



# Panorama Battery Energy Storage System

## Community and Stakeholder Engagement Plan

### Panorama BESS Subco Pty Ltd

Citic House, Level 4, Suite 402  
99 King Street  
Melbourne VIC 3000

Prepared by:

#### SLR Consulting Australia

10 Kings Road, New Lambton NSW 2305,  
Australia

SLR Project No.: 660.30234.00000

3 April 2024

Revision: 02

## Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	14 September 2023	Jessica Keegan	Rob Dwyer	
02	3 April 2024	Drew Williams	Rob Dwyer	Rob Dwyer

## Basis of Report

This report has been prepared by SLR Consulting Australia (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Panorama BESS Subco Pty Ltd (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.



## Table of Contents

<b>Basis of Report .....</b>	<b>i</b>
<b>1.0 Introduction .....</b>	<b>1</b>
1.1 Purpose.....	1
1.2 Project Context.....	1
1.3 Site Context and Development History .....	2
1.4 Scope of this Report.....	5
1.5 Communication and Consultation Objectives .....	5
<b>2.0 Community and Stakeholder Scoping .....</b>	<b>7</b>
<b>3.0 Engagement Strategy.....</b>	<b>9</b>
<b>4.0 Engagement to Date.....</b>	<b>11</b>
4.1 Parties and Nature of Engagement .....	11
4.2 Traditional Owner Engagement.....	14
4.3 Outcomes of Engagement.....	15
4.4 Amendments in Response to Community Issues.....	16
<b>5.0 Ongoing and Future Engagement.....</b>	<b>17</b>

## Tables in Text

Table 1: SEARs Requirements and Report Cross References .....	5
Table 2: Communication and Consultation Objectives.....	5
Table 3: Communication and Engagement Toolkit .....	9
Table 4: Summary of Community Consultation.....	11
Table 5: Summary of Agency Consultation.....	13
Table 6: Issues or Considerations of Potential Impacts .....	15

## Figures in Text

Figure 1: Locality Plan .....	3
Figure 2: Site Plan .....	4
Figure 3: Community Stakeholder Identification Plan.....	8

## Appendices

<b>Appendix A</b>	<b>Social Impact Assessment Worksheet</b>
<b>Appendix B</b>	<b>Communications and Engagement Register</b>
<b>Appendix C</b>	<b>Engagement Letters</b>
<b>Appendix D</b>	<b>Email Correspondence with Agencies (Copy)</b>



## 1.0 Introduction

SLR Consulting have been engaged by Panorama BESS SubCo Pty Ltd (Panorama BESS SubCo) to prepare a Community and Stakeholder Engagement Plan (CSEP) to address the construction, operation, and decommissioning of a Battery Energy Storage System (BESS) with a capacity of 100 Megawatts (MW) 200 Megawatt Hours (MWH) and associated ancillary infrastructure adjacent to an existing 132 kV substation operated by TransGrid in Evans Plains, NSW (the Project).

This CSEP has been prepared to provide a summary of the proposed approach to community and stakeholder engagement and consultation and to outline the outcomes of engagement undertaken to date.

### 1.1 Purpose

This CSEP has been prepared to:

- Provide an outline of key Project and site details of relevance to the community and stakeholders.
- Identify key community and agency stakeholders to the development.
- Outline the Project's approach to communications and consultation at the planning, approval, construction, operation, and decommissioning phases.
- Provide a list of communications tools to be utilised.
- Address the Secretaries Environmental Assessment Requirements (SEARs), as per SSD-50587460, issued by the Department of Planning and Environment (DPE), now the Department of Planning, Housing and Infrastructure (DPHI).

### 1.2 Project Context

The Project will involve the development, construction, operation, and eventual decommissioning of a Battery Energy Storage System (BESS) with a capacity of 100 Megawatts (MW), 200 Megawatt Hours (MWH) adjacent to the existing 132 kV substation operated by TransGrid. The BESS will consist of SolBank BESS containers (or enclosures) in 'back-to-back' formation in two north-south aligned rows. Each SolBank container has dimensions of 6058 millimetres (mm) by 2438mm by 2896mm with an approximate weight of 30,000 kilograms (kg). The BESS will be supported by inverters which will convert the electricity from the BESS and connect to the existing TransGrid substation via approximately 100m of 33kV underground cable.

The key elements of the Project include the following:

- Installation and operation of a SolBank BESS including battery enclosures, inverters, and transformers.
  - Associated ancillary infrastructure including:
  - A 33kV underground cable connecting a 33kV switch building to the existing substation.
  - Formalisation of existing access from Mid-Western Highway and existing access road within Lot 2 DP 864272 to accommodate heavy vehicles.
  - Proposed access road from the BESS to connect to the existing access road within Lot 2 DP 864272.
  - Operations and maintenance (O&M) building.





- Stormwater management infrastructure, lighting, and security fencing; and
- Construction laydown areas.
- Decommissioning of the SolBank BESS at the end of life (EOL) include disassembly and removal of associated infrastructure from the site, to be returned as close as possible to its existing condition.

Construction of the Project is anticipated to take approximately 14 to 15 months and it is expected that the operational life of the Project would be approximately 20 years, after which the BESS would be decommissioned and the infrastructure removed, returning the site to its original use.

During construction, it is anticipated that approximately 30 full time equivalent (FTE) jobs will be required during the peak of site activity. Emergency responses and maintenance activities may be required to be undertaken out of hours. During operation, it is anticipated that approximately one (1) FTE job will be required.

### 1.3 Site Context and Development History

The Project is to be constructed and operated on part of Lot 2 DP 864272 at 800 Mid-Western Highway and Lot 521 DP 603541 at 749 Mid-Western Highway, Evans Plains, NSW. The development site is located approximately 2.5 kilometres (km) to the west of the suburb of Robin Hill and approximately 5.8km south-west of the township of Bathurst.



The broader lot (Lot 2 DP 864272) is irregular in shape and currently zoned RU1 – Primary Production under the *Bathurst Regional Local Environmental Plan 2014* (LEP). The lot currently contains one residential dwelling within the central western portion of the lot that is not permanently inhabited. The Project development site is located within the eastern extent of the site and to the immediate south-west of the existing 132 kV substation operated by TransGrid. The existing substation is located on the adjacent Lot 521 DP 603541 at 749 Mid-Western Highway. The Project development site has generally low grades, will not encroach into the existing easement containing 132 kV overhead lines, and is largely cleared of vegetation making it ideal for the proposed use.

Potential sensitive receivers are located in the nearby suburb of Robin Hill approximately 1km to the east and 1.4km to the north (nearest residential dwellings) and within the suburb of Evans Plains approximately 800 metres (m) to the west. Existing sheds on the broader lot will be classified as a sensitive receiver for the purposes of assessing the impacts of the Project within the EIS, as although a residential dwelling is currently under construction at this location, the intention is for this to be a permanent residence once completed.

The site and surrounding context are illustrated in **Figure 1** and **Figure 2** below.



LEGEND

-  Lot Boundary
-  State Border



**Location of  
Proposed BESS**

**BATHURST**  **SYDNEY** 

Scale: 1:28,000,000

Scale: 1:900,000 at A4

Coordinate System: GCS GDA 1994

Date Drawn: 30-Jun-2023

Project Number: 660.30234

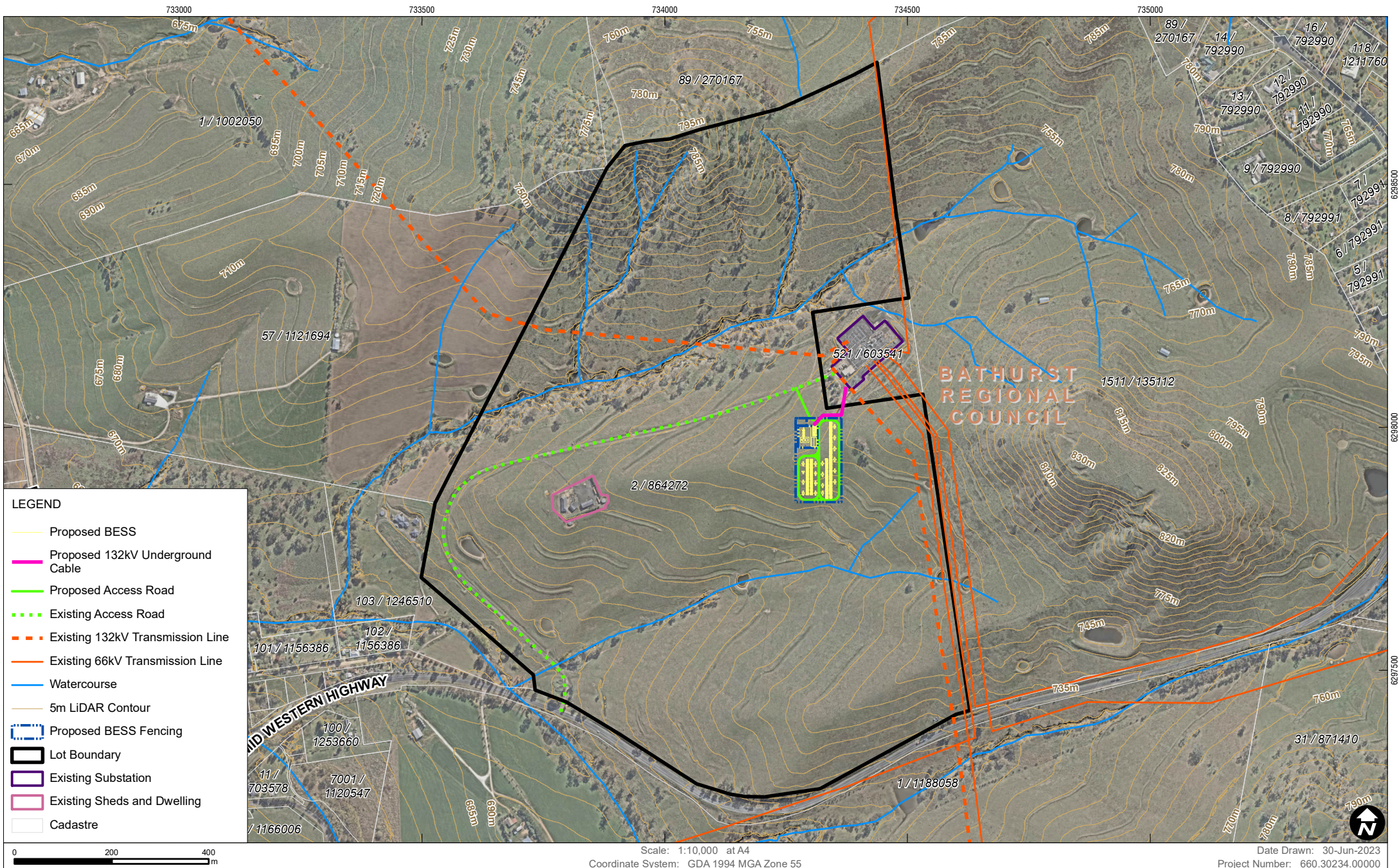
Data Source: Basedata, NSW SS, 2022, Geoscience Australia  
Basemap supplied by ESRI and other sources

**REGIONAL CONTEXT OF  
THE SITE**

**FIGURE 1**







Data Source: Basedata NSW SS, December 2021  
Aerial imagery supplied by Nearmap (May, 2023)  
Elevation data supplied by DCS Spatial Services (July, 2019)



**SITE PLAN**

**FIGURE 2**



## 1.4 Scope of this Report

This CSEP has been prepared to demonstrate how the Project has met the requirement of the SEARs with respect to community and stakeholder engagement. The SEARs, as per SSD-50587460 were issued for the Project on 09/12/2022. The relevant requirements of the SEARs and cross references to where these are addressed within this Report are included in **Table 1** below.

**Table 1: SEARs Requirements and Report Cross References**

SEARs Requirement	Report Cross Reference
During the preparation of the EIS, you should consult with relevant local, State or Commonwealth Government authorities, infrastructure and service providers, community groups, affected landowners and any exploration licence and/or mineral title holders.  In particular, you must undertake detailed consultation with affected landowners surrounding the development, Bathurst Regional Council and relevant government agencies.	<b>CSEP Section 2</b>
Detail how engagement undertaken was consistent with the Undertaking Engagement Guide: Guidance for State Significant Projects (DPIE, Nov 2021); and	<b>CSEP Section 3</b>
Describe the consultation process and the issues raised and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, an explanation should be provided.	<b>CSEP Section 3 and Section 4</b>
Heritage: evidence of consultation with Aboriginal communities in determining and assessing impacts, developing options and selecting options and mitigation measures (including the final proposed measures), having regard to the Aboriginal Cultural Heritage Consultation Requirements for Proponents (DECCW, 2010);	<b>Aboriginal Cultural Heritage Assessment (Austral, 2023)</b>
Traffic: provide details of measures to mitigate and / or manage potential impacts including a schedule of all required road upgrades (including resulting from heavy vehicle and over mass / over dimensional traffic haulage routes), road maintenance contributions, and any other traffic control measures, developed in consultation with the relevant road authority;	<b>Traffic Impact Assessment Report (SLR, 2023)</b>

## 1.5 Communication and Consultation Objectives

The objectives for communications and consultation with the community and other stakeholders for the Project are outlined for each stage of the Project's lifespan in **Table 2** below.

