey Plan and a deadline? Please note that the design to be shown on the Survey Plan would be a preliminary version in line with what is provided in the EIS submission.

Thank you.

Best Regards,

Jane Bai | Senior Project Development Engineer

ACENERGY Pty Ltd

Level 3, 689 Burke Road, Camberwell, 3124, VIC

O: +61 3 9813 2307

M: +61 468 673 543
E: jane.bai@acenergy.com.au

W: https://www.acenergy.com.au/

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From: Affan Adil Khan <affanadil.khan@uglregionallinx.com.au>
Sent: Monday, November 4, 2024 1:50 PM
To: Jane bai <Jane.bai@acenergy.com.au>; Danny Wilkinson <Danny.w@acenergy.com.au>; David Walker <David.Walker@premise.com.au>
Cc: Grant Warren <grant.warren@uglregionallinx.com.au>; Michelle Pengilly <michelle.pengilly@uglregionallinx.com.au>; Yuvaraj Bohara <yuvaraj.bohara@uglregionallinx.com.au>; Barry Heins <council@leeton.nsw.gov.au>; propertyenquiries <propertyenquiries@uglregionallinx.com.au>
Subject: Re: Landowner's consent to lodge EIS for SSD-67478479 CRM:0030352

Hi Jane,

Please find comments in Red below.

Kind Regards,

Affan Adil Khan
Development Coordinator
Transport
UGL Regional Linx Pty. Ltd.

161 Kite Street | Orange NSW 2800 | Australia
Direct: 0438465310
Email: affanadil.khan@uglregionallinx.com.au

Web: www.uglregionallinx.com.au

Please consider our environmental footprint before printing this e-mail

From: Jane bai <Jane.bai@acenergy.com.au>
Sent: Wednesday, October 30, 2024 5:50 PM
To: Affan Adil Khan <affanadil.khan@uglregionallinx.com.au>; Danny Wilkinson <Danny.w@acenergy.com.au>; David Walker <David.Walker@premise.com.au>
Cc: Grant Warren <grant.warren@uglregionallinx.com.au>; Amanda Shirvington <amanda.shirvington@uglregionallinx.com.au>; Michelle Pengilly <michelle.pengilly@uglregionallinx.com.au>; Yuvaraj Bohara <yuvaraj.bohara@uglregionallinx.com.au>; Barry Heins <council@leeton.nsw.gov.au>; propertyenquiries <propertyenquiries@uglregionallinx.com.au>
Subject: Re: Landowner's consent to lodge EIS for SSD-67478479 CRM:0030352

CAUTION: This email originated from outside of the Organisation.

Hi Affan,

Hope you are doing well this week.

Do you mind providing an update on when UGL team could reply to our inquiry dated 02/10/2024?

We sincerely look forward to hearing back from you.

Thanks.

Best Regards,

Jane Bai | Senior Project Development Engineer

ACENERGY Pty Ltd

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M: +61 468 673 543
E: jane.bai@acenergy.com.au

W: https://www.acenergy.com.au/

**Important Note: The details of any projects being developed by ACEnergy are confidential. They must not be distributed to any third party without the written consent of ACEnergy.*

From: Jane bai <Jane.bai@acenergy.com.au>
Sent: Thursday, October 17, 2024 10:22 AM
To: Affan Adil Khan <affanadil.khan@uglregionallinx.com.au>; Danny Wilkinson <Danny.w@acenergy.com.au>; David Walker <David.Walker@premise.com.au>
Cc: Grant Warren <grant.warren@uglregionallinx.com.au>; Amanda Shirvington <amanda.shirvington@uglregionallinx.com.au>; Michelle Pengilly <michelle.pengilly@uglregionallinx.com.au>; Yuvaraj Bohara <yuvaraj.bohara@uglregionallinx.com.au>; Barry Heins <council@leeton.nsw.gov.au>; propertyenquiries <propertyenquiries@uglregionallinx.com.au>
Subject: Re: Landowner's consent to lodge EIS for SSD-67478479 CRM:0030352

Hi Affan,

Hope this has been a productive week for you.

We would like to follow up on our inquiry below. Can you please let us know whether your team has had a further look at it, and when can we expect to hear back?

Thank you.

Best regards,
Jane Bai

Get Outlook for iOS

From: Jane bai <Jane.bai@acenergy.com.au>
Sent: Wednesday, October 2, 2024 3:55 PM
To: Affan Adil Khan <affanadil.khan@uglregionallinx.com.au>; Danny Wilkinson <Danny.w@acenergy.com.au>; David Walker <David.Walker@premise.com.au>
Cc: Grant Warren <grant.warren@uglregionallinx.com.au>; Amanda Shirvington <amanda.shirvington@uglregionallinx.com.au>; Michelle Pengilly <michelle.pengilly@uglregionallinx.com.au>; Yuvaraj Bohara <yuvaraj.bohara@uglregionallinx.com.au>; Barry Heins <council@leeton.nsw.gov.au>; propertyenquiries <propertyenquiries@uglregionallinx.com.au>
Subject: Re: Landowner's consent to lodge EIS for SSD-67478479 CRM:0030352

Hi Affan,

Hope you are doing great this week! Thank you very much for coordinating UGL's owner's consent for Yanco BESS. Your prompt and proactive manner is no doubt outstanding!

Upon review of the consent requirements (attached), we would like to get clarifications or seek modification for some conditions to reasonably achieve them. **Please review our comments below and kindly provide a response by 9th Oct 2024.**

Part of project description on Page 1 states:
The plans indicate that the electricity transmission
line crosses the CRN rail corridor at 3 locations (delineated in orange in Annexure A).

ACEnergy comment: The development does not propose to construct new transmission lines crossing CRN rail corridor. The proposed transmission line is within the development footprint at the subject site (refer to white annotation in the below screenshot). Please modify the description. I can not see where this is showing up. Please kindly provide a screenshot. Thanks



Condition (ii) states:
At the EIS stage, the applicant and the applicant's employee must supply an accurate Survey Plan locating the development with respect to the rail boundary and rail

infrastructure. This work is to be undertaken by a registered surveyor, to the satisfaction of UGLRL on behalf of TfNSW.

ACEnergy comment: We assume "EIS stage" means after DA lodgement and before referral agencies (e.g. UGL) review the application documents, but please clarify. An accurate Survey Plan can only be realistically provided post DA approval and prior to the commencement of works, when detailed design of the project and road upgrades would be carried out. Please modify the condition accordingly.

This is a recommended condition and will not be altered. Survey works can be done with consent from the landowner under Third Party Works Minor activities application to do the survey in the corridor and then lodging an AIP/Access license application approval. Please see the link below for your guidance and you can contact them for more details. Conditions stays as is.

Third party work enquiries | UGL Regional Linx

> Third party work enquiries | UGL Regional Linx
>
> Any party looking to access operational and non-operational lines within the CRN must apply for permission with UGL Regional Linx.
>
> www.uglregionallinx.com.au

Condition (vi) states:
At the EIS stage the applicant shall provide excavation and stormwater management drawings/plans/information for the Yanco BESS project to UGLRL on behalf of TfNSW for review and approval.

ACEnergy comment: If "EIS stage" has the same meaning as we mentioned above, we have no issues submitting the two required files together with DA. That is correct, you will need to submit these documents during your EIS stage.

Condition (vii) states:

It is noted that the electricity transmission line is crossing the CRN rail corridor at 3

locations, therefore, the applicant is advised to contact UGLRL's third-party works via thirdpartyworks@uglregionallinx.com.au for Approval in Principal.

ACEnergy comment: As mentioned before, the development does not propose to construct new transmission lines crossing CRN rail corridor. Please modify this condition.
Please consider this as a standard condition that goes in letters issued to applicants to beware of the process to follow. Clarifications for this should be identified in your EIS.

Best Regards,

Jane Bai | Senior Project Development Engineer

ACENERGY Pty Ltd

Level 3, 689 Burke Road, Camberwell, 3124, VIC

O: +61 3 9813 2307

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E: jane.bai@acenergy.com.au

W: https://www.acenergy.com.au/

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From: Affan Adil Khan <affanadil.khan@uglregionallinx.com.au>
Sent: Tuesday, September 17, 2024 12:40 PM
To: Jane bai <Jane.bai@acenergy.com.au>; Danny Wilkinson <Danny.w@acenergy.com.au>; David Walker <David.Walker@premise.com.au>
Cc: Grant Warren <grant.warren@uglregionallinx.com.au>; Amanda Shirvington <amanda.shirvington@uglregionallinx.com.au>; Michelle Pengilly <michelle.pengilly@uglregionallinx.com.au>; Yuvaraj Bohara <yuvaraj.bohara@uglregionallinx.com.au>; Barry Heins <council@leeton.nsw.gov.au>; propertyenquiries <propertyenquiries@uglregionallinx.com.au>
Subject: Landowner's consent to lodge EIS for SSD-67478479 CRM:0030352

Hi All,

Please find attached the Landowner's consent to lodge EIS for SSD application. You are to liaise with the Roads Team in Transport NSW, Development team in Transport NSW, Council for reconfiguration of the intersection at Houghton Road (Yanco) and with Third Party Works UGLRL for further approvals prior to start of work.

For any further inquiries related to Third Party Works or Property Matters, please see the emails below

propertyenquiries@uglregionallinx.com.au
thirdpartyworks@uglregionallinx.com.au

Wish you all the best.

Jennifer Evans

From: Jackson Cox <Jackson.Cox@graincorp.com.au>
Sent: Tuesday, 20 August 2024 9:07 AM
To: Baris Aslan
Cc: Marley Brown; Brad Muller; Jane bai
Subject: RE: Houghton Road - Irrigation Way Intersection Upgrade

Hi Baris,

Thanks for providing the SOW and plans etc. GrainCorp has no objection to the proposed upgrades are consent to these works taking place.

Many thanks
Jackson

From: Baris Aslan <Baris.Aslan@acenergy.com.au>
Sent: Friday, July 26, 2024 4:11 PM
To: Jackson Cox <Jackson.Cox@graincorp.com.au>
Cc: Marley Brown <marley.b@acenergy.com.au>; Brad Muller <bmuller@graincorp.com.au>; Jane bai <Jane.bai@acenergy.com.au>
Subject: RE: Houghton Road - Irrigation Way Intersection Upgrade

Some people who received this message don't often get email from baris.aslan@acenergy.com.au. Learn why this is important

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Proceed with caution and report email if suspicious

Hi Jackson,

Hope you are well.

Sorry for the delay, we wanted gather as much information as possible for GrainCorp's convenience. Attached will the excavation plan and stormwater plan for the road upgrade for Irrigation Way- Houghton Road intersection.

Indicative details for road upgrade works:

- Construction to commence in September-October 2025 (aligns with our current timeline)
- Road upgrade works will go on for approx. 3 weeks.
- We will avoid GrainCorp's peak period (November-December) to minimize disruption
- We have been advised from a road construction company that it is possible to keep the road open whilst doing road upgrade works (1 lane open etc.)

For the SOW, please see excavation and stormwater plan attached. It will indicate the cut and fill sections of the road by colour (see legend). The stormwater plan is in the same pdf, which will involve mainly grading and extension of the culverts to align with the road upgrade.

Let me know if this is sufficient or if you have any questions, happy to assist. Have a good weekend!

Best Regards,

Baris Aslan | Graduate Project Development Engineer

ACENERGY Pty Ltd
Level 3, 689 Burke Road, Camberwell, 3124, VIC
O: +61 3 9813 2307
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W: https://www.acenergy.com.au/

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From: Jane bai <Jane.bai@acenergy.com.au>
Sent: Wednesday, July 24, 2024 10:13 AM
To: Jackson Cox <Jackson.Cox@graincorp.com.au>; Marley Brown <marley.b@acenergy.com.au>; Brad Muller <bmuller@graincorp.com.au>; Baris Aslan <Baris.Aslan@acenergy.com.au>
Subject: Re: Houghton Road - Irrigation Way Intersection Upgrade

Hi Jackson,

Hope you are doing well this week.

Please note we are still waiting for a consultant response before finalising road construction timeline. We will reply to your queries as soon as practicable. Your patience is much appreciated.

Best Regards,

Jane Bai | Senior Project Development Engineer

ACENERGY Pty Ltd

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E: jane.bai@acenergy.com.au

W: https://www.acenergy.com.au/

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From: Jane bai <Jane.bai@acenergy.com.au>
Sent: Thursday, July 11, 2024 2:30 PM
To: Jackson Cox <Jackson.Cox@graincorp.com.au>; Marley Brown <marley.b@acenergy.com.au>; Brad Muller <bmuller@graincorp.com.au>; Baris Aslan <Baris.Aslan@acenergy.com.au>
Subject: Re: Houghton Road - Irrigation Way Intersection Upgrade

Hi Jackson,

Your request is well noted. We anticipate to work out a high-level timeline for road construction next week, and will answer your questions fully then. 🙄

Best Regards,

Jane Bai | Senior Project Development Engineer

ACENERGY Pty Ltd

Level 3, 689 Burke Road, Camberwell, 3124, VIC

O: +61 3 9813 2307

M: +61 468 673 543
E: jane.bai@acenergy.com.au

W: https://www.acenergy.com.au/

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From: Jackson Cox <Jackson.Cox@graincorp.com.au>
Sent: Monday, July 8, 2024 4:33 PM
To: Marley Brown <marley.b@acenergy.com.au>; Brad Muller <bmuller@graincorp.com.au>
Cc: Jane bai <Jane.bai@acenergy.com.au>
Subject: RE: Houghton Road - Irrigation Way Intersection Upgrade

Hi Marley ,

I have reviewed the plans initially, however did not see any scope of works? We would require a detailed SOW to review exactly what is occurring in terms of the upgrades, proposed time frames, disruptions (if any) to our operations etc..

Also just confirming if any of these works would take place on GrainCorp land or just the road?

Many thanks
Jackson

Jackson Cox

Property and Contracts Coordinator

M: +61 477 662 103
E: Jackson.Cox@graincorp.com.au



graincorp.com.au
Level 20, Tower 2, International Towers, 200 Barangaroo Avenue
Barangaroo 2000 NSW AUS

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From: Marley Brown <marley.b@acenergy.com.au>
Sent: Monday, July 8, 2024 4:18 PM
To: Brad Muller <bmuller@graincorp.com.au>; Jackson Cox <Jackson.Cox@graincorp.com.au>
Cc: Jane bai <Jane.bai@acenergy.com.au>
Subject: Re: Houghton Road - Irrigation Way Intersection Upgrade

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Hi Brad and Jackson,

Just touching base to see if you've had a chance to review this one?

Cheers,

Marley Brown

Project Development Officer

ACENERGY Pty Ltd

Lvl 3, 689 Burke Road, Camberwell, 3124, VIC

O: +61 3 9813 2307

M: +61 482 718 838
E: marley.b@acenergy.com.au

W: https://www.acenergy.com.au/

**Important Note: The details of any projects being developed by ACEnergy are confidential. They must not be distributed to any third party without the written consent of ACEnergy*

From: Marley Brown
Sent: Wednesday, June 26, 2024 3:25 PM
To: Brad Muller <bmuller@graincorp.com.au>; Jackson Cox <Jackson.Cox@graincorp.com.au>
Cc: Jane bai <Jane.bai@acenergy.com.au>
Subject: Houghton Road - Irrigation Way Intersection Upgrade

Hi Brad and Jackson,

I hope you're both well. We are again seeking Graincorp's consent.

We noted in our last correspondence that you have given consent for ACEnergy to use the Houghton Rd section provided no upgrades to the road within TAHE land. However, we are writing to notify that there are now to be proposed upgrade works within TAHE Lot 1 DP 931848 and TAHE Lot 1 DP1072592 as per the drawings provided. Such works are necessary for satisfying TfNSW's requirements based on previous project's experience.
Once completed this will be allow for a lot more traffic flow and less interruption to your trucks.


_SHARED FOLDER WITH GRAINCORP
Files shared:

- 230136-CTP-01-03-P3.pdf - Strategic design including relevant lot numbers
- 230136-CTP-01-P3_external.zip - Strategic design in CAD
- 230136-SKT-01-11-P3.pdf - Swept path assessment

Please review the data room and let me know if you have any questions, once again, thanks in advance for your time.

Kind regards,

Marley Brown

Project Development Officer

ACENERGY Pty Ltd

Lvl 3, 689 Burke Road, Camberwell, 3124, VIC

O: +61 3 9813 2307

M: +61 482 718 838
E: marley.b@acenergy.com.au

W: https://www.acenergy.com.au/

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Kind Regards,

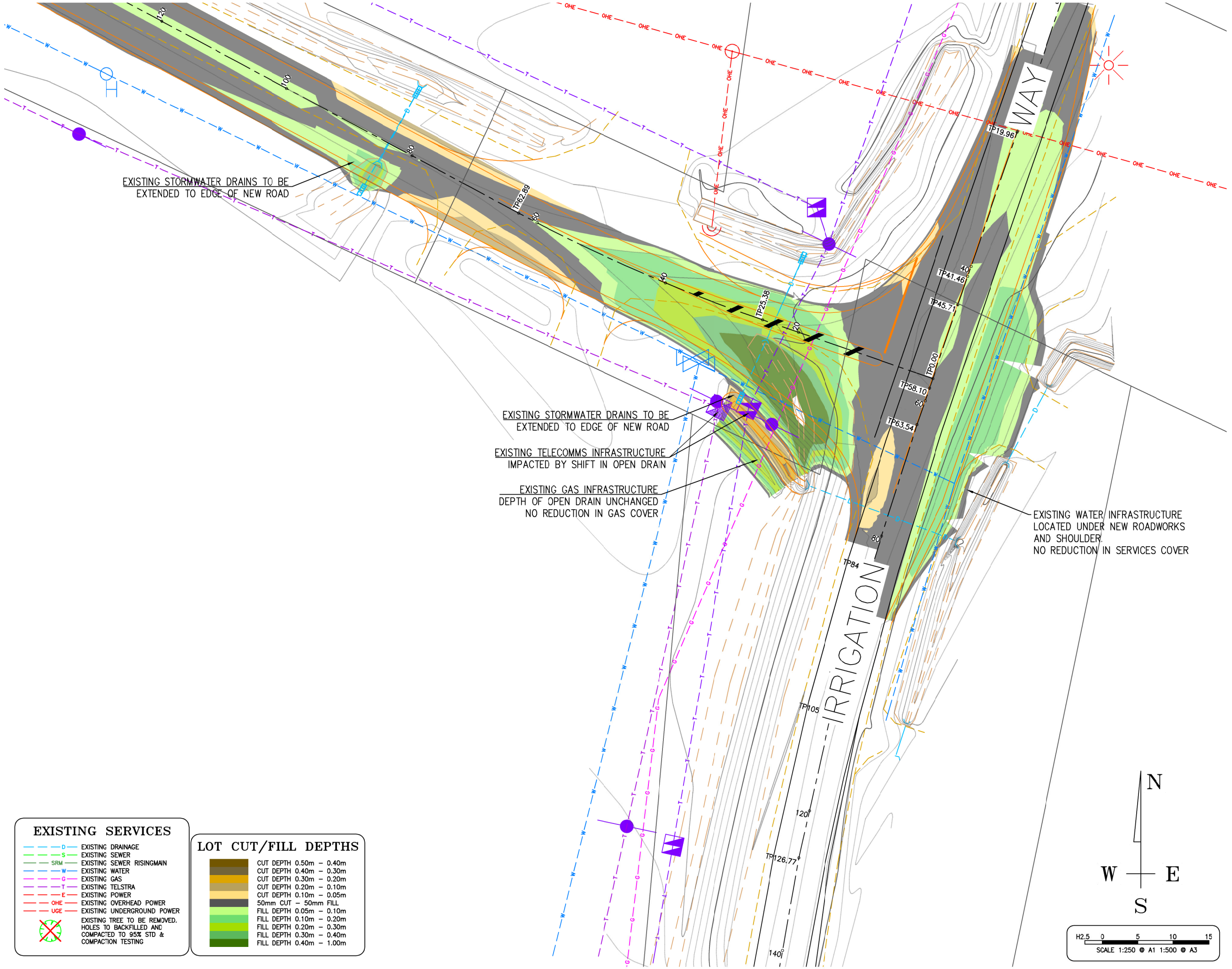
Affan Adil Khan
Development Manager
Transport
UGL Regional Linx Pty. Ltd.

161 Kite Street | Orange NSW 2800 | Australia
Direct: 0438465310
Email: affanadil.khan@uglregionallinx.com.au

Web: www.uglregionallinx.com.au

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EXISTING SERVICES

- D — EXISTING DRAINAGE
- S — EXISTING SEWER
- SRM — EXISTING SEWER RISINGMAIN
- W — EXISTING WATER
- G — EXISTING GAS
- T — EXISTING TELSTRA
- E — EXISTING POWER
- OHE — EXISTING OVERHEAD POWER
- UGE — EXISTING UNDERGROUND POWER

EXISTING TREE TO BE REMOVED. HOLES TO BACKFILLED AND COMPACTED TO 95% STD & COMPACTION TESTING

LOT CUT/FILL DEPTHS

- CUT DEPTH 0.50m – 0.40m
- CUT DEPTH 0.40m – 0.30m
- CUT DEPTH 0.30m – 0.20m
- CUT DEPTH 0.20m – 0.10m
- CUT DEPTH 0.10m – 0.05m
- 50mm CUT – 50mm FILL
- FILL DEPTH 0.05m – 0.10m
- FILL DEPTH 0.10m – 0.20m
- FILL DEPTH 0.20m – 0.30m
- FILL DEPTH 0.30m – 0.40m
- FILL DEPTH 0.40m – 1.00m

223155 HOUGHTON RD YANCO NSW

ENGINEERING LAYOUT PLAN

Premise
Riverina
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PHONE: (02) 6058–0100
64 HAMMOND AVE, WAGGA WAGGA
PHONE: (02) 6921–3312
3/15 FORD STREET, WANGARATTA
PHONE: (03) 5721–5688
WWW.PREMISE.COM.AU
ALBURY@PREMISE.COM.AU

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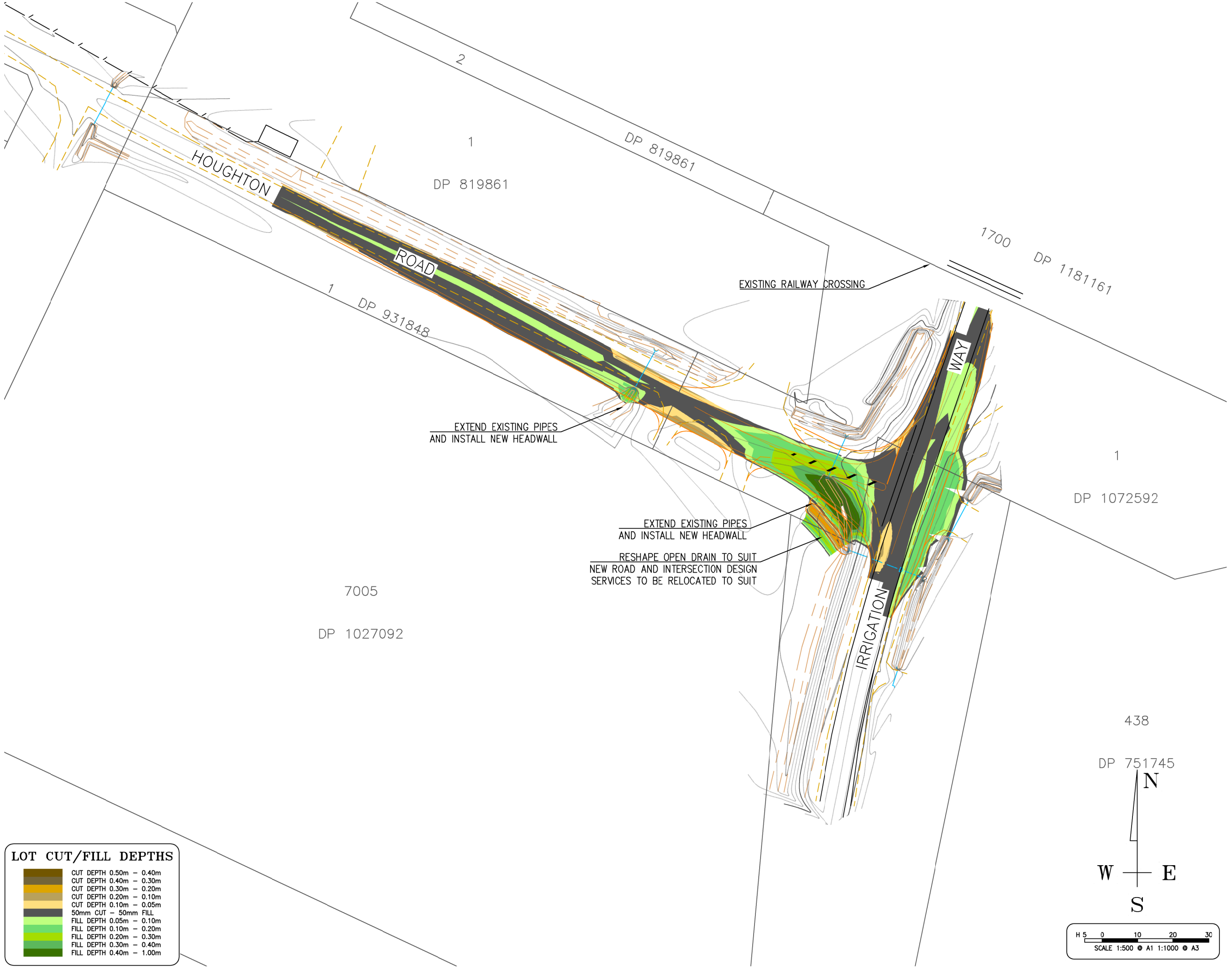
AUTHORITY APPROVED:

