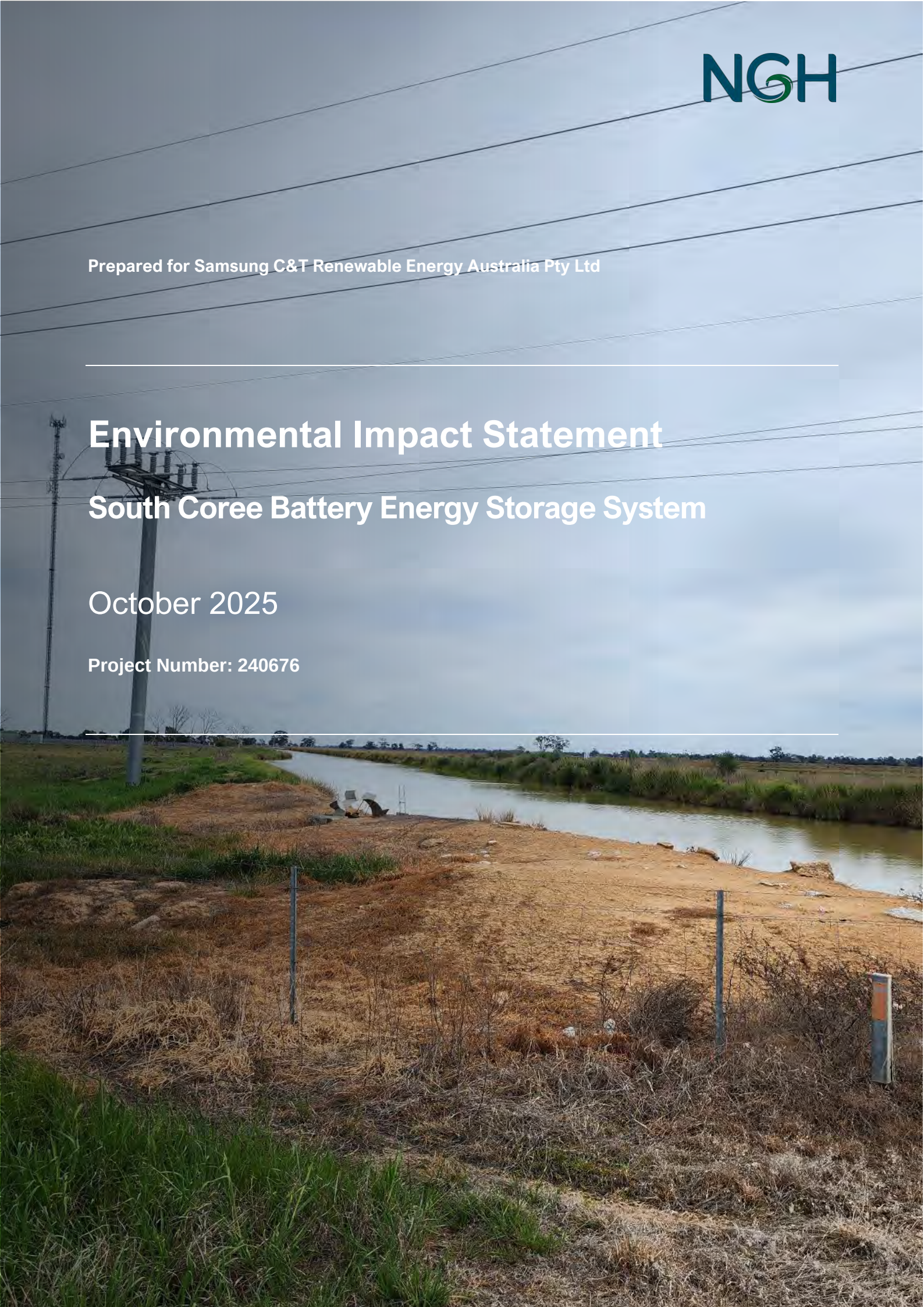

Prepared for Samsung C&T Renewable Energy Australia Pty Ltd

Environmental Impact Statement

South Coree Battery Energy Storage System

October 2025

Project Number: 240676

Document verification

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REAP declaration

This Environmental Impact Statement has been prepared by NGH Pty Ltd Samsung C&T Renewable Energy Australia (SREA) Pty Ltd with the assistance of a range of specialists.