**Table 2: Communication and Consultation Objectives**

Project Phase	Objectives for Communications and Consultation
Planning	<b>Inform</b> relevant community and agency stakeholders of the nature of the proposed project and provide avenue of contact should they require any further information.  <b>Consult</b> with targeted community and agency stakeholders on matters related to the development with the potential for impact or within their realm of responsibility/jurisdiction.
Approval	<b>Respond</b> to issues, queries and comments arising through the planning approval process
Construction	<b>Inform</b> community and agency stakeholders of information relating to the Project of relevance to the party.  <b>Receive feedback and respond</b> via clearly communicated and established channels of communication.



Project Phase	Objectives for Communications and Consultation
Operation	<p><b>Inform</b> community and agency stakeholders of information relating to the Project of relevance to the party.</p> <p><b>Receive feedback and respond</b> via clearly communicated and established channels of communication.</p>



## 2.0 Community and Stakeholder Scoping

To inform the CSEP for the Project, SLR Consulting undertook early scoping to obtain a baseline understanding of who the stakeholders to the development were and to identify potential impacts to these parties from the development.

The scoping exercise was undertaken as a desktop study and utilised the scoping worksheet provided to accompany the *Social Impact Assessment Guideline – For State Significant Projects* (July 2021) (DPE, 2021). The scoping worksheet examined potential social impacts of the project and assisted in determining who the potentially impacted stakeholders would be for these impacts. A copy of the Social Impact Assessment (SIA) Worksheet is attached at **Appendix A**.

From this tool a list of potentially impacted stakeholders was developed, including:

- Adjacent land occupiers; and
- The broader community (for example nearby residents beyond those immediately adjacent to the site and users of the surrounding road network).

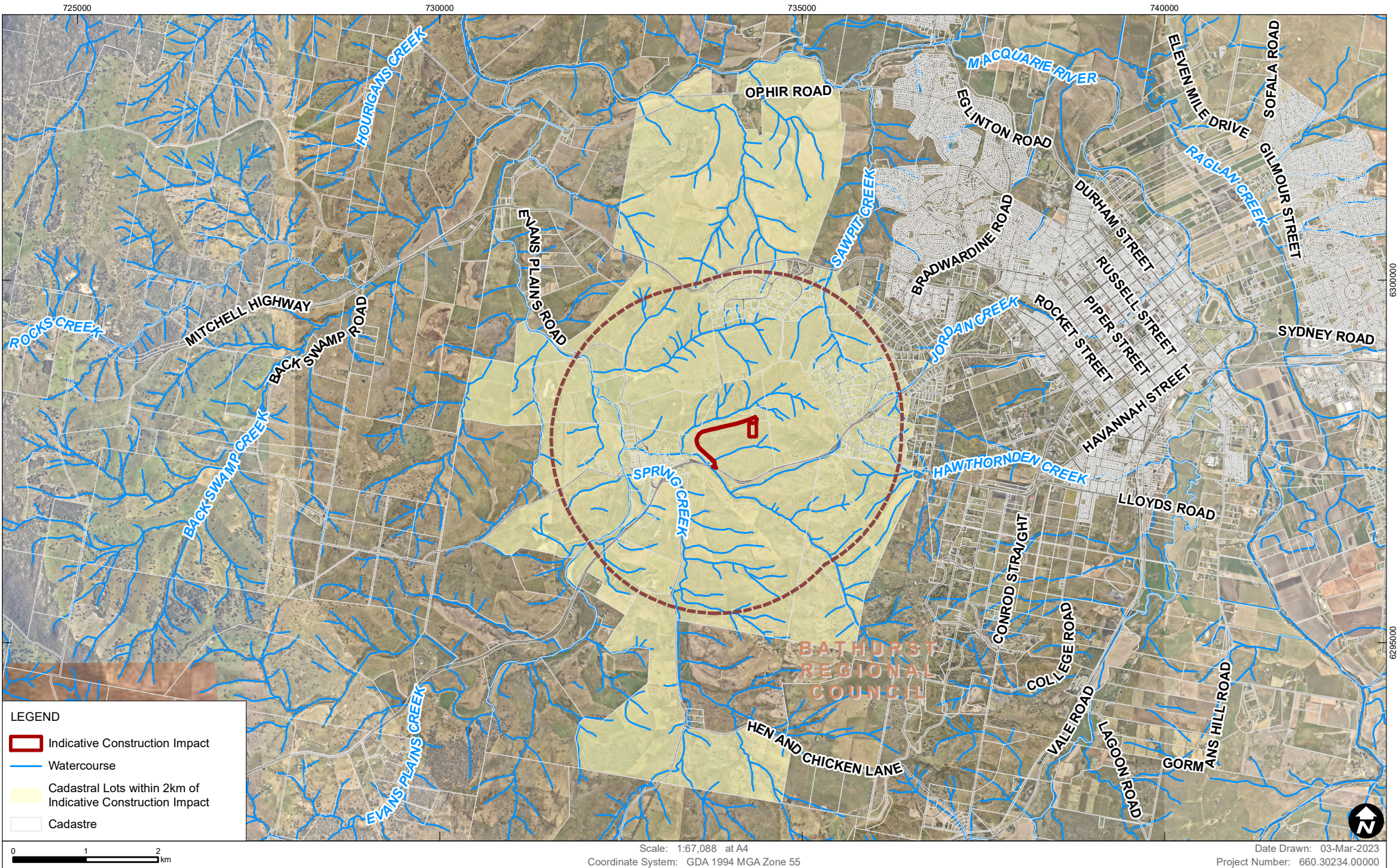
In addition to the stakeholders identified through the scoping tool, a number of land uses located in the vicinity of the Project were identified as stakeholders given their location and proximity to the works. These stakeholders, as well as the identified community stakeholder properties (adjacent and nearby) are captured within the consultation catchment in **Figure 3** below.

Relevant Local Government Authorities and State Government Agencies with an interest in the Project have been identified through the scoping phase and reinforced and confirmed through the issued SEARs. As part of the preparation of the EIS, these parties were consulted with by SLR Consulting to obtain their early feedback on the Project. Identified and consulted agencies include:

- Bathurst Regional Council.
- Department of Planning Housing and Infrastructure.
- Transport for NSW.
- Bathurst Local Aboriginal Land Council.







Data Source: Basedata NSW SS, December 2021  
 Inset base supplied by © Department of Customer Service 2020  
 Aerial imagery supplied by Nearmap (June, 2022)  
 Elevation data supplied by DCS Spatial Services (July, 2019)

## STAKEHOLDER PLAN

FIGURE 3



## 3.0 Engagement Strategy

The engagement undertaken for the Project was consistent with the Undertaking Engagement Guide: Guidance for State Significant Projects (DPIE, Nov 2021). The engagement strategy for the Project has been tailored utilising tools appropriate to the stage of the Project's development (including planning, approval, construction, operation, and decommissioning) and appropriate to the audience of the engagement, including community and agency stakeholders. Communications and engagement will be undertaken by the Project proponent and/or their representatives. This will include planning and engagement consultants engaged by the developer and contractors/subcontractors carrying out the construction activities.

To allow for clear and transparent record keeping, a communications and engagement register has been developed for the Project. This register will include a record of all community and stakeholder engagement undertaken for the Project over its lifespan, including consultation undertaken to inform this strategy, through to the recording of complaints and enquiries received during the construction phase of the Project. A copy of the register is attached at **Appendix B**.

An engagement tool kit, utilising the Undertaking Engagement Guide (DPIE, Nov 2021), has been developed to outline all of the potential methods of engagement that may be used to communicate and engage during the life of the Project. The engagement tool kit is outlined in **Table 3** below.

**Table 3: Communication and Engagement Toolkit**

Tool/ Technique	Description	Audience	Stage of Project	Specifications
Community Consultation Meetings/Drop-in sessions	Informal meetings/drop-in sessions, providing a Project update and opportunity for the community and stakeholders to discuss recent experiences and upcoming construction activities.	The wider community and key stakeholders.	Planning Approval Construction Operation	Project updates including a review of any complaints received and remedial actions, followed by informal discussion with stakeholders and the community.
Individual Meetings	Meetings with stakeholders as required to discuss a specific item.	The wider community and key stakeholders.	Planning Approval Construction Operation	Meetings may be held face to face, over the phone or via an online platform. Details and format subject to the meetings context, with a record of the discussion included in the consultation register and actioned as required.
Agency Meetings	Meetings with agencies to discuss matters relevant to their agency	Relevant Agency	Planning Approval Construction Operation	Meetings may be held face to face, over the phone or via an online platform. Meetings will be held as required to address matters relevant to specific agencies including the satisfaction SEARs requirements or of conditions of consent.





Tool/ Technique	Description	Audience	Stage of Project	Specifications
Newspaper Advertisement	Newspaper Advertisement(s) to be published in a local newspaper (for example The Illawarra Mercury) identifying project commencement and details of the contact phone number and web page address.	The wider community and key stakeholders	Construction	An advertisement will be published advising of the commencement date of construction, a brief overview of the project and key contact details for enquires and complaints including the phone number, webpage and email address.  Further advertisements will be published as required where intrusive events are scheduled advising of the nature and date(s) and time(s) of the event and key contact details for enquiries and complaints.
Letterbox Drop and Email Notifications	Letters would be provided to specific receivers identified as being potentially affected by the project generally or specific construction related activities.  Letters to be distributed by mail or email	Residents of the immediate area	Planning Construction	Letters are to contain key information and avenues for contact (phone, email, and post) should further information be required or the receiver wishes to make comment.
On Site Signage	Project information details.	Visitors to the site and residents of the immediate area	Construction Operation	Contain key project contact details including the hotline and web page, along with relevant project and safety information.
Project Information and Complaints Number	Project phone number available for 24 hours recording of project feedback.	The wider community and key stakeholders.	Construction	Phone number located on site signage, the web page and all project information material.  Feedback provided to be incorporated into the consultation register and actioned as required.
Text Message and Email Alerts	Text messages and emails providing prompt updates	Residents of the immediate area	Planning Approval Construction Operation	Text messages and email alerts will provide important information at short notice to potentially affected receivers where consent has been granted to utilise contact detail for this purpose
Website	A project website shall be developed to provide general information on the project and ongoing updates on project progress	The wider community and key stakeholders	Construction	Website address and phone number located on site signage and all project information material.  Web page to provide contact details including phone number, email address and enquiry form, as well as project updates, along with environmental performance monitoring.



## 4.0 Engagement to Date

This section summarises engagement and consultation activities undertaken to date, during the planning stage of the Project's development.

### 4.1 Parties and Nature of Engagement

Engagement and consultation associated with the Project has been conducted with both community and agency stakeholders.

Community stakeholders were notified of the proposed development and invited to engage via formal letter, delivered via post to surrounding residential properties as shown in **Figure 3**. A total of 393 addresses are included within the consultation catchment.

An initial letter requesting engagement on the Project was issued on 10 October 2022, with a subsequent letter containing a Project update and FAQ section was issued on 21 March 2023. A copy of the engagement letters is included at **Appendix C**.

In response to the invitation to engage, four emails were received and four phone interviews were held to discuss the Project and address any issues or queries around the development.

Community drop-in sessions were held on 4 and 5 December 2023 at the Bathurst City Bowling Club, with Recurrent Energy representatives present. A total of 1,403 directly addressed letters were sent to residents within 3km of the project and along the transport route, inviting members of the public to attend the information sessions to:

- Introduce the project planning and development team;
- Update the community on the Panorama BESS development process, with the EIS nearing lodgement at the time of the sessions;
- Discuss the outcomes of the environmental assessment and concerns around project impacts;
- Gain community feedback on the proposed benefits sharing of the project; and
- Demonstrate commitment to open and ongoing consultation with the host community.

Pull-up banners with project information were displayed during the sessions and printed maps and copies of the Executive Summary of the EIS were available to facilitate discussions. Four people attended the sessions.

A summary of matters addressed is included in **Table 4** below.

**Table 4: Summary of Community Consultation**

Method of Communication	Community Stakeholder (and nature of interaction)	Summary of Consultation
	Mail out	
Email 19 October 2022	Owner/occupier Unknown address	Primary concerns raised around fire risk. Request for clarification on decommissioning phase.
Phone 20 October 2022	Owner/occupier McLennan Close	Primary concerns raised around noise and saleability of residence in the future.