DATUM:	DRAWN:	DATE:
A.H.D	MG	JULY–2024

PROJECT No: P223155 **REV: D**

SHEET 01 OF 04 A1

FILE PATH:– C:\12dS\data\12dSynergy\223155 Yanco BESS_15300\Eng Plans – Excavation and Drainage\Civil 3D – CSS\223155 Eng Base.dwg DATE SHEET PRINTED:– (Wednesdcy, July 24, 2024)



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- 50mm CUT – 50mm FILL
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- FILL DEPTH 0.30m – 0.40m
- FILL DEPTH 0.40m – 1.00m

223155 HOUGHTON RD YANCO NSW

EARTHWORKS CUT TO FILL PRELIMINARY ESTIMATE

Premise
Riverina
598 MACAULEY STREET, ALBURY
PHONE: (02) 6058–0100
64 HAMMOND AVE, WAGGA WAGGA
PHONE: (02) 6921–3312
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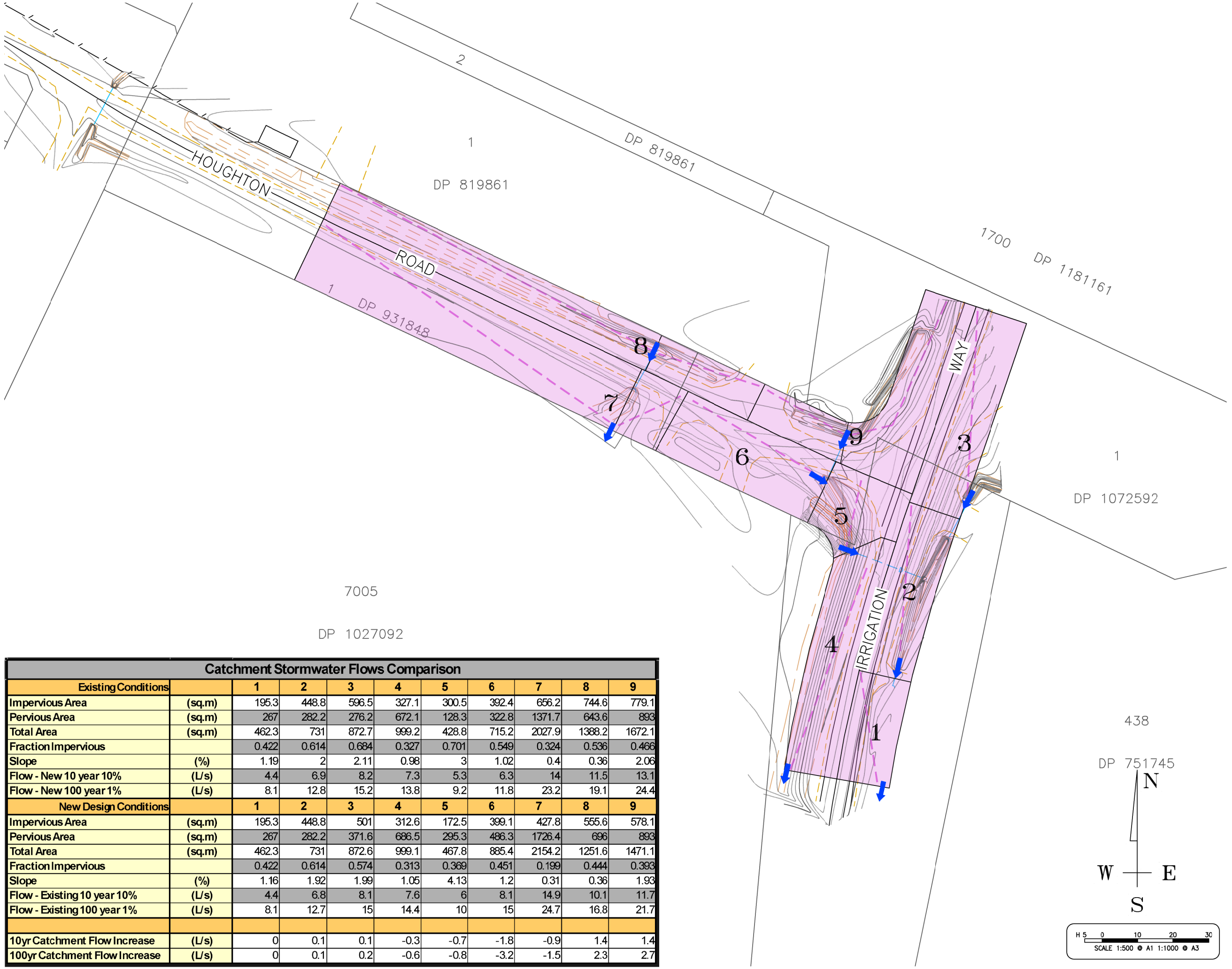
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PROJECT No: P223155 **REV: D**

SHEET 02 OF 04 A1

FILE PATH:– C:\12dS\data\12dSynergy\223155 Yanco BESS_15300\Eng Plans – Excavation and Drainage\Civil 3D – CSS\223155 Eng Base.dwg DATE SHEET PRINTED:– (Wednesdcy, July 24, 2024)



Catchment Stormwater Flows Comparison

Existing Conditions		1	2	3	4	5	6	7	8	9
Impervious Area	(sq.m)	195.3	448.8	596.5	327.1	300.5	392.4	656.2	744.6	779.1
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Total Area	(sq.m)	462.3	731	872.7	999.2	428.8	715.2	2027.9	1388.2	1672.1
Fraction Impervious		0.422	0.614	0.684	0.327	0.701	0.549	0.324	0.536	0.466
Slope	(%)	1.19	2	2.11	0.98	3	1.02	0.4	0.36	2.06
Flow - New 10 year 10%	(L/s)	4.4	6.9	8.2	7.3	5.3	6.3	14	11.5	13.1
Flow - New 100 year 1%	(L/s)	8.1	12.8	15.2	13.8	9.2	11.8	23.2	19.1	24.4
New Design Conditions		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
Impervious Area	(sq.m)	195.3	448.8	501	312.6	172.5	399.1	427.8	555.6	578.1
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Total Area	(sq.m)	462.3	731	872.6	999.1	467.8	885.4	2154.2	1251.6	1471.1
Fraction Impervious		0.422	0.614	0.574	0.313	0.369	0.451	0.199	0.444	0.393
Slope	(%)	1.16	1.92	1.99	1.05	4.13	1.2	0.31	0.36	1.93
Flow - Existing 10 year 10%	(L/s)	4.4	6.8	8.1	7.6	6	8.1	14.9	10.1	11.7
Flow - Existing 100 year 1%	(L/s)	8.1	12.7	15	14.4	10	15	24.7	16.8	21.7
10yr Catchment Flow Increase	(L/s)	0	0.1	0.1	-0.3	-0.7	-1.8	-0.9	1.4	1.4
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223155 HOUGHTON RD YANCO NSW

DRAINAGE CATCHMENT ANALYSIS PRE-DEVELOPMENT

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64 HAMMOND AVE, WAGGA WAGGA
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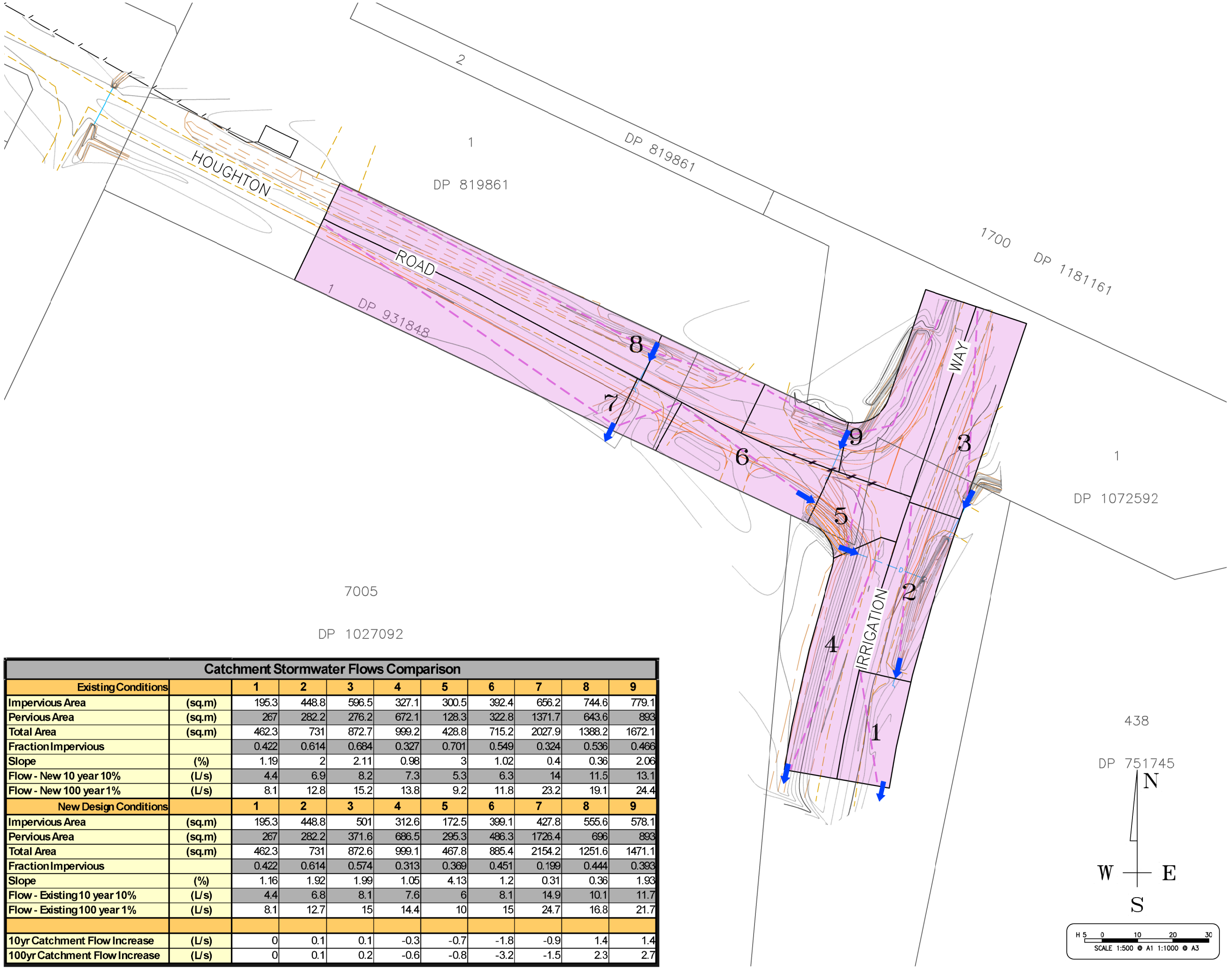
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AUTHORITY APPROVED:

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A.H.D	MG	JULY-2024

PROJECT No: P223155 REV: D

SHEET 03 OF 04 A1



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PROJECT No: P223155 | REV: D

SHEET 04 OF 04 | A1

12 February 2025

GrainCorp
100 YEARS OF GROWTH

Jane bai
Level 3, 689 Burke Road
Camberwell VIC 3124
ACEnergy
Senior Project Development Engineer
jane.bai@acenergy.com.au

Dear Jane

Letter of consent to Yanco BESS development at 120 Houghton Road, Yanco, NSW. by GrainCorp Operations Limited ACN 003 875 401

GrainCorp consents to the Yanco BESS development including the proposed intersection upgrade at Irrigation Way - Houghton Rd.

The GrainCorp Yanco site operates approximately 60 days per year during daylight hours.

Up to 40 trucks per day deliver to Yanco silos during November and December for wheat harvest to a total of ~200 trucks. These days are generally not consecutive as a rain event could cease production for up to a week and concurrent rain events add more time. Each truck uses Houghton Road 3 times during each delivery (once on arrival, once after tipping and once on exit). The same total for March to September for Maize harvest. Maximum 40 trucks per day, spread over a longer period.

There are generally only three staff vehicles onsite and they should only use Houghton Road up to four times each per day on days the site is operating.

Yours sincerely,

Brad Muller
Area Manager, Griffith
GrainCorp

GrainCorp Limited
Level 28, 175 Liverpool Street
Sydney NSW 2000 Australia
PO Box A268
Sydney South NSW 1235
T +61 2 9325 9100
F +61 2 9325 9180
graincorp.com.au

ABN 60 057 186 035

Outlook

RE: Yanco BESS - Enquiry on Yanco Sportsground Game Days

From Chris Lashbrook <chrisl@leeton.nsw.gov.au>
Date Thu 1/23/2025 4:34 PM
To Jane bai <Jane.bai@acenergy.com.au>

Hi Jane,

The first game at Yanco is on 27th April 2025 – and runs through to 24th August 2025.

Generally every second weekend.

Chris Lashbrook | Manager Roads & Drainage | **Leeton Shire Council**
P: +61 269 530 934 | **E**: chrisl@leeton.nsw.gov.au | www.leeton.nsw.gov.au
23-25 Chelmsford Place, Leeton NSW 2705



Consider the environment. Please don't print this e-mail unless really necessary.

From: Jane bai <Jane.bai@acenergy.com.au>
Sent: Thursday, 23 January 2025 4:01 PM
To: Chris Lashbrook <chrisl@leeton.nsw.gov.au>
Subject: Re: Yanco BESS - Enquiry on Yanco Sportsground Game Days

Hi Chris,

Thanks for your reply. Can you clarify further in which months are the weekend games likely to be held?

Best Regards,

Jane Bai | Senior Project Development Engineer

ACENERGY Pty Ltd

Level 3, 689 Burke Road, Camberwell, 3124, VIC

O: +61 3 9813 2307

M: +61 468 673 543
E: jane.bai@acenergy.com.au

W: https://www.acenergy.com.au/

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From: Chris Lashbrook <chrisl@leeton.nsw.gov.au>
Sent: Thursday, January 23, 2025 1:58 PM
To: Jane bai <Jane.bai@acenergy.com.au>
Subject: RE: Yanco BESS - Enquiry on Yanco Sportsground Game Days

Hi Jane,

I have conversed with the Manager Open Space & Rec regarding the Yanco Sportsground site.

He said there is infrequent use during weekdays, usually afternoons and nights, with 8 to 10 Sunday held weekend games for Rugby League.

He stated the traffic from the Yanco Sportground would be insignificant in real terms.

Chris Lashbrook | Manager Roads & Drainage | **Leeton Shire Council**
P: +61 269 530 934 | **E**: chrisl@leeton.nsw.gov.au | www.leeton.nsw.gov.au
23-25 Chelmsford Place, Leeton NSW 2705



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From: Jane bai <Jane.bai@acenergy.com.au>
Sent: Thursday, 23 January 2025 12:12 PM
To: Chris Lashbrook <chrisl@leeton.nsw.gov.au>
Cc: Leeton Shire Council <Leeton_Shire_Council@leeton.nsw.gov.au>
Subject: Yanco BESS - Enquiry on Yanco Sportsground Game Days

Hi Chris,

Hope this email finds you fully recharged and joyful after the new year break!

Thank you for providing important advice on our proposed Yanco BESS development last year. We are writing to provide an update and seek some information.

Yanco BESS' development application is in progress and Public Exhibition has been completed. We are now preparing a response to various government agency. TfNSW made the following request:

Identify mitigation measures to avoid construction traffic during Yanco Sporting Field game days.

We presume that they are referring to 'Yanco Sportsground'. Could Council advise typical game days over a year to help us plan for mitigation measures?

Given the time sensitive nature of a requested response to TfNSW, we would highly appreciate it if we can receive a reply tomorrow. This will help us update the TIA by the end of next week.

Thank you!

Best Regards,

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**Important Note: The details of any projects being developed by ACEnergy are confidential. They must not be distributed to any third party without the written consent of ACEnergy.*

APPENDIX D

DETAILED RESPONSE TO PUBLIC SUBMISSIONS

Table 10 - Detailed response to public submissions

Issue	Ref.	Submission matter	Response
Project lifespan	PS1	Dear Contact Planner, Save our Surroundings objects to the Yanco BESS for the following reasons: 1. The Proponents of other BESS projects have stated in their EIS that the "Disadvantages of batteries include their relatively limited life,	The BESS has an anticipated lifespan of 23 years and will contribute to the NSW Government's three objectives for the electricity system: reliability, affordability and sustainability.
Contamination	PS1	potential hazardous material construction, and sensitivity to climatic conditions." We agree.	The operation and monitoring of the BESS will be mitigated through an adopted Construction Environmental Management and Monitoring Plan. This plan will identify any residual issues requiring mitigation during operation, with a focus on hazards, environmental monitoring and ongoing noise monitoring to ensure compliance with adopted criteria. Standard conditions of consent are also expected with relation to the preparation of an overarching environmental management strategy together with appropriate sub-plans. The applicant has no objection to this standard approach and commits the timely preparation of these documents, which will be subject to DPHI and regulatory acceptance and public publication.
Waste management	PS1	The simultaneous replacement of the batteries and the upgrades to equipment are frequent and very costly. The initial capital cost, very high operating/replacement costs, the energy losses, the funding costs, the profit margin and the	While the Yanco BESS project is primarily privately funded, the applicant has applied for the Capacity Investment Scheme (CIS), which, if successful, would involve government investment. However, such funding is awarded based on rigorous criteria, including the project's financial viability, grid integration, and operational

Issue	Ref.	Submission matter	Response
		decommissioning, disposal and rehabilitation costs all have to be recovered from the difference in buying electricity and selling electricity.	efficiency. The CIS is designed to support projects that provide the best return on investment for taxpayers by improving the overall efficiency and resilience of Australia's energy system. This ensures that public funds are directed toward initiatives that provide maximum value while minimising the financial burden on State and Federal budgets. Costs associated with the replacement of batteries, upgrades to equipment and ongoing maintenance, decommissioning, disposal and rehabilitation costs have been accounted for and borne by either the Applicant in full or a combination of private and government funds.
Public funds	PS1	The BESS does not generate electricity and only puts 70 - 80% back into the grid of what it took out to be charged. It is therefore a significant net consumer of electricity. If the project qualifies for subsidies this may offset some of the BESS costs, but it will increase the burden on State and Federal budgets.	While the Yanco BESS project is primarily privately funded, the applicant has applied for the Capacity Investment Scheme (CIS), which, if successful, would involve government investment. However, such funding is awarded based on rigorous criteria, including the project's financial viability, grid integration, and operational efficiency. The CIS is designed to support projects that provide the best return on investment for taxpayers by improving the overall efficiency and resilience of Australia's energy system. This ensures that public funds are directed toward initiatives that provide maximum value while minimising the financial burden on State and Federal budgets.
Cost of living	PS1	Obviously, all these costs increase the overall electricity system cost, which is passed onto the consumers and taxpayers. South Australia has no coal-fired power stations, over 70% of its capacity is wind and solar and it	The project aligns with the NSW Electricity Strategy by driving private investment into renewable energy generation and expanding BESS energy storage capacity. The BESS will contribute to reducing electricity costs within the National Electricity Market (NEM), while enhancing the system's

Issue	Ref.	Submission matter	Response
		has one of the world's biggest BESS works yet it has the highest retail electricity prices in Australia and globally. The other states in the NEM are also catching up fast as they close down more of their coal-fired power plants.	resilience as coal-fired power stations are progressively phased out over the next 23 years. Although the transition to renewable energy requires significant private investment, this project aims to stabilise and eventually reduce long-term electricity prices through improved storage and energy security.
Applicant viability	PS1	Will the Proponent's project remain viable if Lithium battery prices continue to increase? Will the Proponent's project remain viable when large and/or small nuclear reactors (SMRs) enter the market as they must, based on current overseas experiences? Will the Proponent's project remain viable if there is little or no excess electricity available? Will the Proponent's project remain viable if replacement batteries are in short supply due a shortage of battery materials, such as Lithium or supply chain interruptions? When the Proponent states its BESS will stabilise wholesale prices implying retail prices will fall too, despite the contrary experience of multiple countries, such as Germany?	This is outside the scope of the Environmental Impact Statement.

Issue	Ref.	Submission matter	Response
Reliability	PS1	2. BESS capacity degradation refers to the reduction in the maximum energy storage capacity of a BESS over time. It is primarily caused by factors such as battery ageing, chemical degradation, cycling (charge/discharge), and environmental conditions. This means if the BESS is 100MWh at zero and after two years the degradation will be 90% this will bring the BESS capacity to 90MWh. For the Proponent's proposed BESS by year 10 the BESS would be expected to be around 76% of original energy capacity. This implies not only a significant fall in electricity provided to the NEM by the BESS but also significant falls in BESS revenue. Does the degradation rates mean that the revenue from the BESS will continue to fall every year until it is uneconomic? Does it mean the BESS will need equivalent price increases each year so as to recover its significant costs and/or need replacing by year 10? How will the NEM make up the electricity shortfall that this and other BESS works inevitably cause as they degrade?	The BESS project aligns with the NSW Electricity Strategy, contributing to the state's renewable energy goals while supporting grid stability and reliability. While the BESS is expected to experience some capacity degradation over time, regular maintenance will see its anticipated lifespan of 23 years will continue to provide value to the electricity network. Regular maintenance during the BESS lifespan will ensure that the project will still play a critical role in balancing supply and demand, particularly as the NEM transitions toward a greater reliance on renewable energy sources. To address potential impacts on revenue due to capacity degradation, technological advancements and operational strategies will optimise performance and reduce costs. These mitigation measures will ensure the continued resilience of the NEM while supporting the long-term objectives of affordability, reliability and sustainability.
Reliability	PS1	3. The BESS life is stated as up to 23 years. How does the Proponent justify this claim when all the batteries and inverters, which are the majority components of a BESS, have to be replaced at least two to three times over this 23	The 23-year lifespan for the BESS is based on the expected operational life of the system, which includes both the battery and inverter components. While individual batteries and inverters may require replacement or refurbishment over the course of the system's lifespan due to wear from charge/discharge cycles, the BESS as a

Issue	Ref.	Submission matter	Response
		years period, assuming just one charge/discharge cycle a day?	whole is designed to operate for up to 23 years with regular maintenance and component replacement. This lifespan is consistent with industry standards for large-scale storage systems, which factor in periodic upgrades and replacements of key components to ensure continuous performance. Throughout its operational life, the BESS will continue to contribute to the reliability and stability of the electricity grid, facilitating the management of renewable energy fluctuations. This aligns with the NSW Electricity Strategy, which seeks to enhance grid resilience while supporting the transition to a sustainable energy future. The project also contributes to achieving the NSW Government's objectives of affordability, reliability, and sustainability in the energy sector.
Project lifecycle	PS1	4. Lack of data and research. There is very little research into the life-cycle of BESS works, especially under the harsh conditions found in regional Australia, as stated by TWAICE, as follows:"Energy storage system projects are designed with an outlook into the overall lifetime of the battery, and the fact that the battery will perform at a certain level during this time. However, unlike in the mobility sector, energy storage system designers do not have access to a lot of data from the field that indicates how the battery will behave under different conditions in the future. Additionally, energy market regulations and rules are changing, sometimes unforeseeable, and hence not all future use cases can be	The lithium-ion battery technology at the core of the BESS project has a long history of successful application across various sectors, including consumer electronics, electric vehicles, and grid-scale energy storage. Over the years, extensive knowledge and expertise have been amassed, supporting the development and deployment of reliable utility-scale energy storage solutions. This project benefits from these accumulated insights, adapting them to meet the specific challenges presented by the Australian environment. The BESS is engineered for a 23-year operational lifespan, with a focus on regular maintenance schedules and component replacements to ensure consistent performance. The design incorporates advanced monitoring tools and predictive analytics, facilitating proactive maintenance and ensuring the system effectively meets regional energy needs over time.

