



Amendment Report

SSD-68815961 – Jindera Battery Energy Storage System

FOR: Bess Atlantic Pty Ltd c/o Gransolar Development Australia Pty Ltd

SLR PROJECT No: 620.041088.00001

Revision: 2.0

16 June 2026



Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
1.0	17 December 2025	Kale Langford	Erin Douglas	Clare Brennock
1.1	27 March 2026	Kale Langford	Clare Brennock	Clare Brennock
2 DPHI comments update	16 June 2026	Kale Langford	Clare Brennock	Clare Brennock

Basis of Report

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

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Acronyms and Abbreviations

AA	Archaeological Assessment
ACHAR	Aboriginal Cultural Heritage Assessment Report
AR	Amendment report
Applicant	BESS Atlantic Pty Ltd
BDAR	Biodiversity Development Assessment Report
BESS	Battery Energy Storage System
BESS Atlantic	BESS Atlantic Pty Ltd
BESS Site	Portion of Lot 204 DP 753342 at 204 Ortlipp Road, Glenellen NSW 2642
CEMP	Construction Environmental Management Plan
Council	Greater Hume Shire Council
DA	Development Application
DP	Deposited Plan
DPHI	Department of Planning, Housing and Infrastructure
EIS	Environmental Impact Statement
EOL	End of life
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2021</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
GDA	Gransolar Development Australia
ha	Hectares
HV	Heavy vehicles
kg	Kilogram
km	Kilometres
LALC	Local Aboriginal Land Council
LCVIA	Landscape Character and Visual Impact Assessment
LEP	Local Environmental Plan
LGA	Local Government Area
m	Metres
MW	Megawatt
MWh	Megawatt Hours
NSW	New South Wales
PAD	Potential Archaeological Deposit
PCT	Plant Community Type
Proponent	BESS Atlantic Pty Ltd
RAPs	Registered Aboriginal Party
REZ	Renewable Energy Zone
SEPP	State Environmental Planning Policy
SLR	SLR Consulting Australia Pty Ltd



SSDA	State Significant Development Application
SSD	State Significant Development
Substation Site	Lot 1 DP588720, No.140 Ortlipp Road, Jindera NSW 2642
SWMP	Soil and Water Management Pan
TEC	Threatened Ecological Community
TfNSW	Transport for New South Wales
TIA	Traffic Impact Assessment
TL	Transmission line



Table of Contents

Basis of Report	i
1.0 Introduction	1
1.1 Capacity Clarification.....	2
2.0 Strategic Context.....	3
3.0 Description of Amendment.....	3
3.1 Overview	3
3.2 Works Required.....	7
3.3 Amendments to the EIS.....	9
3.3.1 Amendment Updates	9
3.3.2 Updated Project Description	10
5.0 Statutory Context	11
6.0 Engagement.....	11
7.0 Assessment of Impacts	13
7.1 Ecology	13
7.2 Aboriginal Heritage.....	15
7.3 Traffic.....	17
7.4 Hazards and Risk Assessment.....	18
7.5 All other technical reports as originally submitted	18
8.0 Justification of the Project Amendment	21
9.0 References.....	22

Tables in Text

Table 1	Amendment Comparison Table	9
Table 2	EIS technical report review	19

Figures in Text

Figure 1	Concept Design Extract	4
Figure 2	Project Areas (Updated)	6
Figure 3	Proposed Sealing of Ortlipp Road (Updated).....	8
Figure 4	Context of ecology	14
Figure 5	Context of ACHAR (as originally submitted).....	16

Photos in Text

Photo 1	Existing Site Access (October 2025).....	5
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Appendices

Appendix A	Updated Project Description
Appendix B	Updated Site Plan
Appendix C	Civil Concept Design
Appendix D	Updated Traffic Impact Assessment
Appendix E	Updated BDAR
Appendix F	Updated Hazards and Risk Assessment



1.0 Introduction

The proposed development relates to the establishment of the Jindera Battery Energy Storage System (BESS) (as originally lodged) with a capacity of approximately 250 MW / 500 Megawatt Hours (MWh) 'the Project', at a portion of 204 Ortlipp Road, Glenellen NSW 2642, legally identified as Lot 1 DP75332 (the 'BESS Site'), with a connection to the electricity grid via an above ground transmission line (TL) to the existing Transgrid JINDERA 330/132 kilovolt (kV) Transmission Substation (TS).

The existing JINDERA 330/132kV TS is located at 140 Ortlipp Road, Jinderra NSW 2642, legally identified as Lot 1 DP588720 ('the substation site'), and is operated by Transgrid.

The TL from the TS to the BESS will transverse an area of unformed Crown Road. The existing Council watermain will be upgraded and extended along Lindner and Ortlipp Road.

The application (SSD-68815961) completed public exhibition from Wednesday 20 August 2025 to Wednesday 17 September 2025, in accordance with Section 59(2) of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation).

This Amendment Report (AR) has been prepared to document:

- Minor upgrades for sealing of the existing northern Transgrid site access (to Lot 1 DP588720) located on the unformed Crown Road (Ortlipp Road), as requested by Transgrid during discussions with GDA throughout the exhibition period.
- Increase in the maximum energy storage capacity (MWh) from 500MWh to 625 MWh. The maximum storage capacity of 625 MWh at the beginning of service life accounting for losses, degradation, and inaccessible storage. This does not result in an increase in development footprint or BESS units.

The AR outlines the scope and rationale for these access upgrades, which are to be incorporated into the EIS documentation and reflected in any subsequent consent

The scope as originally proposed and detailed within the documents lodged will remain, with the Project characteristics summarised as follows:

- Jindera BESS will consist of BESS containers (or enclosures), with each container having dimensions of 6 metres (m) in length with an approximate weight of 35,000 kilograms (kg). The BESS will be supported by inverters from the BESS and connect to the existing Transgrid substation via approximately 500 m of 330 kV overhead lines.
- Installation and operation of a BESS including approximately 200 battery enclosures, 100 inverters, and transformers on hardstand with subsurface wiring, and benching of the site to level the foundation for each component;
- Connection and associated upgrades to JINDERA 330/132kV TS, including construction of overhead 330 kV TL to facilitate connection, associated high voltage steel poles, increase in hardstand area and establishment of easements;
- Associated ancillary infrastructure including security fencing, landscaping, site access and internal road (crushed rock), water tank, temporary parking;
- 4 m acoustic barrier along the north and west BESS units;
- Providing reticulated water to the BESS Site:
 - Extension of the council water main along a portion of Ortlipp Road;
 - Upgrade of existing water main along a portion of Lindner Road;
- Sealing of Ortlipp Road from the Glenellen Solar Farm to the site access;



- Sealing of the existing Transgrid north access;
- Tree / vegetation removal;
- Pad extension to the Transgrid substation; and
- Decommissioning of the BESS at the end of life (EOL).