Method of Communication	Community Stakeholder (and nature of interaction)	Summary of Consultation
Phone 21 October 2022 Email 29 March 2023	Owner/occupier Stewart Street, Evans Plains	Primary concerns raised around fire risk, visual amenity, light pollution, and erosion and sediment control during earthworks. Resident noted involvement in local community climate change group and noted approval for Project objective.
Email 23 October 2022	Owner/occupier Mid-Western Highway, Evans Plains	Request for Project updates during SSDA process.
Phone 24 October 2022	Owner/occupier McClennan Close, Robin Hill	Primary concerns raised around noise and saleability of residence in the future.
Onsite discussion 27 October 2022	Owner / occupier Mid-Western Highway, Evans Plains	Discussed the site, its history and site alterations that had occurred in recent years. Potential of any surrounding residents having any objections about any proposals on the subject site.
Onsite meeting 27 October 2022	Owner / occupier Stewart Street, Evans Plains	Site visited and noted that the elevation of it was similar to that of the development site.
Phone 31 October 2022	Owner/occupier Robin Hill	Request for clarification on whether associated solar farm would also be proposed in the future.
Email 2 November 2022 Follow up on 9 November 2022	Owner/occupier Robin Hill	Primary concerns raised around noise and visual amenity. Request for clarification on decommissioning phase, and source of energy production to be stored by BESS.
21 March 2023	Mail out	A letter was sent to residents providing a project update and FAQ section on the Project.
Letter 15 November 2023	Mail out	Letters were sent to residents within 3km of the project and along the transport route, inviting members of the public to attend the information sessions.
Community consultation drop-in sessions 4 and 5 December 2023	4 local residents attended workshops	One neighbour was particularly supportive of the project (and renewable power in general). Informal engagement with members of the public who were in the bowling club during the sessions was also undertaken, some of whom lived locally to the project. There was a general sentiment that the project was not a cause of concern among the community.
Letter 29 January 2024	Owner/occupier Stewart Street	Project update, including consultation about construction noise exceedances and proposed mitigation.
Phone call 2 February 2024	Owner/occupier Stewart Street	Primary concerns related to dust (existing dust and potential for dust during construction).
Email 23 February 2024	Owner/occupier Stewart Street	An email detailing the proposed dust mitigation measures proposed during construction, and the potential for some vegetation screening on the property boundary was proposed.

Engagement to date with agency stakeholders has been undertaken by SLR Consulting and/or Recurrent Energy, as part of preparation of the overarching EIS for the Project, prior to submission of the Request for SEARs and lodgement of the EIS to DPHI. Agencies consulted, as well as responses received are outline in **Table 5** below.



**Table 5: Summary of Agency Consultation**

Agency of Authority	Summary of Consultation
Bathurst Regional Council	<p>Request for preliminary engagement issued via email on 15 November 2022. Following this initial consultation with Council, a request consideration of construction access and the need to consider alternate routes was made.</p> <p>A meeting was held with Council on 4 December 2023 to explain the project in detail and discuss the project approval timeframe. Council indicated general support of the project. Council did note that the community have previously raised concerns in relation to solar projects.</p> <p>The use of Evans Plains Road, including the unsealed section, was discussed with Council, including the low traffic volumes and speed, safe sight distances and the details of the TIA. TfNSW's comments were also discussed, as were other assessment issues including visual impact, noise, battery fire risk and heritage.</p>
Transport for NSW	<p>Request for preliminary engagement issued via email on 20 September 2022. Following this initial consultation TfNSW requested preparation of a TIA, which considered aspects including traffic volumes, characteristics and capacities, heavy vehicles routes, cumulative impacts, road safety and any required road network upgrades.</p> <p>A project and transport update was provided to TfNSW (Development West) on 22 November 2023 via email, including providing a copy of the TIA. Specifically, comments were requested from TfNSW on the proposed site access location and BAL treatment, as well as the light vehicle right-turn site entry, prior to finalisation of the EIS:</p> <ul style="list-style-type: none"> <li>• The Project site access location (left in turn from eastbound direction on Mid Western Highway) at the existing access driveway crossover is proposed to be designed with a BAL treatment as per Austroads Guidelines prior to the commencement of construction and movement of heavy and light vehicles associated with the Project; and</li> <li>• All light vehicles are proposed to travel on the Mid-Western Highway in the westbound direction and turn right into the site via the existing access driveway crossover, which will require light vehicles to cross the carriageway in close proximity to the beginning of an overtaking lane. The arrangement has been assessed as appropriate and safe given negligible delays due to low vehicular volumes (21 inbound light vehicles per day); safe intersection sight distances (SISD) are satisfactory; and turn warrant assessments indicate that no dedicated turn lanes are necessary.</li> </ul> <p>An initial response was received from TfNSW on 6 December 2023 seeking additional information, including turn warrants assessment and SISD check. SLR responded to note that these had been included in the TIA, providing section references for Transport's convenience.</p> <p>TfNSW responded on 20 December 2023 to advise that:</p> <ul style="list-style-type: none"> <li>• The SISD and methodology used are both acceptable</li> <li>• The swept path is based on the largest vehicle identified in the TIA and this will be a condition of any consent</li> <li>• Turn warrants appear to be applied incorrectly</li> </ul>



Agency of Authority	Summary of Consultation
	<p>A detailed response was provided to TfNSW on 21 December 2023 to resolve the concern regarding turn warrants, explaining that they are consistent and that the short construction duration of 14 months explains why the diagrams look different. Recurrent Energy and SLR offered to meet with TfNSW to discuss or provide more information if needed.</p> <p>A follow up email was sent to TfNSW on 18 January 2024 and 13 February 2024 to follow up any further comments. No further response has been received from TfNSW at this time.</p>
NSW Rural Fire Service	Requested the preparation of a Fire Safety Study in accordance with the DPIE Hazardous Industry Planning and Assessment Papers (HIPAPs).
NSW Fire and Rescue	Requested further consideration of fire safety and emergency response management.
DPE - Biodiversity, Conservation and Science Directorate (now part of Department of Climate Change, Energy, the Environment and Water)	Requested consideration of Biodiversity, Water and Soils, and Flooding.
Department of Primary Industries (DPI) – Agriculture	Requested consideration of post use rehabilitation, biosecurity (pests, weeds and diseases).
Transgrid	<p>Noted procedural requirements for connection to Transgrid's network.</p> <p>Subsequently a connection enquiry under the National Electricity Rules was submitted on 23 August 2022. On 4<sup>th</sup> October 2022 Transgrid confirmed that it was the correct Network Service Provider for the connection to the network. Panorama BESS is now commencing design of connection services to complete the connect application.</p>
DPE – Heritage NSW (now part of Department of Climate Change, Energy, the Environment and Water)	Noted the need to prepare an ACHAR as part of the future application.
DPE – Industrial Assessments (now part of DPHI)	Requested a Preliminary Hazard Analysis (PHA) prepared in accordance with the Hazardous Industry Planning Advisory Paper No. 6, 'Hazard Analysis' and Multi-level Risk Assessment.
DPE – Water (now part of Department of Climate Change, Energy, the Environment and Water)	Requested consideration of impacts to groundwater, surface water, water sharing plans, ground water dependent ecosystems and waterfront land.
DPE – Crown Lands (now part of DPHI)	No additional comments made.
DPI - Fisheries	No additional comments made.
Department of Regional NSW – Mining, Exploration & Geoscience (MEG) - Geological Survey of NSW (GSNSW)	No additional comments made.

A copy of email correspondence with agencies is included at **Appendix D**.

## 4.2 Traditional Owner Engagement

An Aboriginal Cultural Heritage Assessment (ACHA) was prepared for the project and traditional owner / stakeholder consultation for this process commenced in August 2022. The consultation process initially identified 15 Aboriginal stakeholder organisations with potential interest in the project. Following a notification process, five organisations responded to be registered for subsequent consultation through the project. Four representatives participated



in the field investigation of a study area (which incorporated the development footprint for the project) and discussions around tangible and intangible values as part of the Aboriginal heritage stakeholder consultation process for the ACHA.

A consultation update for the project was sent on 19 January 2024, and no additional responses were received.

### 4.3 Outcomes of Engagement

All engagement with community stakeholders to date has generally been positive and supportive of the development. Minor issues or items for consideration following consultation are expressed within **Table 6** below, along with how the proposed development has or will respond to these matters.

**Table 6: Issues or Considerations of Potential Impacts**

Issue or Consideration	Project Response
<b>Noise and Vibration</b> Noise and vibration associated with construction and operation has the potential to impact upon the health and wellbeing of nearby land occupiers.	A Noise and Vibration Impact Assessment (NVIA) has been prepared by SLR Consulting (2023) to inform the SSDA pursuant to the SEARs. The NVIA assessed construction noise and vibration on surrounding noise sensitive receivers and determined that while the development would result in high level of noise impact to the surrounding noise environment during construction due to the close proximity to adjacent receivers, mitigation measures recommended to manage and lessen the impact on the surrounding receivers such as acoustic barriers should appropriately manage impacts. A preliminary assessment of operational noise indicated primary impacts would be associated with traffic generation and vehicle noise and should be subject to a more detailed assessment.
<b>Traffic and access</b> Noise and vibration associated with construction traffic has the potential to impact upon the health and wellbeing of nearby land occupiers. Additional traffic during construction, including heavy vehicles, has the potential to increase perceptions about road safety.	A Traffic Impact Assessment (TIA) has been prepared by SLR Consulting (2023) to inform the SSDA pursuant to the SEARs. The TIA recommends the preparation of a comprehensive Construction Traffic Management Plan (CTMP) prior to substantial commencement of construction activities. The CTMP would detail construction impact mitigation strategies including a driver's code of conduct.
<b>Land value impacts (saleability)</b> The change represented by a large-scale solar farm in proximity to existing rural residences can be a cause of concern for the residences particularly with respect to property values of their land.	A Landscape and Visual Impact Assessment has been prepared by SLR (2023). A Visual Management Plan will be prepared documenting actions to ensure infrastructure elements are colour-matched with natural elements and vegetative screening established and maintained.
<b>Fire risk</b> The site has the potential to be affected by bushfire. Matters raised during consultation include BESS-related and non-BESS (electrical) related fire hazards.	A Preliminary Hazard and Risk Assessment has been prepared by SLR (2023). In relation to bushfire risk the Assessment concludes that bushfire risk issues can be adequately mitigated, and accordingly, the BESS facility will be adequately protected from the threat of a bushfire event. The Project Road (carrying capacity, turning circles, etc) will be designed for fully loaded firefighting vehicles of up to 23 tonnes and where practical and feasible, a 'back-up' secondary access road to a facility is recommended for consideration. An Engineering Operation and Maintenance Management Plan should be prepared for the facility to include all measures aimed at managing hazards and risks, including specific targeted measures detailed in a Project Emergency Response Plan.



Issue or Consideration	Project Response
<b>Visual Amenity</b> The visual impact of construction equipment and earthworks required to construct the facility, and presence of the facility once operational has the potential to impact upon the character of the area.	A Landscape and Visual Impact Assessment (LVIA) has been prepared by SLR Consulting (2023) to inform the SSDA pursuant to the SEARs. The LVIA concluded that at five key public vantage points and nearby private receptors likely to be impacted by the Project could be effectively mitigated..
<b>Dust, Erosion and Sediment Control</b> The impact of construction equipment and earthworks required to construct the facility has the potential to impact nearby waterways.	A Surface and Groundwater Assessment has been prepared by SLR Consulting (2023) to inform the SSDA pursuant to the SEARs. Ground disturbance due to site earthworks represents the greatest risk to surface water quality during construction, increasing erosion and mobilising sediments into receiving watercourses, which has the potential to increase turbidity and nutrient loads in downstream watercourses. A site wide Erosion and Sediment Control Plan (ESCP) will be prepared as part of the Construction Environmental Management Plan (CEMP) for the Project.

Matters raised through agency consultation and requests made through the requirements of the issued SEARs have been addressed within the EIS for the Project and accompanying impact assessment reports. The community stakeholder request for clarification on the decommissioning phase, and source of energy production to be stored by the BESS can be addressed in post-approval community consultation strategies.

#### 4.4 Amendments in Response to Community Issues

The proposed location of the battery was shifted in the amended layout to avoid a patch of vegetation (plant community type (PCT) 3366), thereby avoiding any direct impacts on native vegetation (and on biodiversity values in general). Please see BDAR waiver request (SLR, 2023). The design of development has not been otherwise amended in response to issues as no issues triggered a change of design.





## 5.0 Ongoing and Future Engagement

Ongoing consultation and engagement shall be undertaken through all future stages of the Project.

Ongoing consultation and engagement will be undertaken throughout the remainder of the planning approval process, primary through written communication and website updates.

Formal notification of the Project will be undertaken by DPHI during the assessment period for the SSD, with the Proponent committed to responding to all relevant issues and queries arising during this period through DPHI's formal response to submissions process.

During construction, consultation and engagement shall be undertaken with relevant parties in accordance with **Section 3.0** of this strategy and will include notification of the commencement of works and consultation on works with the potential for impact on nearby receivers. The Proponent and their contractors will continue to engage and work with all relevant agencies and authorities to meet all regulatory requirements and ensure compliance with conditions of consent.

As the Project progresses, refinement of this document and the tools located within the engagement strategy may be required to ensure the ongoing effectiveness of engagement measures proposed.







