

Prepared for Panorama BESS SubCo Pty

Amendment Report #2

Panorama Battery Energy Storage System

Bathurst LGA, Bathurst, NSW

February 2026

Project Number: 240685

Amendment Report #2

Panorama Battery Energy Storage System

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We acknowledge the Traditional Owners of this land and pay our respect to Elders past, present and emerging. We recognise that the First Nations peoples of Australia have traditionally managed the resources of this land in a sustainable way, and that they are the original custodians of the Australian environment.

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Acronyms and Abbreviations

ADG	Australian Dangerous Goods
AEC	Areas of Environmental Concern
ACHA	Aboriginal Cultural Heritage Assessment
AHIMS	Aboriginal Heritage Information Management System
APZ	Asset Protection Zone
AUL	Auxiliary Left Turn
BAL	Bushfire Attack Level
BAM	Biodiversity Assessment Method
BC Act	<i>Biodiversity Conservation Act 2016 (NSW)</i>
BDAR	Biodiversity Development Assessment Report
BESS	Battery Energy Storage System
CPHR	NSW Conservation Programs, Heritage and Regulation
CSM	Conceptual Site Model
Cth	Commonwealth
DCCEEW	Department of Climate Change, Energy, the Environment and Water (NSW) (formerly DPE)
DOS	Degree of Saturation
DP	Deposited Plan
DPHI	Department of Planning, Housing and Infrastructure (NSW) (formerly DPE)
EIS	Environmental Impact Statement
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cth)</i>
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
FM Act	<i>Fisheries Management Act 1994 (NSW)</i>
GDE	Groundwater Dependent Ecosystem

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GIS	Geographic information system
ha	hectares
Heritage Act	<i>Heritage Act 1977 (NSW)</i>
HRA	Hazard and Risk Assessment
KFH	Key Fish Habitat
km	kilometres
kV	kilovolts
LEP	Local Environment Plan
LGA	Local government area
LOS	Level of Service
LVIA	Landscape and Visual Impact Assessment
m	metres
Mm	millimetres
MW	Megawatt
MNES	Matters of national environmental significance
NPW Act	<i>National Parks and Wildlife Act 1974 (NSW)</i>
NVIA	Noise and Vibration Impact Assessment
PCT	Plant Community Type
PSI	Preliminary Site Investigation
SBDAR	Streamlined Biodiversity Assessment Report
SGWA	Surface and Groundwater Assessment
SSD	State Significant Development
SVTM	State Vegetation Type Map
TEC	Threatened ecological community
The guidelines	Guidelines for the removal, destruction or lopping of native vegetation

TIA	Traffic Impact Assessment
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1. Introduction

This report (Amendment Report #2) has been prepared to address additional changes to the Panorama Battery Energy Storage System (BESS) (the Project) as a result of recent consultation with Transgrid, which includes a revised BESS connection location to and expansion of the existing Transgrid substation (as described in Section 3).

Amendment Report #2 provides the updated consolidated project description, mitigation measures and strategic justification for the Project. It supersedes **Amendment Report #1**, submitted 27 May 2025 (NGH, 2025a) in this respect.

1.1. Applicant's details

Company name	Panorama BESS SubCo Pty as trustee for the Panorama BESS Unit Trust
ABN	38 905 415 690
Address	Citic House, Level 4, Suite 4.02, 99 King Street. Melbourne, Victoria, 3000

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 since 2006. Canadian Solar was incorporated in 2011 in Sydney as part of the global footprint of Canadian Solar.

The local team are experienced in the deployment of large commercial solar and BESS installations in Australia and globally.

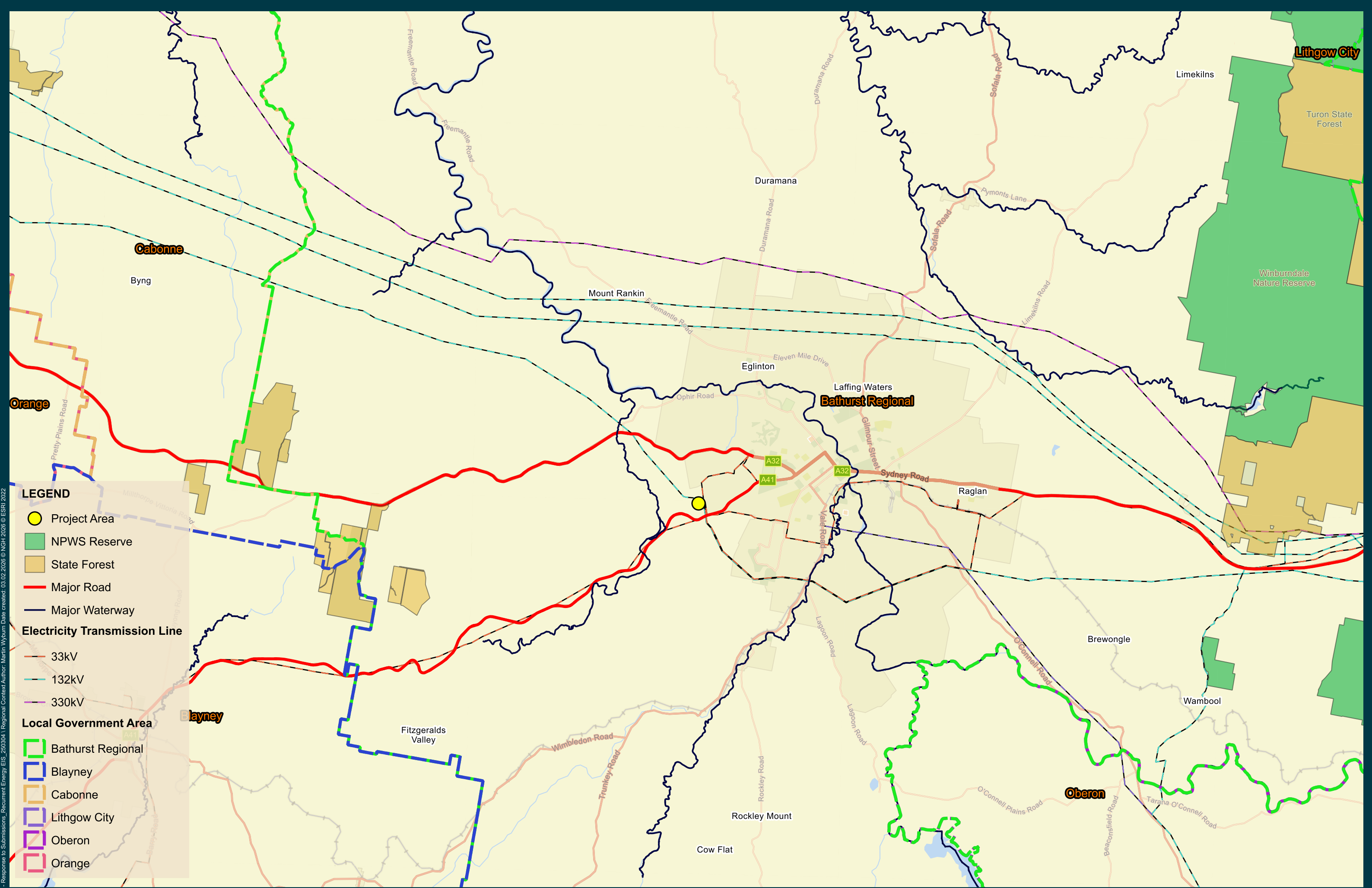
1.1.1. Background

Regional and local setting

The Project is located in the Bathurst Local Government Area (LGA), approximately 2.5 kilometres (km) west of the suburb of Robin Hill and 5.8km southwest of the regional city of Bathurst. The Project is proposed on two freehold lots (Project Area) zoned RU1 – Primary Production under the *Bathurst Regional Local Environmental Plan 2014* (Bathurst LEP);

- Lot 2 DP864272
- Lot 521 DP603541.

The Project is located within the eastern extent of Lot 2 DP864272 and adjacent to the existing Transgrid substation located on Lot 521 DP603541, and consists of low grade, mostly cleared vegetation. The Subject Land is mapped as cropping (NSW Government, 2025) and is bounded by the Mid-Western Highway to the south and the Mitchell Highway to the north, which are both sealed two-lane roads. Evans Plains Road is located to the west of the Subject Land and serves as a low-speed road providing access to several rural farming estates and residences. Evans Plains Road also connects the Mid-Western Highway to the Mitchell Highway (refer to Figure 1-1).



LEGEND

- Project Area
- NPWS Reserve
- State Forest
- Major Road
- Major Waterway

Electricity Transmission Line

- 33kV
- 132kV
- 330kV

Local Government Area

- Bathurst Regional
- Blayney
- Cabonne
- Lithgow City
- Oberon
- Orange

Assessment history

Environmental Impact Statement

The Project is classified as State Significant Development (SSD) under the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act). The Project's Environmental Impact Statement (EIS) and supporting appendices set out the description of the Project as a battery energy storage system with a capacity of 100 megawatts (MW)/200 megawatt-hour (MWh). The EIS included the Project's statutory context and information required to assess its potential economic, environmental and social impacts. The key environmental issues investigated in the EIS were noise and vibration, biodiversity, Aboriginal heritage, traffic and access, visual amenity, and water and land quality. Cumulative impacts were considered relevant to many of these areas. The EIS was placed on public exhibition from Wednesday 24 July 2024 to Thursday 22 August 2024.

[Panorama Battery Energy Storage System | Planning Portal - Department of Planning and Environment](#)

Response to Submissions and Amendment Report #1

During the public exhibition period, members of the public and government agencies were invited to review the proposal in full and make submissions. Submissions were received from agencies, council, organisations and the public individuals. The total number of submissions received for the Project by the end of the public exhibition period was 43.

A Submission Report was prepared to analyse the issues raised in public and government agency submissions and explain what actions the applicant has taken since the EIS was publicly exhibited in relation to them (NGH, 2025b).

Amendment Report #1 was prepared concurrently to the Submissions Report, to address two changes to the Project since public exhibition, being:

1. A change in technology of the battery energy storage from the Solbank 2.0 system to the Solbank 3.0
2. Increase in the Development Footprint to facilitate civil battering and realignment to improve safety and stability.

Both the Submissions Report and Amendment Report #1 were submitted in May 2025 to the DPHI. The reports were prepared and supported by consultation with agencies and specialist assessments.

Panorama BESS current Project overview

The Project is a State Significant commercial battery energy storage system development. Key components, as described in **Amendment Report #1 – Appendix A Updated Project description** included:

- Installation and operation of a SolBank BESS including battery enclosures, inverters, and transformers on a concrete pad and benching of the site to level the foundation for each Project component
- Associated ancillary infrastructure including:
 - A 132kV underground cable connecting a 33/132kV 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
 - Operation and maintenance building
 - Stormwater management infrastructure, lighting, and security fencing

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- 3.0m high perforated screen panels along the northern, western and southern perimeter of the BESS Facility
 - Construction laydown areas
- Decommissioning of the SolBank BESS at the end of life including disassembly and removal of associated infrastructure from the site, to be returned as close as possible to its existing condition.

The objectives of the Project are to select and develop a site which is not only suitable for a commercial BESS but one which is appropriate to its site values, benefits the local community and that can be supported by the local community. The EIS, Submissions and Amendment Report #1 demonstrated that the Project was:

- Responsive to local matters
- Significant in terms of local economic benefits
- Important in the renewable energy transition

1.2. Proposed amendments and overview for this report

The Project requires further changes as a result of recent consultation with Transgrid, regarding the connection works from the BESS to the Panorama Substation. The additional amendments now required for the Project affect the extent of the Development Footprint. The Development Footprint includes all areas that may be disturbed by the Project during the construction, operation and decommissioning phases. The changes are detailed in full in Section 3 of this report, and are summarised as follows:

1. Increase in the Development Footprint to facilitate the necessary construction activities for the Transgrid connection works
2. Increase in the Development Footprint to now include all developed areas of the Panorama Substation yard – this will remove ambiguity in relation to any works within the yard that are required by the BESS.
3. Removal of the previously proposed connection route to the substation – this area is no longer required.

This change was identified to DPHI on 11 September 2025 with a Letter of Intent.

This report is supported by the following specialist assessments and are appended in full in Appendix D (summarised in Table 1-1 below):

Table 1-1 Specialist reports prepared for this amendment

Specialist Report	New or Updated Report for this amendment
Streamlined Biodiversity Development Report (SBDAR) – Appendix D.1	NEW
Preliminary Site Investigation (PSI) – Appendix D.2	NEW
Aboriginal Cultural Heritage Assessment (ACHA) – Appendix D.3	UPDATED
Hazard and Risk Assessment (HRA) – Appendix D.4	UPDATED

Specialist Report	New or Updated Report for this amendment
Noise and Vibration Impact Assessment (NVIA) – Appendix D.5	UPDATED
Traffic Impact Assessment (TIA) – Appendix D.6	UPDATED
Surface and Groundwater Assessment – Appendix D.7	UPDATED
Landscape and Visual Impact Assessment (LVIA) Memo – Appendix D.8	NEW

1.3. Relationship to other activities

1.3.1. Landownership, use, agreements and subdivision

The areas required for the operational BESS will be leased for the life of the Project. The existing land use of cropping is likely to continue with the Project Area surrounding the Development Footprint. No subdivision is proposed as part of the development.