The sealing of the additional access and maximum storage capacity increase represents a minor modification to the overall Project, utilising existing disturbed land and avoiding any additional environmental impact. No other design or operational changes are proposed, and the previously identified mitigation measures remain valid.

The update Traffic Impact Assessment (TIA v2.0) at Appendix C has been updated to incorporate the minor increase of construction traffic generated by the Transgrid construction, however the overall impact remains the same.

The BDAR update at Appendix E reflects the minor footprint increase of the road sealing, no additional tree clearing is required, and the outcome remains the same. The Updated Hazards and Risk Assessment at Appendix F reflect the maximum storage capacity increase and the hazards risk remain unchanged. These are discussed further in Section 6.0.

The amendment reinforces the Project's positive contribution to regional infrastructure, improving construction logistics while maintaining environmental and strategic alignment.

The AR report provides the following supporting documents:

- **Appendix A** – Updated Project Description
- **Appendix B** – Updated Site Plan
- **Appendix C** – Access Concept Design
- **Appendix D** – Updated Traffic Impact Assessment v2.0
- **Appendix E** – Updated BDAR
- **Appendix F** – Updated Hazards and Risk Assessment

1.1 Capacity Clarification

An email was received from the DPHI on the 6 March 2026 requesting clarity regarding the proposed BESS specifications and total energy storage. The below aims to address the items raised in the email.

Due to the ever-changing battery landscape it has become necessary to clarify the proposed capability of the BESS development.

The maximum energy discharge capacity of the proposed development is 250MW. This is the rated output active power of the BESS, being the maximum active power output for which the system is designed to supply energy to the electric power network via the primary point of connection.

The maximum energy storage capacity of the proposed development is 625 MWh. This is the effective energy storage capacity at the beginning of service life for the assessed BESS design. This is the capacity adopted for the assessed hardware configuration, including allowance for losses, degradation and inaccessible storage, to maintain the intended Output Energy Storage Capacity.



The development remains proposed as a 2-hour duration BESS with a rated output active power of 250MW and an intended Output Energy Storage Capacity of 500 MWh.

Further, the proponent confirms that the BESS design corresponding to the capacities above remains consistent with the design assessed in the EIS and PHA, including:

- A maximum of 200 individual BESS containers;
- 100 inverters;
- No increase in the maximum number of BESS units assessed; and
- A layout capable of being arranged consistently with the configuration assessed in the submitted EIS and PHA.

At the time the submitted design basis was established, the capacity adopted for each battery container was 3.125 MWh, based on the technology then available. A specific container had not been selected, but available products generally ranged from 3 MWh to 3.25 MWh per container. This formed the basis of the assessments and resulted in an assessed maximum of 200 battery containers and an effective energy storage capacity at the beginning of service life of 625 MWh.

The underlying assessments were based on the total installed hardware, being the assessed configuration corresponding to an effective energy storage capacity at the beginning of service life of 625 MWh. On that basis, the stated maximum energy storage capacity of 625 MWh does not require an increase in the maximum number of battery containers assessed and does not alter the maximum layout footprint assessed in the EIS and PHA.

2.0 Strategic Context

The strategic context of the Project has been comprehensively addressed in the EIS, including detailed consideration in Appendix C of the originally lodged documentation. The proposed additional access does not require any new vegetation clearing and makes use of an already disturbed section of road, thereby avoiding further environmental impacts.

Given the minor nature of this modification, no updates to the strategic context are required. The Project continues to align strongly with the State's planning and renewable energy objectives, delivering positive outcomes through improved network reliability, support for regional economic activity, and contribution to NSW's transition toward a lower-emission energy system.

3.0 Description of Amendment

3.1 Overview

The amendment to the EIS seeks to incorporate upgrades to the existing northern Transgrid site access, located on Ortlipp Road (unformed Crown Land portion) at the intersecting corner of Lot 1 DP49584, Lot 1 DP58870 and Lot 3 D749584, as shown in Figure 1 below and the civil concept design at Appendix C. This change responds directly to a request from Transgrid following discussions with GDA during the exhibition period.





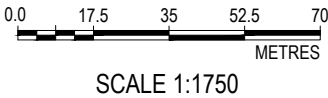
SLR

LEVEL 16, 175 EAGLE STREET
BRISBANE
QUEENSLAND, 4000
AUSTRALIA
T: +61 (0)7 3858 4800
www.slrconsulting.com

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Project No:	620.041088
Date:	08/12/2025
Drawn by:	RMC
Scale:	1:1750
Sheet Size:	A3
Projection:	GDA2020 Z55

LEGEND	
EXISTING GROUND CONTOURS	--- 221.0 ---
EXISTING PROPERTY BOUNDARY	---
EXISTING GRAVEL ROAD EDGE	---
PROPOSED SEALED PROPERTY ACCESS PAVEMENT	█
SAFETY INTERSECTION SIGHT DISTANCE	---
LINE OF SIGHT	---
SIGHT DISTANCE VISUAL CORRIDOR	---
VEGETATION CLEARING AREA CHECK REQUIRED	---