# **Appendix A    Social Impact Assessment Worksheet**

## **Panorama Battery Energy Storage System**

### **Community and Stakeholder Engagement Plan**

**Panorama BESS Subco Pty Ltd**

SLR Project No.: 660.30234.00000

3 April 2024

Social Impact Assessment (SIA) Worksheet															Project name: 660.30234 Panorama Battery Energy Storage System (BESS)										Date: September 2022		
CATEGORIES OF SOCIAL IMPACTS	POTENTIAL IMPACTS ON PEOPLE		PREVIOUS INVESTIGATION OF IMPACT		CUMULATIVE IMPACTS		ELEMENTS OF IMPACTS - Based on preliminary investigation					ASSESSMENT LEVEL FOR EACH IMPACT				PROJECT REFINEMENT	MITIGATION / ENHANCEMENT MEASURES										
what social impact categories could be affected by the project activities	What impacts are likely, and what concerns/aspirations have people expressed about the impact? Summarise how each relevant stakeholder group might experience the impact. NB. Where there are multiple stakeholder groups effected differently by an impact, or more than one impact from the activity, please add an additional row.		Has this impact previously been investigated (on this or other project/s)?	If "yes - this project," briefly describe the previous investigation. If "yes - other project," identify the other project and investigation	Will this impact combine with others from this project (think about when and where), and/or with impacts from other projects (cumulative)?	If yes, identify which other impacts and/or projects	Will the project activity (without mitigation or enhancement) cause a material social impact in terms of its: You can also consider the various magnitudes of these characteristics					Level of assessment for each social impact	What methods and data sources will be used to investigate this impact?			Has the project been refined in response to preliminary impact evaluation or stakeholder feedback?	What mitigation / enhancement measures are being considered?										
		extent i.e. number of people potentially affected?					duration of expected impacts? (i.e. construction vs operational phase)	intensity of expected impacts i.e. scale or degree of change?	sensitivity or vulnerability of people potentially affected?	level of concern/interest of people potentially affected?	Secondary data		Primary Data - Consultation	Primary Data - Research													
access	Construction and decommissioning may result in additional congestion within the surrounding traffic network or an increase in risk to the safety of other road users.	Negative	No		Yes	Other physical impacts including noise.	Limited	Construction, operation, and decommissioning	Limited	Unknown	Unknown	Standard	Required			A Traffic Impact Assessment is being prepared for the project.	*Recommendations of the assessment report will be conditioned and adhered to as part of the construction and operation of the site, mitigating this potential impact.										
health and wellbeing	Noise and vibration associated with construction, operation, and decommissioning has the potential to impact upon the health and wellbeing of nearby land occupiers.	Negative	No		Yes	Other physical impacts including traffic.	Limited	Construction, operation, and decommissioning	Limited	Unknown	Unknown	Standard	Required			A Noise and Vibration Impact Assessment is being prepared for the project.	*Recommendations of the assessment report will be conditioned and adhered to as part of the construction and operation of the site, mitigating this potential impact.										
livelihoods	Construction, operation, and decommissioning of the facility will result in short and long term employment opportunities in the area.	Positive	No		No	Not Required	Moderate	Construction, operation, and decommissioning	Limited	Unknown	Unknown	Minor	Required														
health and wellbeing	Air quality impacts associated with construction, operation, and decommissioning has the potential to impact upon the health and wellbeing of nearby land occupiers.	Negative	No		Yes	Other physical impacts including traffic and noise.	Limited	Construction, operation, and decommissioning	Limited	Unknown	Unknown	Standard	Required			An Air Quality Impact Assessment is being prepared for the project.	*Recommendations of the assessment report will be conditioned and adhered to as part of the construction and operation of the site, mitigating this potential impact.										
community	The visual impact of construction equipment and earthworks required to construct and decommission the facility, and presence of the facility once operational has the potential to impact on nearby land occupiers.	Negative	No		No	Not Required	Limited	Construction, operation, and decommissioning	Limited	Unknown	Unknown	Standard	Required			A Landscape and Visual Impact Assessment is being prepared for the project.	*Recommendations of the assessment report will be conditioned and adhered to as part of the construction and operation of the site, mitigating this potential impact.										
health and wellbeing	The production and management of waste during the construction, operation, and decommissioning of the facility has the potential to impact on nearby land occupiers.	Negative	No		No	Not Required	Limited	Construction, operation, and decommissioning	Limited	Unknown	Unknown	Standard	Required			A Construction and Operation Waste Management Plan is being prepared for the project.	*Recommendations of the assessment report will be conditioned and adhered to as part of the construction and operation of the site, mitigating this potential impact.										
surroundings	The construction and decommissioning of the facility will access require access to services (water, electricity, etc) which has the potential to impact on shared infrastructure.	Negative	No		No	Not Required	Limited	Construction, operation, and decommissioning	Limited	Unknown	Unknown	Standard	Required														
community	Ground disturbance associated with construction has the potential to impact upon biodiversity.	Negative	No		No	Not Required	Limited	Construction, operation, and decommissioning	Limited	Unknown	Unknown	Standard	Required			A BDAR Waiver is being prepared for the project.	*Recommendations of the assessment report will be conditioned and adhered to as part of the construction and operation of the site, mitigating this potential impact.										
culture	Ground disturbance associated with construction has the potential to impact upon unidentified cultural heritage.	Negative	No		No	Not Required	Limited	Construction, operation, and decommissioning	Limited	Unknown	Unknown	Standard	Required			An Aboriginal Cultural Heritage Assessment is being prepared for the project.	*Recommendations of the assessment report will be conditioned and adhered to as part of the construction and operation of the site, mitigating this potential impact.										



# **Appendix B    Communications and Engagement Register**

## **Panorama Battery Energy Storage System**

### **Community and Stakeholder Engagement Plan**

**Panorama BESS Subco Pty Ltd**

SLR Project No.: 660.30234.00000

3 April 2024

[illegible]



# Appendix C   Engagement Letters

## **Panorama Battery Energy Storage System**

### **Community and Stakeholder Engagement Plan**

**Panorama BESS Subco Pty Ltd**

SLR Project No.: 660.30234.00000

3 April 2024

15 November 2023

Dear Resident/Business Owner,

## Invitation to public consultation

### COMMUNITY DROP-IN SESSIONS - Panorama BESS

This letter is to advise you of upcoming community drop-in consultation sessions being held on Monday 4<sup>th</sup> and Tuesday 5<sup>th</sup> December 2023 in Bathurst. These drop-in sessions will provide an opportunity to learn more about the Panorama Battery Energy Storage System (BESS) project proposed in Evans Plains, on the outskirts of Bathurst. We hope you can join us for one of these sessions:

Evening session: Monday 4<sup>th</sup> November 2023: Drop in between 5pm to 7pm

Daytime session: Tuesday 5<sup>th</sup> November 2023: Drop in between 11:30am to 1.30pm

Location: The Greens on William – Barracks Bar – 29 William Street, Bathurst 2795

We are committed to open and ongoing consultation with you as the host community, we hope you have received our previous correspondence and project updates via our environmental specialist, SLR, as we have been developing our concept plan and environmental assessment.

In the new year, we plan to lodge our Development Application (DA) with the NSW Department of Planning and Environment (DPE). In preparation of this submission, these drop-in sessions provide you with an opportunity to meet our development team in person, learn more about the project and for us to address any questions you may have regarding the project directly.

Feel free to register your interest in attending the sessions via these links.

<https://events.humanitix.com/panorama-bess-community-session-1>

<https://events.humanitix.com/panorama-bess-community-session-2>

and visit the project website [www.panoramabattery.com](http://www.panoramabattery.com). If you are unable to make the sessions and wish to reach out please feel free to email the project at [admin@panoramabattery.com.au](mailto:admin@panoramabattery.com.au).

We look forward to meeting you there.



Etosha Milner  
Project Development Manager,  
Energy Storage & Markets  
Recurrent Energy



Sinch Lim  
Development Director,  
Planning & Development  
Recurrent Energy

10 October 2022

**Attention: The Occupier**

**Community and Stakeholder Consultation  
Panorama Battery Energy Storage System (BESS)**

To whom it may concern,

This letter has been prepared by SLR Consulting on behalf of Panorama BESS SubCo Pty Ltd (Panorama BESS SubCo). Panorama BESS SubCo is seeking approval for the construction, operation, and decommissioning of a Battery Energy Storage System (BESS) with a capacity of 100 Megawatts (MW) 200 Megawatt Hours (MWH) and associated ancillary infrastructure adjacent to an existing 132 kV substation operated by TransGrid in Evans Plains, NSW (the Project).

The Project is proposed to be constructed and operated on Lot 2 DP 864272 at 800 Mid-Western Highway, Evans Plains NSW. The development site is located approximately 2.5 kilometres (km) to the west of the suburb of Robin Hill and approximately 5.8km south-west of the township of Bathurst.

An indicative site plan identifying the proposed development area is attached.

As part of the State Significant Development Application (SSDA) for the Project, Panorama BESS SubCo seek to engage with the community and stakeholders on the development, and SLR Consulting have been engaged to undertake this consultation. We are writing to you today to introduce ourselves, outline the proposed development, and identify ways you can obtain further information on the development and raise questions or make comments.

**Phone or Online Consultation**

Prioritising safety for community members in light of COVID-19, SLR are providing the option for consultation either over the phone or via an online platform (such as Microsoft Teams). Members of the community or stakeholders to the development who would like to discuss the Project or voice an opinion on the proposal are encouraged to contact SLR at the email address or number below for an informal conversation. Alternatively, we would be happy to set up a date and time for a more in-depth discussion. Please contact SLR below to discuss.

**Contact: Kiera Plumridge – Senior Consultant SLR Consulting**

**Phone: 0458 967 285**

**Email: [kplumridge@slrconsulting.com](mailto:kplumridge@slrconsulting.com)**

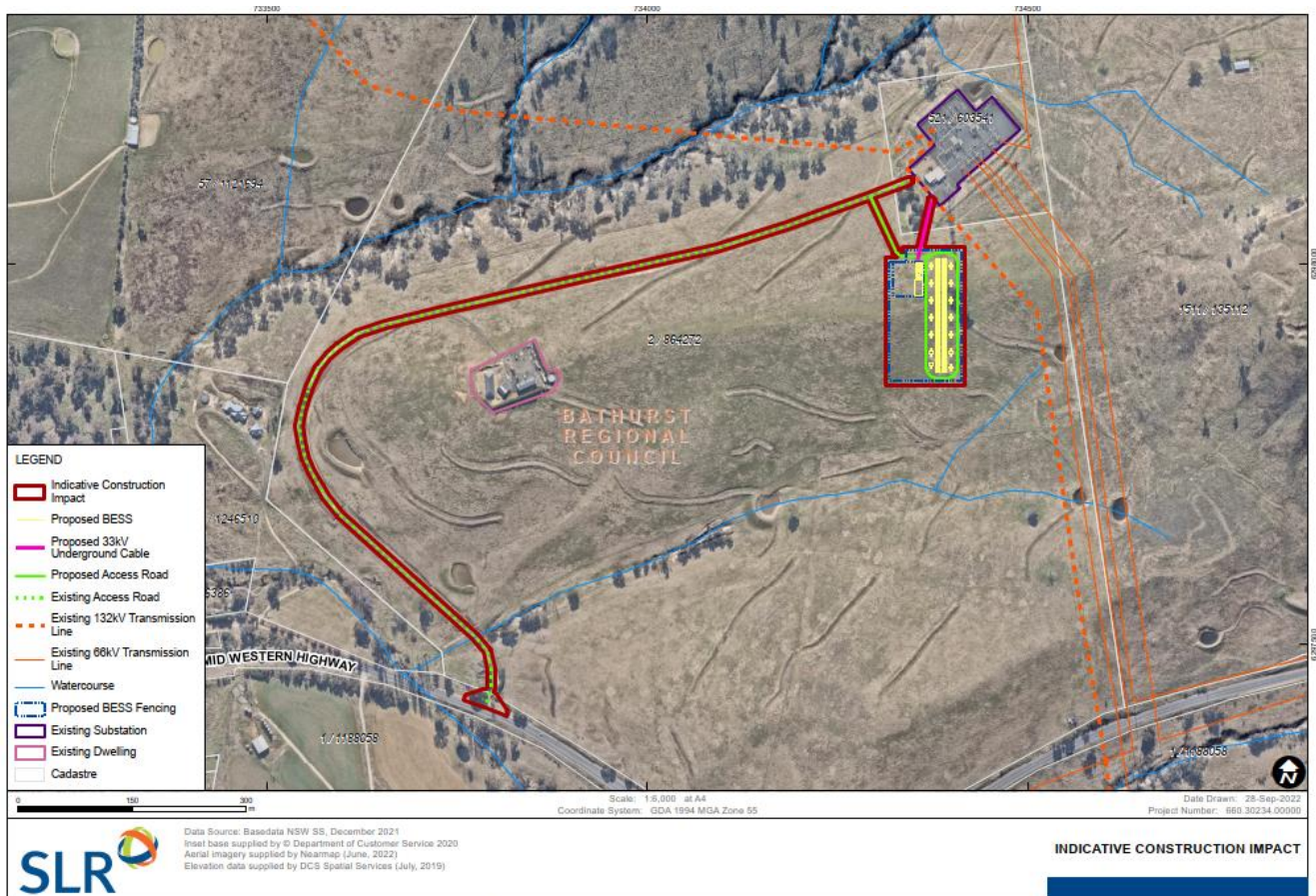
Your time and attention to this matter are greatly appreciated. Please contact the undersigned using the above contact details should you have any questions regarding the content of this letter or the project in general.

Yours sincerely,



KIERA PLUMRIDGE  
Senior Consultant - Environmental Assessment and Management

Checked/  
Authorised by: AOB





# Panorama Battery Energy Storage System (BESS) Project

Project Information - March 2023



## BACKGROUND

As part of the State Significant Development Application (SSDA) for the Project, Panorama BESS SubCo seek to engage with the community and stakeholders for the Project, being the construction, operation, and decommissioning of a Battery Energy Storage System (BESS) with a capacity of 100 Megawatts (MW) 200 Megawatt Hours (MWH) and associated ancillary infrastructure adjacent to an existing 132 kV substation operated by TransGrid in Evans Plains, New South Wales (NSW).