1.3.2. Connection to electricity network

The Project requires connection to the electricity network. The connection point will occur within the Development Footprint.

The Project will connect to the existing Transgrid substation via a new underground cable (132kV) to the north of the BESS, along the western boundary of the substation to connect to a new switch bay on the north side of the substation.

1.3.3. Restriction applicable to the site

There are no restrictions on the land applicable to the Subject Land. There are no Crown Lands relevant to the Project.

1.3.4. Road upgrades

The Project includes road upgrades to the Mid-Western Highway site access to provide an Auxiliary Left Turn (AUL) treatment at the access driveway crossover. The internal access road is planned to be formalised to accommodate heavy vehicles associated with the construction of the BESS and the connection works from the BESS to the substation.

2. Strategic context

The strategic context for the Project remains consistent with Section 2 of Amendment Report #1 and EIS (SLR, 2024).

This section reiterates the Project's strategic context and justification, providing important background as it demonstrates how the Panorama BESS:

1. Aligns with federal, state, regional and local renewable energy policies and is part of an important energy transition
2. Responds to the site's unique environmental and social context, including:
 - Significant Aboriginal cultural heritage sites
 - Selection of BESS siting that avoids/minimises impacts to high quality native vegetation
 - Proximity to the Transgrid 132kV substation.

2.1. Renewable energy policies and the energy transition

The proposed Panorama BESS supports Commonwealth and NSW climate change commitments and remains consistent with regional and local planning policies. These include:

- United Nations Paris Climate Change Agreements
- Commonwealth Climate Change Act 2022
- NSW Transmission Infrastructure Strategy
- NSW Climate Change Policy Framework
- NSW Electricity Strategy
- Bathurst Regional Local Environmental Plan 2014.

This alignment with renewable energy transition instruments and policies forms the Project's key justification.

2.2. Environmental context

The key features of the Project and its surrounds are well understood and documented within Section 2.5 of the EIS (SLR, 2024) and included physical, environmental and cultural components.

The Subject Land is located within Wiradjuri Country. The range of environments and landscapes within the region had a profound influence on the lives of the Wiradjuri way life being hunters and gatherers that relied on their surroundings to provide food.

Soils in the assessment area range are predominantly Capability Class 4 (moderate capability land) with a portion of the assessment area within the substation access track being Capability Class 8 (extremely low capability land). The likelihood of acid sulfate soils occurring within the Development Footprint was assessed as very low due to the position away from the coast and potential acid sulfate landform type.

The majority of the Development Footprint has been historically cleared for grazing and pasture and shows signs of a long history of disturbance. The vegetation of the Development Footprint is largely a grassland composed of exotic pasture species with isolated stands of native eucalypt trees, occurring near the entrance to the site and as a small stand of paddock trees in the central-eastern parts of the Development Footprint. A small standing of planted trees is located within the Transgrid substation lot's southwestern corner. The BESS Facility is not identified as containing any areas of high biodiversity value. There is a small area of native vegetation located within the north portion of the Transgrid substation lot (which has been assessed as part of this Amendment #2 Report).

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There are several drainage paths directly downstream of the Project which drain to Evans Plains Creek approximately 1km west of the Subject Land. No identified watercourses intersect the Development Footprint. There is a watercourse crossing the existing access path through the Subject Land. Existing drainage infrastructure at the Transgrid substation consists of minor channels and culverts which direct runoff to tributaries of Evans Plains Creek. Evans Plains Creek joins the Macquarie River approximately 5km north of the Subject Land.

The key community and social characteristics include:

- The Bathurst Regional LGA and has a population of 36,230 people and estimates a 26% population growth by 2036
- Bathurst Regional LGA had a labour force of 21,317, with 863 people unemployed in 2021 with the population growth indicating a positive trend in the promotion of employment growth, demand for goods and services, and increase in economic viability
- Health Care, Education and Training, and Forestry and Fishing sectors are significant employers in the region and exporting and importing industries are major contributors to gross regional product.

3. Description of amendments

The Project, as detailed in the submitted-Amendment Report #1 (NGH, 2025a), requires further changes as a result of recent consultation with Transgrid, regarding the connection works from the BESS to the Panorama Substation.

This change was identified to DPHI on 11 September 2025 with a Letter of Intent.

The additional amendments now required for the Project affect the extent of the Development Footprint. The Development Footprint includes all areas that may be disturbed by the Project during the construction, operation and decommissioning phases. The total area of the Development Footprint identified in the submitted Amendment #1 Report is **5.18ha**.

The changes now required are explained by:

1. The increase in the project's Development Footprint is required to facilitate the necessary construction activities to enable the expansion of the existing substation. This expansion the substation to the north as well in the west with an additional bay will allow capacity for the connection of the Panorama BESS. Key aspects of the works are as follows:
 - a. Construction of new access roads within the Transgrid perimeter fence (all sides) as well as from the existing access road to the north-west corner of the substation to assist with construction access
 - b. Upgrade of existing access roads on the eastern, southern and western sides
 - c. Construction of underground cabling and associated earthworks from the Project to the Transgrid substation
 - d. Installation and commissioning of electrical infrastructure and associated equipment for additional substation bay
 - e. Undertaking of structural works, including earthworks and benching, and additional of a retaining wall on the substation for ongoing functionality and security
 - f. All secondary systems upgrade required to connect the Panorama BESS
 - g. New security fencing
 - h. Enabling works for the new access tracks as well as laydown areas for the substation expansion. The laydown area would be approximately 0.3ha and located to the west of the substation lot within the additional Development Footprint.
 - i. New water pipe and new boundary gutter for water drainage
2. Increase in the Development Footprint to now include all developed areas of the Panorama Substation yard – this will remove ambiguity in relation to any works within the yard that are required by the BESS.
3. Removal of the previously proposed connection route to the substation (directly north east of the BESS) – this area is no longer required.

Refer to Table 3-1, Figure 3-1 and Figure 3-2 that show the changes now proposed.

It is noted that the aim of the increased Development Footprint is to capture all potential areas required for the Project, and as such, represents the worst-case maximum areas that may be disturbed. The final impacted Development Footprint is likely to be less than the area assessed. The Development Footprint also includes the existing developed Panorama Substation yard, which is highly disturbed. It will ensure all required management plans capture and appropriately manage Project impacts. It is not intended to capture Transgrid activities unrelated to the BESS Project.

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Table 3-1 Changes to the Development footprint now proposed

Element	
Development footprint presented in Amendment Report #1	Total: 5.18ha
Development footprint presented in Amendment Report #2 (this document), comprised of:	Total: 9.81ha
1. Increase for connection construction works	+3.63ha
2. Increase for developed areas of the Panorama Substation yard	+1.05ha
3. Removal of the previously proposed connection route to the substation.	- 0.05ha
Total material change in Development Footprint (net)	Net: +4.63ha

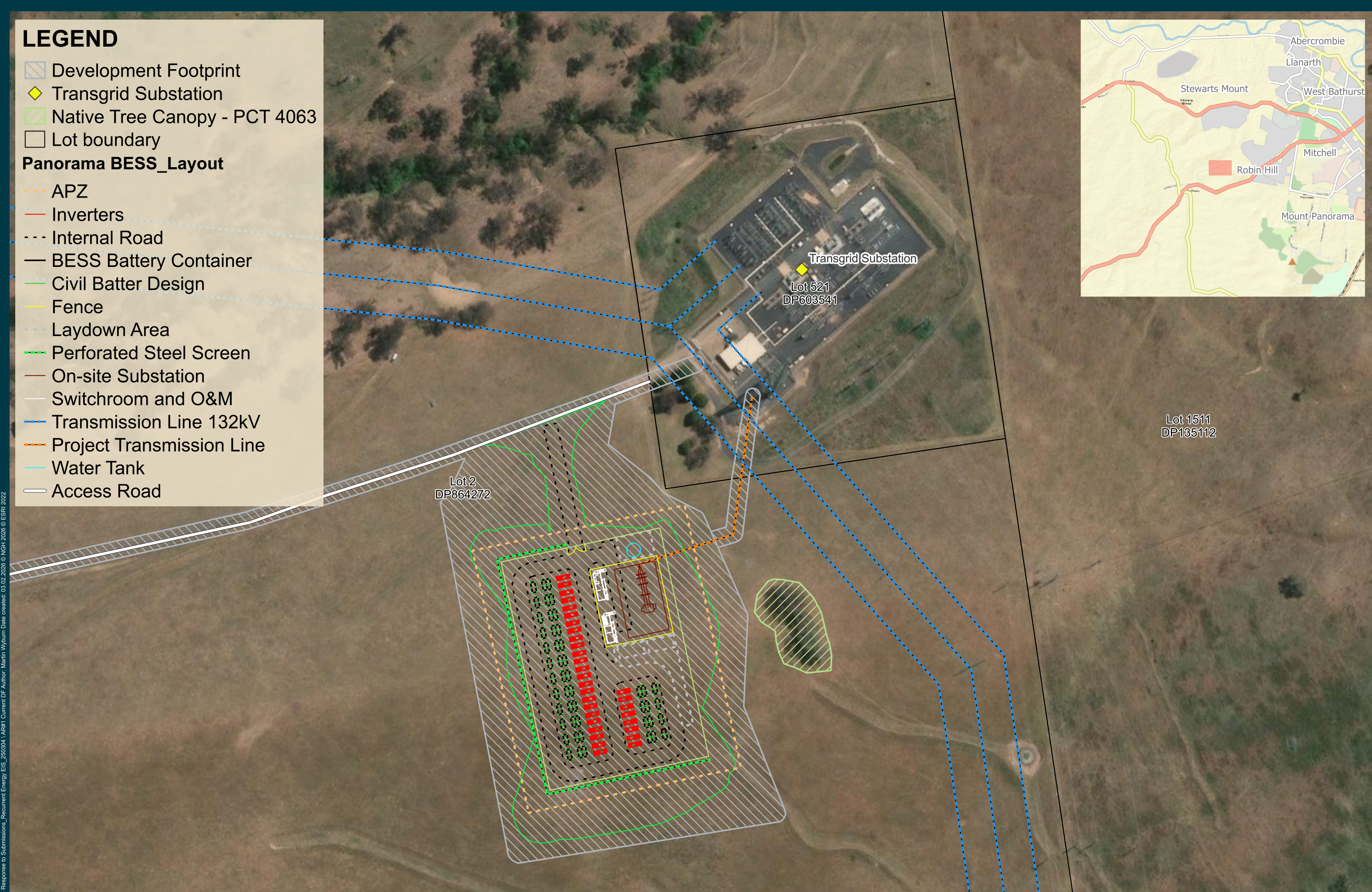
It was determined that the increase in the Development Footprint may generate additional impacts on the following:

- Biodiversity and heritage impacts – where new areas of biodiversity or heritage value are impacted
- Soil contamination and surface/groundwater impacts – where earthworks may impact nearby waterways and the environment
- Hazards and bushfire – where the Project encroaches on nearby vegetation
- Visual amenity and noise impacts – bringing activities closer to receivers
- Traffic impacts – where heavy vehicles for the substation works are required

As such, assessment for each additional potential impact was updated to include the additional development footprint and is summarised in Section 6 below.

 Development Footprint
 Transgrid Substation
 Native Tree Canopy - PCT 4063
 Lot boundary

Panorama BESS_Layout



Datum: GDA94 / MGA zone 55

LEGEND

Existing Development Footprint

Additional Transgrid Works Development Footprint

Removed Development Footprint

Indicative new BESS connection

Underground Cable Corridor

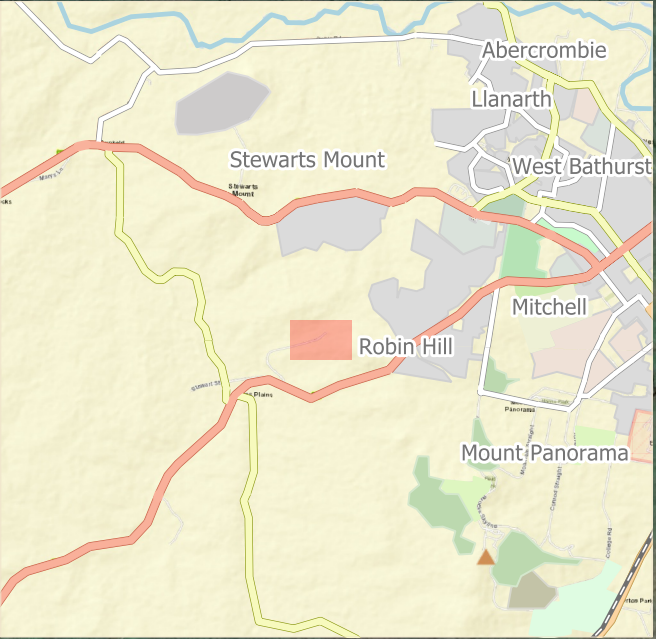
Underground Cable

Transgrid substation works

Indicative retaining wall

Indicative Transgrid Substation Bay

Cadastral boundary



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Figure 3-2 Additional area required for Transgrid Connection Works

4. Statutory context

The statutory context of the Project remains consistent with Section 4 of the Panorama BESS EIS and Amendment Report #1 (refer to Table 4-1 below).