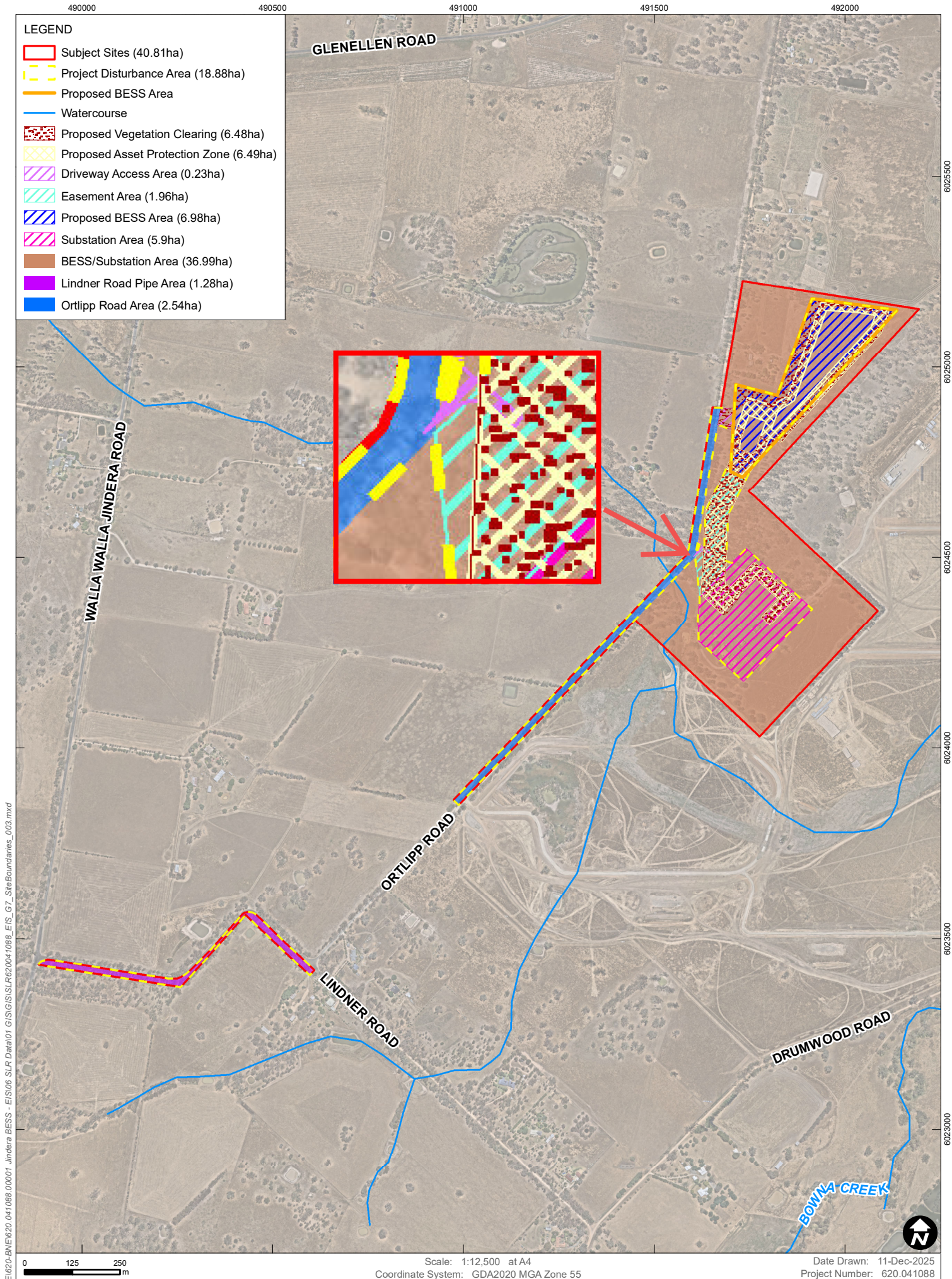
BESS ATLANTIC GRANSOLAR DEVELOPMENT
JINDERA BESS
SAFE INTERSECTION SIGHT DISTANCE CHECK LAYOUT PLAN
SKETCH 11

As shown in Figure 2, and in Photo 1 showing the current condition, the existing access comprises a dirt track and gate connection from Ortlipp Road to the Transgrid-owned site. The amendment proposes to formalise and seal this access for its use as a secondary entry point for construction vehicles to the Transgrid site only.

The upgrade utilises an existing disturbed corridor, does not require widening, avoids any new vegetation clearing, and improves safety and efficiency for construction activities. Overall, the amendment represents a practical enhancement that supports the Project's delivery. The minor addition to the Disturbance Area (0.04ha) reflects the dirt portion shown in Photo 1.

Photo 1 Existing Site Access (October 2025)





H:\Projects\SLR\620.BNE\620.BNE\620.041088.00001 Jindera BESS - EIS\06 SLR Data\01 GIS\GIS\SLR\620041088_EIS_G7_StateBoundaries_003.mxd



Data Source: basedata supplied by NSW SS, June 2024
Aerial imagery supplied by Nearmap, November 2024
Other data sources include Gransolar Group

Project Areas

FIGURE 2

3.2 Works Required

Under the EIS as originally submitted, the proposed development incorporates works to seal a portion of Ortlipp Road. This amendment now extends the works to formalise the access area, providing a sealed crossover from Ortlipp Road to the Transgrid Site (Lot 1 DP588720), refer to Figure 3. This upgraded access will be used during construction activities within the Transgrid Site associated with the Project.

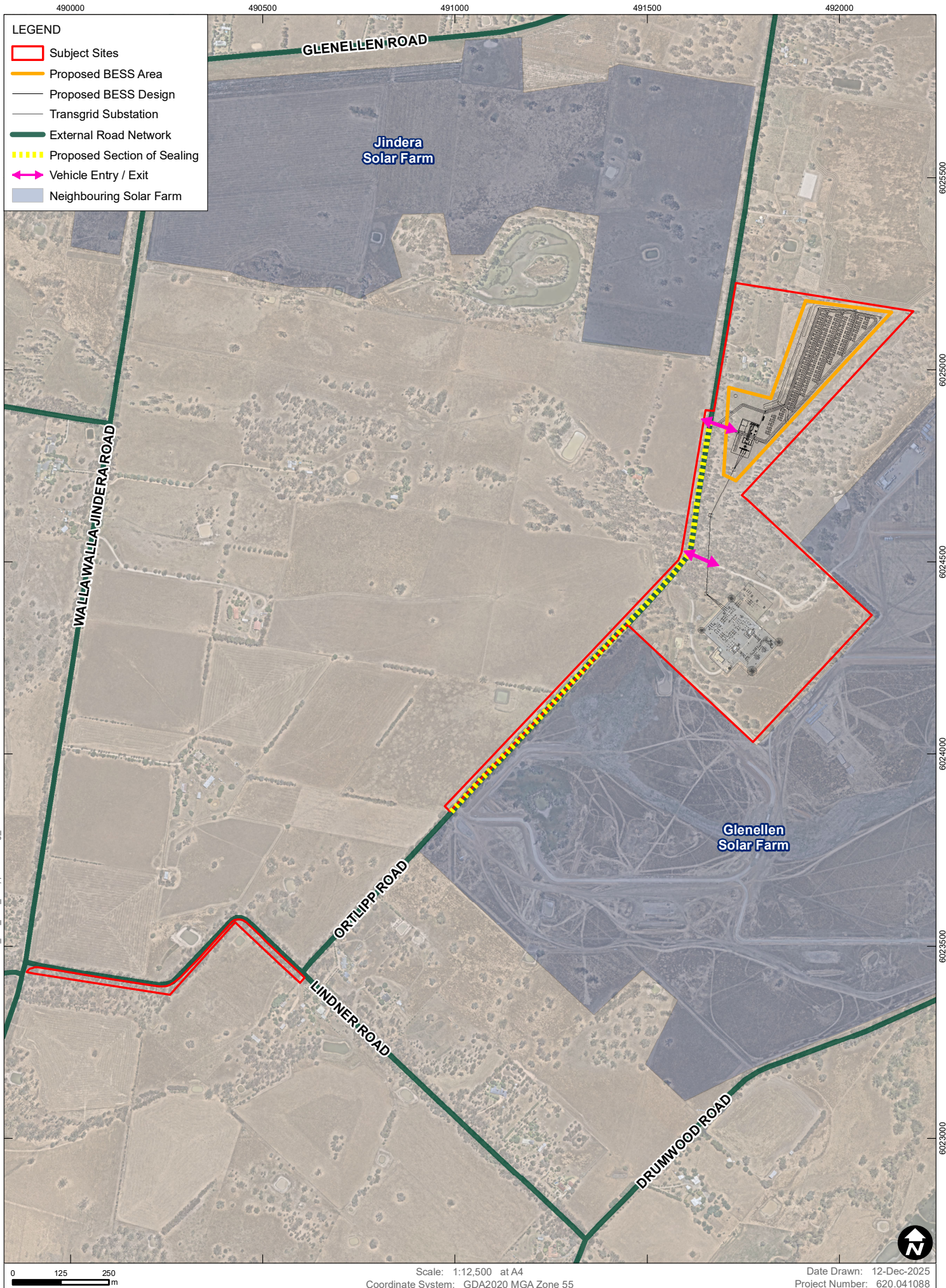
Transgrid recommended that the largest vehicle to use this access will be a 20 m semi-trailer. A concept design accommodating this vehicle type is provided at Appendix C. The access is not required to cater for over-size or over-mass (OSOM) vehicles, as the single OSOM delivery will occur via the BESS Site access, consistent with the original proposal.