Issue	Ref.	Submission matter	Response
		anticipated."Therefore, there are valid concerns that regional people have about industrial scale BESS works, whether stand alone or as part of an industrial wind or solar electricity generating works. It is the regions of NSW, Queensland and Victoria where Renewable Energy Zones have been declared and these massive industrial developments are proliferating.	The project aligns with the NSW Electricity Strategy, enhancing reliability, affordability, and sustainability. The BESS project is committed to responsible site management throughout its lifecycle. At the conclusion of its operational phase, a comprehensive decommissioning and rehabilitation plan will ensure the site is restored in an environmentally responsible manner.
Amenity	PS1	It is the residents of the regions that have their lives disrupted for decades, their amenity destroyed,	The construction of the BESS is anticipated to take approximately 8 months, with activities conducted during standard construction hours (7 am to 6 pm Monday to Friday, 8 am to 1 pm on Saturdays, no work on Sundays or public holidays). Inaudible tasks may occur outside these hours as per noise protocol. Noise mitigation measures, including a noise attenuation barrier, will be in place to ensure compliance with the Noise Policy for Industry (EPA, 2017) for all receivers. A Visual Impact Assessment (VIA) has been conducted to evaluate the potential visual impacts, including from night lighting, and includes mitigation strategies such as noise barriers and buildings in visually recessive colours. Additionally, native vegetation screening (5 meters wide) will be planted around the perimeter, enhancing integration with the local landscape and reducing visibility of the project. Operational lighting will be minimal and not significantly impact local light levels.

Issue	Ref.	Submission matter	Response
			These measures aim to mitigate potential disruptions to regional amenity and ensure the project blends with its surroundings.
Employment	PS1	their jobs lost,	The Social Impact Assessment (bd infrastructure, 2024) identifies that during the peak of construction, the project would generate up to 70 jobs, which would positively contribute to the local economy. Where possible, local workers would be employed, however the nature of the some of the work, and the quantity of workers required, may result in out of area workers being employed. Ongoing, 5 full time jobs will be created for the ongoing operation and maintenance of the site. This would result in a positive impact for the local economy and provides training/value add opportunities for local workers.
Traffic impacts	PS1	their roads damaged, their travel times extended,	The Traffic Impact Assessment (Trafficworks, 2024) estimates that the peak construction traffic will consist of 25 light vehicles and 1 heavy vehicle during an 8-month period, with operational traffic peaking at 5 light vehicles per hour. To mitigate traffic impacts, intersections on Houghton Road/Hulme Road and Irrigation Way/Houghton Roads will be upgraded, and a traffic management plan will be implemented to prevent heavy vehicles from arriving and departing simultaneously, reducing disruptions.

Issue	Ref.	Submission matter	Response
			These measures are designed to alleviate congestion, improve road safety and ensure smoother transportation for the local community. Notably, the SIDRA analysis in the TIA reveals that the intersection of Houghton Road and Irrigation Way will operate well within capacity, with minimal queuing and delays expected during construction. The Social Impact Assessment (bd infrastructure, 2024) further suggests that the impact on local roads will be of low significance, with minimal long-term effects.
Hazards	PS1	their properties put at risk,	The Preliminary Hazard Analysis (Riskcon, 2024) identifies that the design of the BESS incorporates multiple safety measures to mitigate risks to nearby properties. In response to the Victorian Big Battery (VBB) fire, design improvements have been made, including metal vents, metallic mesh shielding, and strategic placement of vents to prevent the spread of fire. The internal layout of the BESS also ensures appropriate separation distances to reduce the risk of incident propagation. The batteries are equipped with advanced safety features such as shut-down separators, tear-away tabs, and pressure relief vents to prevent thermal runaway and other failures. These features ensure that the potential for incidents during normal operation is low, with risks primarily limited to manufacturing faults or battery damage. Additionally, the batteries are housed within modules in a fenced area, reducing the likelihood of damage that could initiate an incident. The development footprint is not mapped as bushfire prone land, however vegetation and topography on and surrounding the site

Issue	Ref.	Submission matter	Response
			puts the site at risk of a bushfire threat. A detailed Bushfire Assessment Report, prepared by accredited bushfire consultants (Cool Burn Pty Ltd), has evaluated potential risks and mitigation strategies to ensure the safety of the site and the surrounding community. To minimise risk, the project will implement comprehensive bushfire mitigation measures, including a 10-metre Asset Protection Zone (APZ) around all infrastructure, regular vegetation management, dedicated on-site water supply for firefighting, and emergency response planning. The site's flat terrain and surrounding agricultural land further reduce the intensity and spread of potential fires. Additionally, construction materials and design standards will align with fire safety requirements, ensuring the facility does not increase bushfire risk. These measures will be maintained for the life of the project, in line with NSW Rural Fire Service (RFS) guidelines.
Biodiversity	PS1	their wildlife diminished,	The Biodiversity Development Assessment Report (BDAR, Habitat Environmental Services, 2025) identifies that the site has low to negligible likelihood of supporting threatened flora or highly mobile fauna species. The habitat is considered highly degraded and it is unlikely that the site plays a significant role in the long-term survival of any threatened species. Opportunistic surveys identified a group of Superb Parrots foraging in nearby woodland, but the site does not contain breeding habitat for this species. The development will result in the removal of 0.51 ha of low-condition woodland, which serves as foraging habitat but not

Issue	Ref.	Submission matter	Response
			breeding habitat. Given the lack of habitat connectivity in the area, the impact on fauna movement is expected to be negligible.The site does not contain aquatic features, and therefore, the project is unlikely to impact water quality or aquatic habitats. Mitigation measures including ongoing monitoring and avoidance of aquatic habitats to address any potential indirect impacts on the local biodiversity.

Issue	Ref.	Submission matter	Response
Health impacts	PS1	their health at risk and their lives put at risk	The Preliminary Hazard Analysis (PHA, Riskcon, 2024), prepared in accordance with the Hazard Industry Planning Advisory Paper No. 4 - Risk Criteria for Land Use and Safety Planning, Hazard Industry Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis (DOP, 2011), and Multi-Level Risk Assessment (DOP, 2011), identified that the potential health risks from electromagnetic fields (EMF) are minimal. With the closest residence located over 200 meters from the BESS and EMF exposure levels remaining well below the 2,000 mG threshold for prolonged exposure, the impact on the health and wellbeing of nearby residents is considered negligible. The EIS also addresses the safety of the BESS, particularly in relation to battery faults and potential fire risks. In response to the Victorian Big Battery (VBB) fire, the Yanco BESS has been designed with enhanced safety features, including metal vents, metallic mesh shielding, and strategically placed vents to prevent the spread of fire. The internal layout also includes required separation distances between sub-units to prevent incident propagation. Li-ion batteries used in the BESS are equipped with safety features to prevent overcharging, overheating, and thermal runaway. These include shut-down separators, pressure relief vents and thermal interrupts, which minimise the risk of incidents. Given the protective measures, the likelihood of thermal runaway occurring in normal operations is very low, with risks limited to manufacturing defects or physical damage to the batteries. The analysis also reviewed the potential for toxic by-products from combustion, such as carbon dioxide, carbon monoxide, and fluoride

Issue	Ref.	Submission matter	Response
			gases, and determined the likelihood of an initiating event to be very low. Regarding bushfire risk, while the site is not mapped as bushfire-prone land, its vegetation and topography present some risk. The applicant will implement the mitigation measures outlined in the Bushfire Assessment Report (Cool Burn, 2024) to minimise this threat. Overall, the project will have a low impact on health, safety and the environment.

Issue	Ref.	Submission matter	Response
Fire hazard	PS1	What we do know already is that the Lithium-ion batteries: are classed as hazardous materials and require special handling and operation under temperature controlled conditions; catch/cause fires;	The Preliminary Hazard Analysis (PHA, Riskcon, 2024), prepared in accordance with the Hazard Industry Planning Advisory Paper No. 4 - Risk Criteria for Land Use and Safety Planning, Hazard Industry Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis (DOP, 2011), and Multi-Level Risk Assessment (DOP, 2011), addresses the safety concerns associated with Lithium-ion batteries. Regarding the risk of fires, the Yanco BESS design incorporates several safeguards to mitigate such hazards. Drawing on lessons from the VBB incident, the batteries to be used for the Yanco BESS will ensure the has been designed to inclusion of metal vents rather than plastic, as well as metallic mesh shielding, and placement of the vents so that they are will not be located above battery packs within the BESS containers. Li-ion batteries used in the BESS are designed with safety features to prevent overheating, excessive discharge, and thermal runaway. These features include shut-down separators, tear-away tabs, pressure relief vents and thermal interrupts. The batteries are contained within modules inside a fenced area, which minimises the likelihood of physical damage and the potential for incidents which will be mitigated with regular ongoing maintenance.

Issue	Ref.	Submission matter	Response
Emissions	PS1	emit toxic smoke when on fire; fires are chemical reactions and so are extremely difficult to extinguish;	To address the risks associated with fires and toxic smoke emissions, the BESS incorporates several safety features designed to prevent thermal runaway, such as shut-down separators, pressure relief vents, and thermal interrupts. The internal layout of the BESS has been designed with adequate separation distances between sub-units to prevent incident propagation. The likelihood of such incidents occurring is considered low under normal operational conditions, with safeguards in place to prevent overcharging, excessive discharge, and battery damage. State-of-the-art fire suppression systems and safety protocols, including the use of metal vents and metallic mesh shielding, following lessons learned from the Victorian Big Battery (VBB) incident, have been integrated into the BESS design to rapidly detect and respond to any thermal incidents. This includes advanced monitoring systems capable of early detection and suppression systems that are specifically designed to manage and contain thermal events swiftly. In the unlikely event of thermal runaway or a fire, the emissions would predominantly be carbon dioxide and carbon monoxide. The specific battery product selected for this project does not contain fluoride gases or toxic and harmful substances prohibited by the European Union. Therefore, the risk of producing toxic by-products is unlikely to be significant.

Issue	Ref.	Submission matter	Response
Fire hazard	PS1	increase the danger to fire-fighters;	To mitigate the increased risk to fire-fighters, the Yanco BESS has been designed with several fire prevention and containment measures. These include safety features such as metal vents, metallic mesh shielding, carefully planned separation distances between battery sub-units, and non combustible fire breaks all of which help to limit the potential spread of any fire. Furthermore, The applicant will ensure that mitigation measures outlined in the Bushfire Assessment Report (Cool Burn, 2024) will be implemented, and where relevant maintained to mitigate danger to fire-fighters.
Slavery & supply chain issues	PS1	probably involve slavery to mine materials;	As part of its contracting process, the applicant will communicate its' Anti-Modern Slavery Policy to all third-party suppliers and contractors, requiring compliance with anti-slavery laws and regulations. The applicant is committed to developing a responsible sourcing program ensuring the supply chain is ethical and adheres to the Australian Modern Slavery Act 2018.
Origin	PS1	almost exclusively made by the world's highest CO2e emitter;	This is outside the scope of the Environmental Impact Statement.
Reliability	PS1	will periodically require recharging from the grid, which increases demand on the grid; require much more input energy than they can deliver to the grid;	The BESS operates on strategic charging and discharging patterns. It primarily charges when electricity demand is low or when there is a surplus of renewable energy generation, such as during periods of high solar or wind production. This ensures that it does not contribute significantly to peak demand on the grid. Conversely, the BESS discharges energy during periods of high demand, providing power back to the grid and easing pressure during peak usage times.

Issue	Ref.	Submission matter	Response
			Further, the proposed BESS will help improve the reliability and stability of the electrical grid, supporting the NSW Government's goals for reliability, affordability and sustainability. By enhancing storage capacity, the BESS will better balance electrical demand and supply, addressing fluctuations that are expected to increase as the state transitions to more sustainable and renewable energy sources. This aligns with the objectives of the NSW Climate Change Policy Framework (NSW, 2016), contributing to lower emissions and increased resilience to climate change.
Cost of living	PS1	are resource intensive; are very costly to produce; increase electricity costs,	While the Yanco BESS project is primarily privately funded, the applicant has applied for the Capacity Investment Scheme (CIS), which, if successful, would involve government investment. However, such funding is awarded based on rigorous criteria, including the project's financial viability, grid integration, and operational efficiency. The CIS is designed to support projects that provide the best return on investment for taxpayers by improving the overall efficiency and resilience of Australia's energy system. This ensures that public funds are directed toward initiatives that provide maximum value while minimising the financial burden on State and Federal budgets. The project is in accordance with the NSW Electricity Strategy, providing private investment into renewable energy generation and an increase in BESS storage capacity that will help reduce cost of electricity into the National Electricity Market (NEM).

Issue	Ref.	Submission matter	Response
Waste management	PS1	are environmentally damaging to produce; have much shorter lives than the electricity generators; do not recycled easily; are costly to recycle and dispose of;	The construction phase will involve waste management practices in line with an adopted waste management plan, focusing on recycling materials where possible and disposing of waste as needed. Similarly, waste during the decommissioning phase will be managed through waste avoidance, reuse, and proper disposal. A comprehensive decommissioning and rehabilitation plan, including waste management procedures, will be prepared and for approval by regulators prior to decommissioning. The principles guiding the preparation of a future waste management plan are outlined in **0**.
Location	PS1	typically are constructed on agricultural land;	Yes the site is zoned RU1 Primary Production. The Agricultural Land Utility Assessment (Cadeema, 2024) confirms that the BESS occupies only a small portion of the total land area, being 8 ha out of approximately 357 ha, equating to 2.24% of the larger landholding. The land selected for the development has limited agricultural value and productivity, and the project is not expected to significantly impact agricultural operations in the region. After the 23-year project lifespan, the site will be decommissioned, and efforts will be made to rehabilitate the land to its original state, minimising long-term disruption to future agricultural activities.
Reliability	PS1	only briefly supply electricity to the grid; main purpose is to stabilise voltage frequency variations caused intermittent solar and wind output, and; contain very little Australian content.	The proposed BESS will play a key role in enhancing the reliability, affordability, and sustainability of NSW's electricity system by providing storage capacity that helps balance supply and demand. Its primary function will be to stabilise voltage and frequency fluctuations experienced by the intermittent nature of solar and wind energy generation. This will ensure smoother integration of renewable energy into the grid, supporting the transition to a more sustainable energy system. The BESS will have an estimated

Issue	Ref.	Submission matter	Response
			operational lifespan of up to 23 years, contributing to the resilience of the grid and supporting the NSW Government's Climate Change Policy Framework, which focuses on reducing emissions and adapting to a changing climate.
Reliability	PS1	At this stage, the batteries are "not fit for purpose" as a near 100% backup supply of electricity to meet Australia's modern society energy needs. There are just far too many risks and issues not being considered. BESS works are being too rushed without due diligence of the short, medium and long term consequences. The precautionary principle and intergenerational equity considerations must be applied. Detailed research encompassing Australian conditions must be undertaken to fully and properly assess BESS proposals (stand alone or otherwise) before approving any more BESS works. Does the Proponent agree? If not, why not?	The proposed Battery Energy Storage System (BESS) aligns with the NSW Electricity Strategy, aiming to enhance grid reliability, affordability, and sustainability. With a lifespan of 23 years, the BESS will support the transition to renewable energy by balancing supply and demand, supporting grid stability. Consistent with the NSW Government's Climate Change Policy Framework, the BESS is contributing to lower emissions and greater resilience. The applicant emphasises that thorough assessments have been conducted to manage risks and mitigate impacts, with ongoing monitoring to address any emerging issues. The principles of ecologically sustainable development, including intergenerational equity, have been considered in the EIS. Furthermore, the project is committed to a Section 7.12 Developer Contribution to Council in alignment with the *Benefit Sharing Guideline* (DPHI, 2024), which seek to ensure that communities benefit from energy projects both now and in the future. This includes contributing to intergenerational equity by supporting initiatives that promote long-term social and environmental benefits. Regarding concerns over the adequacy of research specific to Australian conditions, the project has been subject to a wide range of detailed environmental assessments. These assessments conclude

Issue	Ref.	Submission matter	Response
			that the potential environmental impacts are limited, with minor adverse residual impacts that can be mitigated through the implementation of appropriate controls. Specific measures have been proposed during both the construction and operational phases to ensure compliance with relevant legislation, standards, and guidelines. These measures are designed to ensure that the project remains within the legal and environmental framework, minimising any long-term negative effects and maximising benefits for future generations.
Reliability	PS1	Conclusion The claims that the project will result in clean, cheaper and reliable energy generation are unsubstantiated and are contrary to the real world facts evidenced by both domestic and overseas experiences. It increases CO2e globally and the cost of NEM electricity. It therefore fails the two fundamental justifications for approval. This proposed project will do little to address the already compromised energy needs of the NEM grid, let alone, Australia. In fact, it will make it worse as evidenced by overseas experiences in recent years and our own experiences since 2021 with soaring electricity prices, blackouts, energy rationing and more business closures occurring and more predicted for years to come.	The proposed Battery Energy Storage System (BESS) supports the NSW Government's Climate Change Policy Framework (2016), which aims for net-zero emissions by 2050 and increased resilience to climate change. The development of renewable energy projects, such as the nearby Yanco and Leeton Solar Farms, necessitates energy storage and firming capacity to manage the intermittency of renewable energy generation. The BESS will improve grid reliability and stability by balancing supply and demand, addressing the expected increases in energy fluctuations as the National Electricity Market (NEM) transitions to renewable energy sources. This will support the retirement of coal generation by 2040 and reduce greenhouse gas emissions associated with conventional power plants. With an anticipated lifespan of 23 years, the BESS will contribute to the NSW Government's goals of reliability, affordability, and sustainability by improving grid stability and supporting the transition to lower-emission energy generation. The project is in line with the NSW Electricity Strategy and will facilitate private investment

Issue	Ref.	Submission matter	Response
			in the state's electricity infrastructure, helping to meet long-term energy needs and support the renewable energy transition.
Employment	PS1	The costs in net jobs,	The applicant's Social Impact Assessment (bd infrastructure, 2024) estimates that the project will generate up to 70 jobs during the peak of construction and up to 5 personnel on-site during operations for maintenance activities, which will positively contribute to the local economy. Efforts will be made to employ local workers where possible, although the nature and scale of some tasks may necessitate the employment of workers from outside the area. In addition, the project will create 5 full-time jobs for the ongoing operation and maintenance of the BESS site, providing lasting employment opportunities and offering training and skill development for local workers. This employment opportunity will continue to contribute to the local economy.
Environmental impacts	PS1	environmental damage, destruction of wildlife and habitats,	The Biodiversity Development Assessment Report (BDAR, Habitat Environmental Services, 2024) conducted in accordance with the NSW Biodiversity Assessment Method (BAM) under the *NSW Biodiversity Conservation Act 2016* (BC Act) and the *Biodiversity Conservation Regulation 2017* (BC Regulation) found that there is low to negligible likelihood of threatened flora or highly mobile threatened fauna species occurring on the site. The habitat is highly degraded, making it unlikely that the site is critical for the long-term survival of any threatened species. Although no targeted surveys were conducted due to the lack of

Issue	Ref.	Submission matter	Response
			suitable habitat, opportunistic surveys identified a group of Superb Parrots foraging in the woodland patch south of the Houghton Road - Irrigation Way intersection. However, the habitat assessment determined that the impacted vegetation zones lacked essential features like hollow-bearing trees necessary for breeding. The development will involve the removal of 0.51 ha of low-condition woodland, which serves only as foraging habitat, not breeding habitat for the Superb Parrots. The removal of this habitat is unlikely to significantly impact fauna movement due to the lack of habitat connectivity in the area. Additionally, the site does not contain natural aquatic features, so impacts on water quality or aquatic habitats are unlikely. Nevertheless, mitigation measures will be implemented to further minimise any indirect environmental impacts.
Visual impacts	PS1	visual pollution of natural landscapes,	The Visual Impact Assessment (VIA, IRIS Visual Planning + Design, 2024) for the project, prepared in accordance with relevant guidelines, assesses the potential visual impacts, including those from night lighting, on surrounding residences, scenic vistas, and key public locations. The assessment evaluates the visual effects of all project components, such as transmission lines, substations, and ancillary infrastructure, and outlines measures to mitigate these impacts. In line with the VIA recommendations, the applicant commits to using visually recessive colours (e.g., Colorbond Cottage Green, Woodland Grey, Pale Eucalypt) for noise walls and buildings to help blend these structures into the local landscape. Additionally, a 5-meter wide native vegetation screening will be established around

Issue	Ref.	Submission matter	Response
			the perimeter of the facility, consisting of two rows of trees (5 to 15 meters in height at maturity), native shrubs (1.5 to 10 meters in height at maturity), and smaller shrubs and groundcovers. These plantings will reflect the local landscape character and be arranged to maximise their screening effect. These measures aim to reduce the visibility of the project from surrounding areas, integrate it into the landscape, and enhance the local character. Regarding lighting, the facility will have minor security lighting, which will not significantly alter the prevailing light levels in the area. Therefore, the visual impact at night will be negligible.
Emissions	PS1	immediate significant increase in global greenhouse gas emissions,	The Yanco BESS project supports Australia's transition to renewable energy by enabling better integration of renewable sources into the grid, ultimately reducing reliance on fossil fuels and lowering greenhouse gas emissions. Rigorous environmental assessments have been conducted, and BESS systems are proven to displace carbon-intensive generation, contributing to long-term emissions reductions. In alignment with both state and federal climate strategies, the project will support energy decarbonisation goals, enhancing grid reliability while helping meet Australia’s net-zero targets by 2050.
Cost of living	PS1	increased cost to electricity consumers and tax payers,	While the Yanco BESS project is primarily privately funded, the applicant has applied for the Capacity Investment Scheme (CIS), which, if successful, would involve government investment. However, such funding is awarded based on rigorous criteria, including the project's financial viability, grid integration, and operational

Issue	Ref.	Submission matter	Response
			efficiency. The CIS is designed to support projects that provide the best return on investment for taxpayers by improving the overall efficiency and resilience of Australia's energy system. This ensures that public funds are directed toward initiatives that provide maximum value while minimising the financial burden on State and Federal budgets. The project is in accordance with the NSW Electricity Strategy, providing private investment into renewable energy generation and an increase in BESS storage capacity that will help reduce cost of electricity within the National Electricity Market (NEM). The project will assist in securing the NEM's resilience to power demands as coal fired power stations across the state are phased out over the next 23 years.
Traffic impacts	PS1	cumulative disruption to local communities and others along transport routes,	The Traffic Impact Assessment (Trafficworks, 2024) estimates that during peak construction, traffic generation will consist of 25 light vehicles and 1 heavy vehicle for an 8-month period. Operationally, peak traffic is expected to be minimal, with only 5 light vehicles. To manage traffic flow, intersections on Houghton Road and Irrigation Way will be upgraded, and a traffic management plan will be implemented to prevent simultaneous heavy vehicle movements, minimizing disruption to local roads. The Social Impact Assessment (bd infrastructure, 2024) identifies that the impact on local roads will be of low significance, with minimal and unlikely long-term effects. These measures are designed to reduce congestion, improve road safety, and ensure smoother transportation routes for the community.