Table 4-1 Statutory context for the Panorama BESS

Statutory requirements	Description
Power to grant approval	The Project requires development consent under the <i>Environmental Planning and Assessment Act 1979</i> (EP&A Act). The Project would have a capital investment cost of more than \$30 million (approximately \$160 million). Therefore, the Project is State Significant Development (SSD) according to section 20 Schedule 1 of the State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP). Pursuant to section 4.5 of the EP&A Act, the Minister for Planning and Public Spaces is the consent authority for this Project.
Permissibility	The Project is defined as ‘electricity generating works’, which is permitted with consent in the RU1 Primary Production zone under the Bathurst Regional Local Environmental Plan 2014 (Bathurst LEP).
Other approvals	Relationship to Part 5 assessment The Project requires connection to the electricity network. This will occur within the Development Footprint. No offsite works are required to connect the Project to the grid. Connection to the grid was assessed in the EIS which included an underground cable to connect the Project to the existing Transgrid substation to the immediate northeast. Once constructed, the connection infrastructure within the substation’s lot area will be gifted to Transgrid, to be managed as part of their network. Consistent approvals Consent under Section 138 of the Roads Act for road upgrades to the public road network. Other approvals <i>not required</i> for SSD projects. An Aboriginal Heritage Impact Permit under Section 90 of the <i>National Parks and Wildlife Act 1974</i>. Controlled activity approval under Sections 89, 90 and 91 of the <i>Water Management Act 2000</i>. Applications for permits under Sections 201, 205 or 219 of the <i>Fisheries Management Act 1994</i>.

Statutory requirements	Description
Mandatory matters for consideration	The following key Commonwealth, State and Local legislative and policy instruments are applicable to the Project: <u>Commonwealth</u> • EPBC Act • <i>Native Title Act 1993</i> <u>NSW</u> • EP&A Act • Planning Systems SEPP • Transport and Infrastructure SEPP • Hazards and Resilience SEPP • State Environmental Planning Policy (Primary Production) 2021 • State Environmental Planning Policy (Resources and Energy) 2021 • Roads Act • CLM Act • NPW Act • WM Act • <i>Heritage Act 1977</i> • <i>Biodiversity Conservation Act 2016</i> (BC Act). <u>Local instruments</u> • Bathurst Local Environmental Plan 2014

5. Engagement

During ongoing community and agency engagement, the Applicant has notified key stakeholders about the proposed changes to the Project. These are summarised below.

5.1. Community consultation

The following ongoing consultation will be undertaken with community stakeholders.

Table 5-1 Community consultation

Stakeholder group	Date	Consultation methods and outcomes
Near neighbours and interested community members	Post lodgement of Amendment Report #2	Newsletter providing update to nearby sensitive receivers and community on updates to the Project as detailed in the Amendment Report #2.

5.2. Agencies and other stakeholders

During the preparation of the Amendment Report #2, the following consultation was undertaken with agency stakeholders.

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Table 5-2 Agency consultation

Agency stakeholder	Date	Comments
DPHI	October 2025 to January 2026	The Applicant engaged with DPHI multiple times during the preparation of the Amendment #2 Report providing updates on the environmental assessments as well as actioning requests for further information related to the previous submissions and amendment reports. DPHI also engaged with CPHR in November 2025 which confirmed that the BDAR waiver for the BESS site remains and that an assessment in accordance with BAM is required for the native vegetation in the Transgrid substation, which is to be included within the Amendment #2 Report.
Transport for NSW (TfNSW)	September 2025 to January 2026	The Applicant and SLR engaged with TfNSW multiple times during the preparation to ensure requests for further information related to the previous submissions and amendment reports were addressed for the updated Traffic Impact Assessment included within the Amendment #2 Report.
Transgrid	September 2025 to January 2026	The Applicant engaged with Transgrid multiple times on the location of the connection and works related to the expansion of the substation. The Applicant provided the outcomes of the environmental assessments to Transgrid and identified options to minimise impacts.

6. Assessment of impacts

6.1. Summary outcomes of the assessment of impacts

The changes described in Section 3 of this Amendment Report would have similar *types* of impacts as those presented in the EIS (SLR, 2024) and Amendment Report #1 (NGH, 2025a). However, the extent of the impacts would change due to the amendments, as summarised below. This table has been used to identify where supporting specialist investigations were required by the amendments. These assessments are summarised in Sections 6.2.

Table 6-1 Outcomes of the impact assessments

Changes proposed by the Amendment	Relevant impacts	Additional impacts	Additional mitigation required?
Change in the Development Footprint	Biodiversity	Minor; Addition of 1 credit offset obligation	Yes
	Contamination	Minor; Minor exceedance for some metals/metalloids concentrations. Within adopted soil screening levels.	Yes
	Aboriginal Heritage	Minor; Additional heritage artefact identified during sight survey will be avoided	Yes
	Hazards	Minor; Appropriate APZ would be implemented within existing Transgrid lot	No
	Noise	Minor; Slight exceedance during construction at the Transgrid substation building No change for nearby sensitive receivers	No

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Changes proposed by the Amendment	Relevant impacts	Additional impacts	Additional mitigation required?
	Traffic	No; Additional vehicle movements during substation expansion works required. No impact on road network	No
	Surface and Groundwater	No; Unchanged from previous assessment	No
	Visual	No; Unchanged from previous assessment	No
	Cumulative impacts	Minor; Biodiversity cumulative impacts incorporated. Unchanged for all other assessment	No

6.2. Detailed assessment

6.2.1. Biodiversity

During the EIS, SLR prepared a Biodiversity Development Assessment Report (BDAR) Waiver Report which included a detailed analysis of the existing environment and proposed construction, and outlined the methodology and criteria utilised to form an assessment of the Project. The BDAR Waiver Report was updated as part of Amendment Report #1, given the minimal impact on native vegetation and biodiversity. Due to the changes to the Development Footprint required for the Transgrid works, and the potential impact on native vegetation, a Streamlined BDAR (SBDAR) was required. The SBDAR is attached as Appendix D.1 of this report.

Approach

Advice from the DPHI and NSW Conservation Programs, Heritage and Regulation (CPHR) have stated that where there are additional impacts to native vegetation outside of the BDAR waiver, the streamlined assessment approach can be applied to the Project, in adherence to the thresholds listed in Appendix C: Streamlined assessment module-Small area of the BAM. This assessment focussed wholly on the additional Development Footprint as part of this report. All previously assessed areas still fall within the approved BDAR Waiver Report.

As the Project is SSD, the SBDAR still follows the planning pathway of the relevant guidelines under the EP&A Act. The SBDAR addresses requirements under additional state and federal biodiversity related legislation and planning policies, including the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), NSW *Water Management Act 2000* (WM Act), NSW *State Environmental Planning Policy (SEPP) (Biodiversity and Conservation) 2021* and NSW *Fisheries Management Act 1994* (FM Act).

A site inspection was undertaken by a Principal Ecologist from Hunter Ecology in November 2025, to assess the native vegetation extent, and to determine any potential Plant Community Types (PCTs) and Threatened Ecological Communities (TECs) that may be present within the additional Development Footprint.

A review of the NSW State Vegetation Type Map (SVTM) was undertaken in November 2025 to inform the plot-based floristic surveys (BAM plots) conducted during the site inspection. Five survey plots were undertaken for each identified vegetation zone (see below). A habitat assessment was then conducted for each of the identified vegetation zones.

Existing environment

The majority of the additional Development Footprint assessed as part of Amendment Report #2 contains managed derived grassland, with a heavy dominance of exotic flora species. There is also a patch of landscape plantings (exotic and native trees) and a native grassy woodland occurs just north of the Development Footprint, along an ephemeral watercourse. This woodland comes just within the northern boundary of the Development Footprint.

The Development Footprint assessed as part of the SBDAR contains derived grassland and grassy woodland which are both included in the mapped native vegetation extent, with an approximate area of 3.28ha (refer to Figure 6-1).

The site inspection determined the following vegetation zones detailed in Table 6-2 and Figure 6-2 below. The Development Footprint's woodland and derived grassland were both identified as PCT 3387 Central

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West Creekflat Grassy Woodland. This PCT was concluded to be the 'best fit', based on observations made during the flora survey, a comparison of the PCT descriptions in BioNet Vegetation Integrity Score and the SVTM review. The habitat features for each of the identified vegetation are detailed in Table 4-1 of the SBDAR (Appendix D.1).

Table 6-2 Vegetation zones within additional Development Footprint

Vegetation Zone	Area
3387_1 (woodland)	0.02ha
3387_1 (derived grassland)	3.26ha
Planted vegetation	0.14ha

PCT 3387 is associated with the NSW *Biodiversity Conservation (BC) Act* listed, White Box - Yellow Box – Blakely's Red Gum Grassy Woodland and Derived Native Grassland in the NSW North Coast, New England Tableland, Nandewar, Brigalow Belt South, Sydney Basin, South Eastern Highlands, NSW South Western Slopes, South East Corner and Riverina Bioregions. It is also associated with the Commonwealth EPBC Act listed, White Box-Yellow Box-Blakely's Red Gum Grassy Woodland and Derived Native Grassland, but only where it meets the condition criteria as per Section 4 of the Commonwealth DCCEEW (2023) Conservation Advice.

It was determined that Vegetation Zone 3387_1 (woodland) would meet the minimum class condition threshold under the EPBC Act listing. Vegetation Zone 3387_2 (derived grassland) would not meet the minimum condition thresholds and therefore is not included in the EPBC Act listing.



Figure 6-1 Site Map (Source: Hunter Ecology, 2025)

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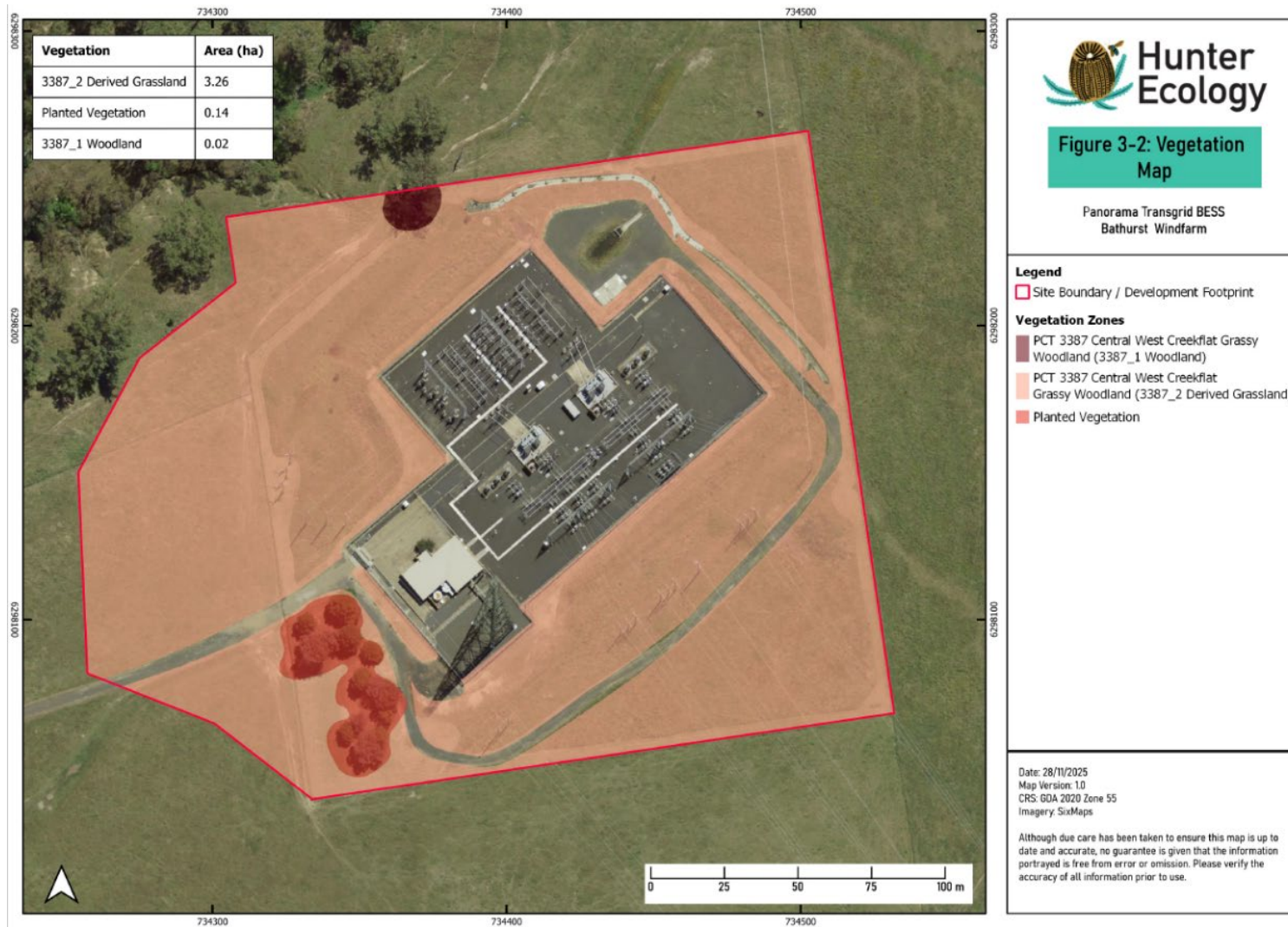


Figure 6-2 Vegetation Zones (Source: Hunter Ecology, 2025)

Assessment of impacts

Native Vegetation

The Project has been designed to largely avoid direct impacts to native vegetation and biodiversity. The additional Development Footprint required for the Transgrid works have resulted in a total impact area of 3.26ha on derived grassland and 0.02ha on native woodland. The derived grassland is dominated by exotic flora species and contains very little habitat value (e.g., no logs or rocks and regularly slashed). The 0.02ha of impacted woodland contains three trees on the northern boundary of the Development Footprint which may be impacted by the Transgrid works.