The Project is proposed to be constructed and operated on Lot 2 DP 864272 at 800 Mid-Western Highway, Evans Plains NSW. The development site is located approximately 2.5 kilometres (km) to the west of the suburb of Robin Hill and approximately 5.8km south-west of the township of Bathurst.

SLR Consulting Australia Pty Ltd (SLR) have been engaged to undertake this consultation, and we are writing to you today to provide a **Project update** to surrounding community members and stakeholders following on from our initial contact in October 2022, and identify ways you can obtain further information on the development and raise questions or make comments.

## BESS INFORMATION & BENEFITS

A BESS is an energy storage system that uses batteries to store and distribute energy that has been captured from different sources. The stored energy can be drawn upon when needed to meet various demands for power across the area. A BESS is a cost-effective way to store excess energy generated by renewable sources like wind and solar farms.

### The Panorama BESS will have the following benefits for the region:

- Increase local employment and investment opportunities during construction;
- Add significant benefits to the NSW electricity grid because it allows for the dispatch of energy in accordance with market demand to assist in load leveling and grid support to balance the natural fluctuations in electricity demand throughout the day and reduce congestion on the local grid;
- Play an important role in providing stability to the NSW energy network by charging up during the day when renewable energy generation is high and then providing that power back to the grid at night to support high demand; and
- The BESS is located along a major transmission route which is in line with the Federal Government's direction to improve the affordability and security of the national energy market while also delivering on international climate commitments.

[www.slrconsulting.com](http://www.slrconsulting.com)

### ABOUT THE PROJECT

#### The Panorama BESS Project consists of the following components:

- Installation and operation of a SolBank BESS including battery enclosures, inverters, and transformers;
- Associated ancillary infrastructure including:
  - A 33kV underground cable connecting a 33kV switchbuilding to the existing substation;
  - Formalisation of existing access from Mid-Western Highway and existing access road within Lot 2 DP 864272 to accommodate heavy vehicles;
  - Proposed access road from the BESS to connect to the existing access road within Lot 2 DP 864272;
  - Operations and maintenance building;
  - Stormwater management infrastructure, lighting, and security fencing; and
  - Construction laydown areas.
- Decommissioning of the SolBank BESS at the end of life approximately 20 years following construction, including disassembly and removal of associated infrastructure from the site, to be returned as close as possible to its existing condition.

### PROJECT APPROVALS AND CURRENT STATUS

As the Project is a State Significant Development (SSD), it requires development consent under the Environmental Planning and Assessment Act 1979 (the EP&A Act) from either the Independent Planning Commission or the Minister for Planning (the Minister) under the Department of Planning and Environment (DPE).

A comprehensive Environmental Impact Statement (EIS) is currently being prepared by SLR to address the requirements of the Secretary of the NSW (DPE), known as the Secretary's Environmental Assessment Requirements (SEARs), as per SSD-50587460 dated 9 December 2022. The SEARs can be viewed on DPE's major projects website linked below.

### TIMELINE



### FURTHER INFORMATION

Planning-related information on the Project is available on the DPE's major projects website at: <https://www.planningportal.nsw.gov.au/major-projects/projects/panorama-battery-energy-storage-system>

#### How to get involved

If you have anything you would like Panorama BESS SubCo to consider as part of the Environmental Impact Statement process or have any queries regarding the project, please visit the Project website at: <https://panoramabattery.com.au/contact/>

#### Get in touch



Alternatively please contact **Kiera Plumridge** (*Associate Consultant*) at SLR: [kplumridge@slrconsulting.com](mailto:kplumridge@slrconsulting.com) M 0458 967 285.

# Panorama Battery Energy Storage System (BESS) Project

## Frequently Asked Questions - March 2023



### Q: Why was this site chosen?

The site was selected due to its access to the existing TransGrid substation, land use, site access, minimal environmental and social disturbance, and terrain.

### Q: Who is Canadian Solar?

The proponent for the Project is Panorama BESS SubCo, a privately owned Australian company.

Founded in 2001 in Canada, Canadian Solar (Australia) Pty Ltd (Canadian Solar), owner of Panorama BESS SubCo is one of the world's largest and foremost solar power companies and has been publicly listed on National Association of Securities Dealers Automated Quotations (NASDAQ) since 2006. Canadian Solar was incorporated in 2011 in Sydney as part of the global footprint of Canadian Solar.

The local team has an excellent understanding of the requirements and challenges of successful deployment and has a proven track record delivering large commercial solar installations in Australia and globally.

### Q: What are the investigations being completed to inform the Project EIS?

The following key issues were identified in the EIS Scoping Study and in the SEARs for detailed assessment, and are subject to specialist assessment by a range of experts:

- Noise and vibration;
- Biodiversity;
- Aboriginal heritage;

- Traffic and access;
- Visual amenity.
- Water quality;
- Land quality;
- Air quality and greenhouse gas;
- Social and economic;
- Waste management;
- Hazard and risk; and
- Cumulative impacts.

Preliminary results from a number of specialist investigations including noise and vibration and traffic indicate that impacts associated with the Project are limited to the construction phase only and can be effectively managed by standard and site specific mitigation measures to limit interruption and impacts to surrounding residences and the local environment.

Once these investigations have been completed, the mitigation and management measures recommended by these investigations will be incorporated into the EIS and form the commitments made by Panorama BESS SubCo to ensure all impacts associated with the Project are appropriately managed to reduce impacts on the surrounding environment and community.

### Q: Will the Project impact the value of my land?

During our first round of community engagement, questions were raised around the potential impacts of the Project on the saleability of nearby residences in the future, and impacts of traffic, noise, and fire risk to the surrounding community.

As detailed above, assessment completed so far indicates little to no impact to surrounding residences will result from the construction and operation of the Project that are unable to mitigated and managed in areas of concern including hazard and risk, traffic, and noise. It is therefore not anticipated that any additional impacts to saleability of nearby residences will result given the existing operation of the TransGrid substation at the site.

### Q: What are the next steps for this Project?

Once completed, the EIS will be lodged with the Department of Planning and Environment (DPE). The DPE will publicly exhibit the EIS for at least 28 days, and Panorama BESS SubCo will be required to provide a response to public submissions. This response to submissions will be made available on the DPE major projects website and issues raised by stakeholders and community members and groups will be considered by DPE. Once this assessment is complete, the NSW Minister for Planning can then decide whether the Project may proceed.

### FURTHER INFORMATION

Planning-related information on the Project is available on the DPE's major projects website at: <https://www.planningportal.nsw.gov.au/major-projects/projects/panorama-battery-energy-storage-system>

#### How to get involved

If you have anything you would like Panorama BESS SubCo to consider as part of the Environmental Impact Statement process or have any queries regarding the project, please visit the Project website at: <https://panoramabattery.com.au/contact/>

#### Get in touch



Alternatively please contact **Kiera Plumridge** (*Associate Consultant*) at SLR: [kplumridge@slrconsulting.com](mailto:kplumridge@slrconsulting.com) M 0458 967 285.



# Panorama Battery Energy Storage System (BESS) Project

Project Information - March 2023



## BACKGROUND

As part of the State Significant Development Application (SSDA) for the Project, Panorama BESS SubCo seek to engage with the community and stakeholders for the Project, being the construction, operation, and decommissioning of a Battery Energy Storage System (BESS) with a capacity of 100 Megawatts (MW) 200 Megawatt Hours (MWH) and associated ancillary infrastructure adjacent to an existing 132 kV substation operated by TransGrid in Evans Plains, New South Wales (NSW).

The Project is proposed to be constructed and operated on Lot 2 DP 864272 at 800 Mid-Western Highway, Evans Plains NSW. The development site is located approximately 2.5 kilometres (km) to the west of the suburb of Robin Hill and approximately 5.8km south-west of the township of Bathurst.

SLR Consulting Australia Pty Ltd (SLR) have been engaged to undertake this consultation, and we are writing to you today to provide a **Project update** to surrounding community members and stakeholders following on from our initial contact in October 2022, and identify ways you can obtain further information on the development and raise questions or make comments.

## BESS INFORMATION & BENEFITS

A BESS is an energy storage system that uses batteries to store and distribute energy that has been captured from different sources. The stored energy can be drawn upon when needed to meet various demands for power across the area. A BESS is a cost-effective way to store excess energy generated by renewable sources like wind and solar farms.

### The Panorama BESS will have the following benefits for the region:

- Increase local employment and investment opportunities during construction;
- Add significant benefits to the NSW electricity grid because it allows for the dispatch of energy in accordance with market demand to assist in load leveling and grid support to balance the natural fluctuations in electricity demand throughout the day and reduce congestion on the local grid;
- Play an important role in providing stability to the NSW energy network by charging up during the day when renewable energy generation is high and then providing that power back to the grid at night to support high demand; and
- The BESS is located along a major transmission route which is in line with the Federal Government's direction to improve the affordability and security of the national energy market while also delivering on international climate commitments.

[www.slrconsulting.com](http://www.slrconsulting.com)

### ABOUT THE PROJECT

#### The Panorama BESS Project consists of the following components:

- Installation and operation of a SolBank BESS including battery enclosures, inverters, and transformers;
- Associated ancillary infrastructure including:
  - A 33kV underground cable connecting a 33kV switchbuilding to the existing substation;
  - Formalisation of existing access from Mid-Western Highway and existing access road within Lot 2 DP 864272 to accommodate heavy vehicles;
  - Proposed access road from the BESS to connect to the existing access road within Lot 2 DP 864272;
  - Operations and maintenance building;
  - Stormwater management infrastructure, lighting, and security fencing; and
  - Construction laydown areas.
- Decommissioning of the SolBank BESS at the end of life approximately 20 years following construction, including disassembly and removal of associated infrastructure from the site, to be returned as close as possible to its existing condition.

### PROJECT APPROVALS AND CURRENT STATUS

As the Project is a State Significant Development (SSD), it requires development consent under the Environmental Planning and Assessment Act 1979 (the EP&A Act) from either the Independent Planning Commission or the Minister for Planning (the Minister) under the Department of Planning and Environment (DPE).

A comprehensive Environmental Impact Statement (EIS) is currently being prepared by SLR to address the requirements of the Secretary of the NSW (DPE), known as the Secretary's Environmental Assessment Requirements (SEARs), as per SSD-50587460 dated 9 December 2022. The SEARs can be viewed on DPE's major projects website linked below.

### TIMELINE



### FURTHER INFORMATION

Planning-related information on the Project is available on the DPE's major projects website at: <https://www.planningportal.nsw.gov.au/major-projects/projects/panorama-battery-energy-storage-system>

#### How to get involved

If you have anything you would like Panorama BESS SubCo to consider as part of the Environmental Impact Statement process or have any queries regarding the project, please visit the Project website at: <https://panoramabattery.com.au/contact/>

#### Get in touch



Alternatively please contact **Kiera Plumridge** (*Associate Consultant*) at SLR: [kplumridge@slrconsulting.com](mailto:kplumridge@slrconsulting.com) M 0458 967 285.

# Panorama Battery Energy Storage System (BESS) Project

## Frequently Asked Questions - March 2023



### Q: Why was this site chosen?

The site was selected due to its access to the existing TransGrid substation, land use, site access, minimal environmental and social disturbance, and terrain.

### Q: Who is Canadian Solar?

The proponent for the Project is Panorama BESS SubCo, a privately owned Australian company.

Founded in 2001 in Canada, Canadian Solar (Australia) Pty Ltd (Canadian Solar), owner of Panorama BESS SubCo is one of the world's largest and foremost solar power companies and has been publicly listed on National Association of Securities Dealers Automated Quotations (NASDAQ) since 2006. Canadian Solar was incorporated in 2011 in Sydney as part of the global footprint of Canadian Solar.

The local team has an excellent understanding of the requirements and challenges of successful deployment and has a proven track record delivering large commercial solar installations in Australia and globally.

### Q: What are the investigations being completed to inform the Project EIS?

The following key issues were identified in the EIS Scoping Study and in the SEARs for detailed assessment, and are subject to specialist assessment by a range of experts:

- Noise and vibration;
- Biodiversity;
- Aboriginal heritage;

- Traffic and access;
- Visual amenity.
- Water quality;
- Land quality;
- Air quality and greenhouse gas;
- Social and economic;
- Waste management;
- Hazard and risk; and
- Cumulative impacts.

Preliminary results from a number of specialist investigations including noise and vibration and traffic indicate that impacts associated with the Project are limited to the construction phase only and can be effectively managed by standard and site specific mitigation measures to limit interruption and impacts to surrounding residences and the local environment.

Once these investigations have been completed, the mitigation and management measures recommended by these investigations will be incorporated into the EIS and form the commitments made by Panorama BESS SubCo to ensure all impacts associated with the Project are appropriately managed to reduce impacts on the surrounding environment and community.

### Q: Will the Project impact the value of my land?

During our first round of community engagement, questions were raised around the potential impacts of the Project on the saleability of nearby residences in the future, and impacts of traffic, noise, and fire risk to the surrounding community.

As detailed above, assessment completed so far indicates little to no impact to surrounding residences will result from the construction and operation of the Project that are unable to mitigated and managed in areas of concern including hazard and risk, traffic, and noise. It is therefore not anticipated that any additional impacts to saleability of nearby residences will result given the existing operation of the TransGrid substation at the site.