Issue	Ref.	Submission matter	Response
Fire hazard	PS1	health and fire risks,	The Preliminary Hazard Analysis (Riskcon, 2024) identifies that health and fire risks associated with the Yanco BESS have been carefully assessed and mitigated. The design of the BESS incorporates metal vents, metallic mesh shielding, and required separation distances between sub-units to reduce the risk of incidents, particularly following lessons learned from the Victorian Big Battery (VBB) fire. Fire incidents in battery storage systems have declined dramatically in recent years due to improved technology, strict safety regulations, and industry best practices. The Yanco BESS will use lithium iron phosphate (LFP) batteries, known for their superior safety, along with advanced fire suppression and monitoring systems to minimise risk. Additionally, the batteries include standard safety features such as shut-down separators, pressure relief vents, and thermal interrupts to prevent thermal runaway, with the potential for such events being very low under normal operation.The site is located in an area not mapped as bushfire-prone land, but the surrounding vegetation and topography present some risk. To address this, the applicant will implement mitigation measures outlined in the Bushfire Assessment Report (Cool Burn, 2024) to reduce fire risks. Overall, the probability of significant health or fire-related incidents is considered unlikely, with strong safety measures in place to prevent and mitigate such risks.
Slavery & supply chain issues	PS1	possible use of slave labour,	As part of its contracting process, the applicant will communicate its' Anti-Modern Slavery Policy to all third-party suppliers and

Issue	Ref.	Submission matter	Response
			contractors, requiring compliance with anti-slavery laws and regulations. The applicant is committed to developing a responsible sourcing program ensuring the supply chain is ethical and adheres to the Australian Modern Slavery Act 2018.
National security	PS1	energy and sovereign security risk,	The Yanco BESS is designed to support the National Electricity Market (NEM) by providing firming capacity to complement the increasing levels of intermittent renewable energy generation. As coal-fired generation assets retire, the need for energy storage to support renewable energy growth becomes critical. The BESS will be connected to the Yanco Transgrid substation, operating 24/7 for approximately 23 years, contributing to the stability of the NEM across New South Wales and other states. The project will not compromise Australia's energy security. The NEM is managed by Energy Ministers, with the Australian Energy Market Commission (AEMC) setting the rules, the Australian Energy Market Operator (AEMO) overseeing daily operations, and the Australian Energy Regulator (AER) ensuring compliance. The BESS will strictly store and discharge energy to the NEM, enhancing the security and reliability of the national electricity grid without posing any sovereign security risk.

Issue	Ref.	Submission matter	Response
Decommissioning	PS1	and unfunded end-of-life costs, are just a few more reasons this project should not proceed. Taking just the foregoing into account the proposed project is "not fit for purpose" and must not be approved.	The Yanco BESS is expected to operate for approximately 23 years. At the end of its operational life, the site will be returned to its original land use, which will minimise any long-term conflict or impact on future agricultural activities. The applicant is committed to ensuring that the end-of-life process is properly managed in accordance with the decommissioning (including waste management) and rehabilitation plan, to be prepared and provided to and endorsed by regulators prior to decommissioning works commencing.
Alternative energies	PS1	Other countries now recognise these shortcomings and are now turning to better alternatives such as safe, long-life, 24/7 output electricity generation options, such as efficient low CO2 producing HELE plants, CCGT plants , nuclear reactors and in the near future small modular reactors. Regards Save Our Surroundings (SOS)	The Yanco BESS site was selected based on strategic, technical, and environmental factors, including its proximity to the existing Transgrid Substation and nearby solar farms (Leeton and approved Yanco Solar Farm). The Environmental Impact Statement (EIS) discusses feasible alternatives in Section 2.4, concluding that the selected site is the most reliable option for regulating electricity supply as the region transitions to renewable energy sources. While alternatives such as HELE plants, CCGT plants, and nuclear reactors are recognized globally, they are outside the scope of this EIS. The BESS represents the most suitable solution given current technology and the anticipated variability in electricity supply.

Issue	Ref.	Submission matter	Response
Contamination	PS3	TOXIC POLLUTION & NO POWER will be the result of this destructive, industrialised rubbish - especially with forever chemicals posing long-term risks of soil and water contamination, poisoning our ecosystems, wildlife, and future generations.	The project includes several measures to prevent toxic pollution and environmental contamination, including: Self-bunded battery storage and fuel storage units to contain potential leaks and spills. Regular maintenance and inspections of storage units to ensure their integrity. Management plans for responding to leaks, with spill kits, soil removal, and groundwater monitoring in place if necessary. These mitigation measures aim to protect the site from contamination, ensuring that the BESS operates safely without posing long-term risks to soil, water, ecosystems or wildlife.
Environmental impacts Contamination	PS4	This is an unproven, unreliable experiment using inferior, environmentally destructive, toxic contaminating JUNK THAT NOBODY WANTS & WONT EVEN WORK MOST OF THE TIME!	The proposed BESS project will be managed under comprehensive environmental plans, including a Construction Environmental Management Plan (CEMP) and an Operational Environmental Management and Monitoring Plan (OEMMP). These plans ensure adherence to regulatory requirements, focusing on monitoring hazards, environmental impacts, and noise compliance throughout both construction and operation. Standard conditions of consent are also expected with relation to the preparation of an overarching environmental management strategy together with appropriate sub-plans. The applicant has no objection to this standard approach and commits the timely preparation of these documents, which will be subject to DPHI and regulatory acceptance and public publication. The site is expected to operate for 23 years, after which it will either be decommissioned or have its operational period extended. The

Issue	Ref.	Submission matter	Response
			decommissioning process will aim to return the site to its existing land use, minimising any long-term conflicts or impacts on future agricultural activities.
Reliability	PS4	The empty promises of clean, reliable, sustainable are all absolute baloney as this deplorable, electrified nightmare is nothing but a great big scam making the carpetbaggers bucket loads of Fake Green cash ripping off the energy deprived, long suffering, unjustly treated public.	The proposed Battery Energy Storage System (BESS) is aligned with the NSW Government's objectives for a reliable, affordable, and sustainable electricity system. It will enhance grid stability and improve the management of energy supply and demand, particularly as the state transitions to greater use of renewable energy sources. The BESS is anticipated to operate for approximately 23 years, contributing to both the reliability and resilience of the state's electricity infrastructure, and supporting the goals of the NSW Electricity Strategy and the Climate Change Policy Framework.
Biodiversity impacts	PS5	The project may disturb habitats of critically endangered and endangered species, such as raptor and migratory birds, and other flora and fauna unique to the region.	This has been addressed above.
Loss of agricultural land	PS6	Residents are concerned about how the energy generated will connect to the grid and whether new transmission lines will disrupt agricultural land.	The Agricultural Land Utility Assessment (Cadeema, 2024) identifies that the BESS will occupy a small portion of a larger 357 ha landholding, comprising only 2.24% of the total area. The land chosen for the development has limited agricultural suitability and productivity, meaning it will not significantly affect agricultural production on the landholding or in the broader district.

Issue	Ref.	Submission matter	Response
			Upon the decommissioning of the project at the end of its estimated 23-year lifespan, the site will be rehabilitated to restore its original land use, minimising any long-term impacts on future agricultural activities.
Fire hazard	PS7	The Yanco Battery Energy Storage System represents a significant step in advancing New South Wales renewable energy transition. However, the considerable environmental, safety, and community risks associated with the project outweigh its potential benefits. The risks of fire and explosion,	The Preliminary Hazard Analysis (Riskcon, 2024) assessed the potential risks associated with the Yanco Battery Energy Storage System (BESS), in line with relevant safety planning guidelines. The design of the BESS has been tailored to mitigate risks, including the incorporation of metal vents and metallic mesh shielding to prevent the spread of fire, addressing issues identified in the Victorian Big Battery (VBB) incident. Safety features of the lithium-ion batteries, including liquid-cooling system (for preventing overheating), shut-down separators, thermal interrupts, and pressure relief vents, significantly reduce the likelihood of thermal runaway or fire under normal operation. Furthermore, the batteries are located within secure modules in a fenced area, minimising the risk of physical damage that could lead to incidents. While the development site is not classified as bushfire prone, the surrounding vegetation and topography may present bushfire risks. Mitigation measures outlined in the Bushfire Assessment Report (Cool Burn, 2024) will be implemented and maintained to manage these risks. The report concludes that the probability of a hazardous event occurring is low, and the environmental and safety measures incorporated into the project are designed to minimise these risks.

Issue	Ref.	Submission matter	Response
Contamination	PS7	contamination of soil and water by hazardous chemicals,	Contamination concerns will be mitigated through several measures. The design and operational protocols for the Yanco BESS include the use of self-contained battery units with anti-leak connections, which minimise the risk of chemical or hazardous material release. The site will not store significant volumes of hazardous chemicals or fuels, reducing the potential for contamination. During construction, any minor incidents such as fuel or hydraulic leaks will be managed with spill kits and soil removal protocols to promptly address potential contamination. Additionally, the site's management practices will ensure that chemicals are handled safely, with appropriate containment and response measures in place. Overall, the risk of contamination is considered low, and the proposed mitigation strategies will help ensure minimal environmental impact.
Biodiversity impacts	PS7	and the adverse impacts on local flora, fauna, and biodiversity are substantial and pose long-term environmental consequences.	The Biodiversity Development Assessment Report (Habitat Environmental Services, 2025) notes that the site has been assessed for potential impacts on local flora, fauna, and biodiversity. Identifying that the habitat is largely degraded, with a low likelihood of occurrence for threatened flora species or highly mobile fauna. The development will involve the removal of 0.51 ha of low-condition woodland, which is considered foraging habitat for the Superb Parrot, but not breeding habitat. Given the limited habitat connectivity in the area, the impact on local fauna movement is considered negligible. The site is expected to operate for 23 years, after which it will either be decommissioned or have its operational period extended. The decommissioning process will aim to return the site to its existing

Issue	Ref.	Submission matter	Response
			land use, minimising any long-term conflicts or impacts on future agricultural activities.
Aboriginal cultural heritage	PS7	Furthermore, the disruption to Indigenous cultural heritage, coupled with community health	Aboriginal Cultural Heritage Assessment (Premise, 2024) identified that the presence of Aboriginal cultural material was not identified within the proposed footprint during the archaeological survey of the development site. While no Aboriginal sites/places are recorded in the study area, one previously recorded Aboriginal Heritage Information Management System (AHIMS) sites is located in close proximity to the proposed development site (AHIMS ID #49-5-0211), a 10 m buffer is to be implemented around the site so as to avoid any impacts to this item. Prior to works commencing a Chance Finds Protocol (CFP) will be developed for the site, including the procedure and management of any unexpected finds relevant to Aboriginal cultural heritage.
Public health	PS7	and well-being concerns, highlights significant gaps in the project's planning and	The Social Impact Assessment (bd infrastructure, 2024) identifies the significance of the Project's potential positive and negative social impacts was evaluated against the Social Impact Assessment Guideline (DPE, 2023). The report identifies that the residual impact for business revenue and employment, and community benefits program will have a positive impact of medium significance.

Issue	Ref.	Submission matter	Response
			Impacts of medium negative magnitude include impacts on workforce accommodation from the influx of temporary workers. To manage this, the project timeline would be determined with consideration and ongoing communication with other major projects in the area, including Yanco Solar Farm, to minimise potential cumulative impacts. Impacts of low negative magnitude include impacts on peoples' way of life from potential noise, vibration and visual changes. Impacts including traffic congestion, temporary road access, parking disruptions, Aboriginal cultural heritage, potential operational fire risks and electromagnetic fields (EMF), and cumulative visual impacts were all determined to be of minor magnitude. The assessment identifies both positive and negative impacts across various social factors, including community, health, wellbeing, culture, and livelihood, with careful consideration of pre and post implementation mitigation measures. With consideration of these impacts, the assessment concluded that the project's overall residual impact on business revenue and employment, as well as its community benefits program, will result in a positive outcome.

Issue	Ref.	Submission matter	Response
Consultation	PS7	consultation processes.	Community and stakeholder engagement has been ongoing since mid-2023, during development of the scoping report and preparation of the Environmental Impact Statement (EIS). Engagement was carried out in accordance with the following guidelines: Undertaking Engagement Guidelines for State Significant Projects, (NSW Department of Planning, Housing and Infrastructure, 2024); Social Impact Assessment Guideline for State Significant Projects, (NSW Department of Planning and Environment, 2023); Undertaking Engagement Guidelines for State Significant Projects (NSW Department of Planning, Housing and Infrastructure, 2024) Engagement has consisted of: Newsletter - project introduction to 340 recipients and 50 copies left for distribution at the local Post Office (7-28 November 2023); Door knocking – in-person and hand-delivering the project introduction newsletter to 8 rural residents, 10 Yanco town residents, and 12 'sorry we missed you' notes (7 November 2023); Letterbox drop – newsletter to 216 properties (12 April 2024); Email – project introduction to 4 residents and 21 community groups and peak body groups and offer online briefing for interested parties (24 April 2024); Advertising – Print and digital advertising in 'The Irrigator'; Print (26 April 2024) and digital (3 May 2024); Drop-in session and flyer – Community information session at Yanco Powerhouse Museum (7 May 2024) and flyer promoting the session (29 April 2024);

Issue	Ref.	Submission matter	Response
			Online survey (20 April 2024 to 25 August 2024) – Included in the advertised in 'The Irrigator'; newsletter, community flyer, on the website and emailed as part of the modification email notification; Briefing – Introduction of project to Leeton Shire Council (November 2023); Briefing – State agencies (September and October 2024); Stakeholder - Murrumbidgee Irrigation engineer site visit to assess potential impact on their infrastructure (11 April 2024); and Phone/Email/Website – Toll free phone number, email address and website were set up during the scoping phase (2023-2024). Ongoing, the applicant will ensure continuous communication channels are available for all stakeholders through the toll-free phone number, email and website.
Waste management	PS7	The inadequate regulatory frameworks and unresolved issues surrounding the lifecycle of lithium-ion batteries,	Waste generated during both the construction and decommissioning phases of the project will be managed in accordance with a comprehensive waste management plan. This plan will prioritise recycling where possible, with any remaining materials taken to a designated waste disposal site. Additionally, a decommissioning and rehabilitation plan, including waste management procedures, will be prepared and submitted to regulators for endorsement prior to the commencement of decommissioning activities. This ensures that the lifecycle of the project, including the disposal of materials, is handled responsibly and in compliance with regulatory requirements.

Issue	Ref.	Submission matter	Response
			Recycling technology for lithium-ion batteries is advancing rapidly, with specialised facilities already operational in Australia. The industry is actively developing circular economy strategies, including second-life battery applications and strict adherence to environmental regulations. Established reuse and recycling processes will ensure responsible end-of-life management, minimising environmental impact.
Slavery & supply chain issues	PS7	including ethical supply chain challenges and	As part of its contracting process, the applicant will communicate its' Anti-Modern Slavery Policy to all third-party suppliers and contractors, requiring compliance with anti-slavery laws and regulations. The applicant is committed to developing a responsible sourcing program ensuring the supply chain is ethical and adheres to the Australian Modern Slavery Act 2018.
Waste management	PS7	end-of-life disposal, exacerbate these risks.	End-of-life disposal and associated risks will be carefully managed through a waste management plan during construction, materials will be recycled where possible, with any remaining waste taken to appropriate disposal sites. Similarly, during decommissioning, waste management will focus on avoidance, reuse, and responsible disposal. A decommissioning and rehabilitation plan, including waste management procedures, will be developed and submitted to regulators for approval before decommissioning works begin, ensuring that risks related to disposal are mitigated in line with regulatory requirements.

Issue	Ref.	Submission matter	Response
Social responsibility	PS7	Given the severity of these concerns, the Yanco BESS project should not proceed in its current form. Instead, efforts should be directed toward identifying alternative locations, technologies, or approaches that can deliver energy storage benefits while avoiding irreparable harm to the environment, local communities, and Indigenous heritage. Such a decision would demonstrate a commitment to sustainable and ethical energy development aligned with the principles of environmental stewardship and social responsibility.	The Yanco BESS project has undergone thorough assessment, including the Biodiversity Development Assessment Report (Habitat Environmental Services, 2024), which found minimal environmental impact due to the site's degraded habitat and limited biodiversity significance. The project will not significantly affect critical habitats, with a focus on low-condition woodland removal. An Aboriginal Cultural Heritage Assessment (Premise, 2024) confirmed no cultural material on site, with a 10 m buffer around a nearby Aboriginal site and a Chance Finds Protocol to address potential discoveries. Waste management will follow a comprehensive plan during construction and decommissioning, prioritising recycling and responsible disposal (Cadeema, 2024). The decommissioning phase will aim to restore the site for future agricultural use, reducing long-term conflicts. The Social Impact Assessment (bd infrastructure, 2024) identifies positive outcomes for business, employment, and community benefits, with mitigations in place to address potential noise, vibration, and visual impacts. While concerns regarding environmental, community, and cultural impacts are noted, the project has incorporated appropriate mitigation strategies.
Fire hazard	PS8	CWO REZist Inc. objects to the Yanco BESS.	The Preliminary Hazard Analysis (Riskcon, 2024) addresses concerns related to the use of lithium-ion batteries, including the risks of fire

Issue	Ref.	Submission matter	Response
		The BESS will be using lithium technology. Batteries use lead, lithium and cobalt, all of which are hazardous materials. This is of much concern to residents and the community as ordinary fire suppression measures cannot extinguish a Lithium chemical reaction fire. A fire that occurred in the 350MW/450MWh BESS during testing on 30 July 2021 in Geelong, Victoria shows how dangerous it can be for nearby residents. When one of the 13 tonne battery packs caught fire, it burned for three days and resulted in the evacuation of residents because of the	and hazardous materials. The analysis highlights the incident at the Victorian Big Battery (VBB), where strong winds contributed to the spread of fire between battery packs. In response, the Yanco BESS has been designed with key safety improvements, including metal vents instead of plastic, metallic mesh shielding, and the strategic placement of vents to prevent the spread of fire between battery units. Fire incidents in battery storage systems have declined dramatically in recent years due to improved technology, strict safety regulations, and industry best practices. The Yanco BESS will use lithium iron phosphate (LFP) batteries, known for their superior safety, along with advanced fire suppression and monitoring systems to minimise risk. Lithium-ion batteries used in the project are equipped with standard safety features to mitigate risks of thermal runaway and fire, such as liquid-cooling system (for preventing overheating);shut-down separators, pressure relief vents, and thermal interrupts. These safety mechanisms are designed to prevent battery degradation, overcharging, and excessive heat, reducing the likelihood of incidents under normal operation. Additionally, the batteries are housed in modules within a secured, fenced area, further lowering the risk of physical damage that could lead to fire. The analysis also considered the potential for toxic by-products from combustion, including carbon dioxide, carbon monoxide, and fluoride gases, and determined that the likelihood of such events occurring is low. While the site is not mapped as bushfire-prone land, its surrounding

Issue	Ref.	Submission matter	Response
			vegetation and topography present a bushfire risk. Mitigation measures outlined in the Bushfire Assessment Report (Cool Burn, 2024) will be implemented to address these risks; ensuring the safety of the site and the surrounding community.
Emissions	PS8	toxic fumes generated.	The Preliminary Hazard Analysis (Riskcon, 2024) addresses concerns regarding toxic fumes, such as carbon dioxide, carbon monoxide, and fluoride gases, which could be generated during combustion. The analysis concludes that the probability of such an event is considered highly unlikely. The Yanco BESS project has been designed with several safety features to prevent incidents that could lead to harmful emissions, including non-combustible vents, metallic mesh shielding, and strategic placement of vents to reduce the risk of fire propagation. Lithium-ion batteries are equipped with protective mechanisms such as liquid-cooling system (for preventing overheating), shut-down separators, pressure relief vents, and thermal interrupts, which reduce the likelihood of thermal runaway and fire under normal operating conditions. Further, the batteries are housed within secure modules located within a fenced area, minimizing the potential for physical damage that could initiate an incident. The site is not classified as bushfire-prone land, but due to surrounding vegetation and topography, mitigation measures outlined in the Bushfire Assessment Report (Cool Burn, 2024) will be implemented to manage bushfire risks. The BESS will contribute to reducing emissions to air that would otherwise be generated from conventional thermal power plants. Potential air quality impacts were considered at the scoping stage, and it was determined that impacts from dust generation and vehicle emissions during construction are limited in nature and easily

Issue	Ref.	Submission matter	Response
			predicted. To mitigate these, the project will implement dust control measures, including covering loads where required, adjusting operations under excessive wind conditions, using water tankers to suppress dust, rehabilitating unsealed surfaces with vegetation, and implementing truck wheel washes or other dust removal measures.
Fire hazard	PS8	A fire in a BESS would threaten immediate residents and those residing in the nearby.	The Preliminary Hazard Analysis (Riskcon, 2024) has assessed the risks associated with a potential fire in the Battery Energy Storage System (BESS) and concluded that the likelihood of such an event is low. The incident at the Victorian Big Battery (VBB) was caused by strong winds, not the battery layout, and the Yanco BESS has been specifically designed to mitigate similar risks. Key safety improvements include the use of metal vents, metallic mesh shielding, and strategic placement of vents to prevent fire propagation between battery packs. The internal layout ensures sufficient separation distances between BESS sub-units. Fire incidents in battery storage systems have declined dramatically in recent years due to improved technology, strict safety regulations, and industry best practices. The Yanco BESS will use lithium iron phosphate (LFP) batteries, known for their superior safety, along with advanced fire suppression and monitoring systems to minimise risk.

Issue	Ref.	Submission matter	Response
			In addition, the lithium-ion batteries used in the Yanco BESS are equipped with multiple safety features designed to prevent overheating, short-circuiting, and thermal runaway, including shut-down separators, pressure relief vents, and thermal interrupts. These mechanisms significantly reduce the potential for fire during normal operation, with thermal runaway only likely in the event of manufacturing defects or physical damage to the batteries. Furthermore, the batteries are housed within secure, fenced modules, reducing the risk of physical damage. The potential for the release of toxic fumes such as carbon dioxide, carbon monoxide, and fluoride gases is considered unlikely, based on the analysis. While the site is not mapped as bushfire-prone land, its vegetation and topography pose a risk. Mitigation measures, as outlined in the Bushfire Assessment Report (Cool Burn, 2024), will be implemented to manage and reduce bushfire risks effectively.
Waste management	PS8	What about end of life for the BESS? According to the CSIRO in 2021, only 10% of Australia's 3,300 tonnes of lithium-ion battery waste was recycled. Lithium battery waste is growing at 20% a year. Most of Australia's battery waste is shipped overseas, with the remaining waste going to landfill, leading to potential fires and environmental contamination. This is NOT â€˜greenâ€• !	Decommissioning of the Yanco BESS will follow a comprehensive approach, including waste avoidance, reuse and recycling where possible, in line with the waste management plan. A decommissioning and rehabilitation plan, including waste management procedures, will be prepared and endorsed by relevant regulators prior to the commencement of decommissioning activities. This process will aim to mitigate potential environmental impacts associated with battery disposal, ensuring compliance with best practices for recycling and waste handling.