After the consideration to avoid and minimise impacts, the following residual biodiversity impacts are considered relevant to the construction stage of the Project:

Direct impacts

The construction and operational phases of the Project have the potential to impact biodiversity values through loss of local vegetation (and associated noise and disturbance) and ongoing existence of infrastructure (which may create barriers to movement and generate noise and disturbance).

Direct impacts include:

- Clearing of native vegetation consisting of:
 - 3.26ha of native derived grassland
 - 0.02ha of native woodland
- Potential injury or death of undetected fauna

Indirect impacts

Indirect impacts are those that are not directly related to clearing of native vegetation. Indirect impacts that contribute to key threatening processes from the proposal include soil and water contamination, spread of colonisation of weeds, reduced habitat connectivity, generation of noise, light and dust pollution.

Potential indirect impacts include:

- Inadvertent impacts on adjacent vegetation and habitat
- Reduced viability of adjacent habitat due to edge effects
- Construction phase disturbance
- Artificial light spill
- Erosion and sedimentation during construction
- Increased runoff from non-permeable surfaces
- Transport of weeds and pathogens to and from the Project Site
- Other impacts from anthropogenic disturbance

Prescribed impacts

Prescribed impacts may affect biodiversity values in addition to, or instead of, impacts from clearing native vegetation. They can be direct and/or indirect impacts. These include:

- Removal of Non-Native Vegetation
- Impacts on Hydrological Processes
- Vehicle Strike

Serious and Irreversible Impacts (SAIL)

One Serious and Irreversible Impact (SAIL) entity has been confirmed present within the additional Development Footprint, being the TEC, White Box - Yellow Box – Blakely's Red Gum Grassy Woodland and Derived Native Grassland in the NSW North Coast, New England Tableland, Nandewar, Brigalow Belt South, Sydney Basin, South Eastern Highlands, NSW South Western Slopes, South East Corner and Riverina Bioregions. This TEC is listed as critically endangered under both the BC Act and the EPBC Act (although note, only vegetation zone 3387_1 (woodland) meets the minimum conditions thresholds to be included in the EPBC Act listing).

The areas of derived grassland are much larger, and it is not possible to ascertain which of these areas would constitute the TEC. The Project would only impact on 0.02ha of the additional Development Footprint's woodland vegetation zone. The remaining areas of woodland and derived grassland, adjacent to the additional Development Footprint, are already highly modified from a history of agriculture and clearing (as evidenced by a cleared shrub layer, ongoing livestock grazing, and a very high abundance of exotic species including High Threat Weeds). It is not anticipated the Project would contribute to further environmental degradation or the disruption of biotic processes of the TEC.

Biodiversity Offsets

The impacts requiring offset include vegetation zone 3387 (woodland). The impacts not requiring offset include the area of planted vegetation and vegetation zone 3387_2 (derived grassland), which has a VI score of 3.8. Table 6-3 outlines the ecosystem credits that measure the direct impact of the development on biodiversity values. The Project would not generate any species credits. The area and location of the impacts requiring offset is shown in Figure 6-3.

Table 6-3 Ecosystem Credits

Vegetation Zone	Area	Total VI Loss	No. of Ecosystem Credits Required
3387_1 (woodland)	0.02ha	26.6	1

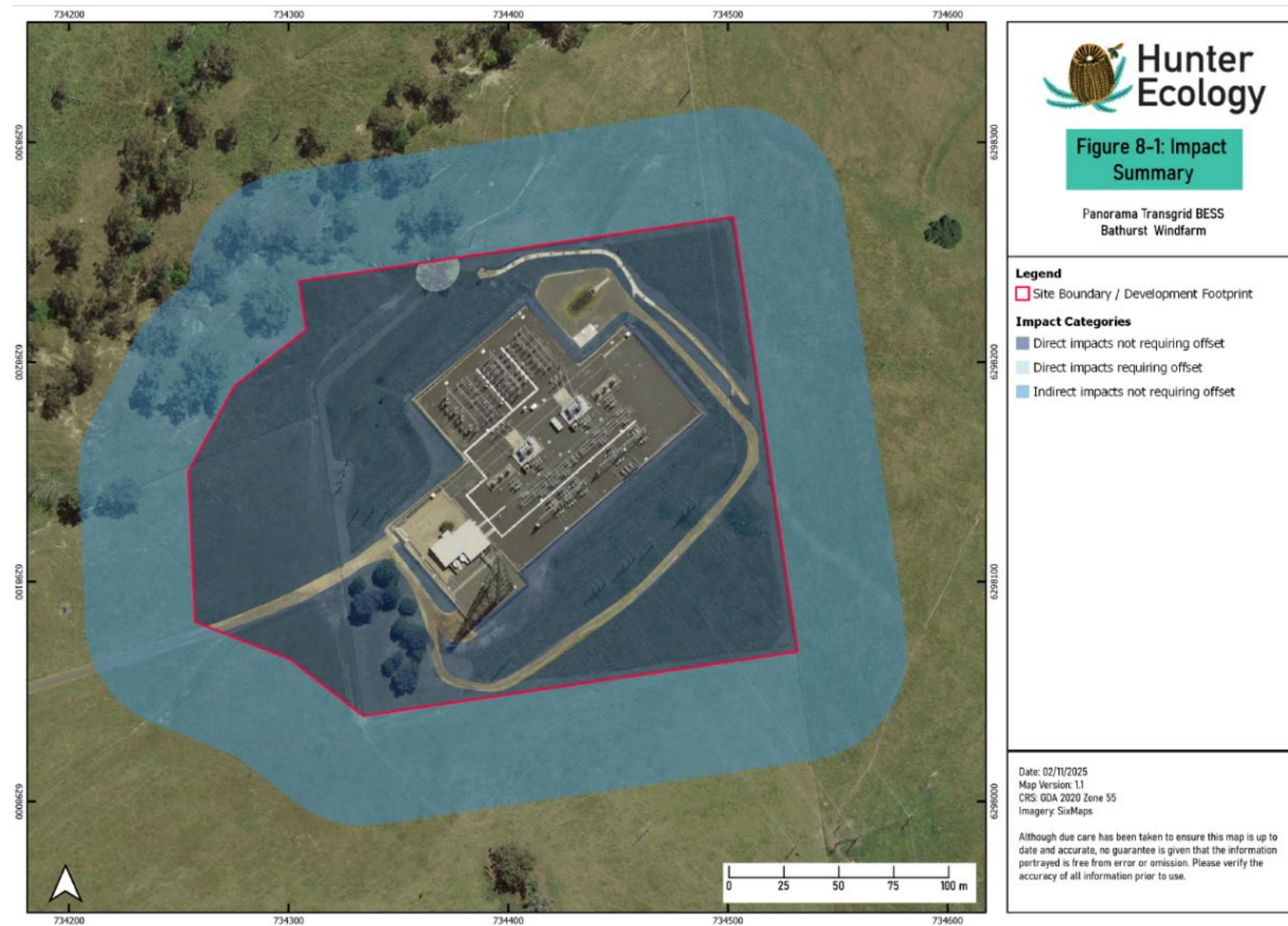


Figure 6-3 Biodiversity impact summary requiring offset (Source: Hunter Ecology, 2025)

Conclusion and requirement of additional mitigation measures

An assessment of the direct, indirect, prescribed and cumulative impacts was undertaken, and several mitigation measures have been proposed to address residual impacts. The following was concluded:

- EPBC Act – The Project would be unlikely to significantly impact any MNES and thus, referral to the Commonwealth Government is not necessary.
- WM Act – The Development Footprint is greater than 40m from the 3rd order ephemeral watercourse to the north. It does however contain a 2nd order ephemeral watercourse in the north-east corner. This watercourse has been highly modified by the existing substation development; however, consultation with the NSW Department of Primary Industries Water is recommended if the development does not comply with the guidelines for controlled activities approval
- Koala SEPP 2020 – The Development Footprint would not constitute core Koala habitat and no further provisions apply.
- FM Act – The ephemeral watercourse, 50m north of the Site is mapped as Key Fish Habitat (KFH). It will not be directly impacted; however potential indirect impacts have been assessed, and several mitigation measures are proposed to avoid and minimise these impacts. The Project is not expected to cause harm to KFH and compliance with FM Act requirements will be maintained.
- 1 ecosystem credit for PCT 3387 Central West Creekflat Grassy Woodland / White Box - Yellow Box – Blakely's Red Gum Grassy Woodland and Derived Native Grassland in the NSW North Coast, New England Tableland, Nandewar, Brigalow Belt South, Sydney Basin, South Eastern Highlands, NSW South Western Slopes, South East Corner and Riverina Bioregions.

The following mitigation measures are provided in Table 6-4 for the identified biodiversity impacts as a result of the amendments.

Table 6-4 Biodiversity mitigation measures resulting from Amendment #2

ID	Measure	Timing
BIO5	The Construction Environmental Management Plan will include all measures related to flora and fauna management. These should include (but not necessarily be limited to) the following measures outlined in this table.	To be finalised prior to construction and implemented during construction.
BIO6	The boundaries of Project area will be clearly demarcated onsite to prevent unauthorised clearing and vehicular or foot traffic.	During the construction phase.
B07	The three trees external of the Development Footprint's northern boundary (which are adjacent to the proposed access road and retaining wall) should be retained if possible. These include one mature <i>Eucalyptus melliodora</i> , one sapling <i>E. melliodora</i> and one stag (dead tree).	During the construction phase. Prior to construction.
BOI8	Tree protection measures will be installed around any trees that are to be retained and are immediately adjacent to the Development Footprint. This should include the establishment of Tree Protection Zones around the trees (to protect their	During the construction phase.

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ID	Measure	Timing
	structural root zones) in accordance with Australian standard, Protection of the tree on development sites (AS4970 2009).	
BIO9	Appropriate sediment and erosion controls will be installed. No excavated material or fill to be placed in flood prone areas. All stockpiles and material to be secure from a one in ten-year flood level and have effective sediment control works to contain run-off.	During the construction phase.
BIO10	Appropriate stormwater management measures will be included in the Project design and will be maintained for the life of the Project.	During the construction and operational phase.
BIO11	Lighting of the BESS should be of the lowest lux possible and should not face out into adjacent woodland.	During the operational phase
BIO12	Any landscaping of the Development Footprint should include species typical of PCT 3387 Central West Creekflat Grassy Woodland or the White Box - Yellow Box - Blakely's Red Gum Grassy Woodland and Derived Native Grassland TEC. Plants used in landscaping should be of local provenance and human created cultivars should be avoided.	During the construction and operational phase

6.2.2. Contamination

NGH Pty Ltd (NGH) was engaged by Panorama BESS SubCo Pty (the Applicant) to prepare a Preliminary Site Investigation (PSI), to support the development of a Battery Energy Storage System (BESS, the Project). The BESS would require excavation and land forming works. These activities may allow contaminants to be mobilised and present a risk to human health or the environment. The PSI was prepared as a result of the findings of the Contaminated Land Assessment prepared for Amendment Report #1. The PSI was then updated to include the additional Development Footprint required for the Transgrid substation works for Amendment Report #2. The PSI is attached as Appendix D.2 of this report.

Approach

This PSI has been prepared in general accordance with the following reference documents:

- National Environment Protection (Assessment of Site Contamination) Measure, 1999 [ASC NEPM] (as amended May 2013) (NEPM, 2013)
- Schedule B1 - Guideline on Investigation Levels for Soil and Groundwater of the National Environment Protection (Assessment of Site Contamination) Measure 1999 (NEPC, 2013a)
- Schedule B2 - Guideline on Data Collection, Sample Design and Reporting of the National Environment Protection (Assessment of Site Contamination) Measure 1999 (NEPC, 2013b)
- Contaminated Land Guidelines. Sampling Design Part 1 - Application (NSW EPA, 2022)
- Contaminated Land Guidelines. Sampling Design part 2 - Interpretation (NSW EPA, 2022)
- AS4482.1-2005 Guide to the investigation and sampling of sites with potentially contaminated soil. Part 1: Non-volatile and semi-volatile compounds. (Australian Standards, 2005) (currently withdrawn but referenced in the ASC NEPM)
- Managing Land Contamination Planning Guidelines (EPA, 1998)

Agricultural activities and substations are listed as potentially contaminating land use activities within Table 1 of the Managing Land Contamination Planning Guidelines (EPA, 1998). Therefore, a PSI is required to satisfy the provisions of the *State Environmental Planning Policy (Resilience and Hazards) 2021*.