No tree removal, vegetation clearing, or road widening is required as part of this amendment. The proposed change represents a practical improvement that enhances safety and construction efficiency of the Project. Further discussion on the amendment's impact is in Section 6.0. The minor increase in Disturbance Footprint area reflects the area between the original proposed Ortlip Road sealing and the Transgrid easement.

The increase in MWh capacity does not result in any additional physical works, BESS units or operational changes.



H:\Projects\SLR\620-BNE\620-041088-00001 Jindera BESS - EIS\06 SLR Data\01 GIS\GIS\SLR\620041088_EIS_G18_OrtlippRdSealing_003.mxd



Data Source: basedata supplied by NSW SS, June 2024
Aerial imagery supplied by Nearmap, November 2024
Other data sources include Gransolar Group,

Proposed Sealing of Ortlipp Road

FIGURE 3

3.3 Amendments to the EIS

3.3.1 Amendment Updates

Overall, the proposed access road works cover an area of 0.04 ha, a portion of which was included in the original Disturbance Footprint and Table 1 shows the outcome of the minor amendment to the EIS as originally submitted, changes shown in **red**.

The references to the Project areas have been updated on the 'Project Area' Figure 1 and the driveway location shown on Figure 2 at Appendix B and an updated TIA at Appendix C of this AR.

Table 1 Amendment Comparison Table

Element	Original	Amended
Capacity	250 MW / 500 MWh	250 MW / 625 MWh
Site description	• Portion of Lot 204 DP753342 (BESS Site) • The substation land on Lot 1 on DP588720 (Substation Site) • An area of unformed Crown road reserve (part of proposed TL easement) • Portion of Ortlipp Road • Portion of Linder Road	• Portion of Lot 204 DP753342 (BESS Site) • The substation land on Lot 1 on DP588720 (Substation Site) • An area of unformed Crown road reserve (part of proposed TL easement and Transgrid secondary access) • Portion of Ortlipp Road • Portion of Linder Road
Construction period	Approximately 10 months	No change
Life Expectancy	20 – 25 years	No change
Subject Sites	40.81 ha	No change
Project Disturbance Area	18.85 ha	18.88 ha
Proposed vegetation clearing	6.48 ha, including 2.88 ha of native vegetation	No change
Proposed APZ	6.49 ha	No change
Driveway access area	0.19 ha	0.23 ha
Easement Area	1.96 ha	No change
Proposed BESS Area	6.98 ha	No change
Substation Area	5.9 ha	No change
BESS / Substation Area	36.99 ha	No change
Lindner Road Pipe Area	1.28 ha	No change
Ortlipp Road Area	2.54 ha	No change



3.3.2 Updated Project Description

The update to the project description is shown in **red** below.

*The Jindera Battery Energy Storage System (BESS), 'the Project', involves the development, construction, operation, and eventual decommissioning of a BESS with a capacity of approximately 250 MW / **625** Megawatt Hours (MWh) connecting via overhead transmission lines (TL) to the existing JINDERA 330/132 kV TS, operated by Transgrid.*

Jindera BESS will consist of BESS containers (or enclosures), with each container having dimensions of 6 metres (m) in length with an approximate weight of 35,000 kilograms (kg). The BESS will be supported by inverters from the BESS and connect to the existing Transgrid substation via approximately 500 m of 330 kV overhead lines.

The key elements of the Project include the following:

- *Installation and operation of a BESS including approximately 200 battery enclosures, 100 inverters, and transformers on hardstand with subsurface wiring, and benching of the site to level the foundation for each component;*
- *Connection and associated upgrades to JINDERA 330/132kV TS, including construction of overhead 330 kV TL to facilitate connection, associated high voltage steel poles, increase in hardstand area and establishment of easements;*
- *Associated ancillary infrastructure including security fencing, landscaping, site access and internal road (crushed rock), water tank, temporary parking;*
- *4 m acoustic barrier along the north and west BESS units;*
- *Providing reticulated water to the BESS Site:*
 - *Extension of the council water main along a portion of Ortlipp Road;*
 - *Upgrade of existing water main along a portion of Lindner Road;*
- *Sealing of Ortlipp Road from the Glenellen Solar Farm to the site access;*
- ***Upgrade to the existing Transgrid north access;***
- *Tree / vegetation removal;*
- *Pad extension to the Transgrid substation; and*
- *Decommissioning of the BESS at the end of life (EOL).*



4.0 Statutory Context

The Project continues to be classified as SSD under the Environmental Planning and Assessment Act 1979 (NSW) (EP&A Act), as it involves *electricity generating works* with an estimated development cost exceeding \$30 million. Accordingly, it remains subject to assessment and approval under Part 4, Division 4.7 of the EP&A Act.

The approval pathway, consent authority, and statutory framework are unchanged. The Project will continue to be determined by the Minister for Planning and Public Spaces (or the Independent Planning Commission if required) and requires an SSD application supported by an Environmental Impact Statement (EIS) prepared in accordance with the EP&A Regulation, relevant guidelines, and the issued Secretary's Environmental Assessment Requirements (SEARs).

In terms of planning permissibility, the Project remains defined as *electricity generating works*. While this use is prohibited under the RU1 Primary Production zoning in the Greater Hume LEP 2012, permissibility is appropriately enabled via the Transport and Infrastructure SEPP, which allows such development with consent in prescribed non-residential zones, including RU1.

The statutory approval framework, applicable legislation, and required permits (including those under the EP&A Act, Crown Land Management Act 2016, and Roads Act 1993) remain unchanged.

Overall, the minor project changes do not result in any alteration to the statutory context, approval pathway, or legislative requirements, which continue to apply as outlined in the EIS and supporting statutory documentation. No changes have been made to Appendix C – Statutory Compliance Table as originally lodged with the EIS.

5.0 Engagement

DPHI

A meeting was held with DPHI on 7 November 2025 to explain the additional access and expected requirements. DPHI advised that the works are to be considered an 'amendment' and will require:

- A concept design (refer to Appendix C)
- Confirmation of any tree removal (refer to Section 6.0)
- Confirmation of traffic generation for this access, additional traffic or included in the original traffic report (refer to Section 6.0 and Appendix C)

Council

An email was sent to Great Hume Shire Council on 26 November 2025 to provide an update and give details on the amendment. A further email was sent on 10 December 2025 to confirm that no tree removal or road widening was required.