Issue	Ref.	Submission matter	Response
			The principles guiding the preparation of a future waste management plan are outlined in **0**.
Emissions	PS9	Despite decades of rolling out wind and solar plants in many countries the CO2 emissions still rise every year. Wind and solar projects, including this proposed stand alone BESS project, just make no difference. This BESS will increase atmospheric CO2 and	The Yanco BESS project plays a critical role in supporting the transition from coal-fired power generation to renewable energy sources, particularly as New South Wales' coal plants, which currently have a capacity of approximately 8,000 MW, are planned to retire by 2040. The BESS will enhance the resilience of the National Energy Market (NEM) and provide essential storage capacity to balance intermittent renewable energy generation. This will reduce the reliance on conventional fossil-fuelled power stations, thereby decreasing overall greenhouse gas emissions.
Cost of living	PS9	increase our NEM electricity system costs to me and other end consumers.	The Yanco BESS project is in accordance with the NSW Electricity Strategy, driving private investment into renewable energy generation and expanding BESS storage capacity, which will contribute to reducing electricity costs within the National Electricity Market (NEM). This project will play a key role in securing the NEM's resilience to power demands as coal-fired power stations across the state are phased out over the next 15 years. By enhancing storage capacity, the BESS will help manage power demand more efficiently, contributing to stabilising costs for consumers.
Funding	PS9	I object to any project that costs me heaps for no benefit at all. Don't approve this useless project!	While the Yanco BESS project is primarily privately funded, the applicant has applied for the Capacity Investment Scheme (CIS), which, if successful, would involve government investment. However, such funding is awarded based on rigorous criteria, including the project's financial viability, grid integration, and operational efficiency. The CIS is designed to support projects that provide the best return on investment for taxpayers by improving the overall

Issue	Ref.	Submission matter	Response
			efficiency and resilience of Australia's energy system. This ensures that public funds are directed toward initiatives that provide maximum value while minimising the financial burden on State and Federal budgets.
Slavery & supply chain issues	PS9	I object to this electricity consuming BESS proposal because I cannot support a project that relies on slave labour to provide its hundreds of thousands of cheap large scale toxic batteries that make up each battery pack..	This has been addressed above.
Contamination	PS10	My oppositions to this proposed project are many but in particular I am very concerned about the use of industrial lithium batteries. They require many minerals to be mined, including in wilderness areas, that are toxic and, in some cases,	The Yanco BESS Project will utilise Lithium Iron Phosphate (LFP) technology and it offers several key advantages in terms of safety and environmental impact compare to other Lithium-ion chemistries. While they do contain lithium, iron, and phosphate, these materials are more abundant and generally less toxic than the materials used in other battery chemistries. The iron and phosphate are relatively benign. The Yanco BESS project has been designed with several safety features to address concerns regarding the use of lithium-ion batteries. The batteries are equipped with advanced safety measures, including liquid-cooling system (for preventing overheating), shut-down separators, tear-away tabs, pressure relief vents, and thermal interrupts, which are standard protections to prevent thermal runaway and other hazards. Furthermore, the project has been carefully assessed for potential environmental impacts, including contamination and fire risks, with mitigation measures in place to manage these concerns (Preliminary Hazard Analysis, Riskcon, 2024).

Issue	Ref.	Submission matter	Response
Slavery & supply chain issues	PS10	require the use of slave labour to keep costs down.	This has been addressed above.
Waste management	PS10	The recycling of thousands of tonnes of lithium batteries is not yet viable and, due to their short economic lives, will pollute our environments in a few short years.	Waste generated through the construction phase would be managed in accordance with an adopted waste management plan, with materials recycled where possible, and taken to a waste disposal site where necessary.Waste generating during the decommissioning phase would be managed in a manner consistent with the construction phase, including waste avoidance, reuse and finally disposal. A decommissioning (including waste management) and rehabilitation plan will be prepared and provided to and endorsed by regulators prior to decommissioning works commencing. The principles guiding the preparation of a future waste management plan are outlined in **0**. Recycling technology for lithium-ion batteries is advancing rapidly, with specialised facilities already operational in Australia. The industry is actively developing circular economy strategies, including second-life battery applications and strict adherence to environmental regulations. Established reuse and recycling processes will ensure responsible end-of-life management, minimising environmental impact.

Issue	Ref.	Submission matter	Response
Fire hazard	PS10	They pose fire and toxic smoke risks to fire-fighters and nearby residents and towns that will continue to occur despite the claims by the Proponent.	Yanco BESS project has been designed to mitigate the risks of emissions with several mitigation measures. The batteries are equipped with advanced safety features such as liquid-cooling system (for preventing overheating), shut-down separators, pressure relief vents, and thermal interrupts, which reduce the likelihood of thermal runaway, a key cause of battery fires. Additionally, the internal layout of the BESS has been designed with required separation distances to prevent the propagation of incidents between battery units (Preliminary Hazard Analysis, Riskcon, 2024). Regarding the bushfire risk, while the development site is not mapped as bushfire-prone land, it is located in an area that could be susceptible to bushfires due to local vegetation and topography. As such, mitigation measures as outlined in the Bushfire Assessment Report (Cool Burn, 2024) will be implemented. Additionally, construction materials and design standards will align with fire safety requirements, ensuring the facility does not increase bushfire risk. These measures will be maintained for the life of the project, in line with NSW Rural Fire Service (RFS) guidelines.
Reliability	PS10	Despite decades of rolling out wind and solar plants in many countries the CO2 emissions still rise every year. Wind and solar projects, including this proposed stand alone BESS project, just make no difference.	The Yanco BESS is specifically designed to enhance the storage capacity of New South Wales' electricity system, allowing for the more efficient integration of renewable energy sources like wind and solar. This is in line with the NSW Electricity Strategy, which aims to improve reliability, affordability, and sustainability over the next decade and beyond. The BESS will help stabilise the grid by balancing supply and demand, particularly as coal-fired power stations are phased out and renewable energy generation increases. Its capacity to store excess

Issue	Ref.	Submission matter	Response
			renewable energy and dispatch it when demand peaks will reduce reliance on fossil fuels and support the NSW Government's objectives of reducing emissions and improving grid resilience (NSW Electricity Strategy, 2024). The project is therefore aligned with the broader goals of the NSW Climate Change Policy Framework, which seeks to achieve a lower-carbon future while ensuring a reliable and sustainable energy supply.
Emissions	PS10	This BESS will increase atmospheric CO2 and increase our NEM electricity system costs to me and other end consumers. I object to any project that costs me heaps for no benefit at all. Don't approve this useless project!	The BESS will assist in securing the National Energy Market's (NEM) resilience to power demands as coal fired power stations across the state are phased out over the next 15 years and is consistent with planning priority seven of the Leeton Shire Council Community Strategic Plan 2030 which promotes alternative energy and renewable energy projects in the region to help tackle climate change. As the NEM transitions from retiring coal generation to renewable generation, the BESS will help to reduce greenhouse gas emissions that would otherwise be generated from conventional power plants. The Yanco BESS is specifically designed to enhance the storage capacity and power firming of NEM electricity network, supporting the integration of intermittent renewable energy sources like wind and solar.
Contamination	PS11	This energy depriving, horrible plan is a Life-Threatening Fire & Toxic Contamination	This has been addressed above.

Issue	Ref.	Submission matter	Response
		Disaster - endangering lives, homes, productive land, water, stock & wildlife.	
Fire hazard	PS11	It puts rural communities at direct risk from highly flammable infrastructure that can easily ignite fires.	This has been addressed above.
Contamination	PS12	Irreversible Environmental Damage will be caused by this non-sensical plan, with harmful substances ruining our essential, productive land & water systems forever - never to be cleaned up by these vandalising developers & gullible hosts - leaving lasting damage to our environment. This is a legacy of destruction that cannot be undone!	Contamination and decommissioning has been addressed above. The agreement between the landholder and the applicant regarding land use is a private matter and is outside the scope of the EIS.
Reliability	PS13	The fact is that so called â€˜renewables will not bring enough energy to supply ordinary Australians. They have not been proven to deliver continuous supply.	This has been addressed above.
Consultation	PS13	I am very unhappy that there is no opportunity for open debate on this destructive energy depriving venture that will change the life of all Australians.	This has been addressed above.
Cost of living	PS13	The fact is energy costs will keep on rising for ordinary, already struggling householders. Australians are being unjustly deprived, mistreated & harmed by these terrible plans!	This has been addressed above.

Issue	Ref.	Submission matter	Response
Cost of living	PS14	Energy Poverty will result from this Swindle Factory BESS plan that will burden Australians with exorbitant energy costs, driving many individuals & businesses to the wall. We will continue to see prices unjustly skyrocket beyond what everyday Australians can afford, while also exacerbating the national cost-of-living crisis - all because of these pathetic, weather dependent plans that are so destructive & dont work most of the time.	This has been addressed above.
Reliability	PS15	This inferior, damaging plan will cause inadequate Grid Reliability - breaking down the stability of the electricity grid, leaving Australians without an Essential Electricity Service that we are paying for to be available on demand. There will disgracefully be BLACKOUTS & unreliable power during critical times, such as during extreme weather events or high demand. PUT THE COAL BACK IN THE COALITION & ADD A NUCLEAR POWER FUTURE!	This has been addressed above.
Environmental impacts	PS16	This obnoxious plan shows extreme disrespect for the environment, the local community,	This has been addressed above.

Issue	Ref.	Submission matter	Response
Intergenerational equity	PS16	future generations & Australias welfare as it has horrendous,	At the end of the 23-year lifespan of the Yanco BESS project, decommissioning and rehabilitation of the project area will be carried out in accordance with the Decommissioning and Rehabilitation Management Plan to ensure the rehabilitation of the land to a condition suitable for its previous agricultural land use. The decommissioning process will focus on minimising any potential environmental impacts and restoring the site for future productive use. The plan will be prepared and submitted for regulatory approval prior to decommissioning works commencing to ensure compliance with all relevant environmental standards and requirements.
Contamination	PS16	toxic impacts & is being imposed by intimidating bullies without factual research, proper consultation or consent.	This has been addressed above.
Consultation	PS16	Our voices are ignored while we are forced to endure a dangerous, untested system!	This has been addressed above.
Economic impact	PS17	The environmental & economic ruination caused by this reckless, unreliable & unaffordable â€˜renewable stupidity is causing great distress, austerity & hardship throughout Australia - hurting families & putting immense strain on businesses/ industry & the economy.	The Social Impact Assessment (bd infrastructure, 2024) identifies that during the peak of construction, the project would generate up to 70 jobs and up to 5 personnel on-site during operations for maintenance activities, which would positively contribute to the local economy. Where possible, local workers would be employed, however the nature of the some of the work, and the quantity of workers required, may result in out of area workers being employed. Noting the currently proposed timing of the Yanco Solar Farm, and the sequential peak construction phase for that project and the proposed Yanco BESS, there is potential for workers coming off the Yanco Solar Farm may be able to be employed in the construction of the Yanco BESS. Ongoing, 5 full time jobs will be created for the

Issue	Ref.	Submission matter	Response
			ongoing operation and maintenance of the site. This would result in a positive impact for the local economy and provides training/value add opportunities for local workers.
Employment	PS17	More jobs will be axed &	This has been addressed above.
Reliability	PS17	vulnerable people will die as these terrible plans cause extensive blackouts & national weakness - with no energy security,	This has been addressed above.
Loss of agricultural land and food security	PS17	food security or	This has been addressed above.
National security	PS17	national security - thanks to incompetent, dictatorial megalomaniacs selling our electricity grid out to our most hostile enemies!	This has been addressed above.
Biodiversity impacts	PS18	I Object for these reasons:- â€¢ It is destructive to native flora and fauna;	This has been addressed above.
Decommissioning	PS18	â€¢ Construction will leave a legacy of land destruction that is unlikely to be rectified by the builder;	This has been addressed above.
Visual impacts	PS18	â€¢ It is an abomination on the natural landscape of a massive scale.	This has been addressed above.

Issue	Ref.	Submission matter	Response
Funding	PS18	â€¢ It is part of a system that costs billions, does not work reliably and attempts to solve a problem that does not exist, in other words useless and irresponsible use of public funds; â€¢ All such infrastructures should be built at developers expense, NOT on public funds, we are told wind and solar are the cheapest, well prove it, remove all subsidises do not build this system on public funds;	This has been addressed above.
Unverified costing	PS18	â€¢ The TOTAL cost has not been verified by independent experts	The EIS application included the estimated development cost (EDC), which was prepared in accordance with the relevant planning circular (PS 24-002) using the Standard Form of EDC Report. MCG Quantity Surveyors prepared the EDC Report (2024) per Section 6 of the Environmental Planning and Assessment Regulation 2021 (EP&A Regulation). The Estimated Development Cost of proposed development means the estimated cost of carrying out the development, including the following: > the design and erection of a building and associated infrastructure; > the carrying out of a work; > the demolition of a building or work; and > fixed or mobile plant and equipment. but does not include: > amounts payable, or the cost of land dedicated, or other benefit provided, under a condition imposed under the EP&A Act, Division 7.1 or 7.2 or a planning agreement;

Issue	Ref.	Submission matter	Response
			> costs relating to a part of the development or project that is the subject of a separate development consent or approval; > land costs, including costs of marketing and selling land; > costs of the ongoing maintenance or use of the development; or > Goods and Services Tax (GST). The EDC report has been supplied to DPHI as required by the SSD process and the publication of this document is a matter for DPHI.
Funding	PS18	â€¢ There is NO verified scientific basis for reduction of CO2 in the atmosphere so this project is a total waste of public money, along with all other such projects. There is in fact reliable verifiable scientific proof that CO2 is beneficial to plant life and by extension to human life on earth.	This has been addressed above.
Reliability	PS19	This disastrous plan will never provide any reliable, affordable power at all. It relies on the vagaries of the weather & is an incapable BESS.	This has been addressed above.

Issue	Ref.	Submission matter	Response
Alternative energies	PS19	When the powers that be realise that we are living in the Nuclear age & wish to remain an advanced country, most of what is planned for NSW will become obsolete.	This has been addressed above.
Biodiversity impacts	PS19	The state will be stuck with the environmental vandalism	This has been addressed above.
Contamination	PS19	& extensive contamination caused by Government (taxpayers) heavily subsidised â€˜renewable energy installations. What a disgrace!	Contamination and funding have been addressed above.
Contamination	PS20	There is a plethora of seriously detrimental, ECOCIDAL reasons to object to this totally disingenuous, toxic contaminating &	This has been addressed above.
Fire hazard	PS20	life threatening, explosive BESS Disaster -	This has been addressed above.
Decommissioning	PS20	as presented by this dodgy Applicant - who has no intention of ever having the available funds or being accountable to clean up this toxic nightmare!	This has been addressed above.
Company	PS20	Lets have some transparency & see what a thorough ASIC Search reveals about this Applicant & their Holding Company?	This is outside the scope of the Environmental Impact Statement.
Emissions	PS20	The Hazardous, extremely toxic Fire Risks have life-threatening consequences for the community &	This has been addressed above.

Issue	Ref.	Submission matter	Response
Contamination (including PFAS)	PS20	irreversible environmentally harmful impacts - including toxic PFAS Contamination.	The Preliminary Hazard Analysis (PHA) (Riskcon, 2024) outlines the following recommended mitigation measures to ensure that the site is not at risk from contamination: > Self-bunded battery storage units and self-bunded fuel storage areas to contain potential leaks and spills, preventing environmental contamination; and > Regular maintenance and inspection of fuel bunds, oil bunds, and battery storage units to ensure their integrity and proper functioning over time. The development of site will have a management plans that outline procedures for responding to leaks, including the provision of spill kits, removal and appropriate testing and disposal of impacted soils and the potential installation of groundwater monitoring bores in the event of a significant fire or unexpected leak. These measures are intended to mitigate potential environmental risks and maintain the safety of the BESS operation for its lifespan. Regarding PFAS, the BESS' aerosol fire extinguisher does not contain PFAS according to Appendix H of the PHA, which outlines the chemical composition of the aerosol.

Issue	Ref.	Submission matter	Response
Health impacts	PS20	The Public Health & Safety Risks to our health &	The Preliminary Hazard Analysis (PHA) (Riskcon, 2024) outlines the following recommended mitigation measures to ensure that the site is not at risk to public health or safety: > Self-bunded battery storage units and self-bunded fuel storage areas to contain potential leaks and spills, preventing environmental contamination; and > Regular maintenance and inspection of fuel bunds, oil bunds, and battery storage units to ensure their integrity and proper functioning over time. The development of site will have management plans that outline procedures for responding to leaks, including the provision of spill kits, removal and appropriate testing and disposal of impacted soils and the potential installation of groundwater monitoring bores in the event of a significant fire or unexpected leak. The PHA shows that there are no immediate impacts of EMF anticipated to residences adjacent to the areas where the BESS would be developed. The closest residence is over 200m from the BESS, rendering the likelihood of potential for EMF impacts as negligible. Based on typical levels generated by transmission equipment, the cumulative effect of EMFs would not exceed the 2,000 mG limit for prolonged exposure. Overall, it is predicted that the project would have an impact of low significance (unlikely, minor magnitude) to public health and safety during the lifespan of the project.
Loss of agricultural	PS20	life-sustaining land &	This has been addressed above.

Issue	Ref.	Submission matter	Response
land and food security			
Water impacts	PS20	water are huge, making it completely inappropriate to trust these irresponsible, greedy, subsidy suckers & the careless State/Federal Government ideologues - making it imperative to require Reputable, Peer Reviewed, Independent Expert Evidence for the whole Assessment process in considering all points raised - including:-	The Flood Risk and Groundwater Assessment Report (Water Technology Pty Ltd, 2024) assessed the potential for the BESS to impact surface water and groundwater (i.e. increase flood impacts adjacent landowners, reduce groundwater availability for extraction etc.). The development site is located at an elevation of between 138.50 to 139.20 m AHD, which is higher than the estimated probable maximum flood level of 138.30 m AHD, identifying that the site remains flood free per Murrumbidgee River flood study (2019). The hydraulic flood modelling assessment identified that the development site would not be impacted by significant local inundation, other than shallow sheet flow through the Site. A developed conditions modelling scenario (post construction) was undertaken for the proposed layout. This scenario showed limited potential for the development to influence regional surface water levels, with no significant local changes to flood levels observed outside of the project area. Potential contaminants to be stored at the development site will be appropriately bunded and infrastructure maintained. Mitigation measures to prevent potential chemical spills from reaching the groundwater system include: • Self-bunded battery storage units and fuel storage areas to contain any potential leaks; and • Regular maintenance and inspection of fuel bund, oil bund and battery storage units. The development of an EMP will detail protocols to respond to potential leaks such as spill kits, removal and appropriate testing, and

Issue	Ref.	Submission matter	Response
			disposal of impacted soils and options for installing groundwater monitoring bores in the case of a significant fire or unexpected leaks will ensure that water quality is maintained.
Public health	PS20	*Serious, Irreversible Public Health & Safety Risks	This has been addressed above.
Reliability	PS20	*Engineering Facts regarding Storage Capability, Capacity Factor.	This has been addressed above.
Contamination	PS20	*Scientific Facts including toxicity, whole of life emissions, immediate clean-up following sudden Fire/Storm events, recycling & full waste disposal	This has been addressed above.
Fire hazard	PS20	*Toxic Fire Risks	This has been addressed above.
Water impacts	PS20	*Toxic Impacts to Water [Stockholm Convention on Persistent Organic Pollutants (POPs) in 2004]	This has been addressed above.
Fire hazard	PS20	*Threats to surrounding Food Production from Toxic Contaminating Fire/Smoke event (Paris Agreement)	This has been addressed above.
Noise	PS20	*Noise &	This has been addressed above.
Lighting	PS20	Lighting Disturbance	The Visual Impact Assessment (IRIS Visual Planning + Design, 2024) identifies that during operation, minor security lighting will be used at the BESS facility, primarily around the maintenance and operation buildings. This lighting will be designed to avoid noticeable changes to the surrounding light levels, ensuring a negligible impact on the area's nighttime environment.

Issue	Ref.	Submission matter	Response
Visual impacts	PS20	*Inaccurate Visual Assessment	This has been addressed above.
Public liability insurance	PS20	*Inability for Neighbours to acquire Public Liability Insurance,	The applicant will have their own insurance policy in place to provide coverage in the unlikely event that the BESS equipment is damaged by fire. Further insurance and financial considerations raised fall outside the scope of the EIS.
Property values	PS20	*Devaluation of Surrounding Properties	It has long been held by the Land and Environment Court and consent authorities that impacts to property values are not a material consideration in the assessment of development applications. It is however acknowledged that the development of renewable energy projects can be a divisive and subjective topic and that this may impact on decision making when it comes to the purchase of property. Various specialist assessments have been conducted to evaluate the potential for adverse impacts for the project. This includes the preparation of dedicated reports assessing visual, traffic, fire and noise and vibration impacts which have the potential to impact property values. The proposal is permissible with consent and the assessment provided in the EIS confirms the project would not lead to any significant long-term environmental or amenity impacts subject to the implementation of appropriate mitigation measures. Including but not limited to intersection upgrades, landscaping and maintenance of ground cover will further minimise the potential for significant impacts to property values.

Issue	Ref.	Submission matter	Response
			Moreover, the proposed intersection upgrades associated with the Yanco BESS will enhance local road infrastructure, improving safety and accessibility, which may positively influence property values. Additionally, the project will contribute financially to the local council through development contributions, supporting community services and infrastructure improvements that benefit the broader region. These enhancements can help sustain and potentially improve property values over time.
Decommissioning	PS20	*No Decommissioning/Remediation Bond	Decommissioning bonds are currently not required for BESS projects. Under the lease agreement, the project proponent is fully responsible for decommissioning, removal of infrastructure, and site restoration at the end of the lease term. This includes dismantling above-ground equipment, managing underground assets in accordance with best environmental practices, and restoring the land to a suitable condition. The proponent bears the full cost of these activities, ensuring there is no financial burden on the landowner or the community. These obligations are legally binding and enforceable under the lease, providing assurance that the site will be properly rehabilitated once operations cease.
Social responsibility	PS20	*NO SOCIAL LICENCE	This has been addressed above.
Fire hazard	PS20	*Determination of all Public Health & Safety Risks & Impacts to Human Beings/Stock/Ecology/Biodiversity/Ecosystems including:- Fire Risks - Thermal Runaway	This has been addressed above.
Emissions	PS20	Toxic Fumes	This has been addressed above.

Issue	Ref.	Submission matter	Response
Contamination (including PFAS)	PS20	Residue from Filthy BESS - including PFAS Contamination.	This has been addressed above.
EMF	PS20	Electrical Force & Electromagnetic Radiation	Preliminary Hazard Assessment (PHA) (Riskcon, 2024) considered the impacts of EMF exposure and found it to be of 'low' risk, with no significant off-site impacts expected. The PHA shows that there are no immediate impacts of EMF anticipated to residences adjacent to the areas where the BESS would be developed. The closest residence is over 200m from the BESS, rendering the likelihood of potential for EMF impacts as negligible. Based on typical levels generated by transmission equipment, the cumulative effect of EMFs would not exceed the 2,000 mG limit for prolonged exposure. Overall, it is predicted that the project would have an impact of low significance (unlikely, minor magnitude) on the health and wellbeing of people in the social locality during its operation.
Noise	PS20	Noise Nuisance &	This has been addressed above.
Lighting	PS20	Lighting Disturbance	This has been addressed above.
Contamination (including PFAS)	PS20	*Toxic Contamination impacts - BESS PFAS which will infiltrate the water table and local river systems, jeopardizing both our quality of life and broader water infrastructure. The recent Australian Drinking Water Guidelines Draft has updated & revised their Guideline values:- â€˜NHMRC has drafted an update of the PFAS Fact Sheet within the Guidelines that includes	This has been addressed above.

