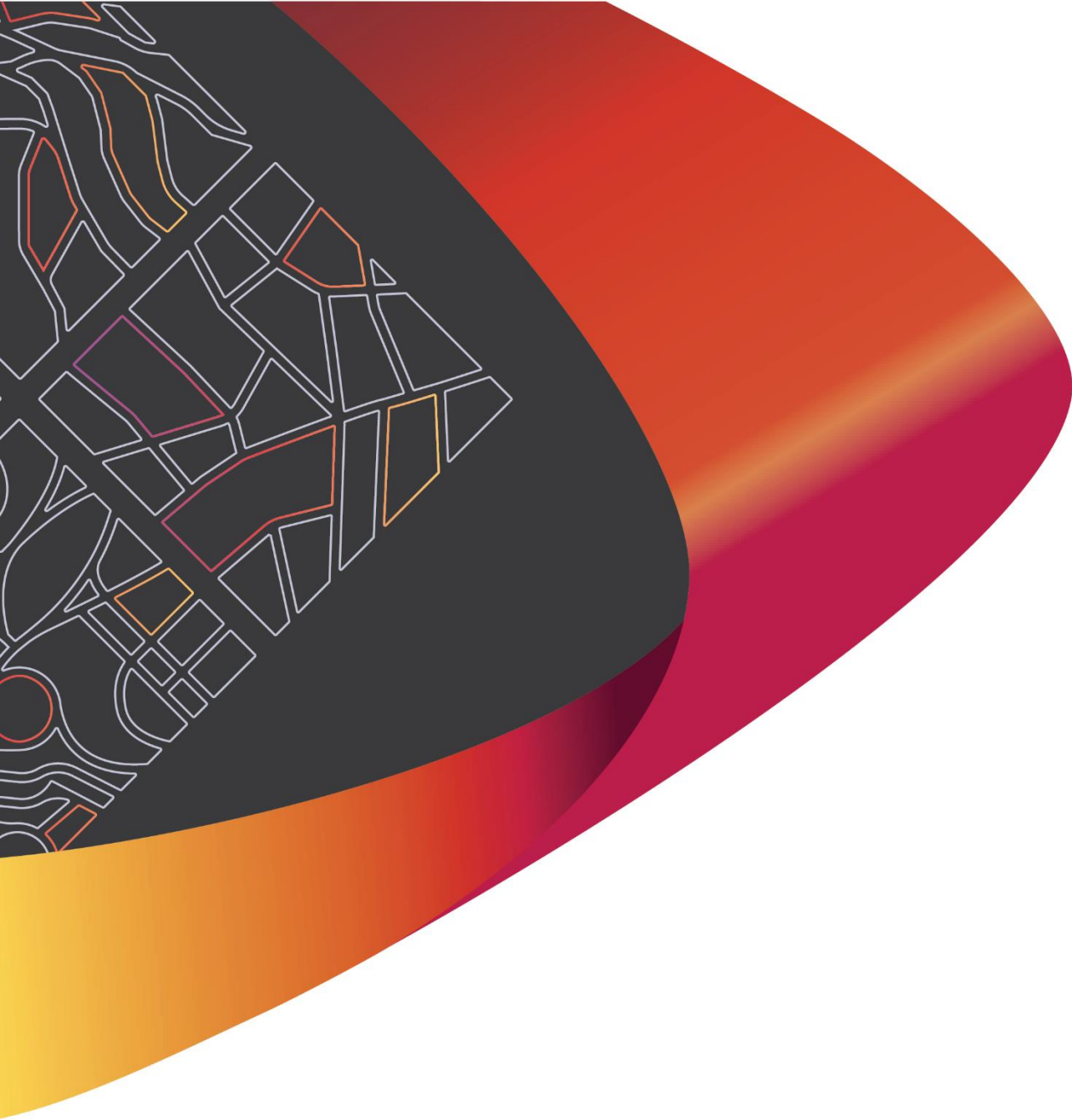




AMENDMENT REPORT
Finley Battery Energy Storage System
BESS Pacific Pty Ltd

P001993 AMNT R01

Rev: B

5 February 2026



Premise

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ABBREVIATIONS

Abbreviation	Abbreviated term
ACHAR	Aboriginal Cultural Heritage Assessment Report
AHIMS	Aboriginal Heritage Information Management System
AIA	Agricultural Impact Assessment
ANL	Acceptable Noise Levels
BAR	Bushfire Assessment Report
BESS	Battery Energy Storage System
BDAR	Biodiversity Development Assessment Report
BLEP	Berrigan Local Environmental Plan 2013
BOM	Bureau of Meteorology
BSAL	Biophysical Strategic Agricultural Land
CCTV	Closed Circuit Television
CEMP	Construction Environmental Management Plan
CFP	Chance Finds Protocol
CSES	Community and Stakeholder Engagement Strategy
DA	Development Application
DCP	Development Control Plan
DNG	Derived Native Grassland
DoE	Commonwealth Department of Environment
DPE	NSW Department of Planning and Environment
DPI	NSW Department of Primary Industries
DPHI	NSW Department of Planning, Housing and Infrastructure
EEC	Endangered Ecological Community
EIS	Environmental Impact Statement
ENM	Excavated Natural Material
EOR	Engagement Outcomes Report
EPA	NSW Environment Protection Authority
ESD	Ecologically Sustainable Development
FRGA	Flood Risk and Groundwater Assessment
FRNSW	Fire and Rescue New South Wales
ICNG	Interim Construction Noise Guideline (2009)
INP	Noise Policy for Industry 2017
LEP	Local Environmental Plan

Abbreviation	Abbreviated term
LGA	Local Government Area
LPI	NSW Land and Property Information
LUCRA	Land Use Conflict Risk Assessment
NIA	Noise Impact Assessment
OEH	NSW Office Environment and Heritage
OSOM	Over Size Over Mass
PBP 2019	Planning for Bush Fire Protection 2019
PHA	Preliminary Hazards Analysis
RFS	NSW Rural Fire Service
RMS	NSW Roads and Maritime Service
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment
SSD	State Significant Development
TfNSW	Transport for New South Wales
TIA	Traffic Impact Assessment
VIA	Visual Impact Assessment
Units of measure	
°C	degrees Celsius
dB(A)	A-weighted decibel
Ha	Hectare
m	Metres
m/s	Metres per second
ML	Megalitre
MW	Megawatt
MWAC	Megawatt alternating current
MWh	Megawatt hour

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EXECUTIVE SUMMARY

BESS Pacific Pty Ltd seeks to develop a 100-Megawatt AC (MW_{AC})/ 200-Megawatt Hour (MWh) Battery Energy Storage System (BESS) at Riverina Highway, Finley NSW 2713 being Lot 3 DP740920; within the Berrigan Local Government Area (LGA). Ancillary aspects of the project include:

- > Substation augmentation works - 168 Canalla Road, Finley being Lot B DP961693; and
- > Underground transmission cables within the Broockmanns/Canalla Road reserves and Mulwala No. 19 irrigation channel.

As described in the Environmental Impact Statement (EIS), the original development site comprised of approximately 10.45 hectares (ha). Following public exhibition and consultation with Transport for NSW (TfNSW), the development site (red line boundary) is now amended to 12.28 ha. As documented in the concurrent Amendment Report, the increase to the development site area consists of 1.83 ha for the inclusion of the intersection upgrades at the Riverina Highway/Canalla Road/Marantellis Road intersection. No changes are proposed to the layout or scope of works within the original 10.45 ha.

The proposal represents State Significant Development (SSD) by reference to Section 20 of Schedule 1 of the State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP) on the basis that the estimated development cost for the project will exceed \$30 million.

The Environmental Impact Statement (EIS) to support the Finley BESS development application (DA) was prepared by Premise to respond to the Secretary's Environmental Assessment Requirements (SEARs) dated 18 July 2024. The EIS was placed on exhibition between the 30 May 2025 and 27 June 2025.

As an outcome of exhibition submission responses and agency advice, the following amendment has been identified for the project:

- > Inclusion of road upgrades at the intersection of Riverina Highway/Canalla Road and Marantellis Roads, resulting in the increase area of the development site.



1. INTRODUCTION

The purpose of this Amendment Report, prepared in accordance with the *State Significant Development Guidelines – Preparing an Amendment Report* (DPIE, 2022), is to document and assess the economic, environmental and social impacts of design amendments made in response to submissions and advice raised during public exhibition of the Environmental Impact Statement (EIS). The amendments proposed are to address comments raised in agency advice received from Transport for NSW (TfNSW).

1.1 The Applicant

BESS Pacific Pty Ltd (the 'applicant') was founded out of the growing demand for renewable energy developments across Australia. The applicants' goal is to develop high quality solar photovoltaic energy and battery storage systems (BESS), Solar (PV) and Hybrid BESS/PV projects throughout Australia, working towards a future of decarbonisation.

BESS Pacific Pty Ltd is a wholly owned subsidiary of Gransolar Development Australia Pty Ltd and have experience and capabilities in origination, development and commercialisation of renewable energy projects. Based in Brisbane, Queensland, their head office is located at Level 4, 307 Queen Street, Brisbane QLD 4000 and ABN/ACN is 55 659 303 590 / 659 303 590.

1.2 Background

The proposed Finley BESS has been designed to enhance grid flexibility and optimise the efficiency of the existing electrical network; by responding to pricing signals, the system will charge during low-price periods and discharge during peak demand, thereby contributing to regulating energy availability. The capacity to store excess energy during low demand and supply additional energy during peak demand will improve grid efficiency, support more stable generation, and provide consumers with a more reliable and consistent energy supply.

A variety of strategies have been implemented throughout the project's conception, development, and delivery to avoid, minimise and offset residual impacts wherever possible. The following points are noted in this regard:

- > Site selection has included identifying a site that is immediately adjacent to an existing substation, generally well separated from residential zoned land, separated from non-associated dwellings, with low environmental values and located wholly on land zoned RU1 – Primary Production, with suitable existing access arrangements.
- > The initial analysis of the project identified the potential for road upgrades and consequently, the initial site surveys to information specialist assessments encompassed a much larger area of land. Through refinement of the project, this area has been reduced to approximately 10 ha and project impacts reduced.