Declaration of registered environmental assessment practitioner	
Name	Nick Graham-Higgs
Registration number	R80014
Organisation registered with	NGH Pty Ltd

The undersigned declares that this EIS:

- Has been prepared in accordance with Schedule 2 of the *Environmental Planning and Assessment Regulation 2021*
- Contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates
- Does not contain information that is false or misleading
- Addresses the Secretary's Environmental Assessment Requirements (SEARs) for the Project
- Identifies and addresses the relevant statutory requirements for the Project, including any relevant matters for consideration in environmental planning instruments
- Has been prepared having regard to the Department's *State Significant Development Guidelines - Preparing an Environmental Impact Statement*
- Contains a simple and easy to understand summary of the Project as a whole, having regard to the economic, environmental and social impacts of the Project and the principles of ecologically sustainable development
- Contains a consolidated description of the Project in a single chapter of the EIS
- Contains an accurate summary of the findings of any community engagement
- Contains an accurate summary of the detailed technical assessment of the impacts of the Project as a whole.

Signature:

Date: 6/8/2025

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Acronyms and abbreviations

AHIMS	Aboriginal Heritage Information Management System
AC	Alternating Current
BC Act	*Biodiversity Conservation Act 2016* (NSW)
BESS	Battery Energy Storage System
BSAL	Biophysical Strategic Agricultural Land
BTEXN	Benzene, Toluene, Ethylbenzene, Xylene, Naphthalene
CIA	Cumulative Impact Assessment
Cth	Commonwealth
DA	Development Application
DCCEEW	Department of Climate Change, Energy, the Environment and Water (Cth) (formerly DAWE)
DCCEEW	Department of Climate Change, Energy, the Environment and Water (NSW) (formerly DPE)
DPE	(Former) Department of Planning and Environment (NSW) (now DCCEEW and DPHI)
DPHI	Department of Planning, Housing and Infrastructure (NSW) (formerly DPE)

DPIE	(Former) Department of Planning, Industry and Environment (NSW) (now DPE)
EDC	Estimated Development Cost
EEC	Endangered ecological community – as defined under relevant law applying to the proposal
EIS	Environmental impact statement
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999* (Cth)
EP&A Act	*Environmental Planning and Assessment Act 1979* (NSW)
ESD	Ecologically Sustainable Development
FM Act	*Fisheries Management Act 1994* (NSW)
FTE	Full time equivalent
GHG	Green House Gas
GIS	Geographic information system
ha	Hectares
Heritage Act	*Heritage Act 1977* (NSW)
ISEPP	State Environmental Planning Policy (Infrastructure) 2007 (NSW)
ISP	Integrated Systems Plan
KFH	Key Fish Habitat
kL	Kilolitres
km	Kilometres
kV	Kilovolt
LEP	Local Environment Plan
LGA	Local government area
LSC	Land and Soil Capability
m	Metres
mbgl	Metres below ground level

ML	Megalitres
MW	Megawatt
MWh	Megawatt hours
MNES	Matters of national environmental significance
NEM	National Electricity Market
NES	Matters of National Environmental Significance under the EPBC Act (*c.f.*)
NPW Act	*National Parks and Wildlife Act 1974* (NSW)
NSW	New South Wales
O&M	Operations and maintenance
OCPs	Organochlorine Pesticides
OPPs	Organophosphate Pesticides
OEH	(Former) Office of Environment and Heritage (NSW) (now EES)
PAHs	Polycyclic Aromatic Hydrocarbons
PCBs	Polychlorinated Biphenyls
PCS	Power Conversion System
PSI	Preliminary Site Investigation
REZ	Renewable Energy Zone
SEARs	Secretary's Environmental Assessment Requirements
Sp/spp	Species/multiple species
SSD	State Significant Development
TEC	Threatened ecological community
TISEPP	State Environmental Planning Policy (Transport and Infrastructure)
TRHs	Total Recoverable Hydrocarbons