Issue	Ref.	Submission matter	Response
		revised and newly established health-based guideline values. The draft PFAS fact sheet is supported by a NHMRC Statement on PFAS in drinking water, which provides a summary of the findings that informed the update.Â Â The PFAS reviewed as part of this update include perfluorooctanoic acid (PFOA);Â perfluorooctane sulfonic acid (PFOS);Â perfluorohexane sulfonic acid (PFHxS);Â perfluorobutaneÂ sulfonic acid (PFBS) andÂ hexafluoropropylene oxide dimer acid and its ammonium salt (GenX chemicals). Further information on theÂ NHMRC Review of PFAS in Australian drinking water is available on the NHMRC website. The World Health Organization now lists two PFAS as carcinogens or possible carcinogens: perfluorooctanoic acid (PFOA) as a Group 1 carcinogen and perfluorooctanesulfonic acid (PFOS) as a Group 2B carcinogen. A range of PFAS is also subject to the Stockholm Convention for the protection of human health and the environment from persistent organic pollutants (POPs) (ie, PFOS, PFHxS, PFOA and potentially all long chain perfluoroalkyl carboxylic acids).Â	

Issue	Ref.	Submission matter	Response
		Some types have been found to be toxic to human health and the environment. In its most definitive regulatory action taken to date, the Commonwealth has effectively banned the import, use and manufacture of some of the more prominent types of PFAS (PFOS, PFOA and PFHxS) from 1 July 2025. (21 Feb 2024) Impact of PFAS on Human Health https://insightplus.mja.com.au/2024/46/more-funding-needed-to-investigate-impact-of-pfas-on-human-health/ Lithium-ion Battery Energy Storage Systems are also a PFAS Contaminant. Forever chemicals used in lithium ion batteries threaten environment, research finds | Lithium-ion batteries | The Guardian 14/7/24 https://www.theguardian.com/technology/article/2024/jul/14/forever-chemicals-	
Fire hazard	PS20	*Toxic Fire Risks - Including evidence from the local Volunteer Fire Fighters, all landowners in the area, Rural Fire Fighting Pilots & Medical Experts.Safety of Grid Scale Lithium-ion Battery Energy Storage Systemsâ€œThe scale of Li-ion BESS energy storage envisioned at â€œmega scaleâ€• energy farms is unprecedented and requires urgent review. The explosion potential	This has been addressed above.

Issue	Ref.	Submission matter	Response
		and the lack of engineering standards to prevent thermal runaway may put control of â€œbattery firesâ€• beyond the knowledge, experience and capabilities of local Fire and Rescue Services. BESS present special hazards to fire-fightersâ€¦â€• https://www.researchgate.net/publication/352158070_Safety_of_Grid_Scale_Lithium-ion_Battery_Energy_Storage_SystemsGrid Scale Batteries & Fire Riskhttps://static1.squarespace.com/static/656f411497ae14084ad8d03a/t/66fd2383b56dbc6906390297/1727865736681/Fannon-Batteries.pdfBouldercombe BatteryðŸ"¥Fire sparks warning for residents in regional Queensland - 26/09/23https://www.9news.com.au/national/bouldercombe-battery-fire-sparks-warning-for-residents-in-regional-queensland/b4b3058a-cb0b-4209-a02d-6b12d80c63acGateway Energy Storage SystemðŸ"¥Fire: Otay Mesa, CA - YouTubehttps://www.youtube.com/watch?v=A7UY4ioP4VQAdd yet another Lithium BatteryðŸ"¥FIRE - this one in Scotland - Lithium Battery Recycling Centre.https://youtu.be/d-hvsz2tyhc?si=S16_g1LWETu1pj70.	

Issue	Ref.	Submission matter	Response
Water impacts	PS20	*Clarify the Applicants Guarantee to Ensure Clean Drinking Water & No Environmental Contamination as â€œWe have a human right to clean drinking water and an environment free of toxic load,â€• Dr Stops said. â€œDr Orellana reminded us that Australia has ratified the Stockholm Convention on Persistent Organic Pollutants (POPs) in 2004	This has been addressed above.
Conditions	PS20	*Confirm the Developer's Adherence to Amended Condition C8 PRIOR to Construction Prior to Commencement of Any Works - Storm Water Management Plan. On Site & Discharge From the Site. Testing Points & Regular Water Samples, Suitably Qualified Person. Written Response Procedures if CONTAMINATION is Found - required PRIOR to CONSTRUCTION. Availability of Results.	The development will be undertaken in accordance with conditions of consent and proposed mitigation measures as per the requirements of the approval. Stormwater will be managed by implementation of erosion and sediment controls in accordance with *Managing Urban Stormwater: Soils and Construction* (Landcom, 2004) prior to commencement of construction. Water and contamination concerns have been addresed above.
Decommissioning	PS20	*Provide Details of Upfront Decommissioning/Remediation Bond & Clean-Up Bond - required to cover full costs (updated in real time)of independently calculated amount with full explanation & identification of where it will be securely held. Engineer certified, full explanation of all practical actions required to guarantee immediate clean-up after Fires, Storm Damage,	This has been addressed above.

Issue	Ref.	Submission matter	Response
		Degradation, etc. & return of the site to its uncontaminated, inherent natural state, ready access to recycling & toxic waste capability & capacity - apart from local Council.	
Project lifecycle	PS20	*An Accurate Analysis of The Full Life-Cycle Embedded Energy & all Emissions is required to be factually documented - from mining materials, processing, manufacturing, transportation, road works, construction, operation, recycling & waste disposal including all components used for all parts of the BESS plan & associated infrastructure. *Accurately Document the Most Potent Greenhouse Gas of all - SF6 Emissions from the full life-cycle of Industrialised Solar, BESS, Switch Gear, Circuit Breakers, etc. Climate change: Electrical industry's 'dirty secret' boosts warming - BBC News https://www.bbc.com/news/science-environment-49567197	This has been addressed above.
Public liability insurance	PS20	*Transparently confirm the plan to Indemnify Neighbours - due to inability of neighbours to acquire adequate Public Liability Insurance because of Hazardous â€˜Renewable Industry	This has been addressed above.

Issue	Ref.	Submission matter	Response
Slavery & supply chain issues	PS20	*Adhere to Commonwealth Modern Slavery Act so NO Components - including Cobalt for BESS are sourced from cruelly torturous Slave Labour Supply Chains where children as young as 6 years old are being forced to mine with their bare hands in toxic conditions & falling into mine pits.	This has been addressed above.
Noise	PS20	*Factually Addressing & Assessing the Serious Health Impacts of Noise & Lighting Nuisance for people & animals. This includes sleep deprivation, and other physiological impacts as reported by some individuals globally - increasing the risk of significant and legally consequential human health impacts. *Noise Nuisance - Acousticians Pledge Ensure SLR acousticians are members of the Australian Acoustical Society fulfilling their pledge to ensure that the â€œwelfare, health and safety of the community at all times takes precedence over sectional, professional and private interestsâ€• .	This has been addressed above.

Issue	Ref.	Submission matter	Response
Funding	PS20	*Factually outline the Engineering Facts of how this BESS plan meets all Aspects Equally of the National Electricity Law Objective:-The objective of the National Electricity Law is to promote efficient investment in, & efficient operation and use of, electricity services for the long term interests of consumers with respect to:-(a) price, quality, safety, reliability and security of supply of electricity; and(b) the reliability, safety and security of the national electricity system; and (c) the achievement of targets set by a participating jurisdiction (i) for reducing Australias greenhouse gas emissions; or (ii)that are likely to contribute to reducing Australias greenhouse gas emissions.AEMO, and everyone in 'authority', place primacy on the emissions target rather than the other requirements of the NEL. The emissions requirement was only added to the NEL in Sep 2023, with States tardy to legislate any targets, so on what basis did any Gov act prior to that to impose all this on us? Yet they all did, and still emphasise emissions over other objectives. NEL is made in the SA Parliament, and in the 2nd reading, the minister there also reiterated that ALL OBJECTIVES ARE EQUAL.Continued ->	This has been addressed above.

Issue	Ref.	Submission matter	Response
Energy source	PS20	Continued ->*Fake Green, Weather Dependent, Intermittent Swindle Factories are Useless & BESS are Incapable JUNK!As we have clearly seen proven at Broken Hill recently â€œWind and Solar are worse than useless in a crisis like this, because its detrimental to having a consistent power supply,â€• Mayor Tom Kennedy said. â€œId hate to see what happens in the capital cities in a similar crisis.â€• https://joannenova.com.au/2024/10/650m-in-renewable-energy-didnt-save-broken-hill-from-days-of-blackouts-after-a-storm-islanded-it/	The BESS represents a key grid modernisation initiative at the Transgrid Yanco Substation. Its ability to balance grid fluctuations ensures a more stable and reliable electricity supply for all users, regardless of the energy source. This includes existing generators, renewable resources like the Yanco (1.8 km) and Leeton (7 km) Solar Farms, and the potential integration of future energy technologies.
Social responsibility	PS20	*Provide a thorough, independent analysis of GENUINE SOCIAL LICENCE including all Rural NSW - noting the Community Impact Survey: April-May 2024 â€“ Property Rights Australia https://propertyrightsaustralia.org.au/community-impact-survey-april-may-2024/Â	This has been addressed above.
Biodiversity impacts	PS20	*Biodiversity Offsets are a damaging environmental scam - becoming a trading market with no successful outcomes.We need real transparency & demonstrative environmental benefits.Â The proponent can not be allowed to self-refer at any Government level.	This has been addressed above.

Issue	Ref.	Submission matter	Response
		https://www.crikey.com.au/2023/05/18/biodiversity-offsets-scheme-crisis/ Â Biodiversity offsets	
National security	PS20	*Address National Security Risks - Foreign Ownership of Critical Energy Infrastructure https://www.senatorpaterson.com.au/news/chinas-spy-threat-to-energy-supplies Beautifully Hackable - Irina Slav on Energy - 12/8/24 https://irinaslav.substack.com/p/beautifully-hackable?utm_campaign=email-post&utm_source=substack Chinas Energy Dream https://www.thegwpf.org/content/uploads/2021/12/Adams-Chinas-Energy-Dream.pdf	This has been addressed above.
Reliability	PS20	*Provide Accurate Independent Analysis & Truthful Comparison of all Sources of Power for Reliability,	This has been addressed above.
Security	PS20	Security,	The NEM is transitioning from coal-fired generation to intermittent renewable energy, creating challenges that require energy storage and firming capacity to ensure grid stability and security. The proposed BESS will support this transition by storing and dispatching energy to the NEM. It will connect to the Transgrid Yanco

Issue	Ref.	Submission matter	Response
			Substation and operate 24/7 for up to 23 years. Importantly, its operation will not compromise Australia's national security. The NEM facilitates electricity exchange between generators and retailers, ensuring reliable power supply. Energy Ministers oversee the NEM, with the AEMC setting rules, AEMO managing daily operations, and the AER enforcing regulations to maintain market security and stability.
Cost of living	PS20	Affordability,	The project is in accordance with the NSW Electricity Strategy, providing private investment into renewable energy generation and an increase in BESS storage capacity that will help reduce cost of electricity within the National Electricity Market (NEM). The project will assist in securing the NEM's resilience to power demands as coal fired power stations across the state are phased out over the next 23 years.
Emissions	PS20	Emissions,	This has been addressed above.
Waste management	PS20	Toxic Waste Reduction &	This has been addressed above.

Issue	Ref.	Submission matter	Response
Development footprint	PS20	Minimal Environmental Footprint. The 'Sunk Cost' Trickery That Makes Renewables Seem Cheaper Than They Are - 23rd July 2023. https://www.fresheconomicthinking.com/p/the-sunk-cost-trickery-that-makes?utm_medium=web Energy Transition Masquerade: The $360 Billion You Pay - YouTube https://www.youtube.com/watch?v=x0NKDozvO58 Nuclear VS Renewables: What Will It Cost? | Zoe Hiltonhttps://www.youtube.com/watch?v=Mw_AX9WaJ08 Nuclear VS Renewables: What Will It Cost? | Zoe Hiltonhttps://www.youtube.com/watch?v=Mw_AX9WaJ08 The Real Cost of Net Zero https://youtu.be/YbxpieEQ7bc	The project has been designed and sited to minimise and mitigate environmental impacts.

Issue	Ref.	Submission matter	Response
Porject integrity	PS20	*Document the Proponents & Consultants Commitment to Integrity & Ethical Behaviour & their Knowledge of the Legal Consequences for any lies or deceit - ie. â€œconfection â€¦ made up evidence -Â soÂ lacking in integrity that no weight can be placed on itâ€• RenewaBULL JUNK doesnt work most of the time & is now wrecking the Electricity Grid. The Fake Green RenewaBULL Solar/Wind Energy Poverty Grift & Ponzi Scheme/Scam DOES NOT FOLLOW THE LAWS OF PHYSICS & THE PRINCIPLES OF ENGINEERING resulting in:- BAD ELECTRICITY BAD PLANNING TERRIBLE OUTCOME WE ARE PLANNING TO FAIL! Adi Paterson https://www.youtube.com/watch?v=vbvLlnhl9ac	The Environmental Impact Statement (EIS) for the Yanco BESS project has been certified by a Registered Environmental Assessment Practitioner to confirm that all information provided that the EIS does not include any information that is false or misleading.
Loss of agricultural land and food security	PS21	I object to the proposal based upon the loss of agricultural land. Yours sincerely Bob Wheeldon	This has been addressed above.
Fire hazard	PS22	I object to the Yanco BESS project. Why is our government forcing FIRE HAZARDOUS infrastructure and	This has been addressed above.

Issue	Ref.	Submission matter	Response
Reliability	PS22	UNRELIABLE energy on our nation	This has been addressed above.
Funding	PS22	at the expense of rural Australia?!?	This has been addressed above.
Loss of agricultural land and food security	PS22	Save the land that produces food and fibre for Australia. Put these elsewhere! These projects are destroying rural Australia!!	This has been addressed above.
Alternative energies	PS23	NO!! I object to this project. Explore a reliable form of energy such as nuclear. Explore a cleaner form of energy such as nuclear.	This has been addressed above.
Contamination	PS23	Battery Energy Storage Systems are too dangerous for the environment.	This has been addressed above.
Fire hazard	PS23	BESS presents significant fire risks. BESS infrastructure will negatively impact the safety,	This has been addressed above.
Visual impacts	PS23	visual amenity of the Yanco community and landscapes.	This has been addressed above.
Fire hazard	PS24	This battery storage system is of a major fire risk and will put significant strain on local and rural firefighting services. These local firefighting services are not equipped with the resources or man-power to manage emergency fires for when they do break out at this site. Why should the community risk their lives and step up to fight fires for infrastructure that they never wanted there in the first place?	This has been addressed above.

Issue	Ref.	Submission matter	Response
Fire hazard	PS25	This infrastructure is too dangerous to the neighbouring properties and communities. BESS and solar panel factories are a significant fire risk. I object to this project.	This has been addressed above.
Loss of agricultural land and food security	PS26	I would like to begin by acknowledging the farmers of the land within our great nation of Australia today. I pay my respects to Australias past, present and future farmers who have and will continue to battle setbacks such as renewable energy destruction, drought, floods, vermin plagues, diseases, and government policy, all so they can provide Australia with food and fibre. I acknowledge that these setbacks come at a high price of mental health, and many have taken their lives as a result due to such pressures. I extend this respect and am thankful for the sacrifices those within the agricultural industry make in order to provide Australia with the essentials; I acknowledge the agricultural industry as the backbone of our nation We need to unite and fight these developers and the Australian government for forcing this upon us.	This has been addressed above.
Social responsibility	PS26	I object because these projects are too damaging to the communities,	This has been addressed above.

Issue	Ref.	Submission matter	Response
Visual impacts	PS26	landscapes,	This has been addressed above.
Environmental impacts	PS26	environment and animals.	This has been addressed above.
Fire hazard	PS26	what happens when they catch fire? Not only are they dangerous, they are an absolute eye-sore. Let's put these in Canberra or closer to the cities; so all the NIMBYs can marvel at what their vote has given them. Leave our landscapes alone and our government needs to do better.	Fire hazard has been addressed above. The site has been chosen given its proximity to existing Transgrid Yanco Substation.
Visual impacts	PS27	Projects like this are no good for rural communities in NSW and in this case, Yanco town. Keep renewable energy projects and infrastructure out of rural Australia and put them closer to the cities. We need to protect our landscapes,	This has been addressed above.
Biodiversity impacts	PS27	wildlife and	This has been addressed above.
Social responsibility	PS27	lifestyles!	This has been addressed above.
Fire hazard	PS27	I object to the overall destruction this solar farm project will cause. These BESS projects carry significant fire risks.	This has been addressed above.
Social responsibility	PS28	Keep this garbage out of Yanco and rural NSW. We don't want them. BESS and renewable energy infrastructure will destroy our small	This has been addressed above.

Issue	Ref.	Submission matter	Response
		communities, businesses, homes and ways of life.	
Visual impacts	PS28	They are an absolute monstrosity on the landscapes and	This has been addressed above.
Fire hazard	PS28	a major concern when they catch fire.	This has been addressed above.
Reliability	PS28	Why destroy our land with BESS to support renewable energy infrastructure? They are intermittent, unreliable and totally useless.	This has been addressed above.
Visual impacts	PS29	BESS factories are destroying the landscapes and	This has been addressed above.
Property values	PS29	significantly devaluing residential, agricultural and commercial properties within rural communities.	This has been addressed above.
Fire hazard	PS29	Nobody would want to live anywhere near this heap of fire-causing garbage.	This has been addressed above.
Alternative energies	PS29	Nuclear MUST be explored. I OBJECT to the BESS and ALL renewable projects that are proposed for Australia.	This has been addressed above.
Hazards	PS30	BESS is dangerous and brings hazards to the project and community.	This has been addressed above.
Noise	PS30	The noises from this BESS project will have negative impacts on the nearby livestock and wildlife. These impacts will be evident in not only everyday life for the animals, but also during breeding and birthing cycles.	This has been addressed above.

Issue	Ref.	Submission matter	Response
Reliability	PS31	What a scam....we must be the most stupid country planning for batteries to store unreliable energy.	This has been addressed above.
Contamination	PS31	Huge expense for 2 to 4 hours backup and then throw them all out in 8 to 10 years. Toxic waste.	This has been addressed above.
Energy source	PS31	How many diesel generators will be used in the construction and operation of this BESS?	The BESS will draw power from the Transgrid Yanco Substation, not diesel generators during the operational phase.
Biodiversity impacts	PS32	The sinstallation could disorient or harm raptors in flight, including species like the critically endangered Grey Falcon and endangered Little Eagle, known to frequent the area.	This has been addressed above.
Biodiversity impacts	PS33	Local vegetation may include endangered species Box and Silver-leaved Gum, which could be threatened by land clearing.	This has been addressed above.
Noise	PS34	The BESS facility could create noise,	This has been addressed above.
Amenity	PS34	disturbing the rural tranquility and impacting neighbouring residents mental health and well-being.	This has been addressed above.
Development site area	PS35	The project will occupy 100's of hectares,	The BESS site occupies only 2.24% of the larger 357 ha landholding.
Loss of agricultural land and food security	PS35	reducing valuable grazing and cropping land, which could threaten local food production.	This has been addressed above.

Issue	Ref.	Submission matter	Response
Water impacts	PS35	This project contaminate local and far-reaching water way, form Yanco to Moulamein and threatening toxicity on residents .	This has been addressed above.
Water impacts Biodiversity impacts	PS36	Installing large-scale could disrupt the water table, potentially affecting the health of Yang Creek , the Billabong and the Edwards River.	This has been addressed above.
Agricultural impacts	PS37	Agriculture and livestock will be impacted by this large-scale as the field may alter local temperatures and humidity,	The BESS site occupies only 2.24% of the larger 357 ha landholding, the BESS development is not expected to significantly impact agricultural productivity. The Preliminary Hazard Assessment (PHA) found that EMF exposure from the BESS project would pose a low risk, with no significant off-site impacts expected.
Visual impacts	PS38	The installation will alter the scenic views, impacting the regions natural landscape, which is valued by residents.	This has been addressed above.
Soil impacts	PS39	The installation process could compact soil, reduce fertility, and impact local cropping fields.	A Preliminary Site Investigation (Cadeema, 2024) included a review of historical site land uses, an assessment of environmental factors on and around the site, review of public records, review of historical imagery, a detailed site inspection, soil sample collection, soil laboratory analysis, and a subsequent assessment of whether there was a risk of contamination on the BESS site. The site, including larger landholding has been highly modified from historical agricultural cropping practices. Adjacent properties were identified as contributing risks to land contamination (Yanco substation and a property approximately identified with a Clean Up Notice in 2011) but concludes that from extensive analysis, site

Issue	Ref.	Submission matter	Response
			inspection and interviews that there was no evidence of potential sources of contamination on site. Cadeema collected one soil sample from the site which was analysed in the laboratory for a range of potential soil contaminants. The data from the sample indicated typical and expected soil chemical characteristics, with not significant impacts by contaminants. The compaction of soil is not likely to result in adverse on fertility or cropping.
Decommissioning	PS40	Theres a concern about waste management and cleanup when the panels or batteries reach end-of-life.	This has been addressed above.
Biodiversity impacts	PS41	These installations have been known to cause fatalities in birds mistaking water, impacting both local and migratory species.	This has been addressed above.
Fire hazard	PS42	Battery storage systems have exploded in other regions, posing a severe risk to life, property, and the environment.	This has been addressed above.
Air quality	PS43	Dust from construction could affect air quality and crop health.	The BESS will contribute to reducing emissions to air that would otherwise be generated from conventional thermal power plants. Potential air quality impacts were considered at the scoping stage, and it was determined that impacts from dust generation and vehicle emissions during construction are limited in nature and easily predicted. To mitigate these, the project will implement dust control measures, including covering loads where required, adjusting operations under excessive wind conditions, using water tankers to suppress dust, rehabilitating unsealed surfaces with vegetation, and implementing truck wheel washes or other dust removal measures.

Issue	Ref.	Submission matter	Response
			These measures, outlined in the Environmental Management Plan (EMP), will effectively address air quality concerns. With these controls in place, an air quality assessment was not required as part of the EIS.
Air quality	PS44	Dust from construction could affect air quality and crop health.	This has been addressed above.
Water impacts	PS44	Large amounts of water will be needed for construction, potentially straining local water resources.	This has been addressed above.
Biodiversity impacts	PS45	Clearing native vegetation for the project may impact bee and insect populations crucial for local crops and bats	The BESS project involves the clearing of a small portion of native vegetation, however, the Biodiversity Development Assessment Report (Habitat Environmental Services, 2024) identifies that the area of vegetation removal is predominantly low-quality foraging habitat, with no identified breeding habitat for threatened species. Noting that the absence of hollow-bearing trees is not a habitat constraint to the Southern Myotis (bat) species. Given the general lack of natural waterways within or adjacent to the development footprint, this demonstrates the limited potential to achieve positive environmental outcomes for the Southern Myotis via further avoidance or mitigation (such as via habitat improvement). Despite this, the provision of biodiversity offsets is via assuming presence of the species, a 200m buffer has been applied to all mapped waterways within 200m of the development footprint to determine the commensurate offset as shown in Figure 10 of the BDAR. The development incorporates mitigation measures, including the

Issue	Ref.	Submission matter	Response
			establishment of native vegetation screening and habitat restoration, to support local biodiversity. Due to the current lack of habitat connectivity within the vicinity of the site, the removal of the identified vegetation is likely to have negligible impact on fauna movement.
Consultation	PS46	Residents are concerned they were not adequately consulted and feel the decision is upon them in a very short space of time	This has been addressed above.
Loss of agricultural land and food security	PS47	Loss of farmland and	This has been addressed above.
Public health	PS47	concerns over environmental changes can lead to anxiety and mental health struggles in rural communities.	This has been addressed above.
Contaminatio n	PS48	Chemicals from the solar panels or batteries could potentially seep into the Macquarie River,	This has been addressed above.
Biodiversity impacts	PS48	harming aquatic life	This has been addressed above.
Loss of agricultural land and food security	PS49	Locals question the rationale of replacing agricultural land, crucial for food security,	This has been addressed above.
Climate change	PS49	with industrial Bess, arguing its counterproductive to climate goals	The proposed BESS supports the NSW Government's Climate Change Policy Framework (Framework, NSW, 2016). The framework is committed to effective action on climate change, outlining long term

Issue	Ref.	Submission matter	Response
			objectives to achieve net-zero emissions by 2050 and to make New South Wales more resilient to a changing climate. The achievement of net zero emissions by 2050 is reliant on transitions towards more sustainable and renewable forms of electrical production. The rapid rate of development of renewable energy projects is driving the need for energy storage and a firming capacity to support the increased levels of intermittent renewable generation across the network. Of significance to the proposed BESS is the approved Yanco Solar Farm approximately 1.8 km north of the development site and the operational Leeton Solar Farm approximately 7 km north. The BESS supports the framework by improving the reliability and stability of the electrical grid. The ability of the proposed BESS system to balance electrical demand and supply assists the management of variations in electrical demand and supply which are expected to increase with transitions to more sustainable and renewable forms of electrical production, supporting the transition toward lower emission renewable energy generation as the NEM transitions from the coal generation planned to be retired by 2040, reducing the greenhouse gas emissions that would otherwise be generated from conventional power plants.
Biodiversity impacts	PS50	Some Migratory birds, including the Lathams Snipe and Eastern Curlew, use this corridor. The installation could disrupt their migration routes.	This has been addressed above.
Fire hazard	PS51	BESS units pose a risk of fires, which are challenging to control and	This has been addressed above.
Biodiversity impacts	PS51	pose a danger to nearby farms and native habitats.	This has been addressed above.