In July 2025, NGH engaged a local bobcat operator to undertake intrusive investigations under the direction of an NGH Environmental Consultant for the BESS Facility. A handheld auger was used for the subsequent intrusive investigation conducted in October 2025 for the additional substation expansion works. Soil sampling involved the excavation and sampling of six test pits to a maximum depth of 0.5mbgl, refer to Figure 6-4. Four quality control samples (two duplicate and two triplicate samples) were collected, as part of the field quality control/quality assurance process. Soil samples were sent to ALS Environmental (Sydney) for analysis.

All test pits were analysed for:

- Heavy metals (arsenic, cadmium, chromium, copper, nickel, lead, zinc and mercury)
- Organochlorine Pesticides (OCPs)
- Organophosphate Pesticides (OPPs)
- BTEXN, TRHs, PCBs, PAHs and phenols.
- The quality control/quality assurance samples were tested for heavy metals.

LEGEND

 The site

 Development footprint

 Sampling locations

 Roads

Waterways:

 1st Order Stream

 2nd Order Stream

 3rd Order Stream

Stewart Street

Mid Western Highway

Datum: GDA94 / MGA zone 55

NGH

Panorama BESS
Figure 6-4 Sampling locations

Existing environment

The underlying geology of the Project Site consists of Bathurst Granite, refer to Figure 6-5. This geological unit contains coarse-grained, porphyritic biotite granite. The dominant lithology of these residual deposits is granite. The nature of the underlying geology is used to inform several aspects including potential for naturally occurring asbestos and likely metals present and in what quantities in the soil.

Characteristics of the mapped underlying geology of the site indicate there is no naturally occurring asbestos identified within the dataset buffer used by Lotsearch, refer to Appendix A of the PSI (Appendix D.2). A preliminary conceptual site model (CSM) has been prepared to develop an understanding of the potential Areas of Environmental Concern (AEC) and potential contaminating pathways, refer to Table 6-5.

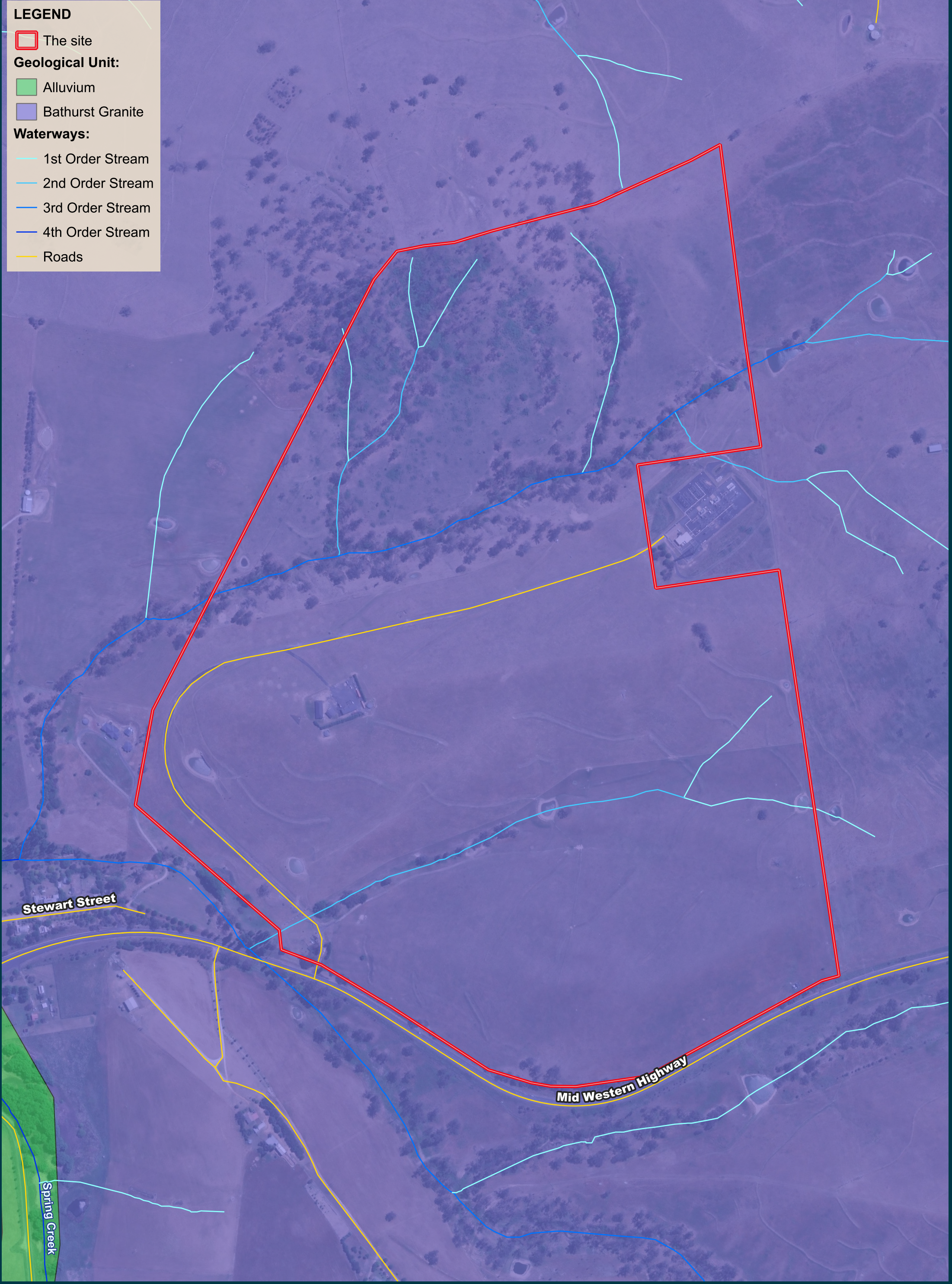
The site history review, site inspection and review of anecdotal information identified the following potential AECs and Chemicals of Potential Concern.

AEC1 – Agricultural practices (cropping)

Agricultural practices are associated with heavy metals, OCPs and OPPs. Organochlorine compounds are known for their high toxicity, slow degradation and bioaccumulation. OCP/OPP can leach through the soil profile and into groundwater, contaminating terrestrial and aquatic systems.

AEC2 – Electrical substation

The Transgrid substation was constructed between 1972 and 1984. Electrical substations constructed around this time are associated with a range of chemicals including but not limited to heavy metals, BTEXN, TRHs, PCBs, PAHs and phenols.



LEGEND

 The site

Geological Unit:

 Alluvium

 Bathurst Granite

Waterways:

 1st Order Stream

 2nd Order Stream

 3rd Order Stream

 4th Order Stream

 Roads

Datum: GDA94 / MGA zone 55



Panorama BESS

Figure 6-5 Geology

Ref: 240695_Panorama BESS - Response to Submissions_PSI | Geology Author: Martin Wyburn Date created: 03.02.2026 © NGH 2026

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Table 6-5 Preliminary CSM

Potential Source of Contamination	Potential Chemicals of Concern	Transport Mechanisms	Potential Exposure Pathways	Potential Receptors
AEC1 Agricultural practices (cropping)	- Heavy metals (arsenic, cadmium, chromium, copper, nickel, lead, zinc and mercury) - Organochlorine Pesticides (OCPs) - Organophosphate Pesticides (OPPs)	- Disturbance – airborne release - Surface water runoff - Leachability into surficial, sub soils and underlying groundwater and transport via groundwater flows	- Inhalation of dust - Ingestion - Dermal contact	Human receptors: Construction workers and intrusive maintenance workers
			- Inhalation of dust - Dermal contact	Off-site human receptors: Adjacent land users
			- Inhalation of dust - Ingestion - Dermal contact	Environmentally sensitive receptors: One third order, three second order and six first order unnamed waterways intersect the site. These waterways feed into Evans Plains Creek, a sixth order waterway, approximately 1km to the west of the Project Site Five farm dams occur within the Project Site.
AEC2 Electrical substation	- Heavy metals - OCPs - OPPs - Benzene, Toluene, Ethylbenzene, Xylene and Naphthalene (BTEXN)	- Disturbance – airborne release - Surface water runoff - Leachability into surficial, sub soils and underlying groundwater and transport via groundwater flows	- Inhalation of dust - Ingestion - Dermal contact	Human receptors: Construction workers and intrusive maintenance workers
			- Inhalation of dust - Dermal contact	Off-site human receptors: Adjacent land users

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Potential Source of Contamination	Potential Chemicals of Concern	Transport Mechanisms	Potential Exposure Pathways	Potential Receptors
	• Total Recoverable Hydrocarbons (TRHs) • Polychlorinated biphenyls (PCBs) • Polycyclic Aromatic Hydrocarbons (PAHs) • Phenols		• Inhalation of dust • Ingestion • Dermal contact	Environmentally sensitive receptors: One third order, three second order and six first order unnamed waterways intersect the site. These waterways feed into Evans Plains Creek, a sixth order waterway, approximately 1km to the west of the Project Site. Five farm dams occur within the Project Site.

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A targeted inspection of the Development Footprint, as well as general observations of the adjacent surroundings, was undertaken in July 2025 to support Amendment Report #1, and again in October 2025 (for the substation lot as part of Amendment Report #2), for the preparation of the PSI. Access to adjoining properties was not warranted for this assessment. Observations relevant to the PSI included:

- The site slopes generally slopes downgradient to the west
- The site was observed to be well vegetated
- An unformalised gravel access road services the site and adjoining substation
- Coarse woody debris were observed
- Stormwater infrastructure (e.g. culverts) and rock armouring was observed within and within proximity to the substation
- Transmission line infrastructure was observed adjacent to the substation
- No evidence of potential surface soil contamination (e.g. staining or odours) was observed
- No Asbestos Containing Material was observed.

NGH engaged Lotsearch to prepare an Enviro Pro database search report (Appendix A of the PSI), which included a search of the following contaminated land databases on 26 February 2025:

- NSW Contaminated Land List
- Contaminated land – Records of Notice
- Former Gasworks
- EPA notices.

The searches identified no record of contamination within Lot 2 DP864272.

Assessment of impacts

Analytical results for the soil sampling program were below the Limit of Reporting for all analytes, except for some metals/metalloids concentrations. All results were below the adopted Tier 1 Soil Screening Levels (refer to the PSI (Appendix D.2) for the relevant soil screening criteria). This analysis indicates that disturbance of site soils during construction activities are not likely to present a risk to human health or the environment under a commercial/industrial land use.

The construction activities detailed in the EIS (SLR, 2024) and Amendment Report #1 (NGH, 2025a), and subsequently updated for this amendment have the potential to impact soils through the use of equipment and earthworks.

In terms of contamination, these activities have the potential of exposing buried contaminant (pesticides and hydrocarbons). Appropriate erosion and sediment control requirements and groundcover management would be implemented to reduce the potential exposure of buried contaminants to the surrounding environment.

Conclusion and requirement of additional mitigation measures

Given the sensitivities identified in the existing environment, the nature and extent of the impacts proposed and the ability to mitigate these impacts with standard mitigation strategies, the overall impact is considered low and manageable. All mitigation measures and safeguards proposed in previous soil assessments remain valid.

Safeguards and mitigation measures for contamination are provided in Table 6-6 below as a result of the amendments

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Table 6-6 Contamination mitigation measures arising from Amendment Report #2

ID	Measure	Timing
C1	An Unexpected Finds Procedure should be developed and implemented, should contaminated material be identified onsite during the construction program	Prior to earth disturbance works

6.2.3. Aboriginal heritage

The changes to the Development Footprint made since the exhibition of the EIS (SLR, 2024) and Amendment Report #1 require that the Aboriginal Cultural Heritage Assessment (ACHA) report also be updated. This is required to reflect the changes to the Development Footprint required to facilitate the Transgrid works. The updated ACHA is attached as Appendix D.3 of this report.

Approach

The updated ACHA report has been prepared in line with the following guidelines:

- *Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW* (OEH 2011)
- *Code of Practice for the Archaeological Investigation of Aboriginal Objects in New South Wales* (DECCW 2010a); and
- *Aboriginal cultural heritage consultation requirements for proponents 2010* (ACHCRP) (DECCW 2010b).

An additional survey was undertaken in October 2025 by a senior archaeologist from Austral Archaeological, to assess archaeological potential and identify any archaeological values associated with the additional Development Footprint as required by Transgrid.

For this additional survey, Austral was accompanied with Paul Boyd of Didge Ngunawal Clan. The survey was conducted in the same manner as the previous surveys, consisting of pedestrian transects across the additional Development Footprint. An isolated proximal quartz flake was identified within the Transgrid portion of the study area, due west of the existing substation. The artefact was found on a slope landform approximately 40m north of the substation access track and 15m west of a dirt track along the fence at the western substation boundary.

A search of the Aboriginal Heritage Information Management System (AHIMS) site was completed in March 2025, as part of Amendment Report #1. As such, the previous search is still valid. If the 12-month validity period lapses before Project approval, an updated search would be completed.

In terms of consultation, the updated ACHA would be distributed to all registered stakeholders to serve as the next update.

Assessment of impacts

The changes in the Development Footprint have resulted in an additional 4.63ha of additional land impacted for the Project. Within the additional area, one Aboriginal heritage item was identified (Evans Plains IF2 – AHIMS 44-3-0327). The artefact is a proximal quartz flake noted as being produced during the tertiary phase of stone tool manufacture. The flake measured approximately 15mm x 13mm x 5mm. The identified artefact and its location are provided in Figure 6-6 and Figure 6-7.