Terms used in this report

South Coree Battery Energy Storage System	The development, construction, operation and decommissioning of an up to 80 MW / 320 MWh (4hr) Battery Energy Storage System (BESS), generally comprising of battery storage units, transformers, access roads, underground and above ground cables, onsite substation and associated operational facilities.
The Project	South Coree Battery Energy Storage System
The Applicant	Samsung C&T Renewable Energy Australia Pty Ltd (SREA) on behalf of: South Coree BESS as Trustee for South Coree Pty Ltd
Involved Lands	All lots and road reserves that are intersected by the Project Site (listed in Section 1.4.2)
Subject Lot	The lot of the associated receiver who would host the battery. This lot is Lot 4 DP740920
Project Site	The area of land that is being investigated for siting of the Project. It is a smaller representation of the Involved Lands to exclude areas not subject to proposed development but may not be included in the final Development Footprint (see below).
Development Footprint	The area that would be impacted directly by the Project (including temporary construction impacts). In total the Development Footprint covers an area of approximately **9.37ha.**
Indicative Layout	The Indicative Layout refers to the current concept layout of the Project that is presented in the Project Description (refer to Section 3.1).
Associated receiver	A receiver on privately-owned land in respect of which the owner has reached an agreement with the Applicant in relation to the development and management of impacts. They are considered 'Project associated'.
Non-associated receiver	A residence on privately-owned land in respect of which the owner has not reached an agreement with the applicant in relation to the development. or A residence on privately-owned land in respect of which the owner has reached an agreement with the applicant in relation to the development, but the agreement does not cover the relevant impact or the performance measure for such impact under that agreement has been exceeded. Non-associated receivers are fully assessed for all environmental impacts, such as noise, vibration and visual impacts.

Executive summary

The Project

Samsung C&T Renewable Energy Australia Pty Ltd on behalf of South Coree BESS as Trustee for South Coree Pty Ltd (The Applicant) is proposing the development of the South Coree Battery Energy Storage System (The Project) at **384 Broockmanns Road, Finley NSW 2713**. The Project would involve the construction, operation and decommissioning of a Battery Energy Storage System (BESS) with a capacity of up to approximately 80 Megawatts (MW) / 320MWh (4hr). It would supply electricity to the National Electricity Market (NEM) during peak periods.

Construction of the Project would occur over approximately 15 months, limited to Monday to Friday 7 am - 6pm, and Saturday 8am to 3pm. The expected operational life of the Project is approximately 20 years. The Project would primarily be operated remotely. Key components of the Projects are summarised in Table 3-1 and shown in Figure 2-1 and described in detail within this Environmental Impact Statement (EIS) and supporting specialist studies.

Table 1 Main components of the Project

Aspect	Description
Project summary	The Project includes the development, construction and operation of a utility-scale BESS. The Project is forecasted to utilise lithium-ion phosphate (LFP) batteries with the generation of up to 80MW / 320MWh connecting to the Transgrid transmission network. Works include: • Preconstruction – site establishment including earthworks, intersection/access upgrades • Construction – including the construction of battery modules, inverter switch room, transformer, noise wall, temporary works areas and ancillary infrastructure • Up to 900m of 132kV transmission lines (above or below ground) • Landscaping • Security fencing
Project location	384 Broockmanns Road • Lot 4 DP470920 (Primary Landowner) • Lot B DP961693 (Transgrid) • Broockmanns Road (Council)
Project Site	13.65 ha
Development Footprint	9.37 ha

Aspect	Description
Access route	• Two options are being explored for the heavy vehicle access route: Port of Melbourne and Port of Geelong. • All heavy vehicles will enter the site from Canalla Road via the Riverina Highway. • All peak hour morning and afternoon traffic must use Canalla Road and Riverina Highway to access and leave the Project Site • Outside the nominated peak hours are permitted to utilise Broockmanns Road during the day.
Site access	The site will be accessed off Broockmanns Road via a newly constructed Project specific driveway.
Construction	Construction of the Project would occur over approximately 15 months limited to Monday to Friday 7 am to 6pm and Saturday 8am to 3pm. No work on Sundays or public holidays.
Operation	The expected operational life of the Project is approximately 20 years. When that lifespan is reached, an upgrade of the Project could be undertaken and consequently either request and extension or lodge a new DA with a more current technology.
Hours of operation	24 hours a day, 7 days a week.
Employment	Up to 60 construction jobs, 1-2 operational jobs
Estimated Development Cost	$135 million including mitigation strategies proposed in this report.
Voluntary Planning Agreement (VPA)	$48,000 per annum (CPI adjusted) from the commencement of operation until the cessation of operations of the project. This is based on $150 per megawatt hour per annum.