Issue	Ref.	Submission matter	Response
Contamination	PS52	metals that can leach into soil and water, potentially contaminating farmland.	This has been addressed above.
Employment	PS53	as many things have been promised including jobs, residents fear the project will lead to a reliance on external workers rather than creating sustainable jobs locally.	The Social Impact Assessment (bd infrastructure, 2024) identifies that during the peak of construction, the project would generate up to 70 jobs and up to 5 personnel on-site during operations for maintenance activities, which would positively contribute to the local economy. Where possible, local workers would be employed, however the nature of the some of the work, and the quantity of workers required, may result in out of area workers being employed. Noting the currently proposed timing of the Yanco Solar Farm, and the sequential peak construction phase for that project and the proposed Yanco BESS, there is potential for workers coming off the Yanco Solar Farm may be able to be employed in the construction of the Yanco BESS. Ongoing, 5 full time jobs will be created for the ongoing operation and maintenance of the site. This would result in a positive impact for the local economy and provides training/value add opportunities for local workers.
Loss of agricultural land and food security	PS54	The installation could reduce available grazing land for Merino sheep, affecting local livestock operations.	This has been addressed above.
Traffic impacts	PS55	Construction and maintenance will bring increased traffic, disturbing rural roads and safety.	This has been addressed above.
Biodiversity impacts	PS56	Disturbance near Tim Bong Falls may harm its unique flora and fauna.	This has been addressed above.

Issue	Ref.	Submission matter	Response
Propety values	PS57	Proximity to industrial installations could reduce property values, negatively impacting residents and rural finances	This has been addressed above.
Climate change	PS58	Given the importance of the climate crisis, and the crucial role energy storage systems play in providing clean energy when needed, this development must be approved as soon as possible. The detailed environmental impact statement shows the project has taken great care to avoid and mitigate impacts. It must be approved without restriction as soon as possible.	This has been addressed above.
Waste management	PS59	17 September 2024 Battery Energy Storage Systems (BESS) Contamination and Waste Management are issues that are being swept under the carpet.	This has been addressed above.
Public health	PS59	It's time government stop putting renewable targets ahead of the nation's public health	This has been addressed above.
Loss of agricultural land and food security	PS59	and food security.	This has been addressed above.
Reliability	PS59	The concept of an industrial lithium battery energy storage system (BESS) is physically, economically, and environmentally flawed.	This has been addressed above.

Issue	Ref.	Submission matter	Response
		Batteries will never facilitate renewable energy to be 24/7 dispatchable, and with a 2-hour depth are incapable of driving modern industry on any real scale.	
Funding	PS59	This pursuit is a total waste of taxpayers' money and	This has been addressed above.
Biodiversity impacts	PS59	is causing willful destruction to the natural environment and untold human misery in mining - tenfold that of fossil fuels - the trace elements required in battery manufacture.	This has been addressed above.
Contamination (including PFAS)	PS59	Toxic PFAS 'forever chemicals' imbedded in lithium-ion batteries present a dangerous source of chemical pollution that new research carried out by Jennifer Guelfo PhD of Texas Tech University and Lee Ferguson PhD of Duke University found in their peer reviewed paper published in Nature Communications 8 July 2024, threatens the environment and human health as the industry scales up. They found alarming levels of the chemicals in the environment near manufacturing plants and discovered that waste from batteries disposed of in landfills was a major pollution source.PFAS are a class of man-made compounds most often used to make products resistant to water, stains and heat. They are called 'forever chemicals' because they do not naturally break down and have been found to accumulate in	This has been addressed above.

Issue	Ref.	Submission matter	Response
		humans. The chemicals are linked to cancer, birth defects, liver disease, plummeting sperm counts and a range of other serious health problems.The paper notes that few end-of-life standards for PFAS battery waste exist, and the vast majority ends up in landfill where it can leach into waterways, accumulate locally or be transported long distances. Detection of the chemicals in snow far from manufacturing plants or landfill suggests the chemicals, like BPA, easily move through the atmosphere.	
Waste management	PS59	The study noted previous research that bis-FASI can be reused, though as little as 5 per cent of lithium batteries are recycled. That could yield a projected 8 million tons of battery waste by 2040 if battery recycling is not dramatically scaled up with demand.	This has been addressed above.

Issue	Ref.	Submission matter	Response
Intergenerational equity	PS59	As an accredited LPA livestock producer selling beef into the Grass-Fed market, I am very aware of the strict compliance requirements of the rules and regulations set down by Meat Standards Australia in regard to hormonal growth promotant (HGP), grain or feed containing grain, feed containing animal fats, by-product stockfeed, feed containing chemical residues within a Withholding Period (WHP) when harvested, and any livestock still within a WHP or Export Slaughter Interval (ESI) as set by APVMA or SAFEMEAT following treatment with any veterinary drug or chemical, and their slaughter for export. To meet these criteria a National Vendor Declaration (NVD) must accompany all movement of livestock and there is an obligation that I must be absolutely satisfied that I have correctly completed all parts of the NVD and that I understand that any misleading or unverified statements may result in prosecution, heavy fines or loss of my LPA accreditation thereby precluding me from trading. Australia's reputation for clean green food and fibre has been built over generations on the back of good practice and strict governance. A priceless reputation second to none and envied by our competitors. Export destinations like the	This has been addressed above.

Issue	Ref.	Submission matter	Response
		US, Japan, China and Europe are already very aware of the dangers of BPA in foods and packaging. If they were to get a whiff that our beef or lamb could be contaminated with BPA or other toxins, our brand built over generations would be destroyed overnight. International public health advocates are sounding alarm bells about the need to find alternatives to the toxic chemicals and heavy metals imbedded in renewable energy components for the renewable energy transition to progress cleanly. Accordingly, there needs to be a far greater focus on the toxic contamination risks arising from BESS potentially causing leaching of 'forever chemicals' and heavy metals such as cadmium, cobalt, lead, lithium-copper, mercury, and nickel into our agricultural land, water resources and atmosphere, and also a greater focus on the associated Occupational Health & Safety risks, Intergenerational Equity for our children and grandchildren and potential elevated stock toxicity levels as a measure to protect crops, livestock and producers thereby ensuring food security for our future generations.	
Decommissioning	PS59	The transition has not been properly thought through and it has far too many 'unintended consequences' for it to be fit for purpose as presently there is no satisfactory plan for where	This has been addressed above.

Issue	Ref.	Submission matter	Response
		the millions of tons of dangerous batteries will eventually end up.	
Loss of agricultural land and food security	PS59	This nation cannot afford to let public health and food security to be undermined by this unparalleled travesty and until such time as environmental, property, and food chain protection plans have been established, I call on government to apply the 'precautionary principle' and initiate a moratorium on all BESS applications. Renewable energy is NOT clean, NOT green, NOT zero. Ian McDonald, Walcha Grazier	This has been addressed above.
Tourism	PS60	I object and do NOT consent to the Yanco Battery Energy Storage System. Why? *Harm to Tourism Industry, Clearing of Forests Wide easements will be required for the high voltage power lines. An ABC News article reports that hundreds of hectares of forest will need to be cleared in order to create a 90 metre easement: https://www.abc.net.au/news/2020-07-19/residents-fear-transmission-line-will-ruin-tourism/12465286 The transmission line has been called "a scar on	The project has been designed and sited in a way that minimises visual and environmental impacts. Given that BESS facility is located on rural land and screened by vegetation screening and noise barriers, it is unlikely to interfere directly with tourism in the locality.

Issue	Ref.	Submission matter	Response
		the landscape" that threatens the income of local tourism businesses (due to the visual impact of the line and the effects on tourist-attracting flora and fauna).	
Loss of agricultural land and food security	PS60	*Loss of Precious Agricultural LandAgricultural land taken up by required infrastructure (including wide easements) will become unavailable for agricultural use. According to TasFarmers, "The impact on farming properties will be immense and given the ongoing dedication of everyone within the agricultural industry to not only their livelihoods but also the greater prosperity of our state these impacts should be avoided where possible."Link to article: https://tasfarmers.com.au/news/north-west-transmission-developmentThe State Planning Office states:"All agriculture depends on access to suitable soil. While the fertility of soils can be renewed, the loss of access to soils through conversion to other land uses is often irreversible. Reducing the breakup (fragmentation) of agricultural land and its conversion to non-agricultural use is important for the economic viability of the farming sector. This is one of the main objectives of the State	This has been addressed above.

Issue	Ref.	Submission matter	Response
		Policy."Link to page: https://www.stateplanning.tas.gov.au/topics/rural-planning	
Property values	PS60	*Loss of Property, Devaluation of Homes/Farms Some property owners are at risk of losing a substantial part of their land through compulsory acquisition to make way for high voltage towers and other infrastructure, potentially leading to financial hardship and emotional distress.	This has been addressed above.

Issue	Ref.	Submission matter	Response
Fire hazard	PS60	*Fire Risk High voltage transmission lines pose a risk of fires, especially in the high fire risk areas of regional and rural Tasmania. In Victoria, where a similar situation exists, volunteer firefighters from at least 24 brigades have refused to fight fires around new renewables projects and transmission lines, due to serious, life-threatening safety concerns: Volunteer firefighters say they will not fight fires around new renewables projects, transmission lines https://www.abc.net.au/news/rural/2024-06-19/cfa-renewables-protest-volunteer-firefighters-transmission-lines/103995318 Letter of Demands: https://static1.squarespace.com/static/666fbe726b8433675b4b60e5/t/666fcade2c48fc6ef840a0a0/1718602469171/RE+Impacted+CFA+Brigades+Letter+of+Demands+and+sign+off+FINAL+14+June+24.pdf Smoke from fires near or under transmission lines can create electrical arcs or flashovers, which are potentially life-threatening to those nearby: https://www.cfa.vic.gov.au/about-us/what-we-	This has been addressed above.

Issue	Ref.	Submission matter	Response
		do/fighting-fires-around-transmission-lines https://www.abc.net.au/news/2024-06-20/lithium-ion-batteries *Leakage of SF6 Gas (a potent greenhouse gas) into the Environment SF6 (sulphur hexafluoride) is a synthetic gas that is widely used in the electrical industry as insulating material in switchgear for medium and high-voltage electrical installations. It is a component in distribution and transmission equipment in the power network and is found in large power stations and electrical sub-stations. SF6 is an extremely potent greenhouse gas that enters the atmosphere through leaks in the electricity industry. Wind and solar farms require a significantly longer and more complex energy grid than a fossil fuels-based system, which means more switchgear is needed, and therefore more SF6 is leaked into the environment. (Recall that the North West Transmission Developments Project alone involves 240 kilometres of high-voltage power lines.)	

Issue	Ref.	Submission matter	Response
Climate change	PS60	The global warming potential of SF6 gas is 23,500 times that of CO2, with an extremely long atmospheric lifetime of 3,200 years â€" the highest global warming potential of any known substance. SF6 cannot be absorbed or destroyed naturally (unlike CO2, which is absorbed by plants). Atmospheric concentrations of SF6 gas have nearly doubled in the last two decades, "as an unintended consequence of the green energy boom": Climate change: Electrical industrys â€œdirty secretâ€• boosts warming https://www.bbc.com/news/science-environment-49567197?ref=WindEurope Evaluation of SF6 Leakage from Gas Insulated Equipment on Electricity Networks in Great Britain https://doi.org/10.3390/en11082037	This has been addressed above.

Issue	Ref.	Submission matter	Response
EMF	PS60	*Electromagnetic Radiation and Harm to Human HealthElectromagnetic radiation from high-voltage electric lines â€“ especially long-term exposure â€“ has been linked to health problems in humans, particularly cancer (including leukemia in children), as well as other conditions. The greatest health risk is to children, pregnant women, and those with underlying health problems.Health Hazards of Electromagnetic Radiationhttps://www.scirp.org/html/50957.htmlDOI Link: http://dx.doi.org/10.4236/jbm.2014.28001Evidence that electromagnetic fields from high voltage powerlines and in buildings, are hazardous to human health, especially to young childrenhttps://researcharchive.lincoln.ac.nz/server/api/core/bitstreams/7d07ed5e-0945-4b27-bdf2-15a9c7f1acd7/contentThe very clear evidence from NSW, where they were unbelievably and unacceptably asked to "turn off their dishwashers, washing machines and air conditioners between 3pm - 8pm on a warm, spring day "to help the grid" because it couldn't handle the load. Not to mention Broken Hill's power being off for a long time after the hurricane that touched down in their area, effectively shutting off all of the "renewables	This has been addressed above.

Issue	Ref.	Submission matter	Response
		only" in the area, thus, cutting off power to everyone in Broken Hill.	
Alternative energies	PS60	It seems that "renewables only" are NOT working and obviously cannot work without permanent coal, gas or nuclear baseload power. Very recent further evidence that renewables only are NOT working and are unacceptably causing constituents to have to sit in the dark for long periods of time: "The leaps of faith in this vision are cavernous and almost entirely ignore the laws of physics as well as the constraints of engineering and economics. Take, for instance, the proposition that we have oodles of land. Yes and no. Wind	This has been addressed above.

Issue	Ref.	Submission matter	Response
		turbines are best located on the ridge lines of mountains; hence the desecration of much of the Great Dividing Range. It also ignores the entirely legitimate preferences of the existing users of the land.	

Issue	Ref.	Submission matter	Response
Location	PS60	Siting renewable energy installations a long distance from the demand involves massive costs in terms of additional transmission lines, voltage loss and refitting of distribution systems. As for the proposition that all this electricity from renewable sources can be effectively used by existing and new large-scale plants is another whimsy." Chris Bowen is wrong to call Australia a renewable energy superpower | The Australian, 03 December 2024. "In fact, across the past year, the Australian Energy Market Operators data dashboard records that brown and black coal supplied 64 per cent of the eastern grids electricity and gas 6 per cent. So 70 per cent fossil fuel then. Wind delivered 15 per cent of generation across the same time and grid-scale solar 8 per cent. So coal is far and away the most reliable generator on the eastern national electricity market. "Search the arid desert of Bowens words and there are usually some grains of truth. It is true that, like Animal Farms loyal carthorse, Boxer, the dependable generators on the grid are being flogged to death to make up for the routine failure of wind and solar to show up for	This has been addressed above.

Issue	Ref.	Submission matter	Response
		work." Chris Uhlmann: Bowen plan threatens to leave us in the dark | The Australian, 30 November 2024. "They tried to appear flippant, to give the impression this power rationing on a warm day was acceptable and all part of the plan. NSW Premier Chris Minns, his Energy Minister Penny Sharpe and federal Climate Change and Energy Minister Chris Bowen asked us to refrain from washing clothes or dishes for a few hours and to dial up the thermostat on the aircon â€“ according to them, we do not need to be as cool as we would like to be. Wouldnt you love to see their thermostats? They mentioned the pool filter, too; it should be flicked to off â€“ perhaps splashing in the pool and cranking up the aircon can be saved until winter." "Labor and the Greens (and, let us be frank, too many Liberals over the years) have given us an energy grid that works well enough as long as there is not strong demand for electricity. It is like a bucket with holes halfway up the side, or a fence with a gap â€“ next I suppose they will design a tunnel that is too narrow for the trains or a ferry that cant squeeze under the bridge. (I know, I know, governments have already given	

Issue	Ref.	Submission matter	Response
		us these innovations.)" Australias energy grid cant handle a few warm days | The Australian, 29th November 2024.	

Issue	Ref.	Submission matter	Response
Fire hazard	PS60	I have also enclosed in this email further evidence of the extreme risk of bushfires breaking out from wind turbines, the high voltage transmission lines the wind turbines, large battery storage containers, solar farms (along with Marinus Link) that are or planned to be connected to and the how the large battery storage containers and solar farms themselves are extreme bushfire hazards. Worse, it seems that the 2500 wind turbines in Victoria have no critical fire safety suppression equipment on them, which should be standard on every wind turbine, especially since they are connected to the high voltage transmission lines and the dangers of flashovers. What is a flashover and why is it so dangerous and potentially life threatening?"A flashover is when electricity, especially at higher voltages, jumps across an air gap to create a conductive path. A flashover may occur between wires or from wires to the ground - this may be seen as a flash or heard as an explosion or loud cracking sound."	This has been addressed above.
Loss of agricultural land and food security	PS61	I Vehemently Object to Yanco BESS. Cease and Desist Yanco BESS because Australia is a Dry Continent and Not being Cared for in the Way it needs, which is GROWING plants,	This has been addressed above.

Issue	Ref.	Submission matter	Response
Contamination	PS61	Not infrastructure, metal, and toxic, upon the Lands Farmlands, under Threats unlike Ever before.	This has been addressed above.
Alternative energies	PS61	Oh God Please Stop the Nonsense, Please God, Please God, Please. Have the Australian and State Governments spend the money on Eight Only Brand New Coal Fired Power Stations for Australia, Yes, Only Eight for needed for Australia, with Only Three needed in NSW where	This has been addressed above.
Intergenerational equity	PS61	we can have Our Farmlands back, Our Precious, Precious Precious Farmlands back, so Next 8 Generations receive the Land in a Far Better condition than the one planned by the Ignorant in gov.au, and nsw.gov.au.	This has been addressed above.
Loss of agricultural land and food security	PS61	I Demand a GREEN Environment, Free of Infrastructure Man Made upon Farmlands Next 8 Generations Will need, yes, Will, yes Will. Yes. Will. I Demand a Moratorium on BESS Immediately Immediately Immediately.	This has been addressed above.
Consultation	PS61	The governments Australian and State and Local have Not discussed the BESS rollout with their Population, trying to stop them, and Knowing why. How do we Stop you, gov.au, nsw.gov.au ? I hold you Accountable, being every one of you	This has been addressed above.

Issue	Ref.	Submission matter	Response
		who has decided Our Future without our awareness, our input, and our Knowledge maybe you need to Research more, hey, you there in your Offices, in air Conditioned Offices, deciding Our Future from Far away, Far away, far away.	
Company	PS61	Look where Asc Energy HQ are - an inner suburb of Melbourne, Camberwell. Hmmm. Dont see Farmers here hey.	This is outside the scope of the Environmental Impact Statement.
Accountability	PS61	Cease and Desist BESS , Toxic, yes they are, and you Should Know that , Hey. â€œACEnergy was founded by renewable energy experts across the development value chain to meet the growing demand for high quality utility-scale solar and BESS projects that will be critical to achieving decarbonisation projects.â€•	The applicant will be bound by regulatory requirements pertaining to the development, including but not limited to, the submission of ongoing compliance reports and management plans as required by conditions of consent. The project will operate in accordance with approved plans ensuring adherence to the necessary environmental, safety, and operational standards. In the event of unforeseen non-compliance, appropriate penalties or remediation actions will be imposed, thereby ensuring the integrity of the approval process is maintained.

Issue	Ref.	Submission matter	Response
Loss of agricultural land and food security	PS61	Comment:- Decarbonisation. Decarbonisation. Umâ€¦.What Crap ! And Im Tired of it.You people need a Learning Lesson about Mother Earth You Harm and Cause Loss To For No Reason At All.You are a Disgrace Yes.Cease operating, ACEnergy. Immediately. Thanks.How Do you get away with it ? I know. I am in contact with Elders you see. They would Never enable MORE infrastructure Man Made upon their Country. Never. How Do you get away with it, what you say, ACEnergy, on your website, full of marketing Crap, yes Crap, Yes Crap.I Demand All Investment upon a Dry Continent re Decarbonisation is this :-- 473,287,474 Trillion Trillion Trees, planted by the Australian people being paid for the work that Will benefit Every Human upon a Land named Australia from January 2025, when Renewables and BESS Cease and Desist upon Precious Precious Precious Farmlands that Include Wetlands â€" for Gods Sake - the Australian and State Governments have NO awareness of, STILL. Neither do you, ACEnergy, but Claim you do. How Do you get away with it ?I Demand a Moratorium on BESS Immediately.â€œ We work closely with all parties in the development process including investors, landholders, regulators and offtakersâ€¦â€• One community session offered	This has been addressed above.

Issue	Ref.	Submission matter	Response
		in May 2024 was it ? Pretty pathetic, ACEnergy.How Dare you.â€œAn offtake agreement is a contract between a producer and buyer to purchase or sell goods before they are produced. It helps producers secure financing, prices, and demand for their products, and buyers lock in supply and hedge against market volatility.â€• Offtakers Cease and Desist.Investors Be able to Offer Appropriate Land Management to Benefit Community into 500 years from Now.How ?Bio-matter and it is. Bio-matter. Not infrastructure. Bio-matter.Bio-matter.Bio-matter. Makes the C go away.Infrastructure creates C.Nature grow.Infrastructure Not Needed Cease.Cease BESS Now from NOW, a toxic method Not needed near community Australian.BESS is a toxic infrastructure made in another communitys nation and is not at all â€œcleanâ€• .Coal Choose, Investors. Grow Australian Made Homes, Investors, with added wind and solar, where there will be No need for BESS you see.	

Issue	Ref.	Submission matter	Response
Alternative energies	PS61	Wind will be Tiny Turbines spinning 24/7 on Our Rooftops, Australian. No Need for BESS at all. Invest in millions of Tiny Turbines, Investors. Thanks, investors.	This has been addressed above.
Accountability	PS61	You can be Responsible Too, Investors, for Impacts of BESS in Our Countryside, Ours. Its Ours. Ours. Yes Ours. No need for BESS at all. I Hold All government personnel and companies, offering BESS infrastructure, Fully Responsible and Accountable. Mayor of Leeton, Shame on you. Leeton Shire Council, Shame on you. It will be you Fully responsible and Accountable for BESS decommissioning. Dear God, we must Stop them offering BESS. You will burn us, gov.au ignorant, and not the Aussies in the outback, near towns, but not near cities. I am Holding you Fully Responsible and Accountable for fires that come from solar and BESS, ACEnergy and gov.au. You. Not the Host, innocent, or paid too much	This has been addressed above.

Issue	Ref.	Submission matter	Response
Cost of living	PS61	Hey, as we All, Australians All, pay Far Too Much for electricity. Why ? gov.au is why. Gov.au,	This has been addressed above.
Loss of agricultural land and food security	PS61	I hold you Fully Responsible and Accountable for Harm and Loss to Farmlands and Our Future as Australians. council@leeton.nsw.gov.au, and tonyr@leeton.nsw.gov.au Shame on you. You will be Fully Responsible and Accountable for deciding other peoples futures, yes. Who do you think you are, hm ? You have No idea what you are doing, just for Money, Just for Money, Money. Money. Shame on you all.	This has been addressed above.
Fire hazard	PS62	Yanco BESS, Yanco, NSWYanco Battery Energy Storage SystemACEnergy Pty LtdDevelopment of a 250 MW / 1100 MWh battery energy storage system and associatedinfrastructure and connection works 7km south of LeetonHoughton Rd, YancoLeeton LGA, 7 kms south of Leeton town, right next to Yanco township.Application NumberSSD-67478479Planner – Megan Ramsdale 0294072133Online submission due by 13/12/24:https://www.planningportal.nsw.gov.au/major-projects/projects/yanco-battery-energy-	This has been addressed above.