An assessment of harm to the artefact concluded that no impacts are anticipated to occur.

No other artefacts were identified during the survey. No other impacts on Aboriginal heritage are anticipated.



Figure 6-6 Location of AHIMS 44-3-0327 (Source: Austral Archaeological, 2025)



Figure 6-7 AHIMS 44-3-0327

Conclusion and requirement of additional mitigation measures

The additional Development Footprint required were assessed against archaeological and context information gathered from previous work for the Project, and no further work or assessment is deemed necessary. The Development Footprint amendment has not changed the post-testing recommendations.

One additional mitigation measure is required for the additional Development Footprint (refer to Table 6-7).

Table 6-7 Aboriginal heritage mitigation measures

ID	Measure	Timing
ACH8	No further assessment is required to be undertaken for the study area. A 2-metre buffer around the location of Evans Plains IF2 (AHIMS 44-3-0327). This buffer should be fenced with construction fencing during the works to avoid impacts and marked as a no-go zone on construction plans. If, during the project, unexpected finds or human remains are identified, please follow recommendation 2.	To be finalised and implemented prior to construction

6.2.4. Hazards

The change in the Development Footprint as a result of the Transgrid substation expansion works require the Hazard and Risk Assessment (HRA) to be updated, predominantly in regard to bushfire risk. The HRA was prepared by SLR as part of the EIS (SLR, 2024), and updated as part of Amendment Report #1 (NGH, 2025a). The updated HRA was required to ensure that risks and hazards associated with the increased Development Footprint are still consistent with the results described in the previous assessments. The HRA is provided in Appendix D.4 of this report.

Approach

The updated HRA addresses the Secretary's Environmental Assessment Requirement (SEARs) for the Project and is in accordance with the *Hazard Industry Planning Advisory Paper No.6 – Guidelines for Hazard Analysis* (DoP, 2011) (HIPAP 6) and *Multi-Level Risk Assessment* (DoP, 2011) (MLRA).

The objective of updated HRA is to develop a comprehensive understanding of the hazards and risks associated with an operation or facility and of the adequacy of safeguards. The hazard analysis process may include qualitative and quantitative methods.

Consideration should include:

- the nature and quantities of hazardous materials stored and processed on the site
- the type of plant and equipment in use
- the adequacy of proposed technical, operational and organisational safeguards
- the surrounding land uses or likely future land uses; and
- the interactions of these factors.

Preliminary Risk Screening

The preliminary risk screening assessment was updated to include the new switchgear insulation for the Transgrid compound. The insulation options included:

- Air | SF6(gas) | Oil | CO₂.

Small quantities of the above (depending on the option) may be stored on site. Each of these insulation options generate different risk scenarios:

- SF6 is a Class 2.2 gas (non-flammable, non-toxic)
- Switchgear insulating oil would be similar to the quantities of replacement oil for the transformers on the site: likely mineral oil or natural or synthetic ester oils. These do not carry a Dangerous Goods designation.

Bushfire

The bushfire risk and management assessment was updated to incorporate the additional Development Footprint. The Bushfire Attack Level (BAL) was calculated based off several factors, including distance to vegetation and slope under vegetation. The above parameters were used for the BAL calculations and are provided in Table 6-8 below.

Table 6-8 Vegetation Type and Slope Parameters used for the BAL Calculations (Source: SLR, 2026)

Direction	Regional Ecosystem Classification	Slope Under Vegetation
BESS – North	Open Woodland / Grassland	Down – 5°
BESS – East	Open Woodland / Grassland	Flat – 0°
BESS – South	Open Woodland / Grassland	Down – 5°
BESS – West	Open Woodland / Grassland	Down – 5°
Transgrid – North	Open Woodland / Grassland	Flat – 0°
Transgrid – West	Open Woodland / Grassland	Down - 10°

The BAL Calculation for the site has been carried out using the CSIRO's BALA (Bushfire Attack Level Assessment) Tool.

Assessment of impacts

Confirmation of Maximum Energy Storage and Discharge Capacity

The Project will have the following energy attributes:

- Maximum *Effective Energy Storage Capacity* at the beginning of service life for the BESS = 200MWh
- Maximum Energy Discharge Capacity (MW) = 100MW

Preliminary Risk Screening

The dangerous goods that will require transportation and storage for the Project, as a result of the amendments, are identified in Table 6-9 along with their respective SEPP-relevant Australian Dangerous Goods (ADG) Thresholds.

Table 6-9 ADG Classification of SEPP Related Dangerous Goods - Storage/Transport

Class	Category	Item / Usage	SEPP Thresholds	Project Storage
Storage				
Class 2.2	Non-flammable Non-toxic	SF ₆ ¹ Switchgear insulation	NA	NA

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Class	Category	Item / Usage	SEPP Thresholds	Project Storage
Transport				
Class 2.2	SF ₆ ¹		NA	

Note 1: SF₆ not yet confirmed, dependent on final choice of switchgear

The final quantity and transportation parameters of the materials listed above and in full within the HRA (Appendix D.4) will be confirmed during detailed design. As currently foreseen, they do not exceed the relevant storage (or transport) thresholds.

Bushfire

As stated above, the BAL calculation was carried out using the CSIRO's BALA (Bushfire Attack Level Assessment) Tool. The calculation resulted in the following key outcomes:

- The target BAL for the site is BAL-12.5 (all directions).
- This is the lowest BAL requiring specific construction action for bushfire management as per AS3959:2018.
- Maximum radiant heat flux at the nearest site boundary is **9.9kW/m²**.
- The above results have been enabled by varying the Asset Protection Zones (APZ) distance for the site perimeter to the north, east, south and west, with the largest APZ distance to the west where a fire approaching the site would be travelling UPHILL

The current proposed APZ for the BESS facility remains unchanged.

The Transgrid substation expansion would feature an APZ located within the existing footprint of the Panorama Substation, and which currently consists of cleared ground – no vegetation clearing would be required to achieve the appropriate APZ. The substation APZ is detailed in Figure 6-8.



Figure 6-8 Transgrid Substation APZ (Source: SLR, 2026)

It was concluded that the facility's proposed APZ achieves a performance-based outcome relevant to NSW Rural Fire Service guidelines.

It should be noted that the substation will be under management of Transgrid, and the identified APZ would not be managed as part of the Operational Environmental Management Plan of the BESS.

Conclusion and requirement of additional mitigation measures

The updated HRA concluded that the dangerous goods required for the amendment comply with the screening requirements of the ADG Code. The bushfire assessment concluded that the existing APZ for the Transgrid substation (>25m) is sufficient to appropriately mitigate the risks associated with bushfire hazard.

The mitigation measures and recommendations for the Preliminary Hazard Analysis in the previous HRA remain valid. No additional mitigation measures are warranted.

6.2.5. Noise and vibration

The changes in the Development Footprint since the exhibition of the EIS (SLR, 2024) and Amendment Report #1 require that the Noise and Vibration Impact Assessment (NVIA) assessment be updated. This is required to reflect the increased Development Footprint required to facilitate the substation expansion works. The updated NVIA is attached as Appendix D.5 of this report.

Approach

The updated noise and vibration assessment addresses the Secretary's Environmental Assessment Requirement (SEARs) for the Project. Noise and vibration may also contribute to 'potentially offensive industry' as defined in the State Environmental Planning Policy (Resilience and Hazards) 2021.

The updated noise and vibration assessment considered the following noise policies and standards:

- NSW 'Interim Construction Noise Guideline' (DECC, 2009)
- NSW 'Noise Policy for Industry' (NSW EPA, 2017)
- 'Assessing Vibration: A Technical Guideline' (DECC, 2006)
- NSW 'Road Noise Policy' (DECCW, 2011).

Construction works would involve civil works for site preparation followed by the installation of plant. The significant noise generating stages or scenarios are summarised as follows:

- Scenario 1 - Site Establishment;
- Scenario 2 - Enabling and earthworks; and
- Scenario 3 - Civil works and build construction.

A computer model was developed in order to predict noise emissions from the construction of the proposed Panorama BESS and the Transgrid substation works. The noise modelling was undertaken using SoundPlan v8.2 software.

Construction vibration was re-assessed in accordance with the NSW Roads and Maritime *Construction Noise and Vibration Guideline*

Assessment of impacts

Construction noise from each of the construction scenarios was predicted at the nearest residential receivers. Table 6-10 below details the predicted noise levels determined for the previous assessment. Table 6-11 shows the predicted construction noise levels undertaken as part of this amendment report.

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Table 6-10 Previous construction noise impact undertaken as part of the previous assessment (Source: SLR, 2025)

Reference 1	Receiver ²	LAeq Noise Level			
		Daytime Project Specific NML	Scenario 1 - Site establishment	Scenario 2 - Enabling and earthworks	Scenario 3 - Civil works and construction
R1	800 Mid Western Highway, Evans Plains	45	44	46	46
R2	16 Stewart Street, Evans Plains	45	48	48	48
R3	24 Stewart Street, Evans Plains	45	37	38	38
R7	831a Mid Western Highway, Evans Plains	45	35	37	38
R35	403 Evans Plains Road, Evans Plains	45	30	32	32
R9 to R11	McLennan Close, Robin Hill	45	< 10	< 10	< 10
R12 to R23	Windemere Road, Robin Hill	45	31	34	35
R24 to R33	Hartwood Avenue, Robin Hill	45	24	26	27
	Transgrid Substation	75	65	68	69

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Table 6-11 Construction noise impacts from the Transgrid expansion works (Source: SLR, 2026)

Reference 1	Receiver 2	LAeq Noise Level			
		Daytime Project Specific NML	Scenario 1 - Site establishment	Scenario 2 - Enabling and earthworks	Scenario 3 - Civil works and construction
R1	800 Mid Western Highway, Evans Plains	45	44	46	46
R2	16 Stewart Street, Evans Plains	45	48	48	48
R3	24 Stewart Street, Evans Plains	45	37	38	38
R7	831a Mid Western Highway, Evans Plains	45	35	37	38
R35	403 Evans Plains Road, Evans Plains	45	30	32	32
R9 to R11	McLennan Close, Robin Hill	45	< 10	< 10	< 10
R12 to R23	Windemere Road, Robin Hill	45	31	34	35
R24 to R33	Hartwood Avenue, Robin Hill	45	24	26	27
	Transgrid Substation	75	68	80	71

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There are no additional noise impacts arising from the Transgrid works on any identified receivers.

There is a minor exceedance of up to 5dB of the noise management level at the Transgrid substation building.

The worst-case impacts are, however, only likely to occur for relatively short times of the total project duration and the works would be limited to Standard Daytime Construction Hours, with no evening or night-time works required. As the expansion works are directly associated with the Transgrid substation, the minor exceedance is deemed acceptable for this assessment as Transgrid are an associated party.

The mitigation and management measures recommended to be applied as part of the previous assessment, where feasible and reasonable, would help control and minimise the impacts during construction as far as practicable.

There are no additional impacts for construction vibration arising from the additional Transgrid works.

There are no additional impacts arising from road traffic noise as a result of the additional vehicle movements required.

Conclusion and requirement of additional mitigation measures

Based on the findings of this report and assuming the recommendations and/or safeguards are applied, the proposal is considered appropriate from an acoustic standpoint. The mitigation measures and recommendations in the previous NVIA are still valid. No additional mitigation measures are required.

6.2.6. Traffic

A Traffic Impact Assessment (TIA) was prepared by SLR as part of the EIS (SLR, 2024). The Transgrid substation expansion works detailed in this report require additional vehicle movements than previously stated. As a result, the TIA was required to be updated. The updated TIA is attached as Appendix D.6 of this report.

Approach

The TIA was updated to assess the traffic and transport aspects for the proposed amendments. The assessment was prepared with consideration of the following:

- *Austroads Guide to Traffic Management Part 12 and TfNSW supplement*
- *Austroads Guide to Road Design and TfNSW supplements*
- *TfNSW Guide to Traffic Generating Developments*
- *Unsealed Roads Manual: Guidelines to Good Practice (2009).*

Consultation was undertaken between SLR, Transgrid and the Applicant in July 2025 to determine the anticipated additional vehicles to facilitate the substation expansion. Transgrid provide the following anticipated traffic movements:

- 20 light vehicles per day.
- Non-high risk Over-size, Over-mass: 1 in total.
- 20m AV: 0.1 vehicles per day.
- 17m Truck and Dog combination: 10 per day.
- 12.5m HRV: 0.2 vehicles per day.

A strategic design of the Project access off Mid-Western Highway was developed in extensive consultation with Transport for NSW (TfNSW). The strategic design was developed for the proposed Auxiliary Left Turn (AUL) into the Project Site. The access off Mid-Western Highway is currently configured as a T-intersection, as shown in Figure 6-9 below. The proposed AUL configuration is shown in Figure 6-10. A detailed strategic design is provided in Appendix H of the TIA (Appendix D.6).

SLR modelled operational performance criteria using the SIDRA Intersection 9.0 computer software. The SIDRA software determines the operational performance of intersections based on input parameters, including carriageway geometry and traffic volumes. Amongst other parameters, SIDRA provides an estimate of the intersection's Degree of Saturation (DOS), queues and delays. The desirable maximum DOS threshold considered to be appropriate is 0.80 for an unsignalised priority intersection, 0.85 for a roundabout and 0.90 for a signalised intersection.