1.3 Project as described in the EIS

BESS Pacific Pty Ltd seeks to develop a 100-Megawatt AC (MWAC)/ 200-Megawatt Hour (MWh) Battery Energy Storage System (BESS) impacting land within Lot 3 DP740920 (private land under agreement by the proponent), Lot B DP961693 (TransGrid Finley substation) and the road reserves of Canalla Road and Broockmanns Road, Finley. Collectively are hereafter referred to as 'the development site'. The development site has a total area of approximately 10 hectares (ha), accessible from the existing access via Broockmanns Road, and located within the Berrigan Shire Council (BSC) Local Government Area (LGA) in the locality of Finley.

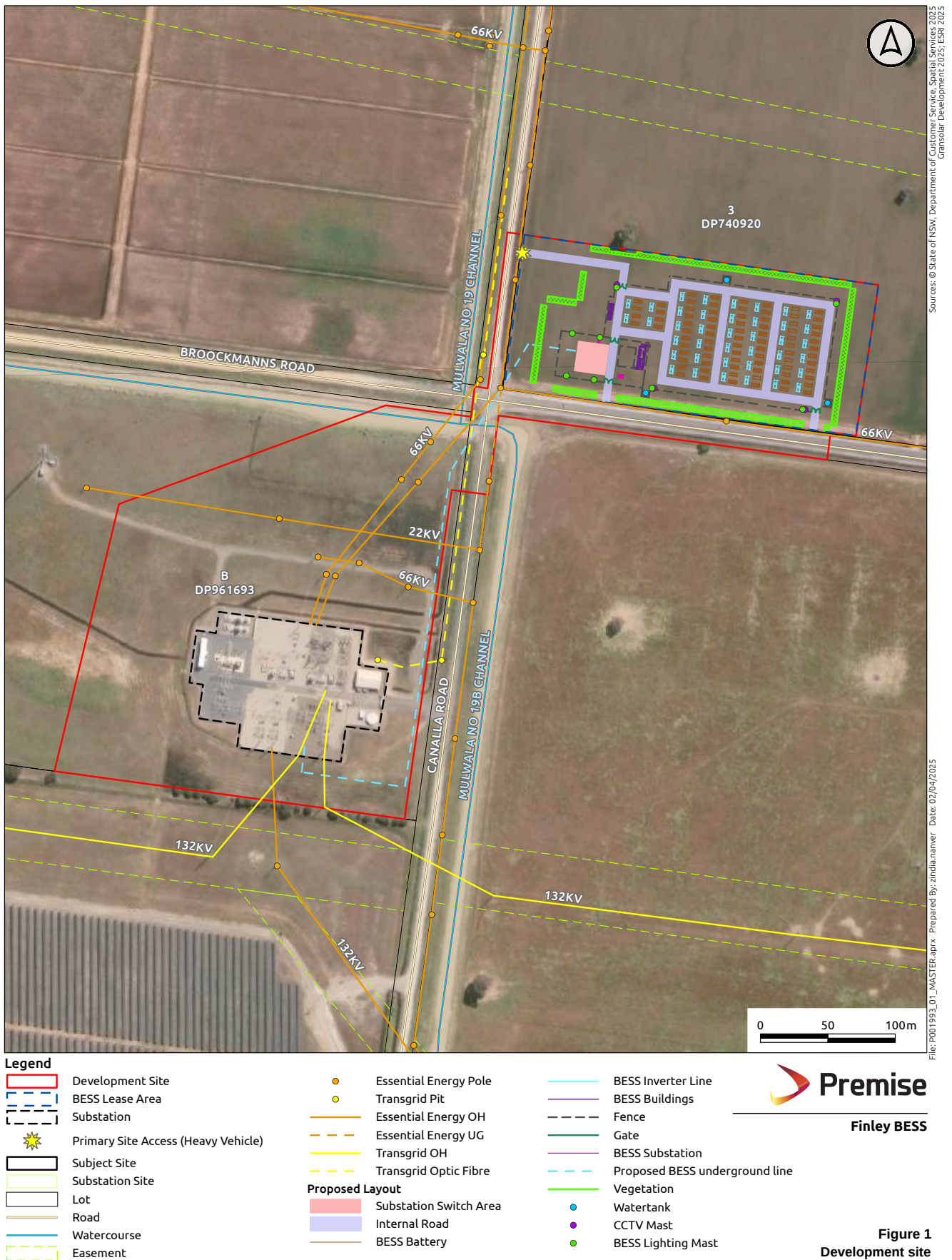
The area of the development site within Lot 3 is currently used for agricultural activities and primary production. The area of the development site within Lot B contains the TransGrid Finley substation.

The proposed Finley BESS includes:

- > Installation of containerised lithium-ion phosphate batteries with a capacity of approximately 100 MW_{AC} / 200 MWh, with associated inverters, switchgear and a control building.
- > Underground transmission cable to connect the BESS to the TransGrid Finley substation approximately 480 metres in length.
- > Cabling and collector units, site office, storage area, internal access tracks, on-site parking, security fencing and temporary construction laydown area; and
- > Construction of new heavy vehicle site access from Canalla Road and light vehicle accesses to Broockmanns Road.

Figure 1 identifies the site and development site as described in the EIS.





Sources: © State of NSW, Department of Customer Services, Spatial Services 2025
Gransolar Development 2025, ESR 2025

File: P001993_01_MASTER.aprx Prepared By: zindia.narver Date: 02/04/2025

1.4 Summary of project amendments

Following public exhibition of the EIS, and at the request of Transport for NSW (TfNSW), a refinement to the project has been identified, comprising of the following amendment to the project:

- > Inclusion of road upgrades at the intersection of Riverina Highway/Canalla Road and Marantellis Roads, resulting in the increase area of the development site.

The amendment does not alter the approved generating capacity, operational characteristics, construction methodology (beyond intersection works), or environmental impact pathways of the project. The updated development site is illustrated in **Figure 2** and **Figure 3**.

1.4.1 INTERSECTION UPGRADES

The proposed amendment incorporates intersection upgrade works to the Riverina Highway / Canalla Road / Marantellis Road intersection to address design compliance matters identified by TfNSW during assessment of the EIS.

The intersection upgrades are required to bring the existing intersection into compliance with current Austroads and TfNSW standards. The scope of works is limited to road pavement, line marking and associated ancillary works within the immediate intersection area and does not introduce any new access points or operational traffic routes beyond those already assessed in the EIS.

The inclusion of the intersection upgrade area results in an increase in the development site (red line boundary) from 10.45 ha to 12.28 ha; however, the nature and extent of environmental impacts remain consistent with those assessed in the EIS, as confirmed in the Submissions Report and supporting technical updates.

1.5 Justification amendment requirements

The proposed amendment has been incorporated in response to matters raised during public exhibition of the EIS and subsequent consultation with TfNSW.

The refinement reflects a proactive and considered response to agency advice and ensures that the project achieves compliance with relevant Austroads design requirements and TfNSW standards. The amendment will ensure Austroads compliance, accommodate the design vehicle requirements associated with construction and OSOM movements, and ensure the intersection operates efficiently during all project phases.

The amendment does not increase the scale, intensity or nature of the approved development and does not give rise to any new or materially different environmental impacts. Detailed responses to agency advice and public submissions are outlined in **Section 4** and **Appendix D** of the Submissions Report.





- Legend**
- Development Site
 - Primary Site Access (Heavy Vehicle)
 - Lot
 - Road
 - Water Body
 - Watercourse
 - Existing Infrastructure
 - Existing Substation
 - Existing Easement
 - Essential Energy OH
 - Essential Energy UG
 - Transgrid OH
 - Transgrid Optic Fibre
 - Essential Energy Pole
 - Transgrid Pit
 - Proposed Development**
 - Substation Switch Area
 - Internal Road
 - Temporary Facilities**
 - Car Parking
 - Laydown
 - Site Ofces
 - BESS Substation
 - BESS Buildings
 - Battery
 - Inverter
 - Gate
 - Fence
 - Screening Vegetation
 - Proposed UG Connection line
 - Watertank
 - CCTV Mast
 - BESS Lighting Mast



Finley BESS

Figure 2
Development context as amended



2. STRATEGIC JUSTIFICATION

The EIS identified that the NSW electricity system is undergoing structural change, with ageing traditional generators, increasing transmission congestion and rising electricity prices placing pressure on households and businesses. In response, NSW Government energy policy has increasingly focused on improving system reliability, enabling renewable energy integration and supporting a transition from a centralised, fossil fuel-dependent generation model to a more dispersed and flexible electricity system.

The Finley BESS supports this strategic direction by providing firming capacity to the electricity market, enabling stored energy to be dispatched when renewable generation is not producing and assisting to address supply gaps, network constraints and system variability. The project's location adjacent to the TransGrid Finley Substation within an established infrastructure corridor reflects these objectives and minimises land use conflict while supporting efficient grid connection.

The proposed amendment to include upgrade works at the Riverina Highway / Canalla Road / Marantellis Road intersection does not alter the strategic role, generating capacity or operational function of the Finley BESS. The amendment has arisen in response to TfNSW agency advice received during exhibition of the exhibited EIS and is intended to ensure compliance with current Austroads and TfNSW standards.

Accordingly, the amendment represents a minor refinement to the development site that improves transport outcomes while remaining consistent with the strategic planning framework, policy objectives and energy market role established in the EIS.

The proposed Finley BESS remains consistent with the following federal, state and local policies and strategies as identified in Section 2.2 of the EIS:

- > NSW 2021 Plan (NSW Government 2011) And Renewable Energy Action Plan (NSW Government 2013).
- > NSW Electricity Strategy & Electricity Infrastructure Roadmap.
- > Energy Security Safeguard (NSW Government 2020).
- > Renewable Energy Policy Framework.
- > Riverina Murray Regional Plan 2041.
- > Riverina And Murray Joint Organisation (RAMJO) Statement of Strategic Regional Priorities 2022-2026.
- > RAMJO Regional Energy Strategy 2022-2032; and
- > Berrigan Shire Local Strategic Planning Statement.

This consistency is an important justification for the project.