The email was sent to the General Manager, Town Planner and Engineering Administration Assistant, who have all been part of the Project, including the pre-DA meeting, VPA process, providing owners consent and the submissions response during exhibition.

At the time of writing this AR, a response from Council had not been received.

Crown Lands

Given the minor nature of the works and that they are being undertaken at the request of Transgrid, it is not considered a significant matter. Under Clause 69A of the *Crown Land Management Regulation 2018*, consent is not required from Crown Lands for SSDAs.



Accordingly, Transgrid can liaise directly with Crown Lands as part of their works coordination. DPHI may choose to notify Crown Lands for awareness; however, no further action is required from the Proponent in this regard.

Aboriginal Heritage

This area is covered under the ACHAR as submitted with the EIS as this area includes the water main works. As outlined in Figure 5 there is a PAD in the BESS Site and scarred tree in the road reserve, however these are not in proximity to the additional access.

Public Consultation

No additional engagement has been undertaken with the community in relation to this amendment due to the minor and inconsequential additional works proposed and associated minimal additional environmental impact in comparison to the original proposal. It is considered as the access is existing and relates to the Transgrid works it does not warrant further community consultation.

Other Agency Consultation

No other agencies were consulted as the minor access amendment did not warrant further discussion.

Overall, re-notification of the Project is not considered warranted due to the minor nature of the amendment and no additional environmental impacts when compared to the original proposal and associated impact assessment completed.



6.0 Assessment of Impacts

The amendments are considered to be minor in the context of the wider development due to the following factors:

- No further tree clearing is required.
- No road widening is required.
- The access is existing disturbed ground.
- The maximum storage capacity increase does not require any physical or operational amendments.

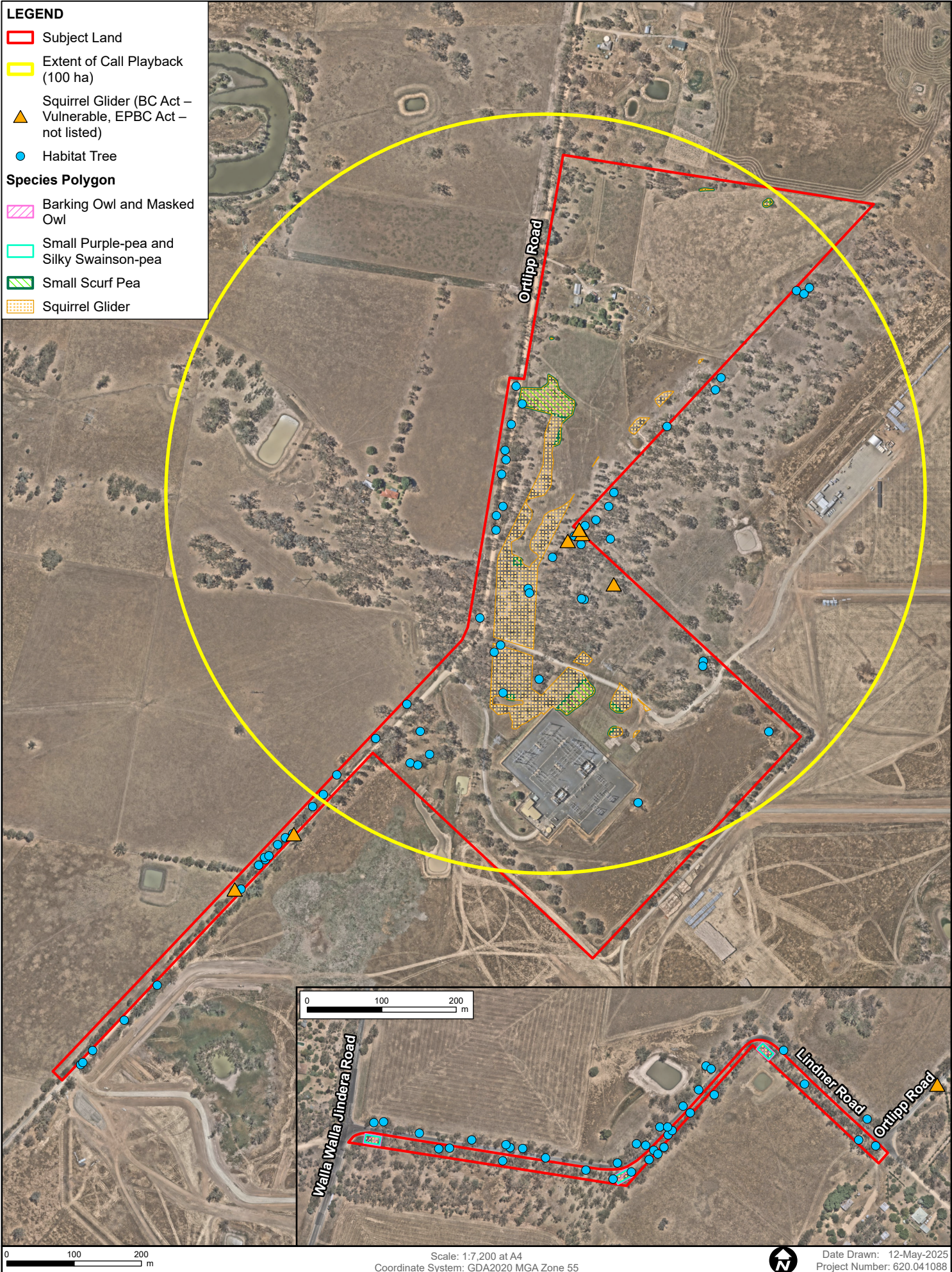
Overall, the sealing of the existing secondary access is a positive outcome with no negative impacts and an improvement on existing conditions, particularly in terms of dust management and traffic safety during construction. The increase in maximum storage capacity (MWh) does not have any material impact on the Project. No additional works or footprint are required.

The relevant impacts have been assessed in further detail below; it is considered that the other assessments undertaken to date and not listed below are not impacted by the additional access amendment.

6.1 Ecology

This area is included in the BDAR as originally submitted, therefore there are no updates required in terms of Development Footprint and no change to the impact that require offsets for species or ecosystem credits. Figure 4 shows the additional access in context of the field verified vegetation and hollow bearing trees, which are not impacted by the additional access.





CANDIDATE SPECIES CREDIT SPECIES RECORDS AND SPECIES POLYGONS

FIGURE 4



Data Sources:
NSW SS (2024)
Aerial Imagery: Nearmap (November 2024)

DISCLAIMER: All information within this document may be based on external sources. SLR Consulting Pty Ltd makes no warranty regarding the data's accuracy or reliability for any purpose.