Strategic Context

The Project aligns with the current strategic direction of the Commonwealth, NSW and Local Governments, which supports investment in renewable energy and storage to ensure secure and reliable energy.

Due to the small area of impact proposed, the Project will have minimal impact on existing and adjacent areas of primary production and minimise conflict with land resource. The Project will encourage

diversification of appropriate land use and primary industry enterprises and is highly compatible with the adjacent substation and transmission infrastructure.

Site values

The area surrounding the Project Site includes rural farmland, irrigation channels, an existing substation and Finley Solar Farm to the south west of the Project. There are no existing buildings within the Project Site (with the exception of the connecting substation). An existing 62kV transmission line traverses the southern boundary the Project Site.

There are no mapped waterways nor dams within the Project Site. The Project Site is mapped as Class 3 – High capability land in accordance with the Land and Soil Capability Scheme (LSC), indicating it is compatible with sustained agricultural use. The Project Site would be 13.65ha with a Development Footprint of 9.37ha. Given this scale, it would not substantially reduce the agricultural production values in the region.

Project benefits

The Project:

- Builds on the aims of the NSW Electricity Infrastructure Roadmap to transition towards greater levels of renewable energy.
- Stabilises and secures the supply of electricity for residents, business owners and service providers
- Capacity to power approximately 90,000 households for a 4hr period during a full discharge
- Generates local employment, economic stimulus and other local economic benefits
- Includes broader benefits to the community through a community benefit fund established through a voluntary planning agreement developed in consultation with Council.

Statutory context

State Significant Development (SSD)

Section 20 of Schedule 1 of the State Environmental Planning Policy (Planning Systems) 2021 states Development for the purpose of electricity generating works with an estimated development cost of more than $30 million is classified as SSD.

Electricity generation works are defined in the Standard Instrument – Principal Local Environmental Plan (2006) as a building or place used for the purpose of electricity storage.

The Project would have a capital investment cost estimate of more than $30 million ($135 million). Therefore, The Project is classified as “SSD” under division 4.7 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The Minister for Planning is the consent authority for SSD projects and SSD applications are assessed by the Department of Planning, Housing and Infrastructure.

Permissibility

The Project Site is located within land zoned (RU1 – Primary Production) under the *Berrigan Local Environmental Plan 2013*.

Section 2.36(1)(b) of the State Environmental Planning Policy (Transport and Infrastructure) 2021 (TISEPP) states development for the purpose of electricity generating works may be carried out by any person with consent on any land in a non-prescribed residential zone. The land is zoned RU1 and under Section 2.35 of the TISEPP, a non-prescribed residential zone.

Mandatory matters for consideration

Section 4.4 of this EIS details the relevant mandatory matters for consideration, including:

- *Environmental Planning and Assessment Act 1979*
- Environmental Planning and Assessment Regulation 2021
- State Environmental Planning Policy (Transport and Infrastructure) 2021
- State Environmental Planning Policy (Planning Systems) 2021
- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Biodiversity and Conservation) 2021
- State Environmental Planning Policy (Primary Production and Rural Development) 2021
- Berrigan Local Environmental Plan 2013
- *Biodiversity Conservation Act 2016*
- Biodiversity Conservation Regulation 2017

Engagement

Scoping phase engagement

The Applicant commenced community engagement and consultation for the Scoping Report in August 2024.

During the Scoping phase, the community feedback captured a sense of the perceived issues and opportunities of the Project. The main issues and opportunities for ongoing discussion and consideration during the EIS period included:

- Health
- Fire risk
- Visual impacts
- Long-term community benefits
- Road access
- Water use
- Lifespan and decommissioning
- Local skilled workforce and accommodation.