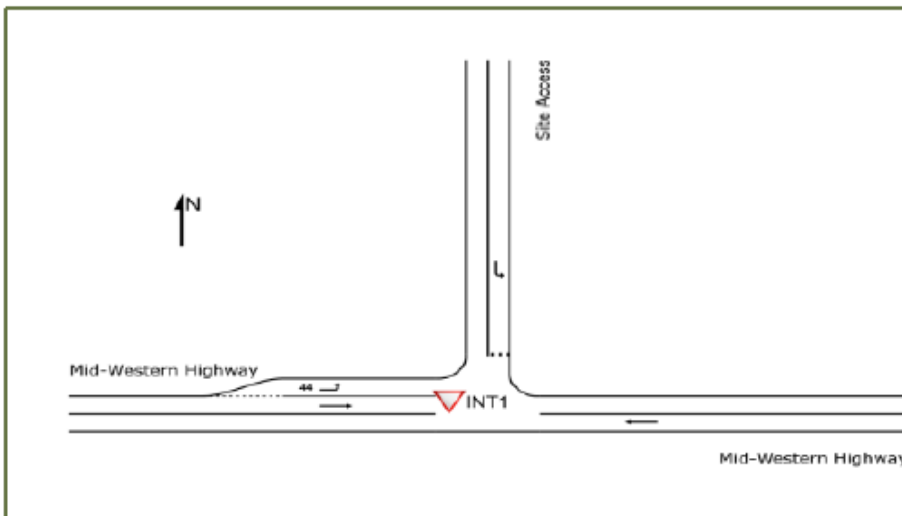


Figure 6-9 Current intersection configuration

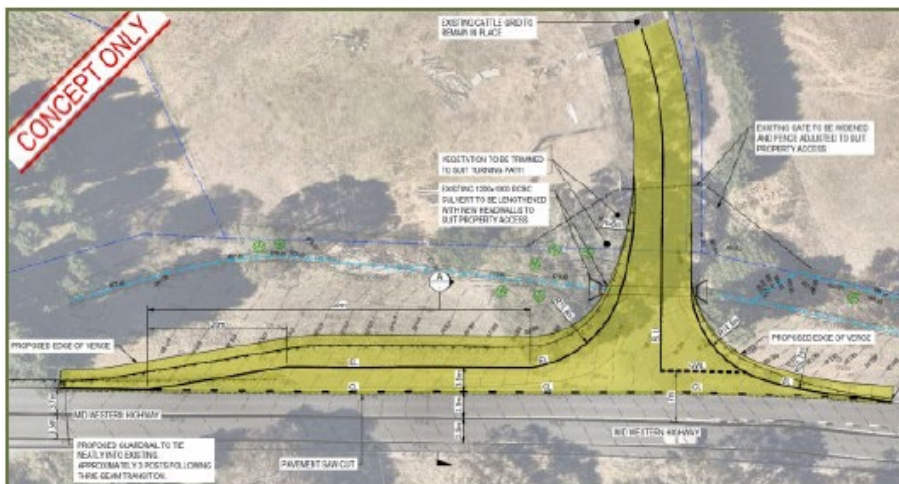


Figure 6-10 Proposed AUL intersection configuration (Source: SLR, 2026)

Assessment of impacts

It is anticipated that the Transgrid activities would occur over a brief period and are unlikely to overlap with the peak construction period of the proposed development. The traffic engineering assessments in this TIA conservatively assumed all works would overlap for the entire construction period.

SIDRA analysis, based on the updated traffic generation numbers, and the proposed AUL for the site access is provided in Table 6-12 below. The detailed outputs are provided in Appendix I of the TIA (Appendix D.6).

Table 6-12 SIDRA analysis outputs for the site access (Source: SLR, 2026)

Scenario	AM Peak				PM Peak			
	DOS	Worst Delay (s)	95%ile Queue (m)	LoS	DOS	Worst Delay (s)	95%ile Queue (m)	LoS
Survey								
2022	0.099	6.0	0.0	A	0.094	6.0	0.1	A
Background								
2026	0.107	6.1	0.0	A	0.099	6.0	0.0	A
With Construction								
2026	0.102	8.1	0.3	A	0.102	6.7	0.0	A

Table 6-12 indicates that the site access on Mid-Western Highway performs at Level of Service (LOS) A for all scenarios, with the maximum 95th percentile queue being 0.3m. Therefore, it is anticipated that the construction traffic will not have any significant impact on the movement of vehicles at the site access/ Mid-Western Highway intersection, nor on the wider road network.

Conclusion and requirement of additional mitigation measures

Based on the analysis and discussion documented in this report, it is concluded that the proposed AUL treatment for the site access of Mid-Western Highway is suitable to accommodate the traffic generated by the Project. This includes the additional vehicle movements required for the Transgrid substation expansion works.

The mitigation measures and recommendations in the previous TIA are still valid. No additional mitigation measures are required.

6.2.7. Surface and groundwater

A Surface and Groundwater Assessment (SGWA) was prepared by SLR as part of the EIS (SLR, 2024). The Transgrid substation expansion works detailed in this report require an increase in the Development Footprint to facilitate the amendments. As a result, the SGWA was required to be updated. The updated SGWA is attached as Appendix D.7 of this report.

Approach

An updated SGWA was undertaken to assess the increased Development Footprint for the Project to facilitate the necessary construction activities. The following standard and guidelines were referenced in preparation of the assessment:

- Battery Energy Storage Systems Guidance Report (AEC, 2024)
- Flood risk management manual: The policy and manual for the management of flood liable land (DPE, 2023)
- Large-Scale Solar Energy Guideline (DPE, 2022b)
- Liquid Chemical Storage, Handling and Spill Management: Part B Review of Best Practice and Regulation (DEC, 2005)
- Managing Urban Stormwater: Soils & Construction (Landcom, 2004)
- Storing and Handling Liquids: Environmental Protection Participant's Manual (DEC, 2007).

Existing environment

There are several drainage paths directly downstream of the Project which drain to Evans Plains Creek approximately 1km west of the Project. No named watercourses intersect the Project. Drainage infrastructure at the Transgrid substation consists of minor channels, overland drains and culverts which direct runoff to tributaries of Evans Plains Creek. Within the substation lot, contour banks are the primary means to control surface water discharge which reports to tributaries of Evans Plains Creek or small onsite farm dams. Evans Plains Creek joins the Macquarie River about 5km north of the Project.

One unnamed 2nd Order stream intersects the substation lot to the northeast (refer to Figure 6-11).

Groundwater Dependent Ecosystem (GDE) mapping was reviewed using the SEED database and Bureau of Meteorology GDE Atlas (BOM, 2025). No known aquatic or terrestrial GDEs are mapped within the Transgrid substation lot or additional Development Footprint (refer to Figure 6-12). Low potential GDEs are mapped along Evans Plains Creek and its tributaries in vicinity of the Project, to the northwest of the substation expansion works, and at multiple tree clusters within the Lot. No high potential aquatic or terrestrial GDEs are mapped within the receiving environment of the Project.

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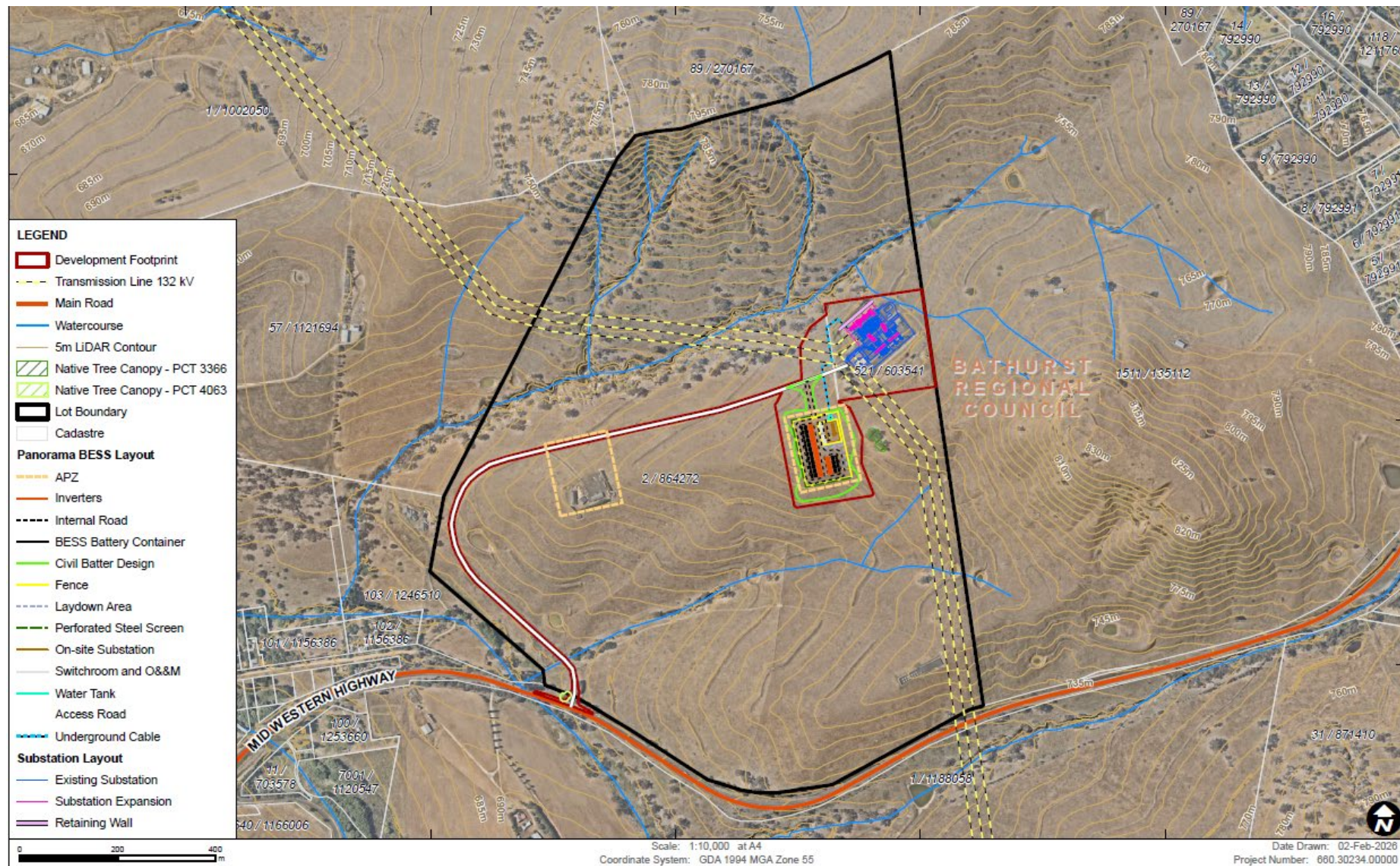


Figure 6-11 Existing hydrology within Project Site and surrounds (Source: SLR, 2026)

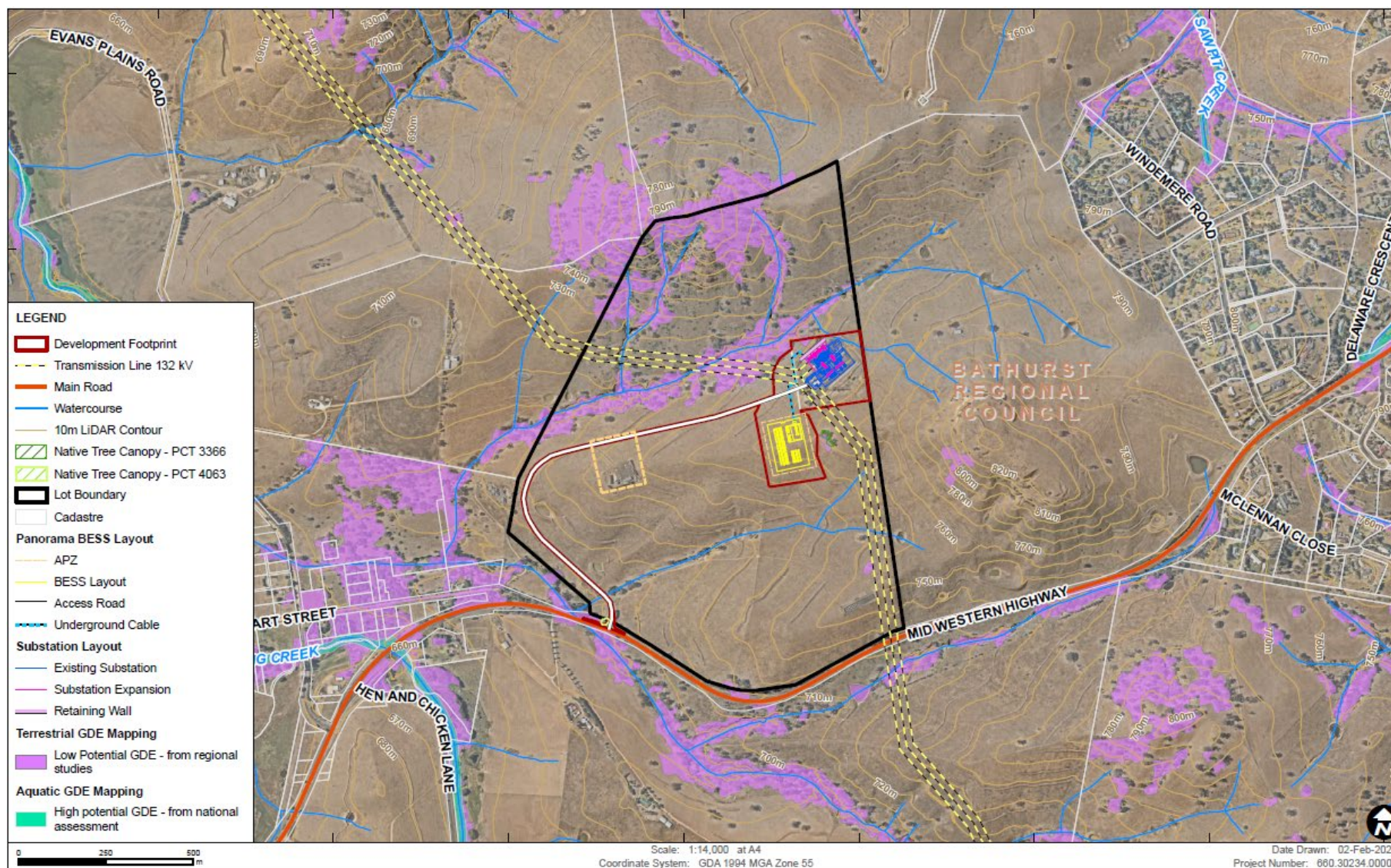


Figure 6-12 Potential GDEs mapping in the vicinity of the Project Site (Source: SLR, 2026)