### Q: What are the next steps for this Project?

Once completed, the EIS will be lodged with the Department of Planning and Environment (DPE). The DPE will publicly exhibit the EIS for at least 28 days, and Panorama BESS SubCo will be required to provide a response to public submissions. This response to submissions will be made available on the DPE major projects website and issues raised by stakeholders and community members and groups will be considered by DPE. Once this assessment is complete, the NSW Minister for Planning can then decide whether the Project may proceed.

### FURTHER INFORMATION

Planning-related information on the Project is available on the DPE's major projects website at: <https://www.planningportal.nsw.gov.au/major-projects/projects/panorama-battery-energy-storage-system>

#### How to get involved

If you have anything you would like Panorama BESS SubCo to consider as part of the Environmental Impact Statement process or have any queries regarding the project, please visit the Project website at: <https://panoramabattery.com.au/contact/>

#### Get in touch



Alternatively please contact **Kiera Plumridge** (Associate Consultant) at SLR: [kplumridge@slrconsulting.com](mailto:kplumridge@slrconsulting.com) M 0458 967 285.





# **Appendix D    Email Correspondence with Agencies (Copy)**

## **Panorama Battery Energy Storage System**

### **Community and Stakeholder Engagement Plan**

**Panorama BESS Subco Pty Ltd**

SLR Project No.: 660.30234.00000

3 April 2024

ABN 70 250 995 390  
**180 Thomas Street, Sydney**  
PO Box A1000 Sydney South  
NSW 1235 Australia  
T (02) 9284 3000  
F (02) 9284 3456

Tuesday, 16 August 2022

Anil Singh  
Canadian Solar (Australia) Pty Limited  
44 Stephenson Street  
Cremorne VIC 3121

By email: [anil.singh@canadiansolar.com](mailto:anil.singh@canadiansolar.com)

Dear Anil,

### Connection Enquiry – Panorama BESS

Panorama BESS Subco Pty Ltd, ACN 657 629 500, as trustee for the Panorama BESS Unit Trust, ABN 38 905 415 690 (**the Connection Applicant**) consents to the provision of information provided by the Connection Applicant in its connection enquiry and/or project information prior to a connection enquiry and information provided by Transgrid to the Connection Applicant in its connection enquiry response to LUMEA, a contestable business within the Transgrid group of companies (LUMEA).

The provision of information is for the purposes of negotiating a connection process agreement and contracts and/or options feasibility study, for the connection of the Connection Applicant to the Transgrid transmission network, including the provision of negotiated services and any agreed contestable services.

In giving this consent, the Connection Applicant acknowledges that:

- The Connection Applicant is entitled to engage a third party to provide an options feasibility study;
- The Connection Applicant is entitled to engage a third party to provide the contestable services required by the functional specification if included in Transgrid's connection enquiry response;
- The giving of this consent does not require the Connection Applicant to use Transgrid, LUMEA or their related entities for the provision of any contestable services; and
- LUMEA will receive information relevant to the provision of services required by the functional specification if included in Transgrid's connection enquiry response and or/project information that would not otherwise be available to LUMEA unless provided by the Connection Applicant.

Signed *Anil Singh*

Date 25/08/2022

Anil Singh

**Canadian Solar (Australia) Pty Limited**

Yours faithfully



Jason Abbatantuono  
**Customer Manager**

## Rob Dwyer

**From:** Kiera Plumridge  
**Sent:** Tuesday, 15 November 2022 5:04 PM  
**To:** richard.denyer@bathurst.nsw.gov.au  
**Subject:** RE: Panorama BESS Project - SSD-50587460 [SEC=UNOFFICIAL]

Hi Richard,

Happy to provide some indicative volumes below for your review. Please note these are total expected two-way vehicle movements anticipated that are associated with construction only (not operation) and would occur over an approximate generous 14 month construction timeframe (with the exception of the specified daily light vehicle staff traffic movements).

Type	Equipment/Material	Total Two-Way Vehicle Movements
AV (20m long)	BESS Containers	165
AV (20m long)	Ancillary equipment (cable, substation equipment, etc)	20
Low Loader (approx. 20m)	Ancillary equipment (switchroom + O&M Building)	4
Truck and Dog (approx. 17m)	Aggregates	100
Light Vehicles (approx. 5.20m)	Staff (20 staff on site)	40 (daily)

I can also confirm we have had preliminary contact with Kylie from TfNSW prior to the submission of our Scoping Report, and she advised they were happy to wait until contacted for input into the SEARs to provide further comment.





The Major Projects link for the project is here for your reference: <https://www.planningportal.nsw.gov.au/major-projects/projects/panorama-battery-energy-storage-system>

Thanks for getting back to me and hope you have a good afternoon,



**Kiera Plumridge**

Senior Consultant - Environmental Assessment & Management

 +61 2 4037 3280  
 +61 2 4037 3200  
 +61 458 967 285  
 kplumridge@slrconsulting.com

SLR Consulting Australia Pty Ltd  
10 Kings Road, New Lambton, NSW, Australia, 2305



Follow us  
on LinkedIn



Winners: RoSPA  
President's Award 2022

Confidentiality Notice and Limitation

This communication, and any attachment(s) contains information which is confidential and may also be legally privileged. It is intended for the exclusive use of the recipient(s) to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or action taken or not taken in reliance on it is prohibited and may be unlawful. If you have received this communication in error, please advise SLR by e-mail and then delete the e-mail from your system. As e-mails and any

information sent with them may be intercepted, corrupted and/or delayed, SLR does not accept any liability for any errors or omissions in the message or any attachment howsoever caused after transmission.

Any advice or opinion is provided on the basis that it has been prepared by SLR with reasonable skill, care and diligence, taking account of the manpower, timescales and resources devoted to it by agreement with its Client. It is subject to the terms and conditions of any appointment to which it relates. Parties with whom SLR is not in a contractual relationship in relation to the subject of the message should not use or place reliance on any information, advice, recommendations and opinions in this message and any attachment(s) for any purpose.

© 2017 SLR Consulting Limited. All Rights Reserved.

**From:** Richard Denyer <[richard.denyer@bathurst.nsw.gov.au](mailto:richard.denyer@bathurst.nsw.gov.au)>  
**Sent:** Tuesday, 15 November 2022 2:50 PM  
**To:** Kiera Plumridge <[kplumridge@slrconsulting.com](mailto:kplumridge@slrconsulting.com)>  
**Subject:** RE: Panorama BESS Project - SSD-50587460 [SEC=UNOFFICIAL]

Thanks Kiera

Do you have any data available as yet in terms of the expected traffic volumes and types.

My assumption is the TfNSW will have an interest in impacts on Mid Western Highway and Mitchell. Have you had contact with Howard Orr or Andrew McIntyre at Parkes TfNSW as yet?

I couldn't see anything on the Major Project site and haven't received anything from Planning NSW as yet

**Richard Denyer**  
Manager Development Assessment  
Bathurst Regional Council  
158 Russell Street Bathurst 2795  
P: 02 6333 6274  
W: [www.bathurst.nsw.gov.au](http://www.bathurst.nsw.gov.au)



This message is intended for the addressee named and may contain confidential information. If you are not the intended recipient, please delete it and notify the sender. Views expressed in this message are those of the individual sender, and are not necessarily the views of Bathurst Regional Council, unless otherwise stated. For the purposes of the Copyright Act, the permission of the holder of copyright in this communication may be taken to have been granted, unless stated otherwise, for the copying or forwarding of this message, as long as both the content of this communication and the purpose for which it is copied or forwarded are work related.

**From:** Kiera Plumridge <[kplumridge@slrconsulting.com](mailto:kplumridge@slrconsulting.com)>  
**Sent:** Tuesday, 15 November 2022 1:40 PM  
**To:** Richard Denyer <[richard.denyer@bathurst.nsw.gov.au](mailto:richard.denyer@bathurst.nsw.gov.au)>  
**Subject:** Panorama BESS Project - SSD-50587460

**CAUTION:** This email originated from outside BRC. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Richard,

I understand Chelsea from Canadian Solar has already touched base with you previously to gain some early comments from Council on the proposed Panorama Battery Energy Storage System (BESS) project (site plan

attached for your reference). Canadian Solar has engaged SLR Consulting to prepare the Scoping Report (which is currently available on the Major Projects website) and then the Environmental Impact Statement (EIS) for the project, with SEARs currently being prepared by DPE, from which Council will have another opportunity to provide comment.

I just wanted to contact you directly on a specific matter relating to construction traffic to see if Council had any preliminary comments on the proposed approach to construction traffic relating to the project, so we can get on the front foot with the traffic arrangements and ensure a suitable outcome. As part of the preparation of the project EIS, SLR Consulting is completing a number of the specialist investigations including the Traffic Impact Assessment (TIA), and we have already had some discussions with our traffic team and our client, Canadian Solar on the best approach to construction traffic, as detailed below.

Almost all the traffic associated with the project will be limited to the duration of the construction. The operational phase of the project will generate minimal traffic given BESSs are typically maintenance free developments. Therefore, any significant civil upgrades associated with external road network are unlikely to provide the benefits for the cost.

Our proposed approach is to prohibit the right turn movement into the site for vehicles travelling in the westbound direction along Mid Western Highway during the construction as well as operational stages.

For construction traffic, it is proposed that vehicles would take the Mitchell Highway instead of Mid Western Highway and turn left into Evans Plains Road from Mitchell Highway and travel along Evans Plains Road in the southbound direction. We acknowledge that Evans Plains Road is not a route approved for the 26m long B-Double design vehicles, and therefore Canadian Solar proposes utilising exclusively 20m long semi-trailers and not B-doubles to transport BESS components to the site.





Please let me know if you would like to discuss any details above prior to Council providing inputs into the SEARs or prior to the exhibition of the EIS.

Thank you and hope you are well,



Kiera Plumridge

Senior Consultant - Environmental Assessment & Management

 +61 2 4037 3280  
 +61 2 4037 3200  
 +61 458 967 285  
 kplumridge@slrconsulting.com

SLR Consulting Australia Pty Ltd  
10 Kings Road, New Lambton, NSW, Australia, 2305



Follow us  
on LinkedIn



Winners: RoSPA  
President's Award 2022

#### Confidentiality Notice and Limitation

This communication, and any attachment(s) contains information which is confidential and may also be legally privileged. It is intended for the exclusive use of the recipient(s) to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or action taken or not taken in reliance on it is prohibited and may be unlawful. If you have received this communication in error, please advise SLR by e-mail and then delete the e-mail from your system. As e-mails and any information sent with them may be intercepted, corrupted and/or delayed, SLR does not accept any liability for any errors or omissions in the message or any attachment howsoever caused after transmission.

Any advice or opinion is provided on the basis that it has been prepared by SLR with reasonable skill, care and diligence, taking account of the manpower, timescales and resources devoted to it by agreement with its Client. It is subject to the terms and conditions of any appointment to which it relates. Parties with whom SLR is not in a contractual relationship in relation to the subject of the message should not use or place reliance on any information, advice, recommendations and opinions in this message and any attachment(s) for any purpose.

© 2017 SLR Consulting Limited. All Rights Reserved.

## Rob Dwyer

---

**From:** Kylie-anne Pont <Kylie-Anne.PONT@transport.nsw.gov.au>  
**Sent:** Friday, 30 September 2022 11:21 AM  
**To:** Kiera Plumridge  
**Subject:** RE: Request for preliminary engagement pre-SEARs - Panorama Battery Energy Storage System (BESS)

You don't often get email from kylie-anne.pont@transport.nsw.gov.au. [Learn why this is important](#)

Hi Keira,

Thank you for your email notifying TfNSW of the prospective Panorama BESS development.

TfNSW appreciates the advanced notice of the intention to submit a SEARs application with preliminary traffic impact investigations.

Following a formal referral from Department of Planning & Environment, TfNSW will provide further guidance to assist in the preparations of the final Environmental Impact Statement.

Regards,

**Kylie-Anne Pont**

A/Team Leader Development Services (Renewable Resources)  
Community and Place  
Regional and Outer Metropolitan  
**Transport for NSW**

**M** 0481 068 175    **E** [kylie-anne.pont@transport.nsw.gov.au](mailto:kylie-anne.pont@transport.nsw.gov.au)

[transport.nsw.gov.au](http://transport.nsw.gov.au)

Level 1, 51-55 Currajong Street  
Parkes NSW 2870

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



**Transport  
for NSW**



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

Please consider the environment before printing this email.

**From:** Kiera Plumridge <kplumridge@slrconsulting.com>  
**Sent:** Tuesday, 20 September 2022 1:23 PM  
**To:** Development West <development.west@transport.nsw.gov.au>  
**Subject:** Request for preliminary engagement pre-SEARs - Panorama Battery Energy Storage System (BESS)

You don't often get email from [kplumridge@slrconsulting.com](mailto:kplumridge@slrconsulting.com). [Learn why this is important](#)

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

To whom it may concern,

On behalf of the proponent, Panorama BESS SubCo, I am seeking to engage with TfNSW prior to the submission of a Scoping Report and issue of SEARs on advice from DPE following a Scoping Meeting held on 16 September.