EIS phase engagement

Community

The EIS community engagement period included a range of activities aimed at expanding awareness of the Project, responding to concerns, working through issues raised by non-associated receivers, community and wider stakeholders, and capturing potential opportunities that the Project may bring.

The broad engagement program sought to engage with the wider Finley community and continuing the conversation and issue-specific discussions with non-associated receivers and targeted stakeholders. The types of activities included:

- Two pop-up community information sessions
- Direct communications (letters, emails, phone calls)
- Material development: Fact sheets, FAQs, and Project posters
- Newspaper advertisement
- Social media tiles
- Use of online communication tools including Project website and community feedback survey
- Brainstorming activities for community benefit sharing programs
- Meetings and briefings.

The main themes that were identified and the opportunities that were highlighted throughout this period included:

- Ongoing general support of the Project
- Support for the Project's contribution to stabilising the National Energy Market (NEM) grid
- Support for the productive use of the land on which the Project is located
- Support for the diversification that the Project would bring to the local economy
- Support and desire to maximise employment and local business procurement opportunities during the construction phase of the Project
- Desire to maximise opportunities for local communities through both direct and indirect means (such as accommodation providers, and local spending by workers)
- Drive to maximise benefits for the local communities through community benefit schemes (this continued to be identified as one of the positive drivers of the Project).

The following concerns were expressed by stakeholders and were primarily focused on the following topics:

Concerns about the visual impact that the Project would bring.	The Applicant has committed to visual screening on the eastern and southern side of the BESS.
Concerns regarding noise impacts.	The Project is not expected to have impacts on non-associated residences. The Applicant has committed to constructing a noise wall to minimise impacts to the associated receiver if requested.
Concern regarding impacts to property access during the construction phase of the Project.	The Applicant heard the concerns and has committed to moving the Project Site access away from neighbouring access points and will minimise non-associated receiver property access impacts.

Aboriginal Community

Two avenues for engagement with the local Aboriginal community were adopted:

1. Engagement through the Engagement Action Plan in accordance with the *Aboriginal Cultural Heritage Consultation Requirements for Applicant*
2. Formal consultation was undertaken by the Heritage team regarding the potential to impact Aboriginal cultural heritage as part of the Aboriginal Cultural Heritage Assessment (ACHA) process.

Agency

The following Agencies were consulted as part of the EIS process:

- Department of Planning, Housing and Infrastructure (DPHI)
- Berrigan Shire Council
- Murray Irrigation
- Stage Emergency Services
- Conservation Programs, Heritage and Regulation
- Commonwealth Department of Climate Chage, the Environment
- Transport for NSW
- Transgrid
- Essential Energy.

Assessment of key issues

Table 3 Key issues

Environmental impact	Impact
Biodiversity	The surveys and assessment concluded that the Development Footprint occurs mostly on highly modified agricultural land. No species listed under the EPBC Act have been identified as having the potential to be significantly impacted by the development. The EPBC Act referral (EPBC 2025/10152) determined the proposal is not a controlled action and no further assessment is required. As such, the proposal is not considered to require offsets in accordance with the EPBC Offsets Policy.
Aboriginal heritage	The surveys and assessment concluded that there is low potential for surface or stone surface artefacts to be present or to be harmed by the Project. No known specific values (scientific, social or cultural, aesthetic or historic) would be impacted by the Project.
Access and traffic	Access to the Project Site would be off Broockmanns Road via Canalla Road off the Riverina Highway. Assessments have indicated that the intersection treatments are adequate off the Riverina Highway turning into