6.2 Aboriginal Heritage

The Aboriginal Cultural Heritage Assessment Report (ACHAR) (November 2025) remains current and applicable to the minor Project amendments.

The ACHAR is based on comprehensive archaeological survey of the subject area, refer to Figure 5, which includes the small area now subject to the minor Transgrid access refinements. The survey identified no Aboriginal objects or areas of archaeological sensitivity within the assessed footprint.

The Project amendments are minor in nature and occur within the areas already surveyed and assessed as part of the ACHAR. As such, these changes do not introduce new areas of unassessed land or alter the heritage impact conclusions.

Accordingly:

- The findings and conclusions of the ACHAR remain valid.
- There is no change to the cultural heritage impact assessment.
- No further archaeological assessment or update to the ACHAR is required.





Figure 5. The Project Area, AHIMS Site Locations, and Newly Identified Sites

6.3 Traffic

Following the submission of the original Traffic Impact Assessment (TIA v1.7, dated 15 July 2025), Transgrid subsequently provided estimated traffic generation for the substation construction. The revised TIA (Section 4.3 v2.0 15 December 2025) at Appendix C Section 4.3 of the revised TIA at Appendix C:

- Light vehicles: 20 vehicles/day
- 20 m articulated vehicles: 0.1 vehicles/day
- Truck & dog combinations: 10 vehicles/day (off-peak) and 20 vehicles/day (peak)
- 12.5 m heavy rigid vehicles: 0.2 vehicles/day
- Concrete agitators (12.5 m, 7.4 m³): 0.5 vehicles/day
- Peak total: 20 light + 20.8 heavy vehicles per day

Although Transport for NSW did not raise comments on the original TIA, it is assumed that substation works will occur concurrently with BESS construction, necessitating a revised assessment, refer to Appendix C.

Based on Transgrid's data, SLR adopted peak-hour, worst-case, assumptions of:

- AM Peak: 20 light vehicles inbound + 5 heavy inbound and 5 heavy outbound.
- PM Peak: 20 light vehicles outbound + 5 heavy inbound and 5 heavy outbound.

The peak daily traffic volumes provided by Transgrid (i.e. 20 light vehicles and 20.8 heavy vehicles per day) represent total daily two-way movements associated with substation construction activities. These figures do not specify the temporal distribution of movements across the day. For the purposes of the peak hour assessment, a conservative and standard traffic engineering assumption was used to convert daily volumes into peak hour flows. Specifically:

- Heavy vehicle movements are typically spread across the working day rather than concentrated within a single peak hour due to:
 - Construction logistics and staging constraints
 - Delivery scheduling requirements
 - On-site handling and turnaround times for heavy vehicles
- It is therefore not realistic or representative for all heavy vehicle movements (20.8 per day) to occur within a single peak hour.

Accordingly, a robust worst-case peak hour scenario was adopted comprising 5 heavy vehicles inbound and 5 heavy vehicles outbound per peak hour (i.e. 10 two-way HV movements in the peak hour)

This represents approximately 48% of total daily heavy vehicle movements occurring within a single peak hour, which is a conservative assumption compared to typical industry practice (where peak hour proportions are generally much lower).

For light vehicles, a higher concentration (20 vehicles in the peak direction) was adopted, reflecting typical workforce arrival and departure patterns during AM and PM peaks.

Accordingly, the updated TIA (v2.0) incorporates:

- Revised desktop models (Appendix H of TIA v2.0).
- Revised turn warrant assessments (Appendix G of TIA v2.0)



- Revised SIDRA intersection assessments for 2025 background growth and construction scenarios (Appendix I of TIA v2.0).
- Proposed access upgrades and swept paths (Appendix J of TIA v2.0)

The revised assessment identified no material changes to the construction traffic impacts; therefore, no amendments are required to recommendations or mitigation measures.

6.4 Hazards and Risk Assessment

The Hazards and Risk Assessment (HRA) has been reviewed and updated to explicitly reflect the project storage capacity of 625 MWh, consistent with the Project description, refer to Appendix F.

The HRA confirms that the Project comprises a 250 MW / 625 MWh BESS, and this capacity forms the basis of the hazard identification, risk assessment and mitigation framework applied throughout the report.

While earlier references included conservative or indicative capacities in some sections, these have now been reconciled to ensure consistency across the PHA and supporting documentation.

Importantly:

- The updated HRA does not introduce any new hazards or materially change the risk profile of the Project.
- The assessment demonstrates that hazards associated with BESS operation (including fire, thermal runaway, and EMF) remain low and adequately mitigated, with risks reduced to ALARP levels through established design and operational controls.
- The increase to 625 MWh maximum storage capacity is accommodated within the existing design parameters, including appropriate separation distances, fire protection systems, and emergency response measures.
- The overall conclusions of the PHA remain unchanged, with the Project not posing additional risk to surrounding land uses, people or the environment.

Accordingly:

- The PHA has been updated for clarity and consistency to reflect the 625 MWh maximum storage capacity.
- These updates are minor and administrative in nature, ensuring alignment across documentation.
- No further detailed hazard assessment or additional technical appendices are required, as the existing analysis remains valid and conservative.

6.5 All other technical reports as originally submitted

A review of the technical assessments submitted with the original EIS confirms that no further updates are required as a result of the additional access. For the avoidance of doubt Table 2 identifies the relevant appendices and confirms where no amendments are necessary.



Table 2 EIS technical report review

EIS Appendix Reference	Report / Plan	Comment
A	SEARs Compliance	No impact and no change required
B	Maps and Plans	Minor update, refer to Appendix B. The image updates show the location of the Transgrid access and the minor increase in Disturbance Footprint.
C	Statutory Compliance	No impact and no change required
D	Community Engagement	No impact and no change required
E	Mitigation Measures	No impact and no change required
F	Biodiversity Assessment Report	No impact discussed in the Section 6.0 above. The area was included in the surveys and BDAR. The amendment does not result in further vegetation removal. The Disturbance Footprint and project description have been updated at Appendix E and the assessment and conclusions remain unchanged.
G	Aboriginal Cultural Heritage Assessment Report	No impact and no change required, discussed in the Section 6.0 above. The area was included in the surveys and items were found. The amendment does not result in further disturbance outside of the surveyed area.
H	Heritage Impact Assessment	No impact and no change required
I	Hazards and Risk Assessment	No impact and no change required, discussed in the Section 6.0 above. The additional maximum storage capacity does not have any impact on the assessment and conclusions. The wording has been updated to reflects the area.
J	Bushfire Risk Assessment Report	No impact and no change required
K	Landscape Character and Visual Impact Assessment	No impact and no change required



EIS Appendix Reference	Report / Plan	Comment
L	Noise and Vibration Impact Assessment	No impact and no change required
M	Transport Impact Assessment	The TIA at Appendix C has been updated and confirms no additional impacts and no changes to the mitigation measures or recommendations as originally proposed.
N	Flood Risk and Impact Assessment Report	No impact and no change required
O	Social Impact Assessment	No impact and no change required
P	Consultation Report	No impact and no change required
Q	Waste Management Plan	No impact and no change required
R	Agricultural Impact Assessment	No impact and no change required
S	Land Use Conflict Risk Assessment	No impact and no change required
T	Economic Impact Assessment	No impact and no change required
U	Estimate Development Cost Report	No impact and no change required. The road is proposed to be sealed in this area, the minor additional area will not impact the current EDC report. No other works are required.
V	Light Spill Impact Assessment	No impact and no change required



7.0 Justification of the Project Amendment

The proposed additional Transgrid access to Lot 1 DP588720 has been designed to utilise an existing, previously disturbed footprint, thereby minimising environmental impacts and avoiding the need for further vegetation removal or land disturbance. The access will improve safety and efficiency during construction by providing a more direct and controlled entry point to the Transgrid site, reducing the interaction between construction traffic and local road users.