2.1 Design sensitivity

This Amendment Report has been prepared to document the refined scope of works and the associated environmental assessment outcomes. The refinement does not alter the fundamental nature, scale or purpose of the Finley BESS and has been undertaken to ensure compliance with Austroads standards.

The following technical reports have been updated in response to submissions received during exhibition and project amendments, and are appended in full to this report and the Submissions Report:

- > An updated Biodiversity Development Assessment Report (BDAR), is provided in **Appendix E**;
- > A revised draft Aboriginal Cultural Heritage Assessment Report (ACHAR), is provided in **Appendix F**;



- > An updated Traffic Impact Assessment (TIA), is provided in **Appendix G**;
- > A standalone Flood Impact Assessment (FIA), is provided in **Appendix H**; and
- > An updated Oversize Over mass (OSOM) Route Study, is provided in **Appendix I**.

The amended design represents a proportionate response to agency advice and continues to achieve an appropriate balance between technical feasibility, environmental performance and integration with the surrounding landscape.



3. DESCRIPTION OF THE AMENDMENTS

The project amendment is limited in scope and relates to the inclusion of road upgrade works at the intersection of Riverina Highway/Canalla Road and Marantellis Road. The amendment was identified following public exhibition of the EIS and subsequent consultation with TfNSW.

The intersection upgrades involve geometric and line marking improvements to bring the existing intersection configuration into compliance with current Austroads standards and TfNSW standards, ensuring it can safely and efficiently accommodate construction traffic, including heavy vehicles and occasional oversized over mass (OSOM) vehicles associated with the Finley BESS.

To facilitate these works, the development site has been marginally expanded to include the 1.83 ha of land within the existing road reserve at the above intersection. No additional land outside the road reserve is required, and no changes are proposed to the proposed BESS infrastructure, operational capacity, construction methodology, access arrangements to the site or the overall project layout.

The amendments do not alter the nature, scale or purpose of the proposed development do not materially alter the development or the conclusions of the original environmental assessment. Environmental assessments have been updated where relevant to reflect the amended development site, with the results confirming that the project remains acceptable from an environmental, traffic and safety perspective.

The amendments to the project identified in **Section 1.4** is:

- > Inclusion of road upgrades at the intersection of Riverina Highway/Canalla Road and Marantellis Roads, resulting in the increase area of the development site.

Table 1 provides a comparison between the lodged EIS and the proposed amendments.

Table 1 - Comparison of project amendments to EIS submitted project

Project Element	EIS Summary of the Project	Amendment Report	Comparison of changes
Development site details	> Lot 3 DP740920, Riverina Highway, Finley (BESS site); > Lot B DP961693, 168 Canalla Road, Finley (substation site); and > Broockmanns/Canalla Road reserves (transmission line easement).	> Lot 3 DP740920, Riverina Highway, Finley (BESS site); > Lot B DP961693, 168 Canalla Road, Finley (substation site); > Broockmanns/Canalla Road reserves (transmission line easement); and > Riverina Highway / Canalla Road / Marantellis Road intersection.	Inclusion of the intersection upgrades at the Riverina Highway/Canalla Road/Marantellis Road intersection.
Development site	The area accommodating the BESS infrastructure and associated operational and construction infrastructure – having an area of approximately 3.5 ha	The area accommodating the BESS infrastructure and associated operational and construction infrastructure – having an area of approximately 3.5 ha. The development site (red outline) is 12.28 ha.	The development site area consists of 1.83 ha in addition to the 10.45 ha stated in the EIS, this accounts for the inclusion of the intersection upgrades at the Riverina Highway/Canalla Road/Marantellis Road intersection. No changes are proposed to the layout or scope of works within the original 10.45 ha.
Battery storage capacity	100 MW _{AC} /200 MWh	100 MW _{AC} /200 MWh	Unchanged.
BESS Lifespan	Up to 20-25 years	Up to 20-25 years	Unchanged.
Infrastructure	> Approximately 100 MW _{AC} /200 MWh BESS occupies the majority of the development site.	> Approximately 100 MW _{AC} /200 MWh BESS occupies the majority of the development site.	Unchanged.

Project Element	EIS Summary of the Project	Amendment Report	Comparison of changes
	> Upgrade works within the existing 132/66kV Transgrid Finley Substation to accommodate the connection of the BESS; > Underground transmission cables approximately 480 m long connecting the BESS substation to the Finley Transgrid substation; > Temporary construction compound including material laydown areas, site offices, vehicle parking and amenities; > Construction of a new property accesses from Canalla and Broockmanns Roads; > Security fencing and lighting; and > Specific native vegetation screening from identified visual impact locations if required.	> Upgrade works within the existing 132/66kV Transgrid Finley Substation to accommodate the connection of the BESS; > Underground transmission cables approximately 480 m long connecting the BESS substation to the Finley Transgrid substation; > Temporary construction compound including material laydown areas, site offices, vehicle parking and amenities; > Construction of a new property accesses from Canalla and Broockmanns Roads and ; > Security fencing and lighting; and > Specific native vegetation screening from identified visual impact locations if required.	
Site Access	Heavy vehicle access the site via a new access treatment from Canalla Road. Transgrid vehicles will use a new light vehicle entrance from Broockmanns Road and light vehicle associated with the project will use the existing (upgraded) access off Broockmanns Road.	Heavy vehicle access the site via a new access treatment from Canalla Road. Transgrid vehicles will use a new light vehicle entrance from Broockmanns Road and light vehicle associated with the project will use the existing (upgraded) access off Broockmanns Road.	Unchanged.
Access route	> Heavy vehicles carrying BESS components would travel to the site from the Port of Melbourne and utilising the proposed heavy vehicle site access location on Canalla Road > Heavy vehicles carrying project construction materials and machinery, utilising the proposed heavy vehicle site access location on Canalla Road.	> Heavy vehicles carrying BESS components would travel to the site from the Port of Melbourne and utilising the proposed heavy vehicle site access location on Canalla Road > Heavy vehicles carrying project construction materials and machinery, utilising the proposed heavy vehicle site access location on Canalla Road.	Strategic design has been included to address agency advice received from TfNSW addressing the request to upgrade the intersection of Riverina Highway/Canalla Road and Marantellis Roads to Austroads standards.

Project Element	EIS Summary of the Project	Amendment Report	Comparison of changes
	> Light vehicles including shuttle buses carrying construction workers would be expected to travel from Finley and Deniliquin via either Riverina Highway and Canalla Road, or, if from Finley, via Broockmanns Road.	> Light vehicles including shuttle buses carrying construction workers would be expected to travel from Finley and Deniliquin via either Riverina Highway and Canalla Road, or, if from Finley, via Broockmanns Road. > Upgrade works to the intersection of Riverina Highway/Canalla Road and Marantellis Roads.	This is provided within the Appendix G.
Construction	> Construction is expected to commence in 2026 and occur over an approximately 11-month period. > Construction would occur during standard construction hours. However, it is anticipated that some activities that are inaudible and would not result in amenity impacts to surrounding receivers, may be required to occur outside of standard hours in accordance with an Out-of-Hours Construction Protocol.	> Construction is expected to commence in 2026 and occur over an approximately 11-month period. > Construction would occur during standard construction hours. However, it is anticipated that some activities that are inaudible and would not result in amenity impacts to surrounding receivers, may be required to occur outside of standard hours in accordance with an Out-of-Hours Construction Protocol.	
Operations and maintenance	The project would be operated remotely with occasional maintenance activities generally be undertaken by up to two Full Time Equivalent (FTE) personnel.	The project would be operated remotely with occasional maintenance activities generally be undertaken by up to two Full Time Equivalent (FTE) personnel.	Unchanged.
Decommissioning and rehabilitation	> The development site would be progressively rehabilitated during the decommissioning period, including removal of the temporary construction facilities. Temporary construction facilities include temporary buildings installed on site to provide for workers associated with decommissioning.	> The development site would be progressively rehabilitated during the decommissioning period, including removal of the temporary construction facilities. Temporary construction facilities include temporary buildings installed on site to provide for workers associated with decommissioning.	Unchanged.

Project Element	EIS Summary of the Project	Amendment Report	Comparison of changes
	> At the end of operational life, components above ground and below ground (with depth subject to agreement with landowner) would be removed and land rehabilitated to as close as possible to pre-development conditions.	At the end of operational life, components above ground and below ground (with depth subject to agreement with landowner) would be removed and land rehabilitated to as close as possible to pre-development conditions.	
Workforce	Up to 55 FTE construction jobs and 2 FTE ongoing operational jobs	Up to 55 FTE construction jobs and 2 FTE ongoing operational jobs	Unchanged.
Hours of Operation	24 hours, 7 days a week	24 hours, 7 days a week	Unchanged.

4. STATUTORY CONTEXT

The statutory context of the Project remains consistent with that described in Chapter 4 of the EIS (Premise, 2025). There have been no changes to the following Acts and legislative instruments that affect this application:

- > *Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act).*
- > *Commonwealth Native Title Act 1993 (the Native Title Act).*
- > *NSW Environmental Planning and Assessment Act 1979 (EP&A Act).*
- > *Aboriginal Land Rights Act 1983.*
- > *Electricity Infrastructure Investment Act 2020.*
- > *Heritage Act 1977.*
- > *Local Land Services Act 2013.*
- > *National Parks and Wildlife Act 1974.*
- > *Water Management Act 2000.*
- > *Biodiversity Conservation Act 2016 (BC Act).*
- > *Contaminated Land Management Act 1997 (CLM Act).*
- > *Rural Fires Act 1997 (RF Act).*
- > *Roads Act 1993.*
- > *State Environmental Planning Policy (Biodiversity and Conservation) 2021 (B&C SEPP).*
- > *State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP).*
- > *State Environmental Planning Policy (Resilience and Hazards) 2021 (R&H SEPP).*
- > *State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP); and*
- > *Berrigan Local Environmental Plan 2012.*

The proposed amendments do not change the permissibility of the project or approvals are required because of the proposed amendments. An updated statutory compliance table for the amended Project is provided in **Appendix B**.



5. COMMUNITY ENGAGEMENT

Chapter 5 of the EIS provides an outline of the consultation and engagement activities carried out for the project prior to exhibition, identifying who was consulted, how the consultation was carried out, the feedback received and how the feedback has been addressed.