Environmental impact	Impact
	Canalla Road. Impacts on local traffic would be concentrated in the construction phase where there is the potential for a number of projects to overlap, particularly from other nearby renewable project, generating potential cumulative traffic impacts. Modelling shows the road network can accommodate the additional traffic generated during peak phases, in consideration of what is known of other local projects. The Project is expected to generate approximately 3 high risk over-size over-mass vehicles (6 back and forth movements) during construction. During operation the BESS is expected to generate a negligible amount of additional traffic.
Hazards – Preliminary Hazards Analysis	Preliminary risk screening found that the Project is not considered as 'potentially hazardous industry' Electric and Magnetic Fields created from the Project will not exceed the International Commission on non-Ionizing Radiation Protection (ICNIRP) Guidelines reference level. The designated land area can accommodate the BESS units to meet the proposed capacity, as verified by detailed general arrangement drawings.
Bushfire	Asset Protection Zones (APZ) are included in the Development Footprint to ensure a defendable space is provided and to manage heat intensities at the infrastructure interface.
Visual amenity	No notable visual impacts have been determined. The Project commits to planting landscaping screening on the eastern and southern side of the BESS
Noise amenity	No notable exceedances are relevant to construction or operation for non-associated receivers. No vibration or traffic noise impacts warrant mitigation. A noise wall may be constructed to improve noise amenity for the associated receiver.
Water and flooding	Flood modelling indicates that the project site is located in a low-lying, flat catchment which is prone to shallow inundation during a 1% Annual Exceedance Probability (AEP) event. Adequate freeboard be adopted for BESS infrastructure to ensure the site

Environmental impact	Impact
	remains flood free up to and including the 1% AEP event.
Cumulative impacts	While most cumulative impacts are best mitigated on a project-by-project basis, traffic impacts may be more significant and are more uncertain. The Applicant's best understanding of timing is presented in the EIS as well as the stated timing of nearby projects which may coincide. While the chance of overlap cannot be known with certainty at this time, the period of overlap of peak construction traffic is not considered significant in terms of the ability of the local road network to handle this overlap. Cumulative traffic impacts will require more accurate data, closer to construction with regard to managing overlapping constructing schedules.

Justification

The project as presented in this EIS meets all relevant planning provisions and guidelines and is considered justifiable and acceptable. On balance, the Project is considered appropriate to both:

- To the sites location being within close proximity to an existing substation and is 39.2 km south southeast of the nominated South-West Renewable Energy Zone.
- To the site's environmental values and the values identified by the local and broader community; impacts have generally been assessed as low and mitigation strategies with high confidence have been adopted to manage residual risk.

Where to from here?

During the public exhibition of this EIS, the community, local council and government agencies are invited to make informed submissions in relation to the Project. The consent authority would consider any formal submissions made during the exhibition period. The Applicant's response to all matters raised in submissions will also be exhibited as Department of Planning, Housing and Infrastructure (DPHI) commence preparation of their own assessment of the Project's impacts and its merits and make a recommendation regarding its ability to be approved.

The public are encouraged to take the opportunity to make a submission directly to the DPHI and to participate in the future engagement activities planned prior to the Project's determination.

1. Introduction

1.1. Project outline

Samsung C&T Renewable Energy Australia Pty Ltd on behalf of South Coree BESS as Trustee for South Coree Pty Ltd (The Applicant) is proposing the development of the South Coree Battery Energy Storage System (The Project) at **384 Broockmanns Road, Finley NSW 2713**. The Project would involve the construction, operation and decommissioning of a Battery Energy Storage System (BESS) with a capacity of up to approximately 80 Megawatts (MW) / 320MWh (80MWh x 4hr). It would supply electricity to the National Electricity Market (NEM) during peak periods.

The Project would involve construction of the following primary infrastructure:

- 80MW / 320MWh(4hr) BESS and associated equipment
- Onsite substation
- Connection works
- Upgrade to the Finley substation
- Permanent office and control room
- Site access and parking.

1.2. Project objectives

The Project objectives centre on the construction of a viable and appropriate energy storage facility that will provide a meaningful contribution to the state's transition to renewable energy. Additional storage provided by this project will better integrate the contribution of renewables and should act to stabilise the grid and drive prices down.

Energy storage technologies can unlock electricity generation growth in areas experiencing network constraints. They will also support on-demand energy needs as the network transitions to more renewable sources of energy.

The development of energy storage facilities projects aligns with the NSW Electrical Infrastructure Roadmap (NSW DPIE, 2020):

> *'Coordinated build out of new transmission, generation and storage infrastructure will deliver lower power prices for households and businesses in NSW and support an expected 6,300 construction jobs and 2,800 ongoing operational jobs in 2030 mostly in regional NSW, as a result of attracting an estimated $32 billion of private sector investment*.'