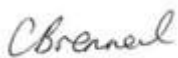
This amendment does not alter the overall nature or scale of the BESS and remains a Project that delivers public benefit through improved energy reliability, grid stability, and support for renewable energy integration within the National Electricity Market.

The proposal is consistent with the objectives of the *Environmental Planning and Assessment Act 1979* and relevant State Environmental Planning Policies, as it promotes orderly and sustainable development while minimising environmental harm. Given the use of a disturbed area, the absence of additional vegetation removal, and the enhanced safety and efficiency outcomes, the amendment is considered to result in negligible environmental impact and remains entirely consistent with the intent and assessed impacts of the approved project.

It achieves the desired planning outcomes for the locality as established under the relevant legislation and policy framework. Given its overall consistency with planning controls and the absence of any significant adverse environmental impacts, the Project is considered to be in the public interest and worthy of being granted development consent subject to appropriate conditions.

Sincerely,

SLR Consulting Australia



Clare Brennock
REAP Accreditation
Principal & NSW Team Lead – Planning



8.0 References

Department of Planning and Environment (DPE) 2022, *State Significant Development Guidelines – Preparing an Amendment Report (Appendix D to the State Significant Development Guidelines)*, NSW Government, Sydney, October 2022.

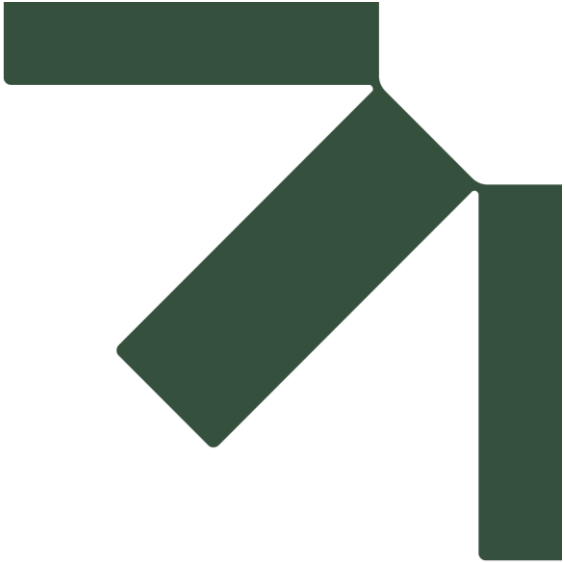
SLR Consulting Australia Pty Ltd 2025, *Environmental Impact Statement: Jindera Battery Energy Storage System (SSD-68815961)*, prepared for BESS Atlantic Pty Ltd c/o Gransolar Development Australia Pty Ltd, 10 July 2025, SLR Consulting Australia Pty Ltd, Newcastle, NSW.

SLR Consulting Australia Pty Ltd 2025, *Transport Impact Assessment: Jindera Battery Energy Storage System (SSD-68815961)*, prepared for BESS Atlantic Pty Ltd c/o Gransolar Development Australia Pty Ltd, Version 1.7, July 2025, SLR Consulting Australia Pty Ltd, Newcastle, NSW.

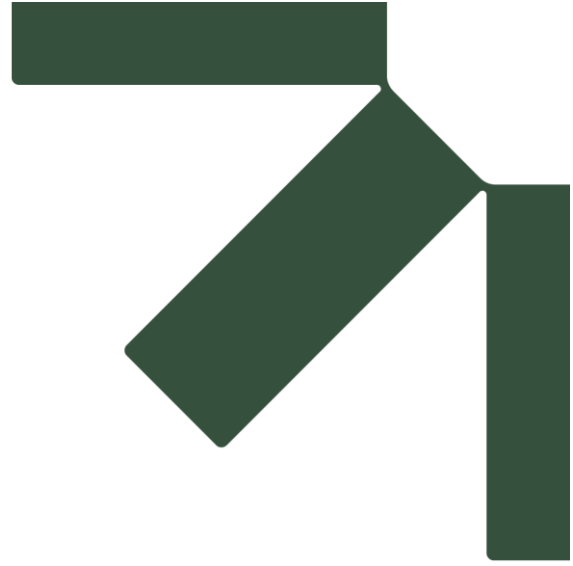
Virtus Heritage Pty Ltd 2025, *Jindera Battery Energy Storage System Project: Aboriginal Cultural Heritage Assessment (Final)*, prepared for GDA on behalf of BESS Atlantic Pty Ltd, April 2025, Virtus Heritage, Pottsville, NSW

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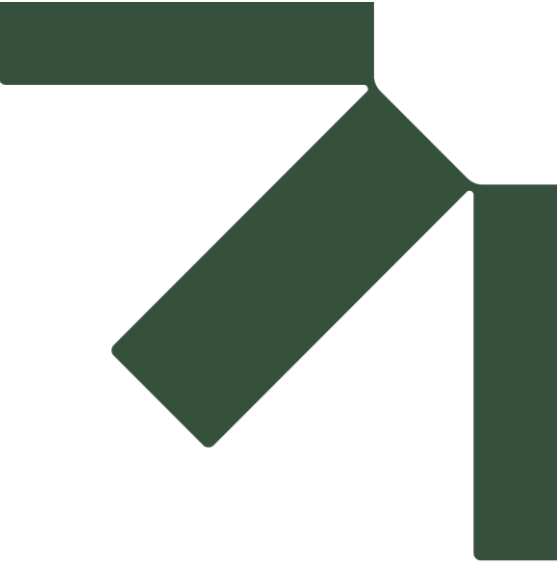