Following exhibition of the EIS, engagement activities have focused on clarifying issues raised in submissions and agency advice, confirming technical matters with agencies, and maintaining transparent communication with the community.

5.1 Summary of Community Engagement

Post EIS exhibition engagement has aimed to ensure that matters raised through public submissions were addressed. Ongoing measures have included correspondence with directly impacted submission makers, continued maintenance of the project website, social media channels and dedicated public phone number for public feedback.

Feedback received during exhibition demonstrated that while local interest remains, direct opposition to the project within the immediate vicinity of the site was limited, with most submissions originating from the broader community. This suggests broader public concern about renewable energy development, rather than site-specific issues.

Community engagement was undertaken in accordance with the Department's SSD exhibition requirements during public exhibition of the Environmental Impact Statement (EIS). The EIS was publicly exhibited on the NSW Planning Portal, and notifications were issued to surrounding landowners and relevant stakeholders. Submissions received during exhibition were reviewed and considered, with issues raised addressed through updated technical assessments, targeted design refinements and project commitments. A detailed response to all submissions is provided in the Submissions Report and is provided concurrently with this Amendment Report.

5.2 Summary of Agency Engagement

Ongoing consultation was undertaken with relevant NSW Government agencies throughout preparation of the EIS and following EIS exhibition.

Key engagement occurred with TfNSW, which resulted in the intersection upgrade works the Riverina Highway/Canalla Road/Marantellis Road to ensure compliance with current Austroads standards and TfNSW standards. This agency advice has been directly included into the scope of the project amendment documented in this report.

Additional agency consultation occurred with specialist agencies, including Council, NSW SES, DCCEE CPHE and TfNSW, with matters raised addressed through updated assessments, refined mitigation measures as detailed in the Submissions Report.

A summary of post-exhibition agency engagement is presented in Table 6 of the Submission Report, with detailed records of meeting outcomes and agency. Copies of correspondence are provided in Appendix C of the Submissions Report, and **Appendix D** of this report.

The Applicant through ongoing engagement with TfNSW, and feedback received during public exhibition period, this Amendment Report outlines the following proposed amendments to the project:

- > Inclusion of road upgrades at the intersection of Riverina Highway, Canalla Road and Marantellis Roads, resulting in the increase area of the development site.

For convenience, the summary of post-exhibition agency engagement is presented in Table 6 of the Submission Report is reproduced in **Table 2**.

Table 2 - Summary of post-exhibition agency engagement

Agency	Date	Consultation summary
Council	3 September 2025	Applicant requests and receives confirmation of available water supply, from council, for the Project. Email confirmation of Council's capability to supply the required water is provided in Appendix D .
	3 December 2025	Applicant provides Council with a Letter of Offer for Planning Agreement. A copy of the offer is provided in Appendix D .
DPHI	7 November 2025	Applicant requested and received the consent requirements for the Finley, Jindera and Deniliquin East BESS Projects regarding the VPA Letter of Offer.
	16 December 2025	Applicant received confirmation from DPHI that their VPA Letter of Offer satisfies the requirements for consent. A copy of the offer is provided in Appendix D .
Transport for NSW	6 August 2025	Applicant requested meeting to discuss agency advice.
	12 August 2025	Original meeting with TfNSW postponed – rescheduled to 14 August 2025.
	14 August 2025	Applicant meeting with TfNSW to discuss agency advice received.
	27 October 2025	Request follow up meeting to discuss proposed intersection upgrade options.
	30 October 2025	
	6 November 2025	
	10 November 2025	
	17 November 2025	
	19 November 2025	
	24 November 2025	
	28 November 2025	Applicant meeting with TfNSW including road design team to discuss proposed intersection upgrade design options for Riverina Highway / Canalla Road / Marantellis Road intersection upgrades. Meeting minutes were also circulated after the meeting.
CPHR	5 August 2025	Applicant requested meeting to discuss agency advice.
	12 August 2025	Applicant meeting with CPHR to discuss agency advice received.
	15 August 2025	Applicant circulated meeting minutes from 12 August 2025 with CPHR attendees.

Agency	Date	Consultation summary
	9 September 2025	Applicant requests follow up meeting with CPHR to clarify approach regarding hydrological and hydraulic model inputs.
	10 September 2025	Applicant meeting and minutes circulated with CPHR clarifying approach regarding hydrological and hydraulic model inputs for FIA.
	11 September 2025	Applicant provided memo addressing approach moving forward to address agency advice dated 1 July 2025 and meeting 12 August 2025.
	7 October 2025	Applicants follow up with CPHR on memo addressing approach moving forward to address agency advice dated 1 July 2025 and meeting 12 August 2025.
	16 October 2025	CPHR confirm approach in memo from 7 October to update the BDAR satisfactorily address concerns raised.
SES	29 July 2025	Applicant requested meeting to discuss agency advice.
	7 August 2025	Applicant meeting with SES to discuss approach to address agency advice.
TransGrid / Lumea	30 July 2025	Monthly meetings are held between the Applicant, Lumea, and TransGrid by extension where relevant. The purpose of the meetings is to discuss the Grid Connection application and associated planning requirements for the Project Walter portfolio, including Finley BESS.
	8 September 2025	
	1 October 2025	
	3 December 2025	
	28 January 2026	In the context of the planning application, these discussions included the incorporation of TransGrid planning requirements and inputs into the EIS.
	29 January 2026	Applicant requested TransGrid landowners' consent for the required works on TransGrid owned land for the Project's Development Application.

Outcomes of consultation have resulted in the amendment of the development site (red line boundary) as shown in **Figure 2** and **Figure 3**.

5.3 Summary of RAP Engagement

Following exhibition of the EIS/ACHAR, a subsequent archaeological survey was undertaken on 30 September 2025 to assess the proposed road widening of Riverina Highway and the intersection upgrades at Canalla Road and Marantellis Road, including an approximately 80 m extension to the previously surveyed area. Consultation with RAPs in relation to the refined survey area was undertaken in accordance with statutory requirements and are included in Appendix C of the ACHAR.

The Aboriginal cultural heritage investigations were undertaken across a broader project area of approximately 20.95 ha, reflecting the study area parameters at the time of field assessment. Following subsequent project refinements, the final development site has been reduced to 12.28 ha. The revised Aboriginal Cultural Heritage Assessment Report (ACHAR) has been prepared to reflect the amended development site associated with the inclusion of the Riverina Highway / Canalla Road / Marantellis Road intersection upgrades.

The draft revised ACHAR has been issued to RAPs for consultation in relation to the amended development site area. The draft revised ACHAR is provided at **Appendix F**, with the final ACHAR will be provided to the Department following completion of the RAP consultation process.



6. ASSESSMENT OF IMPACTS

This section provides an assessment of the potential environmental impacts associated with the proposed amendments within this report. The purpose of this assessment is to determine whether the project amendments introduce any new or increased impacts compared to those previously assessed in the Environmental Impact Statement (EIS).

In accordance with the State Significant Development Guidelines – Preparing an Amendment Report (DPHI, 2024), the assessment of impacts focuses on those environmental aspects where project amendments change the nature or extent of impacts. Where no change in impact is anticipated, it is confirmed that impacts remain consistent with those assessed in the EIS.

Table 3 provides a summary of the impacts considered as part of this Amendment Report, identifying where updated technical studies have been updated to support the proposed amendments.

Table 3 - Overview of amendment impacts

Impact	EIS	Amendment Report
Biodiversity	Section 6.1	Section 6.1
Aboriginal Heritage	Section 6.2	Section 6.2
Historic Heritage	Section 6.3	No additional impact to that assessed in the EIS
Land	Section 6.4	No additional impact to that assessed in the EIS
Visual	Section 6.5	No additional impact to that assessed in the EIS
Noise	Section 6.6	No additional impact to that assessed in the EIS
Traffic transport and access	Section 6.7	Section 6.3 and 6.5
Water	Section 6.8	Section 6.4
Contamination	Section 6.9	No additional impact to that assessed in the EIS
Hazards	Section 6.10	No additional impact to that assessed in the EIS
Bush Fire	Section 6.11	No additional impact to that assessed in the EIS
Waste	Section 6.12	No additional impact to that assessed in the EIS
Social	Section 6.13	No additional impact to that assessed in the EIS
Economic	Section 6.14	No additional impact to that assessed in the EIS
Cumulative	Section 6.15	No additional impact to that assessed in the EIS

Technical assessments have been prepared where required to assess the impacts of the project amendment. A summary of findings from these updated impact assessments are provided in the following subsections, with updated technical reports appended to this Amendment Report.

6.1 Biodiversity Development Assessment Report

An updated Biodiversity Development Assessment Report (BDAR) is provided in **Appendix E**. The updated BDAR has been prepared to respond to agency advice received from the Conservation and Planning Review (CPHR) during exhibition of the EIS and to reflect the refined development site associated with the inclusion of intersection upgrade works at the Riverina Highway / Canalla Road / Marantellis Road intersection.

The updated BDAR addresses matters raised by CPHR during exhibition of the EIS, including confirmation of assessment scope, mapping accuracy, survey validation and biodiversity credit obligations. The assessment has been updated in accordance with the Biodiversity Assessment Method (2020). Detailed responses to CPHR advice are provided in Section 4.2 of the Submissions Report.

As a result of the amendment, the development site has increased from 10.45 ha to 12.28 ha. Within the amended development site, approximately 6.44 ha comprises derived native grassland (DNG). The remaining 5.84 ha comprises infrastructure (1.38 ha), cropping (2.78 ha), exotic grassland (0.32 ha) and disturbed ground such as roads (1.38 ha).

The project has been designed to minimise impacts to native vegetation, including avoidance of remnant native trees and minimisation of impacts to derived native grassland and Inland Grey Box Woodland TEC. Residual impacts that cannot be avoided include the permanent removal of up to 9.54 ha of vegetation, comprising:

- > Cropped land (2.78 ha);
- > PCT 76 DNG Roadside (1.39 ha);
- > PCT 76 DNG Poor (4.75 ha);
- > PCT 76 DNG Wet (0.30 ha); and
- > PCT 76 Exotic Grassland (0.32 ha).