Issue	Ref.	Submission matter	Response
		storagesystem_____ _____I object to this development including the necessity to follow a global agenda in order to achieve it. This is a huge fire risk, inviting thermal runaway,	
Emissions	PS62	toxic smoke	This has been addressed above.
Contamination (including PFAS)	PS62	and PFAS contamination.	This has been addressed above.
Reliability	PS62	This is NOT sustainable as you well know and is designed to transfer wealth from Australians to overseas entities. This will contaminate our regional environment building on the "renewa-bull" systems which are already in place.	This has been addressed above.
Cost of living	PS62	Renewabull power is exponentially expensive, and hazardous because of the inability of essential emergency services being allowed to attend fires, and that is a very high risk. The	This has been addressed above.

Issue	Ref.	Submission matter	Response
		toxicity will contaminate the environment, and we live in a relatively toxic-free region and	
Fire hazard	PS62	don't need toxic fire risk,	This has been addressed above.
Contamination (including PFAS)	PS62	PFAS contamination	This has been addressed above.
Emissions	PS62	or toxic smoke travelling for miles and miles on a breath of wind to cause health problems in thousands of people for which these companies will NEVER be liable. If they are, they'll just sell to a friendly company and make themselves scarce and we'll never be able to chase them for damages.	This has been addressed above.
Decommissioning	PS62	What is in place to address these liabilities outlined above, when these corporations on-sell several times, thus avoiding liability, and the end of project clean-up?	This has been addressed above.
Company	PS62	Who says those companies won't fold or bankrupt themselves after transferring all their assets to a parent corporation some years ahead, in preparation to fold and leave the liability with the local people or LGAs?	This is outside the scope of the Environmental Impact Statement.

Issue	Ref.	Submission matter	Response
Government	PS62	Why is this government persisting with the expense of these systems?	The proposed BESS supports the NSW Government's Climate Change Policy Framework (Framework, NSW, 2016). The framework is committed to effective action on climate change, outlining long term objectives to achieve net-zero emissions by 2050 and to make New South Wales more resilient to a changing climate. The achievement of net zero emissions by 2050 is reliant on transitions towards more sustainable and renewable forms of electrical production. The rapid rate of development of renewable energy projects is driving the need for energy storage and a firming capacity to support the increased levels of intermittent renewable generation across the network. Of significance to the proposed BESS is the approved Yanco Solar Farm approximately 1.8 km north of the development site and the operational Leeton Solar Farm approximately 7 km north. The BESS supports the framework by improving the reliability and stability of the electrical grid. The ability of the proposed BESS system to balance electrical demand and supply assists the management of variations in electrical demand and supply which are expected to increase with transitions to more sustainable and renewable forms of electrical production, supporting the transition toward lower emission renewable energy generation as the NEM transitions from the coal generation planned to be retired by 2040, reducing the greenhouse gas emissions that would otherwise be generated from conventional power plants.

Issue	Ref.	Submission matter	Response
Fire hazard	PS62	Why is it OK to put people living here at risk of fire, smoke and HIGH PRICES, when for example wind turbines require coal-based power to start, and solar doesn't work at night or on cloudy days? The whole "renewabull" thing is total madness, pushed by government officialdom who are enticed, paid off, or just too stupid to understand that we are in for blackouts because these systems cannot, in a pink fit, cover for what we had with renewable coal. Yes, it IS renewable, contrary to what is shoved down our throats continually by govern-mental departments and climate-change idealists out to suck every tax dollar they can from Mums and Dads of Australia. How stupid will future generations think we were when they look at us having cut off our noses to spite our faces? This is the stupidity of this madness.	This has been addressed above.
Cost of living	PS62	We were promised that our power bills would DECREASE not increase, when governments everywhere began dismantling our quite effective power structure, beginning from the old regional County Council system we once had.That was "privatised" and we were told that power prices would be more competitive. They	This has been addressed above.

Issue	Ref.	Submission matter	Response
		weren't, and aren't! Then, when it was further privatised, and unbundled as per the global agenda, POWER PRICES WENT UP EVEN FURTHER. Now, we are seeing the further extension of that agenda, because POWER PRICES HAVE GONE UP AGAIN, and will CONTINUE to do so.We're being asked to swallow the lie propagated by the UN and globalist corporations that "renewal" energy is more reliable than base-load clean burning coal. The World Bank and IMF, along with globalist corporate partners have promoted Deregulation, Privatization, Liberalization and Commodification of everything so that they could control it. Consequently, we've seen our utilities unbundled and bought up, and politicians have been stupid enough, or compromised with bribes etc, to accept this, when it quite clearly goes against simple common sense.	
Reliability	PS62	Renewables are UNRELIABLE. The lies propagated are that "Renewable" energy is more reliable than base-load clean burning coal. It is NOT. By continuing with this lie, you are denying me, and people living in this State, and indeed, Australians, who pay taxes and generate enterprise, the right to available, constant and affordable power. You are complicit with	This has been addressed above.

Issue	Ref.	Submission matter	Response
		politicians in effect murdering elderly people who die of heat and cold exposure because power is not available or affordable. This is a basic human right, and Australia, to it's deep shame, no longer supplies this to it's people, instead follows the dictates of globalists with another agenda.	
Alternative energies	PS62	You have stolen this right from we, the people; propagated lies, done deals with huge corporate companies, and decommissioned productive land in order to fill with solar panels which don't work to capacity when it's too hot or cloudy, or dark. Unsightly wind towers manufactured in China mostly have been, and are being, put on productive land, or now, planned to be just offshore our beautiful coasts.	This has been addressed above.
Other	PS62	The stupidity of AGL last year offering a great deal to EV owners to charge AT NIGHT for as low as $5 AT NIGHT. How stupid is this? The sun don't shine at night, but we should all charge our highly flammable "slow-to-go-anywhere" EV's AT NIGHT, for a DISCOUNT!!!!!!!!!!!!! Have you ever seen anything so stupid?	This is outside the scope of the Environmental Impact Statement.
Alternative energies	PS62	Turbines and solar set-ups kill or disorient birds; turbines don't work when it's too windy, and solar systems don't work when it's too hot or not to capacity when cloudy anyhow. Electric	This has been addressed above.

Issue	Ref.	Submission matter	Response
		vehicles are inefficient, and will take years to become efficient. People want to charge them at night, when solar does not generate.	
Fire hazard	PS62	They have proven lethal to emergency services workers being electrocuted when helping at accident scenes. It takes days to go where normal cars take hours to go, and the disposal of the batteries and componentry will be a nightmare. Overseas, insurance companies will not insure EVs, and multi-level car-parks are having the same problem, as the EVs catch fire, then catch cars, can't be extinguished, and just have to be left to burn out.	This has been addressed above.
Alternative energies	PS62	Nothing compares to coal, which is actually much cleaner that you would have us believe with the technology we now have. It is also affordable, and people need affordable power, RELIABLE baseload power. We don't need you stealing assets of people, because this is a basic right we once enjoyed and contributed to. Now, it's commoditised to the point of "structural adjustment" (another UN term), whereby small business are going out of business because their power bills are too high. This is THEFT, and no politician should be complicit in promoting it, and this project should not be allowed to go ahead because it will most certainly cost much	This has been addressed above.

Issue	Ref.	Submission matter	Response
		more than is projected, and at the end of the day, the consumer will be required to pay for it.	
Cost of living	PS62	Worse still is the fact that our ELECTRICITY PRICES are being MANIPULATED UPWARDS because owners of these corporate power companies are recharging them on coal-fired baseload power in the middle of the day, and manipulating the market by holding back on selling it until peak power load demand, when they sell at a really high price. This escalates the price for everyone, because the highest price is the value parameter which becomes the criteria which sets the price for everyone. This is MARKET MANIPULATION and should be treated in the same way as INSIDER TRADING. It is CORRUPT, unconscionable, and corporate theft, aided and abetted by Governments.	This has been addressed above.
Other	PS62	Last year at a hospital in WA was not running it's heating because it was too expensive, and people were cold. That's OK on the altar of stupidity, which apparently is renewable many times over.	This is outside the scope of the Environmental Impact Statement.

Issue	Ref.	Submission matter	Response
Reliability	PS62	Furthermore, what are these corporates being paid for the unreliable, "renewable" power, compared with those who have solar on their roofs feeding into the grid? Please answer me that? I don't believe you can answer, because again, it is Anti-Competitive and these corporates, in cahoots with our own governments, are price-gouging. Corporates have their hands in many govern-mental pockets (how many kick-backs are in the system???), and are extorting the Australian people in various ways, not the least by denying them the same feed-in tariffs guaranteed to the corporations. They are receiving PREFERENTIAL TRADING benefits, which is against the intent of the Trade Practices Act/Competition and Consumer Act, States Fair Trading and Consumer Affairs legislation and even the Paris Agreement sets out that food security should not be threatened by these projects – and yet, we blatently disregard this, to our own detriment, entombing and	This has been addressed above.
Contamination	PS62	contaminating land.	This has been addressed above.
Loss of agricultural	PS62	They've been allowed to set up on productive land, or land close to towns where they're close to existing power stations, instead of making	This has been addressed above.

Issue	Ref.	Submission matter	Response
land and food security		them set up on vacant land well away from towns, and having to foot the bill for the lines to the feed-in points. But instead, it's being subsidised to the extreme by those who can least afford it, while these huge corporates receive subsidies. Our Yanco BESS is very close to Yanco.	
National security	PS62	Worse than that is our reliance on slave labour for the componentry, and on Chinese manufacturing – at a time when top military people are cautioning us about the CCP. However, it's OK to allow the CCP to own a good slab our our energy infrastructure? Again this is madness, and is a threat to our food and energy security in itself, therefore, as it follows, our national security. With base-load coal, we pay Australians to work in coal-mines and power-plants, we do not need to rely on child/slave labour, which is apparently OK by the UN/global Gobbleopoly. With baseload coal, we do not threaten our small business / manufacturing / farming / entrepreneurial sectors, nor have to shut down heating or air-conditioning in hospitals, or "share" domestic and industrial power by turning off our appliances, manufacturing plants, or air-conditioning/heating.	This has been addressed above.

Issue	Ref.	Submission matter	Response
Reliability	PS62	Remember, Warren Buffet said that "renewables" were not worth investing in – UNLESS they were subsidised. So, who are we fooling. Blind Freddy can see that it would be better, if we want to follow the solar route, to put solar panels on existing roofs, and just pay the people. However, the goal is more about control, and stealing from the Australian people – a wealth transfer. Also, we now know that coal is actually a RENEWABLE resource. I object to this madness; this cruelling of small business with high prices and inconsistent power supply; forcing people to go without reliable power, battling heat and cold extremes, sometimes ending in death which is just murder by proxy for which people need to be accountable. I object. This is unacceptable, and should be a non-starter.	This has been addressed above.

Issue	Ref.	Submission matter	Response
Consultation	PS62	What really gets up my nose is that this is already a DONE DEAL – all this is just to PRETEND THAT THERE HAS BEEN SOME SORT OF CONSULTATIVE PROCESS in order to tick Governmental and environmental boxes while they shaft the people. You – Governments, Corporations, Bureaucrats and Individuals – are on notice. When the world turns and realises what you have all done – there WILL be repercussions, and YOU SHOULD CONSIDER YOURSELVES WARNED. At that time, expect to be dealt with in the courts of our land, which themselves have been corrupted, but may very well be cleaned up by then, and which will impose heavy penalties and very long jail sentences for those involved in this corruption. Please think very carefully about going ahead with this theft and corruption. If you continue, and the above eventuates in your lifetime, you will only have yourselves to blame. Jeanine Bird Leeton	This has been addressed above.

Issue	Ref.	Submission matter	Response
Contamination	PS63	Yanco BESS, Yanco, NSW Yanco Battery Energy Storage System ACEnergy Pty Ltd Development of a 250 MW / 1100 MWh battery energy storage system and associated infrastructure and connection works 7km south of Leeton Houghton Rd, Yanco Leeton LGA, 7 kms south of Leeton town, right next to Yanco township. Application Number SSD-67478479 Planner – Megan Ramsdale 0294072133 Online submission due by 13/12/24: https://www.planningportal.nsw.gov.au/major-projects/projects/yanco-battery-energy-storagesystem TO WHOM IT MAY CONCERN I object to the above as renewable energy is hazardous and will contaminate our regional environment and	This has been addressed above.
Fire hazard	PS63	may catch fire and	This has been addressed above.
Emissions	PS63	cause toxic smoke and asthma and asthma-like health hazards in that event.	This has been addressed above.
Fire hazard	PS63	I am concerned at the huge risk of Thermal runaway – if there are summer fires, they will go	This has been addressed above.

Issue	Ref.	Submission matter	Response
		for miles and could cause bush-fires like the Black Friday fires.	
Contamination (including PFAS)	PS63	Governments are asking for huge claims for PFAS contamination caused by the toxicity and leaching from infrastructure, and also the toxic smoke in a fire event.	This has been addressed above.
Cost of living	PS63	This is forcing our Electricity Prices UP, contrary to the lies we are being told. It is NOT better or CHEAPER than coal-fired base-load power by any stretch.	This has been addressed above.
National security	PS63	This is also a national security issue when our services and assets are owned or controlled from offshore. Grant Bird Leeton.	This has been addressed above.
Fire hazard	PS64	Is this BESS drawing from the grid to prevent thermal runaway?	This has been addressed above.
Energy source	PS64	Or is it continually backed up by diesel generators?	This has been addressed above.
Noise	PS64	Do the neighbours know how noisy this BESS will be?	This has been addressed above.
Waste management	PS64	What happens to the batteries in 10 years time when they need to be replaced?	This has been addressed above.
Funding	PS64	This project is total waste of taxpayers money.	This has been addressed above.

Issue	Ref.	Submission matter	Response
Slavery & supply chain issues	PS64	How much slave labour is used in the production/extraction of materials for this BESS?	This has been addressed above.
Economic impact	PS65	Waste of money, facilitates more mining all over the world,	This has been addressed above.
Waste management	PS65	will not last more than 10 years then becomes toxic waste,	This has been addressed above.
Reliability	PS65	will not be able to supply power overnight.	This has been addressed above.
Noise	PS65	Noisy,	This has been addressed above.
Energy source	PS65	likely backed up by diesel generators.	This has been addressed above.
Fire hazard	PS65	Huge risk of thermal runaway, any fire cannot be extinguished and will cover the area in the most	This has been addressed above.
Emissions	PS65	toxic smoke.	This has been addressed above.

APPENDIX E

UPDATED BIODIVERSITY DEVELOPMENT ASSESSMENT REPORT

APPENDIX F

UPDATED ABORIGINAL CULTURAL HERITAGE ASSESSMENT REPORT

APPENDIX G

UPDATED TRAFFIC IMPACT ASSESSMENT

APPENDIX H

FLOOD RISK AND GROUNDWATER ASSESSMENT REPORT

APPENDIX I

UPDATED PRELIMINARY HAZARDS ANALYSIS

APPENDIX J

WASTE MANAGEMENT PLAN PRINCIPLES

YANCO BESS WASTE MANAGEMENT PLAN PRINCPLES

Construction phase

Table 11 - Construction phase

MATERIALS ON SITE		TREATMENT/REUSE/RECYCLING		DISPOSAL
Type of Material	**Description**	**Onsite**	**Offsite**	**Residual**
Excavated material	Excess soil	Stockpile at a suitable location and re-use on site as fill. Stockpiles have suitable temporary erosion and sediment control measures installed.	Any excess to be re-used off-site	None
Concrete – construction wastes	Surplus pours	Ensure that quantities are correctly estimated prior to pour. Use pre-cast concrete as far as practicable. Crush and use any surplus as fill where possible.	Concrete waste to be separated and collected by concrete recycling contractor	Dispose any surplus to concrete crushing facility for recycling
Timber	Packaging from materials delivered	Nil	Recyclable timber to be separated and collected for recycling by recycling contractor	Any non-recyclable timber
Metals	Wiring off-cuts, packing straps, steel off-cuts, aluminium off-cuts	Nil	Recyclable metal to be separated and collected for recycling by recycling contractor	Nil

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MATERIALS ON SITE		TREATMENT/REUSE/RECYCLING		DISPOSAL
Plastic/HDPE	Wrap from materials delivered and packaging	Nil	Collection by recycling contractor for recycling	Dispose non-recyclable material to licensed waste disposal facility
Cardboard	Packaging from materials delivered	Nil	Collection by recycling contractor for recycling	Nil
General Waste	Contractors/work force	All waste streams to be separated and recycled	Collection by recycling contractor for recycling	Dispose non-recyclable material to licensed waste disposal facility

Operational Phase

Table 12 - Operational phase

TYPE OF WASTE TO BE GENERATED	PROPOSED ON SITE STORAGE AND TREATMENT FACILITIES	DESTINATION
Cardboard packaging / Office paper	Paper and Cardboard to be separated for recycling at source. Paper and Cardboard to be reused where possible, or compacted for recycling	Recycling contractor for recycling
Plastic packaging	Bale up on-site. Storage in waste storage and recycling area(s)	Recycling contractor for recycling. Non-recyclable plastics to be disposed as general waste
Pallets from spare parts	Stored on-site in designated areas suitably screened from public areas	Supplier for reuse
Waste/reject product	Storage in waste storage and recycling area(s) or in racks	Returned to supplier
Recyclable glass, aluminium, metal, and plastic containers	To be separated at source as far as practicable for recycling by recycling contractor	Recycling contractor for recycling

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TYPE OF WASTE TO BE GENERATED	PROPOSED ON SITE STORAGE AND TREATMENT FACILITIES	DESTINATION
Used Toner Cartridges	To be stored on site for collection by toner supplier	Toner supplier for recycling
General waste	To be stored in designated bin(s) screened from public areas	Disposed by licenced waste contractor to licenced waste disposal facility
Waste storage and recycling receptacles to be located nearby all generation sources. Waste storage and recycling bins to be clearly labelled. The site manager or representative would be responsible for maintaining the waste storage and recycling area, for ensuring bins are emptied and collected as required, and for ensuring that no contamination of waste streams is occurring.		

Decommissioning phase

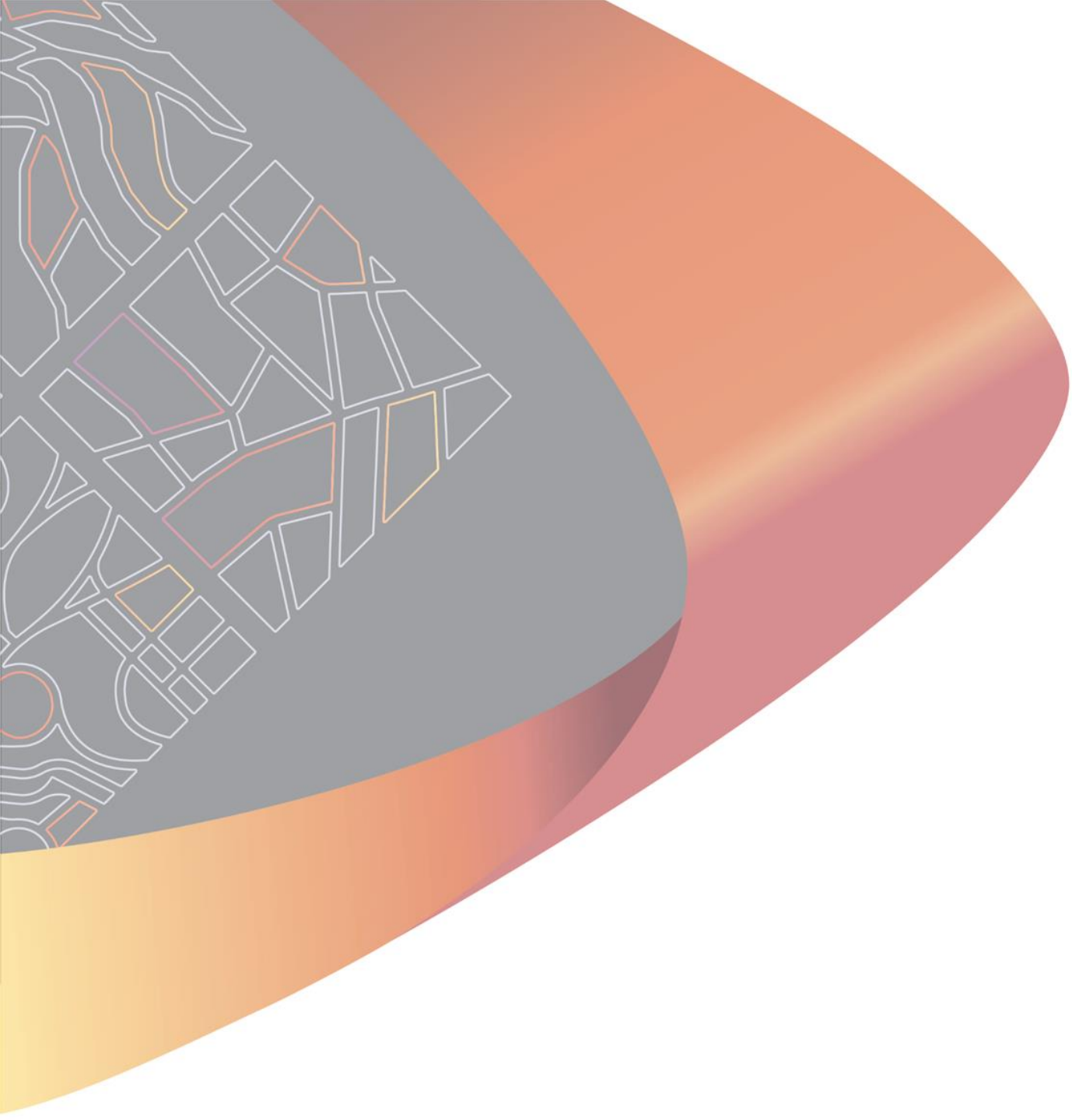
Table 13 - Decommissioning phase

TYPE OF WASTE TO BE GENERATED	PROPOSED ON SITE STORAGE AND TREATMENT FACILITIES	DESTINATION
Batteries	The inverter, transformer and batteries will be removed from the site via a crane onto a semitrailer for e-waste dismantling, recycling, scrapping and safe disposal at an appropriate waste disposal facility. If possible, the transformer can be reconditioned and refurbished for additional service life at another site	The approach to batteries would be identify opportunities for recycling. A number of opportunities for battery recycling are currently emerging (including the Reclaim PV facility in SA) and it is expected that by the end of life of the BESS that other options will have been developed (noting the significant amount of facilities currently in delivery with similar lifespans as the project site).
Concrete foundations	The concrete foundations of the inverter, transformer will be excavated and the concrete recycled.	Either recycled/reused off site or disposal to a suitable waste facility.

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TYPE OF WASTE TO BE GENERATED	PROPOSED ON SITE STORAGE AND TREATMENT FACILITIES	DESTINATION
Recyclable glass, aluminium, metal, and plastic containers	To be separated at source as far as practicable for recycling by recycling contractor	Recycling contractor for recycling
General waste	To be stored in designated bin(s) screened from public areas	Disposed by licenced waste contractor to licenced waste disposal facility
Waste storage and recycling receptacles to be located nearby all generation sources. Waste storage and recycling bins to be clearly labelled. The site manager or representative would be responsible for maintaining the waste storage and recycling area, for ensuring bins are emptied and collected as required, and for ensuring that no contamination of waste streams is occurring.		

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Premise