We will be seeking approval for the construction, operation, and decommissioning of a Battery Energy Storage System (BESS) with a capacity of 100 Megawatts (MW) 200 Megawatt Hours (MWH) and associated ancillary infrastructure adjacent to an existing 132 kV substation operated by TransGrid in Evans Plains, NSW (the Project). The Project is proposed to be constructed and operated on Lot 2 DP 864272 at 800 Mid-Western Highway, Evans Plains, NSW. The development site is located approximately 2.5 kilometres (km) to the west of the suburb of Robin Hill and approximately 5.8 km south-west of the township of Bathurst. The Project will have a capital investment value (CIV) higher than \$30 million and will therefore trigger the provisions for State Significant Development (SSD) under Clause 20, Schedule 1 of the *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP). I have attached a site plan for your information and review.

One component of the proposal relevant to TfNSW will be the formalisation of existing access from Mid Western Highway and existing access road within Lot 2 DP 864272 to accommodate heavy vehicles. We already have a scope of works to complete Traffic Impact Assessment to inform the Project EIS based on similar BESS SEARs issued in recent months, and so look forward to TfNSW input in the SEARs process.

We thought it best to contact your team prior to the submission of our Scoping Report to DPE for assessment and issue of SEARs on DPE's advice, however understand that at this point in time there is limited information and guidance able to be provided to us. It would be great to establish contact with a team member within TfNSW going forward for this Project to ensure we can address all concerns throughout the EIS process.

Thank you for your time and attention and look forward to working with you in the future,



**Kiera Plumridge**

Senior Consultant - Environmental Assessment & Management

+61 2 4037 3280  
+61 2 4037 3200  
+61 458 967 285  
[kplumridge@slrconsulting.com](mailto:kplumridge@slrconsulting.com)

SLR Consulting Australia Pty Ltd  
10 Kings Road, New Lambton, NSW, Australia, 2305



Follow us  
on LinkedIn



Winners: RoSPA  
President's Award 2022

Confidentiality Notice and Limitation

This communication, and any attachment(s) contains information which is confidential and may also be legally privileged. It is intended for the exclusive use of the recipient(s) to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or action taken or not taken in reliance on it is prohibited and may be unlawful. If you have received this communication in error, please advise SLR by e-mail and then delete the e-mail from your system. As e-mails and any

information sent with them may be intercepted, corrupted and/or delayed, SLR does not accept any liability for any errors or omissions in the message or any attachment howsoever caused after transmission.

Any advice or opinion is provided on the basis that it has been prepared by SLR with reasonable skill, care and diligence, taking account of the manpower, timescales and resources devoted to it by agreement with its Client. It is subject to the terms and conditions of any appointment to which it relates. Parties with whom SLR is not in a contractual relationship in relation to the subject of the message should not use or place reliance on any information, advice, recommendations and opinions in this message and any attachment(s) for any purpose.

© 2017 SLR Consulting Limited. All Rights Reserved.

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



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

OFFICIAL



## Katie Schultz

---

**Subject:** Panorama BESS - Council and Development meeting  
**Location:** 158 Russell St, Bathurst NSW 2795

**Start:** Mon 4/12/2023 3:00 PM  
**End:** Mon 4/12/2023 4:00 PM

**Recurrence:** (none)

**Meeting Status:** Accepted

**Organizer:** Etosha Milner  
**Required Attendees:** Etosha Milner; Richard Denyer; Katie Schultz; Sinch Lim  
**Optional Attendees:** David McKellar

---

## Microsoft Teams meeting

**Join on your computer, mobile app or room device**

[Click here to join the meeting](#)

Meeting ID: 476 321 458 839

Passcode: JkHLSn

[Download Teams](#) | [Join on the web](#)

[Learn More](#) | [Meeting options](#)

---

*Please note: All Canadian Solar Global Energy Group employees' email addresses will be migrated to @recurrentenergy.com starting July 2023 as part of the [global rebranding process](#).*



**Etosha Milner**

Manager, Energy Storage & Market Modelling/Optimisation  
etosha.milner@recurrentenergy.com

Citic House, Level 4, Suite 4.02, 99 King Street, Melbourne, 3000

This message is directed in confidence solely to the addressee(s) named above. This message contains privileged and/or confidential information, which is not to be disclosed to any third party. If you are not an intended recipient of this message or an authorized representative thereof, please contact the undersigned and then destroy this message as well as all existing copies. Any utilization of this message by a person other than an intended recipient hereof is strictly forbidden.

## Melissa Thomas

---

**From:** Development West <development.west@transport.nsw.gov.au>  
**Sent:** Tuesday, 13 February 2024 2:14 PM  
**To:** Katie Schultz  
**Subject:** [EXTERNAL] RE: Panorama BESS Project - SSD-50587460 - TfNSW and TIA update

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



Hi Katie,

Thank you for your email. Steven is no longer with the Development Services West team, I have forwarded this onto our Team Leader of renewables Alexandra Power.

Kind Regards,

**Rosa Gillogly**

Development Assessment Support Officer  
Development Services West  
Regional and Outer Metropolitan  
**Transport for NSW**

E [rosa.gillogly@transport.nsw.gov.au](mailto:rosa.gillogly@transport.nsw.gov.au)

[transport.nsw.gov.au](https://transport.nsw.gov.au)

Level 1 51-55 Currajong Street  
Parkes NSW 2870

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



**Transport  
for NSW**



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

Please consider the environment before printing this email.

OFFICIAL

**From:** Katie Schultz <katie.schultz@recurrentenergy.com>  
**Sent:** Tuesday, February 13, 2024 12:36 PM  
**To:** Steven Yuan <Steven.Yuan2@transport.nsw.gov.au>  
**Cc:** Development West <development.west@transport.nsw.gov.au>; Sinch Lim <sinch.lim@recurrentenergy.com>  
**Subject:** RE: Panorama BESS Project - SSD-50587460 - TfNSW and TIA update

You don't often get email from [katie.schultz@recurrentenergy.com](mailto:katie.schultz@recurrentenergy.com). [Learn why this is important](#)

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

Hi Steven

Just wanted to send one last email regarding the below, please let me know if everything is resolved from your end.

We are planning to lodge the EIS this month.

Thanks

*Please note: All Canadian Solar Global Energy Group employees' email addresses will be migrated to @recurrentenergy.com starting July 2023 as part of the [global rebranding process](#).*



**Katie Schultz**

Senior Manager, Planning and Development

[katie.schultz@recurrentenergy.com](mailto:katie.schultz@recurrentenergy.com)

Mobile: +61 447 331 838

Level 6, 333 George Street, Sydney, NSW, 2000

This message is directed in confidence solely to the addressee(s) named above. This message contains privileged and/or confidential information, which is not to be disclosed to any third party. If you are not an intended recipient of this message or an authorized representative thereof, please contact the undersigned and then destroy this message as well as all existing copies. Any utilization of this message by a person other than an intended recipient hereof is strictly forbidden.

OFFICIAL

**From:** Katie Schultz  
**Sent:** Thursday, January 18, 2024 2:11 PM  
**To:** 'Steven Yuan' <[Steven.Yuan2@transport.nsw.gov.au](mailto:Steven.Yuan2@transport.nsw.gov.au)>  
**Cc:** 'Development West' <[development.west@transport.nsw.gov.au](mailto:development.west@transport.nsw.gov.au)>; Sinch Lim <[sinch.lim@recurrentenergy.com](mailto:sinch.lim@recurrentenergy.com)>  
**Subject:** RE: Panorama BESS Project - SSD-50587460 - TfNSW and TIA update

Hi Steven

Hope you had a lovely Christmas break and the new year has started well.

I just wanted to follow up on our response below. Does this resolve your concerns? Please let us know if you would like to discuss any further. We plan to lodge our EIS next month.

Thanks  
Katie

---

**From:** Katie Schultz

**Sent:** Thursday, December 21, 2023 10:08 AM

**To:** Steven Yuan <[Steven.Yuan2@transport.nsw.gov.au](mailto:Steven.Yuan2@transport.nsw.gov.au)>; Etosha Milner <[etosha.milner@recurrentenergy.com](mailto:etosha.milner@recurrentenergy.com)>

**Cc:** Development West <[development.west@transport.nsw.gov.au](mailto:development.west@transport.nsw.gov.au)>; Sinch Lim <[sinch.lim@recurrentenergy.com](mailto:sinch.lim@recurrentenergy.com)>

**Subject:** RE: Panorama BESS Project - SSD-50587460 - TfNSW and TIA update

Hi Steven

Thanks for your comments. I received the below response from our TIA consultant from SLR, which I hope resolves your concerns. We can arrange a quick Teams discussion if you would like to discuss further, please let me know.

*The turn warrant assessments (TWAs) SLR have undertaken are actually consistent with Figure 3.25 in AGTM06-20 – Part 6: Intersections, Interchanges, and Crossings Management. The reason why the diagrams (Figure 14, Figure 15 and Appendix F) in SLR's TIA report look different than what is illustrated in the Austroads Guide (Figure 3.25a) is that the proposed construction period is limited to 14 months. Therefore, as stated in the first paragraph of Section 5.3 of the TIA report, SLR calculated the financial benefits of reduced crashes (i.e. reduced deaths/ injuries etc) based on a conservative 2-year period in the TWA. It is critical to note that the standard figures prepared by the Austroads Guide calculate the benefits of reduced crashes based on 10 years (which is the standard practice to measure the road toll in terms of dollars).*

*Based on this, while we very much appreciate the level of detail the assessment agencies go into, we maintain our position about the accuracy of the TWA information provided, given the proposed construction is limited to 14 months and SLR adopted a conservative 2-year period for the calculation of turn warrant assessments. If this was a development that would generate consistent level of traffic on a permanent basis (i.e. shopping centre, childcare and many others), the calculation of the TWA based on a 10-year design horizon would be the right practice.*

*SLR is more than happy to liaise with TfNSW on this matter and/ or provide additional information about the automated spreadsheets we developed for this assessment.*

*For transparency, the below we use in our TWA assessments, consistent with Austroads Guidelines and TMR's (QLD) Road Planning and Design Manual which fed the Austroads Guide.*

### Estimate of the Safety Cost of Turn Treatments

Equation 13.1 calculates the safety benefits of using a higher order left or right turn treatment. The safety benefits are the reduction in estimated accident costs, which may be used as part of a benefit/cost analysis to justify a particular turn treatment (for example, at an existing intersection). For greenfield sites, use the warrants shown in Figure 13.22 and Figure 13.23 (which were also developed using Equation 13.1, as detailed in Arndt and Troutbeck [2005]).

$$C_{RM} = 2.75 \times 10^{-12} \times C_A \times T_{DL} \times Q_i^{0.406} \times Q_M^{0.912} \times S_{MT}^{2.94} \times (e^{TT_M} - e^{TT_A}) \quad (13.1)$$

where

- $C_{RM}$  = safety benefit of using the higher order turn treatment (\$)
- $C_A$  = average cost of a Rear-End-Major vehicle accident = \$38,974 from Arndt (2004)
- $T_{DL}$  = design life (years)
- $Q_i$  = turning traffic flow from the major leg (veh/h) ( $Q_R$  or  $Q_L$  as per Figure 13.24)
- $Q_M$  = traffic flow on the major legs according to Figure 13.24 (veh/h)
- $S_{MT}$  = 85th percentile through major road speed (km/h)
- $TT_M$  = type of lower-order turn treatment (values given below)
- $TT_A$  = type of higher-order turn treatment (values given below)

Turn treatment values are:

- BAR – 3.83
- CHR(S) and CHR – 0
- BAL – 0.666
- AUL(S) and AUL – 0.0493

#### **Example Calculation**

Determine the safety benefit of providing a CHR turn treatment in lieu of an existing BAR turn treatment for the following conditions:

Design life ' $T_{DL}$ ' = 20 years

Design right-turn traffic flow ' $Q_R$ ' = 60 veh/h

No splitter island opposite the right turn

Design approaching through traffic flow ' $Q_{T1}$ ' = 190 veh/h

Design opposing through traffic flow ' $Q_{T2}$ ' = 200 veh/h

Design opposing left-turn traffic flow ' $Q_L$ ' = 50 veh/h

85<sup>th</sup> percentile through speed ' $S_{MT}$ ' = 70km/h

13

October 2006  
13-41

**From:** Steven Yuan <[Steven.Yuan2@transport.nsw.gov.au](mailto:Steven.Yuan2@transport.nsw.gov.au)>

**Sent:** Wednesday, December 20, 2023 12:16 PM

**To:** Etosha Milner <[etosha.milner@recurrentenergy.com](mailto:etosha.milner@recurrentenergy.com)>

**Cc:** Development West <[development.west@transport.nsw.gov.au](mailto:development.west@transport.nsw.gov.au)>; Katie Schultz <[katie.schultz@recurrentenergy.com](mailto:katie.schultz@recurrentenergy.com)>; Sinch Lim <[sinch.lim@recurrentenergy.com](mailto:sinch.lim@recurrentenergy.com)>

**Subject:** [EXTERNAL] RE: Panorama BESS Project - SSD-50587460 - TfNSW and TIA update

Hi Etosha,

Based on the draft TIA provided, TfNSW makes the following comments:

- The SISD as shown on Page 19 is acceptable. The methodology used, based on the 85<sup>th</sup> speed percentile of observed speeds over a 7 day period, is acceptable.
- The swept path is based on the largest vehicle identified by the TIA to enter and exit the site (a 20m long AV or 19m B-Double truck). This will be a condition of any consent.
- The turn warrants appear to have been applied incorrectly.