These impacts give rise to a biodiversity offset obligation of 54 ecosystem credits, consistent with the exhibited EIS and Submissions Report.

Key refinements to biodiversity mitigation measures associated with the amended footprint include:

- > establishment and ongoing maintenance of tree protection zones (TPZs) around retained woody vegetation.
- > engagement of a suitably licensed wildlife carer or veterinary practice prior to vegetation clearing; and
- > implementation of erosion and sediment controls in accordance with a Soil and Water Management Plan (SWMP), consistent with Managing Urban Stormwater: Soils and Construction – Volume 1 (Landcom, 2004).

With these measures in place, biodiversity impacts associated with the amendment remain localised, manageable and capable of being adequately mitigated. Updated mitigation measures are consolidated in **Appendix C**.

6.2 Aboriginal Cultural Heritage Assessment Report

An updated Aboriginal Cultural Heritage Assessment (ACHA) has been prepared in response to advice from Heritage NSW regarding consultation continuity and to reflect the amended development site associated with the inclusion of intersection upgrade works.



Following public exhibition of the EIS, a revised ACHA (Premise, 2025) was prepared to reflect the project refinement. The revised assessment confirms that the amendment does not result in any new or additional impacts to Aboriginal cultural heritage beyond those identified in the exhibited EIS.

In accordance with agency advice, consultation with Registered Aboriginal Parties (RAPs) has been re-initiated in relation to the amended footprint. The revised draft ACHA is appended for reference, with the final ACHA to be submitted to the Department upon completion of RAP consultation. Detailed responses to Heritage NSW ACH advice are provided in Sections 3.4.2 and 4.2 of the Submissions Report.

On this basis, Aboriginal cultural heritage impacts associated with the amendment are anticipated to remain minor and manageable, subject to implementation of the mitigation measures outlined in **Appendix C**.

Further, a technical memo addressing agency advice received from Heritage NSW ACH is also appended to the Submission Report at Appendix F.

6.3 Traffic Impact Assessment

An updated Traffic Impact Assessment (TIA) is provided in **Appendix G**. The TIA has been prepared to respond to advice received from Transport for NSW (TfNSW) during and following exhibition of the EIS. Detailed responses to TfNSW submissions are provided in Section 4.2 of the Submissions Report.

The updated TIA incorporates detailed intersection modelling, turn warrant assessments and a Safe System Assessment for the Riverina Highway / Canalla Road / Marantellis Road intersection. Two upgrade options were assessed: a Basic Access Left / Basic Access Right (BAL/BAR) configuration and a higher-order AUL/CHR configuration.

The Safe System Assessment confirms that both options achieve the same overall Safe System score of 32 (out of 448), representing a clear improvement on the existing intersection configuration (score of 48). The assessment demonstrates that the higher-order treatment does not deliver any additional safety benefit compared to the BAL/BAR option.

Given that the AUL/CHR option would require a substantially larger footprint, resulting in increased land disturbance, biodiversity impacts and asset management requirements, the BAL/BAR configuration is identified as the most proportionate and appropriate response to the traffic conditions, while fully complying with Austroads and TfNSW requirements.

With the BAL/BAR upgrades in place, the surrounding road network is predicted to operate at a satisfactory level of service during both construction and operation, with no material adverse impacts on traffic safety or network capacity. Construction traffic impacts remain temporary and manageable through standard traffic management measures.

Oversize Overmass (OSOM) vehicle movements are addressed in **Section 6.5** and **Appendix I** and do not alter the conclusions of the TIA. Updated mitigation measures are consolidated in **Appendix C**.

6.4 Flood Impact Assessment

A standalone Flood Impact Assessment (FIA) has been prepared as an addition to the Water Impact Assessment and is provided in **Appendix H**. The FIA was undertaken in response to advice received from NSW State Emergency Service (SES) and CPHR during exhibition of the EIS. Detailed responses to their advice are provided in Section 4.2 of the Submissions Report.



The FIA assesses post-development and cumulative flood impacts associated with the Finley BESS, including the refined development site incorporating the intersection upgrade works. The assessment considers flood behaviour, overland flow paths, flood storage, flood levels and flood hazard.

The findings demonstrate the flood behaviour and any increase in flood risk to surrounding properties, infrastructure, and emergency response arrangements resulting from the proposed development under a range of design storm events. Where relevant, mitigation and management measures have been identified and are consolidated in **Appendix C**.

6.5 Oversize Overmass (OSOM) Route Study

An updated Oversize Overmass (OSOM) Route Study is provided in **Appendix I**. This has been prepared to respond to agency advice received from TfNSW and changes to heavy vehicle access arrangements implemented in Victoria following exhibition of the EIS.

Since exhibition, Transport Victoria has introduced 24-hour no-truck zones in parts of inner-western Melbourne. In response, the OSOM route was refined to maintain compliance with Victorian and NSW access requirements. The revised route utilises approved over-dimensional freight corridors and has been subject to additional swept path analysis at key intersections.

The updated OSOM Route Study confirms that transport of the project's critical oversize component (the one-off main transformer) remains feasible, subject to standard permitting and traffic management measures. Only minor and temporary route modifications are required, with no permanent road upgrades beyond those incorporated as part of the TfNSW-requested intersection upgrades.

The assessment confirms that OSOM movements are temporary, infrequent and confined to the construction phase, and that the route refinement does not give rise to any new or increased environmental, traffic, safety or amenity impacts beyond those assessed in the exhibited EIS. Detailed responses to TfNSW advice are provided in Section 4.2 of the Submissions Report.



7. JUSTIFICATION OF AMENDMENT PROJECT

This section provides a justification and evaluation of the amended project, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development (ESD), consistent with the *State Significant Development Guidelines – Preparing an Environmental Impact Statement* (DPIE, 2022).

7.1 Design and Amendments

The project as amended responds directly to agency advice and public submissions received during exhibition of the EIS. The amendment relates to the inclusion of intersection upgrade works at the Riverina Highway / Canalla Road / Marantellis Road intersection.

While this results in a modest increase in the development site, the amendment has been designed to achieve compliance with Austroads and Transport for NSW requirements without altering the fundamental nature, scale or operational characteristics of the Finley BESS.

The project continues to provide essential grid stability and energy storage capacity, supporting the efficient operation of the NSW electricity network by charging during periods of low demand and discharging during periods of peak demand. The amendment does not alter the project's operational performance, impact pathways or mitigation framework as assessed in the EIS.

7.2 Strategic Context and Policy Alignment

The project remains consistent with State and regional energy policy objectives, including the NSW Electricity Strategy, Electricity Infrastructure Roadmap, by facilitating private investment in renewable energy infrastructure that enhances reliability, affordability and sustainability.

The amendments do not alter the project's fundamental purpose or contribution to the NSW renewable energy transition. The project will continue to provide firming capacity and support the transition to a low-carbon, resilient energy system consistent with national and NSW decarbonisation targets.

The amendment does not alter the project's strategic context or policy alignment as assessed in the EIS.

7.3 Environmental and Social Outcomes

Updated technical assessments prepared in response to the amendment confirm that the inclusion of the intersection upgrade works does not materially increase environmental or social impacts beyond those assessed in the EIS.

The updated assessments for biodiversity, Aboriginal heritage, traffic, flood behaviour and OSOM logistics demonstrate that impacts associated with the amendment remain localised, manageable and capable of being adequately mitigated.

Social impacts identified during exhibition have been further addressed through ongoing engagement with Council, agencies, and the community, as detailed in the Submissions Report. Social impacts raised during the exhibition period—particularly regarding worker accommodation, community engagement, and cumulative regional effects—have been addressed through direct engagement with Council and service providers. The amended project continues to deliver positive regional outcomes by supporting employment, strengthening infrastructure resilience, and maintaining clear communication pathways with the local community.



7.4 Economic and Public Benefits

The project will continue to deliver net positive economic benefits through local employment during construction and operational phases, contributing to:

- > Direct and indirect employment opportunities during construction and operation.
- > Regional investment in infrastructure and supply chains; and
- > Increased reliability and flexibility of the NSW electricity network, supporting renewable integration and energy affordability.

The project's role in supporting renewable energy generation aligns with the principles of Ecologically Sustainable Development of intergenerational equity, particularly intergenerational equity and the precautionary principle by reducing reliance on fossil fuels, supporting renewable energy transition, and mitigating long-term climate risks. The project therefore contributes to both regional economic resilience and State energy security, ensuring sustainable outcomes for present and future generations.

The amendment does not alter the economic or public benefits of the project as assessed in the EIS.

7.5 Conclusion

Overall, the Finley BESS project as amended represents a refined and improved outcome relative to the EIS design.

The amendment directly addresses agency advice, while remaining consistent with the strategic, statutory and sustainability objectives of the NSW planning framework. The project's role in supporting renewable energy generation aligns with the principles of Ecologically Sustainable Development, including intergenerational equity and the precautionary principle, by reducing reliance on fossil fuels, supporting the renewable energy programme.



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APPENDIX A

UPDATED PROJECT DESCRIPTION

UPDATED PROJECT DESCRIPTION

The Finley BESS project comprises a BESS with capacity of 100 MW_{AC}/200 MWh and includes the following key infrastructure:

- > Site establishment works including clearing of grassed area within the BESS boundary and underboring for the transmission cable, bulk earthworks and temporary construction compound.
- > Construction of hardstand, control room and switch gear, auxiliary transformer, battery enclosures, and inverter and transformer stations.
- > Development site road works to formalise internal access road to accommodate heavy vehicles movements off Canalla Road and two light vehicle accesses to Broockmanns Road.
- > Installation of approximately 80 x 20-foot modular containers comprising of Lithium-Ion batteries with the appropriate cooling and protection system and approximately 40 inverters located externally to the modular containers.
- > Construction of 132 kV TL route ~480m length underground transmission cable to facilitate connection to the existing TransGrid Finley 132/66 kV Substation and associated high voltage steel poles.
- > Construction of ancillary works including parking areas, water tanks, storage structures, stormwater management infrastructure, CCTV, security lighting and fencing.
- > Vegetation buffer.
- > Road upgrades at the intersection of Riverina Highway/Canalla Road and Marantellis Roads.