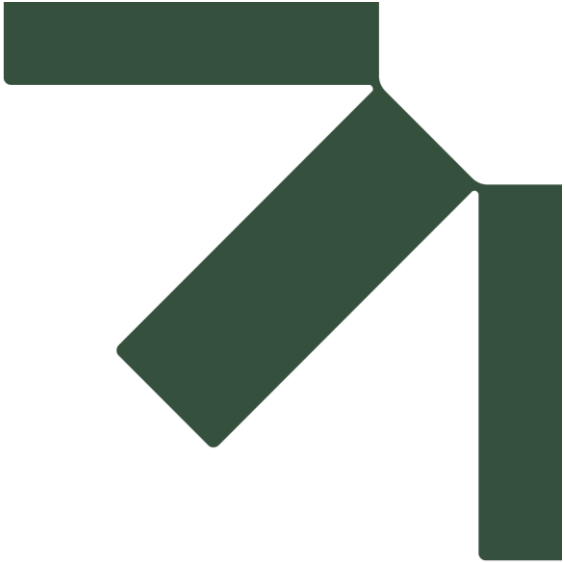
Appendix A Updated Project Description



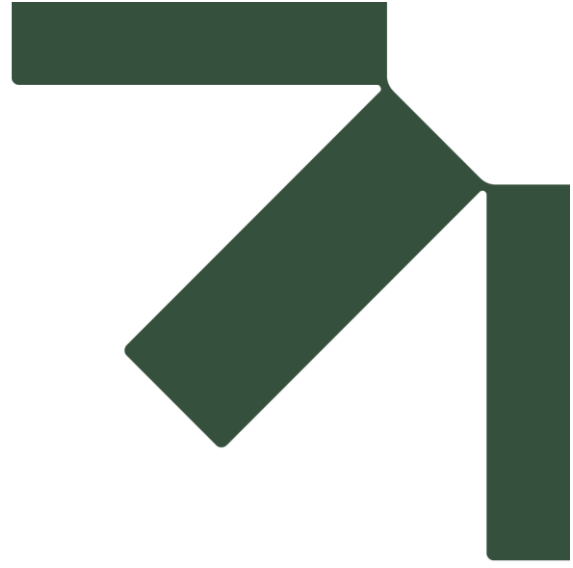
Appendix B Updated Site Plan



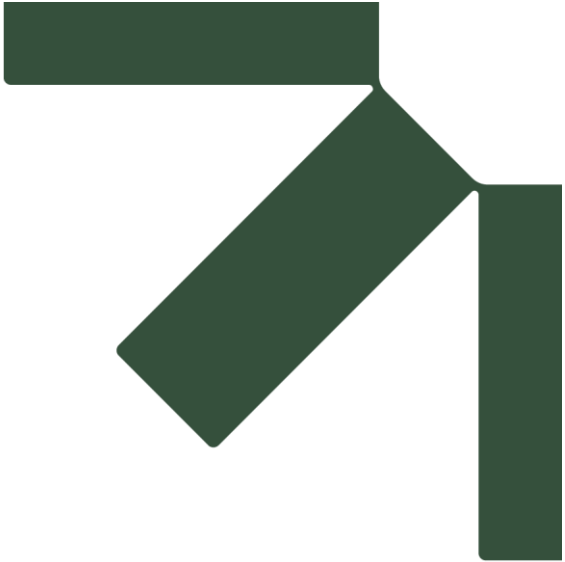
Appendix C Civil Concept Design



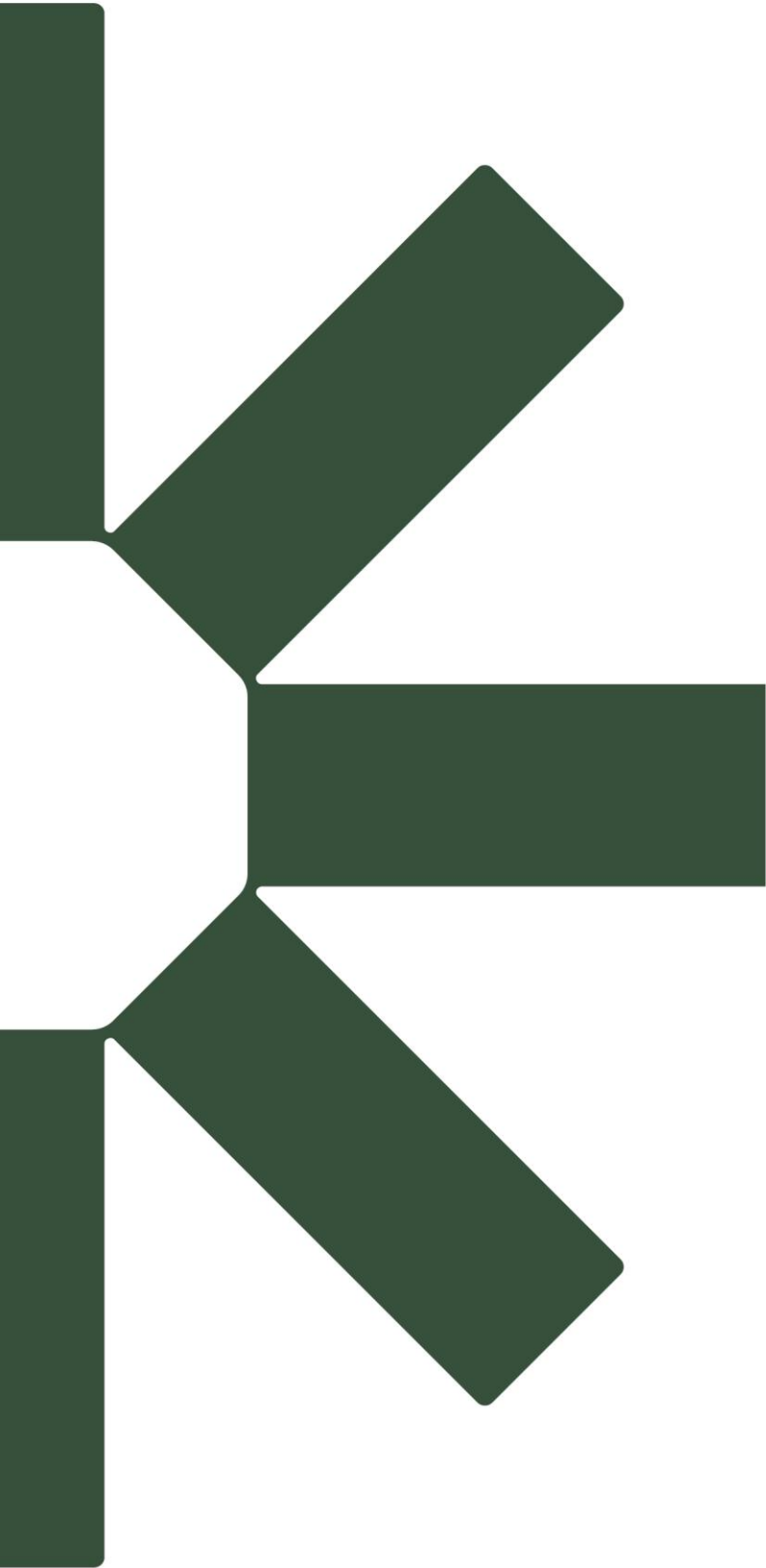
Appendix D Updated Traffic Impact Assessment v



Appendix E Updated BDAR



Appendix F Updated hazards and Risk Assessment



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