- Appendix F appears to show the turn warrants for a design speed of below 70km/h (i.e. Figure 3.25(c)). The posted speed limit is 100km/h and the 85<sup>th</sup> percentile speed is above this speed.
- Figure 3.25(a) should be used instead because the posted speed limit is 100km/h.
- See Figure 3.25 of Austroads Guide to Traffic Management Part 6 for further details.

Regards,

Steven Yuan  
Development Case Officer  
Community and Place | South Region  
Regional and Outer Metropolitan  
**Transport for NSW**

T +61 2 9983 2596  
[steven.yuan2@transport.nsw.gov.au](mailto:steven.yuan2@transport.nsw.gov.au)  
Level 4, 90 Crown Street, Wollongong NSW 2500

OFFICIAL

**From:** Etosha Milner <[etosha.milner@recurrentenergy.com](mailto:etosha.milner@recurrentenergy.com)>  
**Sent:** Tuesday, 12 December 2023 6:26 PM  
**To:** Steven Yuan <[Steven.Yuan2@transport.nsw.gov.au](mailto:Steven.Yuan2@transport.nsw.gov.au)>  
**Cc:** Development West <[development.west@transport.nsw.gov.au](mailto:development.west@transport.nsw.gov.au)>; Katie Schultz <[katie.schultz@recurrentenergy.com](mailto:katie.schultz@recurrentenergy.com)>; Sinch Lim <[sinch.lim@recurrentenergy.com](mailto:sinch.lim@recurrentenergy.com)>  
**Subject:** RE: Panorama BESS Project - SSD-50587460 - TfNSW and TIA update

You don't often get email from [etosha.milner@recurrentenergy.com](mailto:etosha.milner@recurrentenergy.com). [Learn why this is important](#)

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

Hi Steven,

Hope you've been well. I wanted to follow up on TfNSW's comments regarding the TIA for Panorama BESS. Have you or your team had an opportunity to review the proposed traffic management solution.

Kind Regards,

*Please note: All Canadian Solar Global Energy Group employees' email addresses will be migrated to @recurrentenergy.com starting July 2023 as part of the [global rebranding process](#).*

**RECURRENT  
ENERGY**  
A subsidiary of Canadian Solar

**Etosha Milner**

Manager, Energy Storage & Market Modelling/Optimisation  
[etosha.milner@recurrentenergy.com](mailto:etosha.milner@recurrentenergy.com)

Citic House, Level 4, Suite 4.02, 99 King Street, Melbourne, 3000

This message is directed in confidence solely to the addressee(s) named above. This message contains privileged and/or confidential information, which is not to be disclosed to any third party. If you are not an intended recipient of this message or an authorized representative thereof, please contact the undersigned and then destroy this message as well as all existing copies. Any utilization of this message by a person other than an intended recipient hereof is strictly forbidden.

---

OFFICIAL

**From:** Etosha Milner  
**Sent:** Wednesday, December 6, 2023 11:40 AM  
**To:** 'Steven Yuan' <[Steven.Yuan2@transport.nsw.gov.au](mailto:Steven.Yuan2@transport.nsw.gov.au)>  
**Cc:** Development West <[development.west@transport.nsw.gov.au](mailto:development.west@transport.nsw.gov.au)>; Katie Schultz <[katie.schultz@recurrentenergy.com](mailto:katie.schultz@recurrentenergy.com)>; Sinch Lim <[sinch.lim@recurrentenergy.com](mailto:sinch.lim@recurrentenergy.com)>  
**Subject:** RE: Panorama BESS Project - SSD-50587460 - TfNSW and TIA update

Hi Steven,

Thank you for your reply. We have included the assessments listed in your reply within the TIA report attached.

- A traffic survey has been conducted and is included in Section 3 of the report.
- an SISD check/calculation in Section 5 and discussed in Sections 6 & 7 of the report.

Please let me know if you require any further information.

Kind Regards,

---

**From:** Steven Yuan <[Steven.Yuan2@transport.nsw.gov.au](mailto:Steven.Yuan2@transport.nsw.gov.au)>  
**Sent:** Tuesday, December 5, 2023 5:16 PM  
**To:** Etosha Milner <[etosha.milner@recurrentenergy.com](mailto:etosha.milner@recurrentenergy.com)>  
**Cc:** Development West <[development.west@transport.nsw.gov.au](mailto:development.west@transport.nsw.gov.au)>  
**Subject:** [EXTERNAL] RE: Panorama BESS Project - SSD-50587460 - TfNSW and TIA update

Hi Etosha,

Based on the description that you have provided, TfNSW will require more information such as traffic volumes, trip generation and trip distribution to provide feedback/focused commentary on the project site access.

A turn warrants assessment in accordance with *Austroads Guide to Traffic Management* Part 6 (See Figure 3.25) will need to be undertaken to determine whether an intersection upgrade on Mid-Western Highway will be required, and if this is the case, the appropriate intersection treatment. TfNSW notes that currently, vehicles would not be able to go past vehicles that are turning right into the site access.

A Safe Intersection Sight Distance (SISD) check will also need to be undertaken, taking into account the curve, vegetation and the topographic gradient of Mid-Western Highway at the location of the site access.

Regards,

Steven Yuan  
Development Case Officer  
Community and Place | South Region  
Regional and Outer Metropolitan  
**Transport for NSW**

T +61 2 9983 2596  
[steven.yuan2@transport.nsw.gov.au](mailto:steven.yuan2@transport.nsw.gov.au)  
Level 4, 90 Crown Street, Wollongong NSW 2500

---

OFFICIAL

OFFICIAL

**From:** Etosha Milner <[etosha.milner@recurrentenergy.com](mailto:etosha.milner@recurrentenergy.com)>  
**Sent:** Wednesday, 22 November 2023 4:09 PM  
**To:** Kylie-anne Pont <[Kylie-Anne.PONT@transport.nsw.gov.au](mailto:Kylie-Anne.PONT@transport.nsw.gov.au)>  
**Cc:** Katie Schultz <[katie.schultz@recurrentenergy.com](mailto:katie.schultz@recurrentenergy.com)>; Sinch Lim <[sinch.lim@recurrentenergy.com](mailto:sinch.lim@recurrentenergy.com)>  
**Subject:** Panorama BESS Project - SSD-50587460 - TfNSW and TIA update

You don't often get email from [etosha.milner@recurrentenergy.com](mailto:etosha.milner@recurrentenergy.com). [Learn why this is important](#)

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

Good afternoon Kylie-Anne,

My name is Etosha, I am the Project Developer from Recurrent Energy (formerly Canadian Solar) you may have been in contact with our EIS consultant Kiera, from SLR.

I wanted to provide an update on the proposed Panorama Battery Energy Storage System (BESS) project ([SSD-50587460](#)) you would have been previously engaged on. Canadian Solar (now Recurrent Energy) and SLR Consulting have prepared the Environmental Impact Statement (EIS) for the project, and have soft lodged the EIS package with DPE, who have provided some final commentary prior to formal lodgement of the package with them.

We would greatly value any comments you have on the below update prior to finalisation of the EIS package for formal lodgement.

Our previous contact with you consisted of requesting any general commentary you may have for a proposed development of this type and location, followed by specific consultation on the matter of the proposed approach to construction traffic relating to the project. At this stage, our proposed approach was to prohibit right turn movement into the site for vehicles travelling in the westbound direction along Mid Western Highway during the construction and operational stages. For construction traffic, it was proposed that vehicles would take the Mitchell Highway and turn left into Evans Plains Road from Mitchell Highway, then travel along Evans Plains Road in the southbound direction.

After reviewing the impact of this strategy we have amended our approach to now allow for light-vehicles travelling westbound on the Mid Western Highway to conduct a left-hand turn into the site access road.

The matters which we are seeking focused commentary are for the following:

- The Project site access location (left in turn from eastbound direction on Mid Western Highway) at the existing access driveway crossover is proposed to be designed with a BAL treatment as per Austroads Guidelines prior to the commencement of construction and movement of heavy and light vehicles associated with the Project; and
- All light vehicles are proposed to travel on the Mid-Western Highway in the westbound direction and turn right into the site via the existing access driveway crossover, which will require light vehicles to cross the carriageway in close proximity to the beginning of an overtaking lane. The arrangement has been assessed as appropriate and safe given negligible delays due to low vehicular volumes (21 inbound light vehicles per day); safe intersection sight distances are satisfactory; and turn warrant assessments indicate that no dedicated turn lanes are necessary.

If possible could you please provide feedback within 21 days (by 12 Dec)?

Please let me know if you would like to discuss any details above prior to Council providing comments during exhibition of the EIS package.

Thank you and hope you are well,



Etosha Milner

*Please note: All Canadian Solar Global Energy Group employees' email addresses will be migrated to @recurrentenergy.com starting July 2023 as part of the global rebranding process.*



**Etosha Milner**

Manager, Energy Storage & Market Modelling/Optimisation

[etosha.milner@recurrentenergy.com](mailto:etosha.milner@recurrentenergy.com)

Citic House, Level 4, Suite 4.02, 99 King Street, Melbourne, 3000

This message is directed in confidence solely to the addressee(s) named above. This message contains privileged and/or confidential information, which is not to be disclosed to any third party. If you are not an intended recipient of this message or an authorized representative thereof, please contact the undersigned and then destroy this message as well as all existing copies. Any utilization of this message by a person other than an intended recipient hereof is strictly forbidden.

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

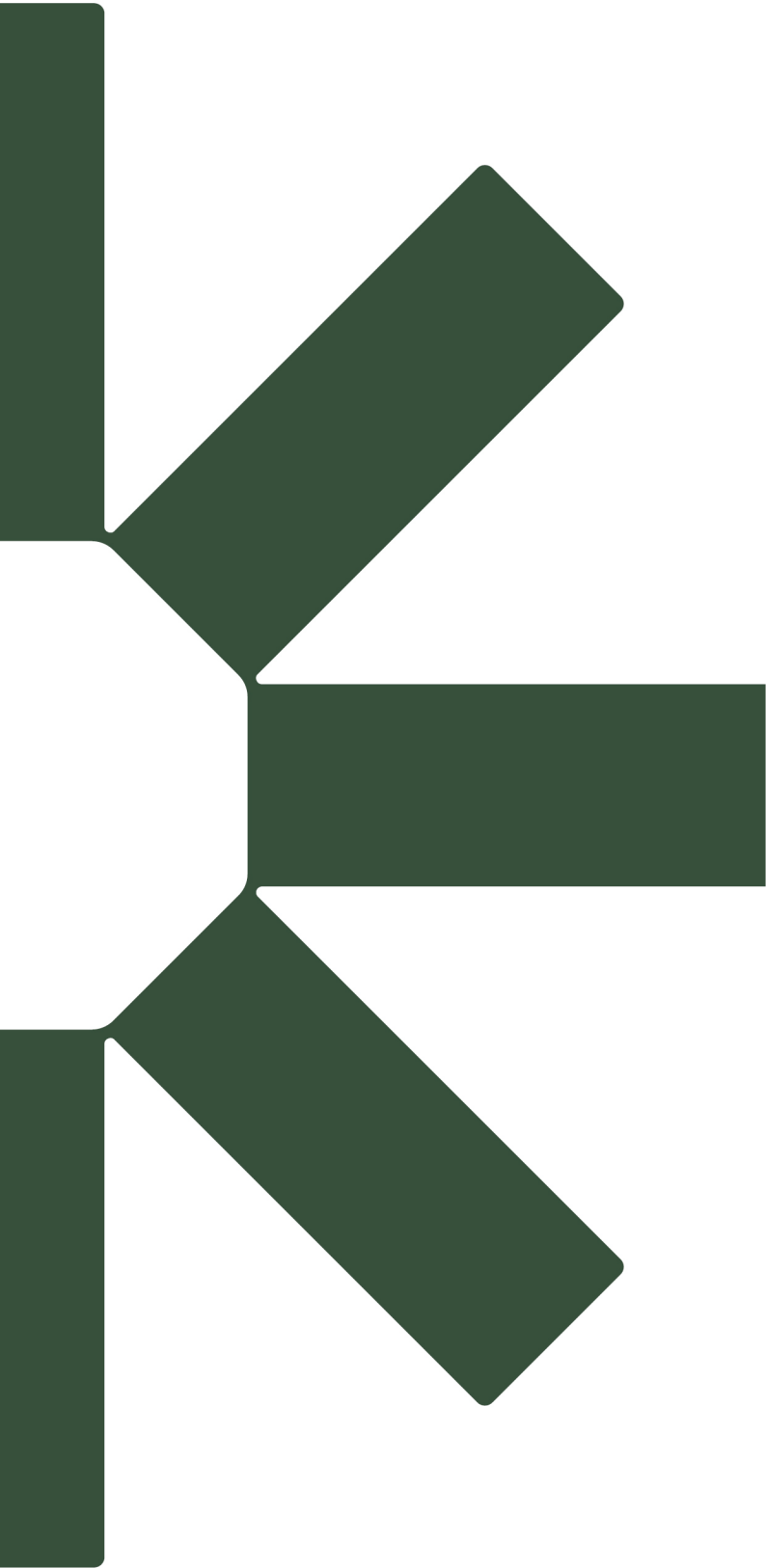
 **Consider the environment. Please don't print this e-mail unless really necessary.**

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

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

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

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



Making Sustainability Happen