Ancillary aspects of the project include:

- > Substation augmentation works - 168 Canalla Road, Finley being Lot B DP961693; and
- > Underground transmission cables within the Broockmanns/Canalla Road reserves and Mulwala No. 19 irrigation channel.



APPENDIX B

UPDATED STATUTORY COMPLIANCE TABLE

Table 5 - Commonwealth Legislation

Statutory Reference	Pre-Condition	Relevance	Section in EIS	Amendment
<i>Environment Protection and Biodiversity Conservation Act 1999</i>	Direct or indirect impacts to a Matter of National Environmental Significance (MNES)	The study area is unlikely to be important habitat for EPBC Act listed species, therefore the BDAR states that an EPBC referral to the Commonwealth minister for the environment is not recommended.	Section 6.1	Section 6.1
<i>Native Title Act 1993</i>	Objective of the Act is to recognise and protect Native Title.	No sites listed on the Native Title register are impacted by the project	N/A	N/A

Table 6 - NSW Legislation

Statutory Reference	Section/Clause	Pre-Condition	Relevance	Section in EIS	Amendment
<i>Aboriginal Land Rights Act 1983</i>	Section 36	The NSW Aboriginal Land Council may make a claim for land on its own behalf or on behalf of one or more Local Aboriginal Land Council.	No impacts to land the subject of an Aboriginal land claim because of the project	N/A	N/A
<i>Biodiversity Conservation Act 2016</i>	Section 7.9	Any SSD or SSI application is required to be accompanied by a BDAR unless the Planning and Environment Agency Heads determine that the proposed development is not likely to have any significant impact on biodiversity values.	The proposed development is SSD and has not been assessed by the Planning and Environment Agency Heads. A BDAR is required.	Section 6.1	Section 6.1

Statutory Reference	Section/Clause	Pre-Condition	Relevance	Section in EIS	Amendment
<i>Contaminated Land Management Act 1997</i>	Section 11	The EPA may declare any land it believes to significantly contaminated as significantly contaminated land.	An investigation of potential contamination has determined that the site is suitable for the proposed purpose without the need for remediation. A PSI is provided at Appendix J of the Submissions Report.	Section 6.9	N/A
<i>Electricity Infrastructure Investment Act 2020</i>	Section 19	The Minister may declare a renewable energy zone (REZ) by reference to a specified geographical area of the State and a specified generation, storage or network infrastructure (including planned or existing infrastructure).	The development site is not within a REZ.	N/A	N/A
<i>Environmental Planning and Assessment Act 1979</i>	Section 1.3	Objects of the Act	The proposed development is consistent with each of the Objects of the Act, with the exception of Object (d) which relates to the delivery and maintenance of affordable housing which is not relevant to this proposal.	N/A	N/A
	Section 4.15(1)	Consideration of the relevant provisions of any environmental planning instruments	State Environmental Planning Policy (Resilience and Hazards) 2021. State Environmental Planning Policy (Transport and Infrastructure) 2021. State Environmental Planning Policy (Planning Systems) 2021. State Environmental Planning Policy (Biodiversity and Conservation) 2021; and	Section 4	Section 4

Statutory Reference	Section/Clause	Pre-Condition	Relevance	Section in EIS	Amendment
			Berrigan Local Environmental Plan 2013.		
		Consideration of the relevant provisions of any proposed environmental planning instruments	No draft environmental planning instruments apply.	N/A	N/A
		Consideration of the relevant provisions of any development control plans	Development control plans do not apply to SSD by way of clause 2.10 of the Planning Systems SEPP.	N/A	N/A
		Consideration of the relevant provisions of any planning agreements or draft planning agreements	No planning agreements or draft planning agreements apply.	N/A	N/A
		Consideration of the relevant provisions of the regulations	Refer next section of this table	This table	This table
		Consideration of the likely impacts of the development		Section 6	Section 6
		Consideration of the suitability of the site for the development		Section 7.10	N/A
		Consideration of any submissions made in accordance with this Act or the regulations	The proponent will be required to prepare a Submissions Report in accordance with Appendix C to the SSD Guidelines following the completion of the mandatory public exhibition period.	N/A	Submissions Report
		Consideration of the public interest		Section 7.8	
Environmental Planning and Assessment	Section 23	Requires the consent of all landowners to be obtained for the		Attached to the EIS submission	

Statutory Reference	Section/Clause	Pre-Condition	Relevance	Section in EIS	Amendment
<i>Regulation 2021</i>		making of a Development Application.			
<i>Environmental Planning and Assessment Regulation 2021</i>	Clause 192	(1) An environmental impact statement must contain the following—			
		(a) a summary of the environmental impact statement,		Executive Summary	N/A
		(b) a statement of the objectives of the development, activity or infrastructure,		Section 7.8	Section 7.4
		(c) an analysis of feasible alternatives to the carrying out of the development, activity or infrastructure, considering its objectives, including the consequences of not carrying out the development, activity or infrastructure,		Section 2.4	N/A
		(d) an analysis of the development, activity or infrastructure, including—			
		(i) a full description of the development, activity or infrastructure, and		Section 3	Appendix A
		(ii) a general description of the environment likely to be affected by the development, activity or infrastructure and a detailed		Section 2.1	N/A

Statutory Reference	Section/Clause	Pre-Condition	Relevance	Section in EIS	Amendment
		description of the aspects of the environment that are likely to be significantly affected, and			
		(iii) the likely impact on the environment of the development, activity or infrastructure, and		Section 6	Section 6
		(iv) a full description of the measures to mitigate adverse effects of the development, activity or infrastructure on the environment, and		Throughout Section 6 and summarised in Appendix D	Throughout Section 6 and summarised in Appendix C
		(v) a list of the approvals that must be obtained under another Act or law before the development, activity or infrastructure may lawfully be carried out,		This table	This table
		(e) a compilation, in a single section of the environmental impact statement, of the measures referred to in paragraph (d)(iv),		Appendix D	Appendix C
		(f) the reasons justifying the carrying out of the development, activity or infrastructure, considering biophysical, economic and social factors, including the principles of ecologically sustainable development set out in section 193.		Section 7	Section 7

Statutory Reference	Section/Clause	Pre-Condition	Relevance	Section in EIS	Amendment
<i>Heritage Act 1977</i>	Section 58	Approval in respect of the doing or carrying out of an act, matter or thing referred to in s 57(1)	No interim heritage order/s or listing/s apply to the site under the State Heritage Register. The proponent will develop a Chance Finds Protocol following receipt of development consent in consultation with Heritage NSW.	Sections 6.2 and Section 6.3	N/A
<i>Local Land Services Act 2013</i>			Clearing of native vegetation is dealt with within this application.	N/A	N/A
<i>National Parks and Wildlife Act 1974</i>	Section 90	Grant of Aboriginal heritage impact permit	The results of the ACHAR indicate that impacts to Aboriginal cultural heritage values are unlikely.	Section 6.2	Section 6.2
<i>Protection of the Environment Operations Act 1997</i>	Sections 43(a), 43(b), 43(d), 47, 55 and 122	Various environmental protection licences	The proposed Finley BESS is not considered to comprise a scheduled activity under the POEO Act.	N/A	N/A
<i>Roads Act 1993</i>	Section 138	Various activities within road reserves	The project will utilise the existing access to Broockmanns Road and will involve two new access points, one to Broockmanns Road and one to Canalla Road. Intersection upgrades are required along Riverina Highway/Canalla Road/Marantellis Road. Approval is required under the Roads Act.	Section 6.7	Section 6.3

Statutory Reference	Section/Clause	Pre-Condition	Relevance	Section in EIS	Amendment
<i>Water Management Act 2000</i>	Sections 89, 90 and 91	Water use approval, water management work approval or activity approval under Part 3 of Chapter 3	Dewatering activities during construction of footings may be required. If works are necessary, approval under the <i>Water Management Act 2000</i> will be required.	Section 6.8	N/A

APPENDIX C

UPDATED MITIGATION MEASURES

Table 7 provides an updated summary of project mitigation measures, reflecting refinements arising from agency submissions, community feedback, and updates to technical assessments.

For ease of interpretation:

- > New mitigation measures are shown in **green**;
- > Measures no longer relevant are shown with **red** strikethrough; and
- > Unchanged mitigation measures remain in black.

Table 7 - Mitigation measures summary

Impact	Mitigation Measures
Biodiversity	> Planning the timing of vegetation removal to avoid the breeding seasons of threatened migratory and resident species; > Undertake pre-clearing surveys to determine the presence of resident fauna in vegetation; > Implementation of best practice clearing protocols; > Prior to commencing vegetation clearing, daily site briefings are to occur to identify the development site boundary, the presence of any adjacent remnant vegetation to be retained and methods to relocate habitat features into adjacent habitat; > Clearly demark any vegetation to be retained; > Construction activities are to occur generally during daylight hours minimising light spill and noise disturbance; > Implementation of hygiene protocols. Vehicles, machinery and equipment to be clean prior to mobilisation to site; > Application of herbicides to HTW is to occur as per the NSW Department of Primary Industries guidelines (NSW DPE, 2024.). Spraying is to occur during suitable weather conditions; and > Implementation of best practice erosion management and monitoring; > Prior to commencement of works on site, establishment and maintenance of tree protection zones (TPZs) around woody vegetation directly surrounding the subject land > Engagement of a suitably licensed wildlife carer or veterinary practice prior to vegetation clearing to respond to injured fauna if required; and > Implementation of sediment and erosion control measures in accordance with a Soil and Water Management Plan (SWMP) prepared prior to construction and consistent with Managing Urban Stormwater: Soils and Construction – Volume 1 (Landcom, 2004).
Aboriginal heritage	> Prior to works commencing a Chance Finds Protocol (CFP) is to be developed for the site. The CFP must include the procedure and management of unexpected finds relevant to Aboriginal cultural heritage. > The CFP must include procedures for: • Notifying Heritage NSW, a heritage consultant and RAPs or the Local Aboriginal Land Council (LALC) where unexpected finds are identified; and • If suspected human remains are located during any stage of the proposed works, work must stop immediately and the NSW Police notified. An