Assessment of impacts

The primary risk to surface water quality during construction for the Transgrid expansion works is ground disturbance associated with earthworks. Construction works will expose soils and there is potential for erosion to mobilise sediments into receiving watercourses. Without appropriate controls, there is potential for an increase in turbidity and nutrient loads in the receiving watercourses which may cause water quality and ecological impacts.

The potential for erosion will be mitigated by the following factors:

- Construction will be sequenced, such that the disturbance area at any one time will be minimised as far as practicable
- Construction areas will be progressively rehabilitated as installation of batteries proceeds across the site. Rehabilitation may include revegetation or other types of stable surfacing as appropriate to the end land-use
- Gentle grades, and a combination of vegetation and surface cover across the site reduce the potential for erosion or sediment transport.

With the implementation of standard erosion and sediment control measures previously detailed in the EIS, the potential for environmental impact during construction is considered very low and manageable.

The Project is unlikely to have an impact on groundwater resources or GDEs. Impacts to groundwater during construction, operation, and closure of the Project are unlikely to occur given:

- The pattern of surface drainage and associated groundwater recharge being largely unchanged
- Soil infiltration across the broader surface of the Development Footprint being unchanged due to the Project earthworks including benching (which will slow surface runoff velocities) and compacting (which will increase surface runoff velocities). As a result, rates of groundwater recharge are expected to be relatively unaffected
- The Project does not include excavation with recognised potential to interact with groundwater resources or excavation that may intercept known GDEs.

The design specifications for the proposed stormwater management system for the BESS Facility remains unchanged and will be developed during the detailed design stage of the Project. The operational stormwater management system should be inspected and maintained as part of the Operational Environmental Management Plan.

The stormwater management system for the Transgrid works will be developed during the detailed design, following Project approval as required. It is understood that Transgrid would be responsible for any adaptations required for the stormwater management system of the substation due to the expansion.

No flood modelling was undertaken as part of the original assessment, given the Project Site is located outside the 1% Annual Exceedance Probability. No additional assessment was undertaken as part of the amendment.

Conclusion and requirement of additional mitigation measures

The increased Development Footprint does not impact on the surface and groundwater environments beyond what was originally assessed.

All mitigation measures and safeguards proposed in previous assessments remain valid. No additional mitigation measures are warranted.

6.2.8. Visual amenity

Approach

SLR undertook a review of the latest Landscape and Visual Impact Assessment (LVIA) prepared by SLR as part of the Amendment Report #1 (NGH, 2025a). An analysis of the potential visual impacts associated with the expansion of the Transgrid substation and associated works against the previous assumptions was undertaken. A memo response prepared by SLR is attached as Appendix D.8 of this report.

Assessment of impacts

Based upon the findings of the previous LVIA, the proposed expansion of the adjacent Transgrid substation is not expected to result in any material change to the previously reported visual impact outcomes. The key determinants of effect significance, namely receiver locations, orientation, exposure, existing infrastructure and established vegetation, remain unchanged.

The substation is situated within a visually contained setting, with the existing transmission infrastructure, cleared operation envelope, and industrial character already established as visual elements within this rural setting. The expansion will occur to the northwest in an area that has been identified as not significantly exposed when viewed from surrounding public and private viewpoint locations. The existing vegetation located to the northwest of the Development Footprint continues to provide effective screening for receivers in this direction. The LVIA identified that surrounding vegetation is a contributing factor in limiting visibility from external viewpoints, and its role remains unchanged.

The proposed expansion activities do not introduce new vertical elements of scale or bulk form that would elevate the substation's visual prominence in the surrounding landscape context. The orientation of the facility, and its degree of exposure to surrounding receptors, remains unchanged and no additional viewpoints with increased visibility are created.

In the context of the LVIA, the substation expansion does not alter the established visibility pattern, does not increase the magnitude of change for any assessed viewpoints, and does not introduce new sources of contrast.

Conclusion and requirement of additional mitigation measures

It was concluded that the expansion works therefore do not generate any material change to the overall visual impact conclusions as stated within the previous LVIA.

All mitigation measures and safeguards proposed in previous assessments remain valid. No additional mitigation measures are warranted.

6.3. Cumulative impacts

Cumulative impacts were assessed for the approved Project and detailed in the Panorama BESS EIS (SLR, 2024). The assessment of cumulative impacts was focused on the Project's interaction with other projects in the vicinity, and where construction and/or timeframes were concurrent.

It was concluded that the mitigation strategies set out in the EIS were sufficient to address the cumulative impacts identified.

The relevant specialist assessments discussed potential additional cumulative impacts that may arise from the amendment. It was concluded that no additional cumulative impacts would occur as a result of the amendment or from other projects within the area.

7. Justification of the amended Project

7.1. Evaluation of the amended Project

The changes set out in this report strengthen the Project viability and will assist to minimise environmental impacts and provide greater certainty with regard to the management of impacts. These include:

- The increase in the project's Development Footprint is required to facilitate the necessary construction activities to enable the expansion of the existing substation. This expansion the substation to the north as well in the west with an additional bay will allow capacity for the connection of the Panorama BESS.
- Increase in the Development Footprint to now include all developed areas of the Panorama Substation yard to remove ambiguity in relation to any works within the yard that are required by the BESS.
- Removal of the previously proposed connection route to the substation as this area is no longer required.
- Updated technical reports that concluded that the changes to the Project would have negligible impact on the environment and nearby sensitive receivers

The amendment remains consistent with the Project objective outlined in the EIS and Amendment Report #1 and reiterated below:

- 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.

Therefore, the amended Project remains justified in terms of its broader benefits in supporting renewable energy and improving network stability and its alignment with federal and state regional renewable energy policies as well as regional and local land use plans.

7.2. Ecologically sustainable development

The environmental and socio-economic impacts of the Project demonstrates that the Project has generally low-level impacts, uncertainty has been addressed, and the assessment has cited appropriate guidance in the assessment and management of impacts identified.

The Project is considered to comply with the principles of Ecologically Sustainable Development as follows:

- The precautionary principle has been adopted in the assessment of impact; all potential impacts have been considered and mitigated commensurate with risk. Where uncertainty exists, measures have been included to address the uncertainty. For example, a 'worst case' impact assessment has been undertaken to account for the uncertainty in the final impact footprint.

- Potential impacts have been assessed as likely to be localised and reversible and would not diminish the options regarding land and resource uses and nature conservation available to future generations. Importantly, the Project provides additional renewable energy that contributes to minimising the risk of climate change to current and future generations by reducing the carbon emissions produced in comparison to alternative fossil fuel electricity generation options. Opportunities to improve the soil health and landscape character have been identified.
- The Project would be decommissioned at the end of its operational life, removing all above ground infrastructure and all infrastructure to a maximum depth of 500mm below ground level. Rehabilitation targets set in relation to site soil surveys will ensure the site is returned to its existing (or better) land capability for future generations.

The value of the environment is made clear in the Project's commitment to the site's important social and environmental features. The long-term impacts have been considered, and the project commitments ensure that natural resource use and pollution risks have been fully assessed and costs would be solely borne by the Applicant.

7.3. Overall justification of the amended Project

The Panorama BESS would result in numerous benefits, both locally and regionally. At a time of crisis in the energy network, it forms an important part of NSW and Australia's support of the transition to renewable energy generation, offering a more sustainable future in accordance with relevant strategic plans.

The Project meets relevant planning requirements and is consistent with the principles of Ecologically Sustainable Development, which have been incorporated in the design, and will be incorporated into construction, ongoing operations and decommissioning of the development.

The environmental values at this site are well understood, based on field surveys and specialist modelling outputs. To address inevitable areas of uncertainty, conservative approaches have been adopted including generous buffers on spatial information to ensure that the conclusions and mitigation measures are resilient to these expected changes.

The updated specialist studies have assessed potential impacts as a result of the proposed amendments and have concluded negligible increased impact as described within the EIS and Amendment Report #1. As such, the result is a Project that responds well to its natural and cultural context as well as specific community expectations. The benefits of the Project clearly outweigh the costs of not developing the project.

On balance, the Project is considered appropriate:

- To the site's environmental constraints.
- To the site's location where it will support the grid of nearby population centres.
- To meeting global state and local policy targets to support renewable energy generation for reducing global greenhouse gas emissions.
- To the community's expectations.

It meets all relevant planning provisions and guidelines and is considered justifiable and acceptable.

8. Conclusion

Additional changes to the Panorama Battery Energy Storage System (BESS) (the Project) are required as a result of recent consultation with Transgrid. These include:

- The increase in the project's Development Footprint is required to facilitate the necessary construction activities to enable the expansion of the existing substation.
- Increase in the Development Footprint to now include all developed areas of the Panorama Substation yard
- Removal of the previously proposed connection route to the substation

The amendment required updates to eight specialist assessments and their mitigation strategies:

- Preparation of a streamlined Biodiversity Development Assessment Report (SBDAR)
 - An SBDAR was sought for the changes outlined in this report
 - The area of impact has increased from 5.18 ha to 9.81ha.
 - No significant impact on local biodiversity values is anticipated from the updated Development Footprint.
 - 1 ecosystem credit is required to be offset
- Contamination (Preliminary Site Investigation)
 - Analytical results for the soil sampling program were below the Limit of Reporting for all analytes, except for some metals/metalloids concentrations. All results were below the adopted Tier 1 Soil Screening Levels
 - With the implementation of additional recommendations and/or safeguards applied, the risks associated with the amended Project would be adequately managed, with suitable erosion and sediment controls in place
- Updated Aboriginal Cultural Heritage Assessment (ACHA)
 - The changes in the Development Footprint were assessed against archaeological and context information gathered from previous work at the site, and no further work or assessment is deemed necessary.
 - The Development Footprint increase has not changed the post-testing recommendations.
 - 1 additional artefact was identified during the site survey. This artefact can be avoided through establishment of a 2m demarcated no-go zone around the artefact.
- Updated Hazards and Risk Assessment (HRA)
 - With the implementation of additional recommendations and/or safeguards applied, the risks associated with the amended Project would be adequately managed, with suitable engineering controls, operational controls and management controls in place.
 - The risks associated with the amended Project would not increase beyond those identified during the exhibition of the EIS and Amendment Report #1.
- Updated Noise and Vibration Impact Assessment (NVIA)
 - With the implementation of additional recommendations and/or safeguards applied, the updated Project does not increase noise and vibration impacts beyond those identified during the exhibition of the EIS and Amendment Report #1.
- Updated Traffic Impact Assessment
 - The additional traffic movements per day do not increase the traffic and transport impacts beyond those identified during the exhibition of the EIS and Amendment Report #1.

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- The implementation of the proposed AUL would provide sufficient and safe access off the Mid-Western Highway to the Project Site
- Updated Surface and Groundwater Assessment (SGWA)
 - With the implementation of additional recommendations and/or safeguards applied, the updated Project does not increase surface and groundwater impacts beyond those identified during the exhibition of the EIS and Amendment Report #1.
- Updated Landscape and Visual Impact Assessment (LVIA)
 - With the implementation of additional recommendations and/or safeguards applied, the updated Project does not increase landscape and visual impacts beyond those identified during the exhibition of the EIS and Amendment Report #1.

The changes strengthen the Project viability and will assist to minimise environmental impacts and provide greater certainty with regard to the management of impacts. The amendments are consistent with the Project objectives as set out in the EIS and Amendment Report #1.

The environmental and socio-economic impacts of the Project remain generally low-level impacts. Uncertainty has been addressed, and the assessment has cited appropriate guidance in the assessment and management of impacts identified. The Project is considered to comply with the principles of Ecologically Sustainable Development and is considered approvable

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