Impact	Mitigation Measures
	Archaeologist or Physical Anthropologist should be contacted in the first instance where there is uncertainty whether the remains are human. > All impacts must remain within the assessed study area or further archaeological investigation may be required.
Historic heritage	Although no historic heritage sites have been identified within or in proximity to the development site and the site has not been assigned heritage significance, there is the potential for unknown archaeological remains to be discovered and encountered during the construction of the BESS. While the potential to discover items of heritage significance is considered extremely low, a precautionary principle applies. Appropriate mitigation measures would be implemented during the construction phase of the project to minimise the potential for adverse impacts in the form of an unexpected finds protocol.
Land	> Compliance with mitigation measures specified in the EIS is anticipated to reduce the risk of land use conflicts; > The reversibility of the project would allow the site to be returned to its existing land use, therefore minimising potential for long term conflict and impacts to future agricultural activities. > Compliance with the following crime management measures is anticipated to reduce the risk of conflict related to the increased risk of vandalism and theft for surrounding residents: • Maintenance of the existing key access point to ensure the delineation between private and public is clear; • Existing boundary fencing is to be maintained and/or installed to ensure site access is controlled; • Appropriate signage should be installed; and • Landscaping is to be maintained to remove opportunities for concealment. > Ongoing consultation with stakeholders will identify and address concerns if they arise; and > Implement all measures specified in management plans identified in the EIS and/or consent conditions (if approved). Preparation of a Biosecurity Management Plan will be developed in consultation with the landowner and Local Land Services to address risks of pest, weed and disease introduction or spread, and will include measures, but not be limited to: > Inspection, wash-down and certification protocols for plant, vehicles and equipment entering or moving within the site; > Decontamination procedures to prevent the introduction or spread of weeds, pests and plant or animal diseases; and > Ongoing site management and monitoring measures to minimise biosecurity risks to adjoining agricultural land.

Impact	Mitigation Measures
Visual	> Plant a landscaping treatment around the perimeter of the Finley BESS site comprising of two (2) staggered rows of fast-growing native tree species, planted at 1.5 m in height, capable of achieving a mature height of up to three (3) metres, to be planted around the perimeter security fencing and maintained for the life of the project. > Abide with AS/NZS 4282:2023 Control of the obtrusive effects of outdoor lighting. > The Applicant will consult with Council regarding suitable vegetation plantings endemic to the region prior to implementation of permitter vegetation screening.
Noise	> Implement community consultation or notification measures regarding noise generating activities; > Ensure workers and contractors are aware of noise management requirements in approvals consents or licenses, site inductions and "toolbox talks" providing a summary of relevant project requirements for reference; > Inform truck drivers of designated vehicle routes, parking locations and acceptable delivery hours or other relevant practices, such as minimising use of engine brakes and avoiding engine idling; > Use broad band reversing alarms on all mobile plant and equipment where possible; > Examine different types of machines that perform the same function and compare the noise level data to select the least noisy machine; > Operate plant in a quiet and efficient manner; > Reduce throttle setting and turn off equipment when not being used; > Regularly inspect and maintain equipment to ensure it is in good working order including checking the condition of mufflers; > Avoid unnecessary dropping of materials from a height and metal to metal contact on equipment; > During any work generating high noise levels that have impulsive, intermittent, low frequency or tonal characteristics, consultation with sensitive receptors occurs regularly; and > During works, the applicant will incorporate staff training regarding excessive noise from machinery use the importance of the recommended mitigation measures.
Transport, traffic and access	> No engine breaking is to be utilised when slowing to enter the development site entrance off Canalla Road; > Drivers are not to hold vehicles when exiting the site onto Canalla Road; > Excessive revving of engines is not permitted when exiting the development site; > Trucks are not to stage on surrounding roads prior to entering the development site, adequate staging areas should be provided at the Finley BESS locations; > One sign to be made moveable at Pinch Point 07 – Right Turn Goulburn Valley Hwy & River Rd; > One sign to be made moveable at Pinch Point 16 – Left Turn – Newell Hwy & Riverina Hwy; and > Implementation of the proposed Traffic Management Plan.

Impact	Mitigation Measures
	> Prepare an OSOM Transport Management Plan (TMP), incorporating final confirmed dimensions and weights, will be prepared to the satisfaction of TfNSW and NHVR prior to OSOM movements. No OSOM movements will occur without all required permits and approvals being in place. Rail Crossing > The applicant will submit the request at least two (2) months before passage and include the specifications of the OSOM movement to via the National Heavy Vehicle portal, or directly to UGLRL via heavyvehicle@uglregionallinx.com.au.
Water	> Water supply arrangements are subject to variations in construction methods, staging, quantities, measurements and the attainment of a construction contract for the proposed development. A detailed site water balance will be prepared prior to construction to confirm water requirements and supply arrangements for the proposed development. > To minimise the potential for impacts to existing groundwater, it is recommended, that several shallow bores and/or geotechnical drillholes be drilled across the development site prior to construction to verify existing lithology, depth to water and to attain baseline groundwater quality. > Subject to confirmation of groundwater depths via an on-site investigation during detailed design and the selection of an appropriate construction method (concrete footings or steel piling footings), no groundwater dewatering is anticipated as a requirement to facilitate construction of the development. > Excavations should be limited to depths above the observed groundwater levels. Where deeper excavation is required, the groundwater assessment will be reviewed. > The progression of detailed design for the project should include: • Ongoing consultation with Berrigan Shire Council, Murray Irrigation and other relevant stakeholders to ensure appropriate measures are implemented to minimise localised water impacts, including risks to surrounding land and irrigation networks. • The design of controls to minimise the potential for water impacts (i.e., bunding of areas presenting contamination risks); and • The design of proposed infrastructure including the proposed method for underboring activities developed in ongoing consultation with Murray Irrigation Pty Ltd. Construction Phase: > Prepare a Soil and Water Management Plan (SWMP) prior to construction to detail potential risks and appropriate measures designed in accordance with Managing Urban Stormwater – Soils and Construction Volume 1 (Landcom, 2004). The SWMP will be prepared as part of a Construction Environmental Management Plan (CEMP) to manage potential risks to soils, surface and ground water. Recommended measures for the construction SWMP include but are not limited to: • Measures to minimise and manage the potential for erosion and sediment transport within and from the Project area; • Measures to manage accidental spills and waste storage;

Impact	Mitigation Measures
	- Measures to manage stormwater and the potential for contaminated runoff from the Project site; - Measures to ensure that excavation activities and any stockpiling are managed to minimise the potential for downstream contamination; and - Measures to ensure that areas of exposed soil and the time in which they are exposed are minimised as far as practical. > Stockpiling of any excavated material shall be managed in accordance with the SWMP to minimise the mobilisation and transport of dust, sediment and leachate into downstream environments. Recommended measures to manage stockpiling include but are not limited to: - Ensuring stockpiles are located away from drainage lines, waterways, and areas susceptible to erosion; - Minimising the number, size and duration of stockpiles used; - Ensuring stockpiles are stabilised and implementing dust suppression methods as required; - Ongoing review and inspection of the use of heavy vehicles and/or machinery, including transport tracks used, for erosion risk; and - Ensuring that vehicles transporting waste and/or excavated material are appropriately covered to reduce the potential for dust. > The SWMP shall include procedures to reduce and manage the risk of emergency events and the potential for wastes and spills to contaminate soils, surface and ground water. Recommended measures to manage the potential for contaminated discharge include: - The storage of all fuel chemicals and liquids in sealed bunded areas on level ground away from stormwater drainage lines and waterways; - Ensuring refuelling and maintenance activities are restricted to designated areas with appropriate bunding and spill capture controls; - Implementing controls as part of the construction SWMP that provide procedures to respond to emergencies and spills (e.g., Groundwater monitoring bore installation, regulator notification and provision of spill kits); - Ensuring visual inspections of drainage lines and disturbed areas are undertaken during construction to assess any potential soil or surface water issues; and - The installation and maintenance of stormwater control measures including drainage networks and bunding that segregate stormwater runoff according to its potential for contamination. During operation procedures shall be developed to reduce the potential water impacts including the contamination of soils, surface and ground water, resulting from wastes, spills and/or emergency incidents. Suggested measures to control the potential for water impacts and contamination during operation include: > The appropriate storage of equipment and hazardous substances during operation; > Ensuring that plant and stormwater control measures are maintained to prevent contamination of soil; and

Impact	Mitigation Measures
	> Preparation of appropriate procedures to response to emergency incidents (i.e., floods, fires), spills and leaks from the development site, including operational equipment and maintenance activities (e.g., Groundwater monitoring bore installation, regulator notification and provision of spill kits). Groundwater > If groundwater is intercepted, a Water Access Licence (WAL) will be obtained prior to any water take occurring, unless an exemption under Clause 7 of Schedule 4 of the <i>Water Management (General) Regulation 2018</i> applies; and > Where an exemption applies, all statutory requirements will be met, including limits on annual take, record-keeping and reporting obligations. > If groundwater interception is found to exceed 3 ML per water year, an Aquifer Interference Assessment will be prepared in accordance with the <i>NSW Aquifer Interference Policy</i> (2012) and the Aquifer Interference Assessment Framework, prior to continued groundwater take.
Hazards	> BESS units to be tested in accordance with UL9540A; > Testing demonstrates clearances required to prevent propagation of fires between separated units; > BESS units are to be installed in accordance with manufacturer and UL9540A report recommended clearances based on testing; > BESS units to be installed with fire protection systems specified by the manufacturer and UL9540A report; > UL testing information to be made available to the certifying authority; > Vent covers of the BESS shall be constructed of non-combustible materials; > Vents will not be located above battery packs within the BESS container; and > All transformers are to be self-bunded on a skid, otherwise they will require a dedicated concrete bund. > Ensure that the storage and handling of dangerous goods remains below applicable threshold quantities and is undertaken in accordance with relevant Australian Standards and NSW EPA requirements.
Flood	> The BESS infrastructure platforms continue to be constructed at the modelled raised levels to maintain flood conveyance and minimise localised impacts; > Detailed civil and drainage design remains consistent with the modelled development layout and levels assessed in this report; > Finished surface levels and access routes are designed to maintain safe flood behaviour during major and extreme flood events, where practicable; > Any future changes to site layout, platform levels or surrounding land use are reviewed to confirm consistency with the flood modelling assumptions; and > The CEMP and OEMP shall include procedures to incorporate flood risk awareness, evacuation protocols, and weather and flood warning monitoring into site inductions and relevant management plans, and to suspend site activities during forecast or active flood events in accordance with advice from the Bureau of Meteorology and NSW State Emergency Service.

Impact	Mitigation Measures
Bushfire	> Design and construction – equipment will be sited in a way that will not contribute to bush fire risk and will minimise the impact of bush fires on the capabilities of the infrastructure during bush fire emergencies by: • Spacing between BESS container accumulations (i.e. 4 containerised units) shall be a minimum of 3 m to prevent fire propagation: > End to end spacing (short side) of BESS containerised units shall be a minimum of 3 m; and > Back to back spacing (long side) of BESS containerised units shall be a minimum of 3 m. > BESS containerised units are provided with the following emergency protection systems as specified by the BESS manufacturer; • Smoke detector sensor; • Heat detector sensor; • Flammable gas sensor; • Off-gassing valve; • Explosion-proof valve; • Water detector sensor; • Fire strobe; • Alarm bell; and • All BESS containerised units can be shut down locally or remotely in an emergency. > Vents shall not be located above battery packs within the BESS container and will be constructed of non-combustible materials. > During construction and for the life of the project, a 10m Asset Protection Zone (APZ) will be provided around project-related infrastructure. Temporary construction and laydown areas, site access and associated fencing do not require specific APZ. The following vegetation management requirements apply in the APZ: • Trees will not be located within the APZ; • Shrubs will not be located within the APZ; • Grass should be kept mown to a height of < 100 mm in height; • Leaves and vegetation debris should be removed to reduce fuel load; • Roads and paved/cleared areas are suitable within the APZ. > Landscape maintenance includes the APZ around infrastructure, the implementation of proposed vegetation screening and the ongoing management of the development site to reduce fire intensity and the rate of spread as it approaches structures in accordance with PBP 2019 and NSW planning guidelines. > On-site static water supply 75,000 L dedicated for firefighting purposes, strategically positioned within the development site and fitted with Storz fittings. > Main vehicular access, internal road network will provide for safe, reliable and unobstructed passage for firefighting vehicles and maintained for the life of the development, including:

Impact	Mitigation Measures
	• The trafficable surface has a minimum width of 4 m with 1 m traversable shoulders; • Minimum vertical clearance of 4 m in height to any overhanging obstructions; • Unsealed/sealed all weather traversable roads will be of suitable load bearing capacity, drainage structures and feature crossings; • Road grade to be less than 10° • Allow for two way traffic flow, enabling safe ingress and egress to the development site. A Bush Fire Emergency Management and Operations Plan (BEMOP) will be prepared to support emergency management for the Finley BESS ensuring bushfire protection mitigation measures are maintained, detailing: > APZ and landscape fuel load management; > Detailed measures to prevent or mitigate fires igniting; > Work that should not be carried out during total fire bans; > Availability of fire-suppression equipment, vehicular access and water; > Storage and maintenance of fuels and other flammable materials; > Notification of the local NSW RFS Fire Control Centre for any works that have the potential to ignite surrounding vegetation, proposed to be carried out during a bush-fire fire danger period to ensure weather conditions are appropriate; > Appropriate bush fire emergency management planning; and > Nominating an emergency meeting point, preferred evacuation route and methodology for ensuring all occupants are safe and accounted for. The BEMOP will be developed in consultation with the local NSW RFS District Office and will be communicated to relevant stakeholders. Regarding bush fire, the threat at the development site is considered low, being possible ember and smoke attack only assuming the APZ is maintained. Further to the requirements of PBP 2019, the applicant will provide: > Ongoing training for all on-site personnel regarding bush fire response procedures; > Firefighting training for operational workers; and > Operational vehicles will be fitted with basic firefighting equipment. > Preparation and implementation of a Fire Management Plan (FMP) prior to construction, to the satisfaction of the NSW RFS, which will be maintained for the life of the development. At a minimum, the Fire Management Plan will include: • Ongoing bush fire fuel management across the development site; • A site infrastructure plan identifying all project-related assets; • A site access and internal road plan demonstrating suitable access, turning areas and clearances for emergency vehicles; • Identification, establishment and ongoing maintenance of Asset Protection Zones (APZs) in accordance with Planning for Bush Fire Protection 2019 and the approved Bush Fire Assessment; and

Impact	Mitigation Measures
	• Identification and mapping of hazards (including physical, chemical and operational hazards) that may affect fire-fighting operations, together with corresponding management and response measures. > Ongoing engagement with the NSW Rural Fire Service, including: • Consultation with the NSW RFS District Office – Southern Border Team during detailed design and prior to commencement of construction; and • Continued engagement during construction and operation to ensure emergency response arrangements remain fit for purpose and that there is a shared understanding of site-specific response requirements.
Fire	> Prior to commencement of construction, the Applicant will prepare a Fire Safety Study (FSS) in accordance with the requirements of Hazardous Industry Planning Advisory Paper (HIPAP) No.2². The FSS will: • Be prepared to the satisfaction of Fire and Rescue NSW; • Be submitted to FRNSW for review prior to any further fire safety submissions; • Inform the detailed design of the project; and • Be prepared consistent with FRNSW Fire Safety Guideline – Technical Information: Large-scale external lithium-ion battery energy storage systems – Fire safety study considerations. > The FSS will include, as applicable: • An Initial Fire Safety Report (IFSR); and • A Performance-Based Design Brief / Fire Engineering Brief Questionnaire (FEBQ). > Prior to occupation or commissioning of the Finley BESS, the Applicant will prepare an Emergency Plan (EP) for the site in accordance with the requirements of HIPAP No.15. The Emergency Plan will address: • Site-specific fire and emergency scenarios; • Incident management, notification and response procedures; and • Coordination with relevant emergency service agencies. > Prior to occupation or commissioning, the Applicant will prepare an Emergency Services Information Package (ESIP) in accordance with the FRNSW Fire Safety Guideline – Emergency Services Information Package and Tactical Fire Plans. The ESIP will be provided to FRNSW and will include all information necessary to support emergency response and tactical fire planning for the site. > The Applicant further commits to ongoing consultation with Fire and Rescue NSW during the preparation of the above documentation to ensure that all fire safety measures are fit-for-purpose and aligned with emergency response requirements.
Waste	A Waste Management Plan incorporating all phases of the Finley BESS would be prepared and implemented prior to the commencement of any on-site works. The principles guiding the preparation of the future waste management plan are outlined in Appendix K of the Submissions Report.
Social	Ongoing communication:

Impact	Mitigation Measures
	> Continue engagement with the Council and key stakeholders on the proposal's design, construction activities, benefit-sharing initiatives, and further opportunities to deliver benefits to the local community and maintain a social licence to operate. > Continue presence and consultation in the community during planning stages to increase the perception of influence and foster trust. > Develop and implement a stakeholder engagement and communication strategy so that residents can provide feedback throughout the construction period. > Engage community stakeholders in identifying opportunities to develop a benefits sharing scheme or good neighbour programs. During construction phase: > Develop and implement an operational workforce accommodation strategy before construction that assesses the housing and accommodation environment, identifies potential accommodation and rental market pressures in the local and regional area, and details plans to accommodate the proposed workforce effectively. > Continue engagement with the Council and relevant stakeholders and develop and implement a construction workforce accommodation strategy before construction. > Consider liaising with other significant concurrent projects to understand their peak workforce requirements. Moreover, programming construction works for the proposal should be considered to align with reductions in workforce requirements for concurrent projects. > Engage key stakeholders to inform the development of the procurement plan, which should outline commitments to achieving local content and diversity requirements as required by the relevant State and Federal Government policies. > Identify and assess potential cumulative construction-related impacts associated with other surrounding developments. Mitigation and monitoring measures should be provided for all identified cumulative construction impacts. > Explore programming construction works to align with reductions in workforce requirements for concurrent projects to enhance the potential availability of local workers, which can support the proposal. > Develop a detailed Construction Management Plan that considers concurrent renewable and significant projects, particularly concerning cumulative traffic impacts, and aligning any workforce accommodation plans or employment strategies. During operational phase: > Consider engaging communities in the definition of the community benefit fund to ensure meaningful opportunities to deliver local benefits are identified and implemented to maintain social licence.
Economic	> Develop an AES that includes continuous engagement with local industry representatives that prioritises the use of local contractors, manufacturing facilities, and materials; > Liaison with local representatives regarding accommodation options for staff, to minimise adverse impacts on local services; > Liaison with local tourism industry representatives to manage potential timing conflicts with local events; and

Impact	Mitigation Measures
	> The Applicant or developer will consult with local employment agencies and training organisations and, where practicable, will consider supporting training and apprenticeships.
Cumulative	Maintain ongoing communication with surrounding renewable energy developers and accommodation providers to manage potential cumulative impacts and where possible, coordinate and sequence the workforce.
Contamination	> Any land disturbance incorporating material containing demolition waste should include assessment for the presence of contaminants (including asbestos), and managed accordingly. > Avoiding skin contact with soil that is discoloured, malodorous, containing foreign matter and/or generally inconsistent with virgin soil. > No entry permitted into confined spaces and excavations; and > Controls are to be in place to contain soil and soil impacts (e.g. dust, sediment, etc) to within the area of the site.
Decommissioning	> Upon decommissioning, all project infrastructure will be fully removed, including all above-ground and below-ground infrastructure, in accordance with agreements with the landowner and conditions of consent. > The site will be rehabilitated to a condition suitable for the reinstatement of irrigated agricultural cropping, subject to landowner requirements.

APPENDIX D

CONSULTATION

APPENDIX E

UPDATED BIODIVERSITY DEVELOPMENT ASSESSMENT REPORT



APPENDIX F

DRAFT REVISED ABORIGINAL CULTURAL HERITAGE ASSESSMENT REPORT



APPENDIX G

UPDATED TRAFFIC IMPACT ASSESSMENT

APPENDIX H

FLOOD IMPACT ASSESSMENT

APPENDIX I

UPDATED OVERSIZE OVERMASS (OSOM) ROUTE STUDY