As well as these broader benefits, to ensure the development is appropriate to its context, the development aims to address the following key issues:

- Assist Australia's energy transition from fossil fuels to renewable energy and contribute to achieving net-zero emissions by 2050
- Provide system strength services to the transmission (and distribution) networks in the area and therefore provide security of supply and safeguard the energy network
- Increase economic activity locally and more broadly though grid investment
- Deliver direct employment and labour opportunities

- Avoid, minimise, and mitigate adverse impacts on the environment and community during construction and operation
- Establish a strong network of positive relationships within the local community
- Make efficient use of existing electrical infrastructure, notably Finley Substation.

The Project aims to construct and operate the BESS within a site that minimises potential environmental impacts. The land is sited within a suitable planning context, low environmental impacts (such as biodiversity, heritage, hydrology, traffic, noise and social) within proximity to existing electrical infrastructure, and on a location that maximises land use outside the central township of Finley.

1.3. Applicant Details

The Project is being developed by Samsung C&T Renewable Energy Australia Pty Ltd on behalf of South Coree BESS as Trustee for South Coree Pty Ltd (The Applicant) (refer to Table 1-1).

Samsung C&T Renewable Energy Australia Pty Ltd (SREA) began operations in Australia in 2022 and has solar and storage project interests across New South Wales, Victoria, and Queensland. SREA currently operates out of offices in Sydney and Brisbane, with personnel working remotely in Victoria.

To meet the needs of clients aiming to diversify their energy mix amid stringent carbon emissions requirements, SREA strives to become a full-spectrum energy provider in the clean energy sector. The company is committed to deploying sustainable energy resources with a vision to create value globally.

Over the past two decades, SREA has completed several renewable projects worldwide, including the world's largest wind and solar power cluster in Ontario, continuously delivering solutions that enable customers to fully leverage renewable resources.

Table 1-1 Applicant Details

Applicant Details	Detail
The Applicant	South Coree BESS Pty Ltd as trustee for South Coree Trust
Office Address	Suite 8.04, Level 8 227 Elizabeth Street Sydney, 2000
ABN	74 661 046 331
ACN	684 502 805

1.4. Site overview

1.4.1. The locality

The Project is located at **384 Broockmanns Road** approximately 39.2 km south southeast of the nominated South-West Renewable Energy Zone (SWREZ) (refer Figure 2-2). It is located within a land parcel that is adjacent to an existing 66 kilovolt (kV) line and in proximity to the Finley Substation and Finley Solar Farm.

The immediate area consists of broadscale irrigated areas with irrigation water supplied via the Mulwala Canal. The Project Site is located approximately 5km west of the township of Finley (NSW), 20km north west of Tocumwal (VIC) and approximately 27km east of the township of Berrigan (NSW).

A new site access would be constructed from Broockmanns Road on the western side of the Project. The design and construction of the new site access will be undertaken in consultation with Berrigan Shire Council.

Figure 1-1 Finley Solar Farm, Transgrids Finley Substation, and the Mulwala Canal facing north towards Broockmanns Road (courtesy Moir Landscape Architects)

Maxwells Road
Marantellis Road
South Coree Road
Killeens Road
Baxters Road
Newell Highway
Riverina Highway
Rice Mill Road
Closes Road
Coulters Road
Finley
Broockmanns Road
Riverina Highway
Kellys Road
Canalla Road
175 MW
Finley SF
Dales Road
Mcnairs Road
Broughans Road
Newell Highway
Burkes Road
Mcmurrays Road
Lawlors Road

LEGEND

Project Definitions

- Project Site
- Involved Lands

Access

- Main access
- Transgrid substation access

Local features

- Finley substation
- Highway
- Road
- Towns

Datum: GDA2020 / MGA Zone 55

NGH

0 1 2 km

South Coree BESS

Figure 1-2 Locality

Ref: 240316 South Coree BESS Planning_20250306 \ Locality Author: Amanda Conley Date created: 26.08.2025 © NGH 2025 © ESRI 2022

1.4.2. Tenure

The Involved Lands are made up of the lots and road reserves detailed in Table 1-2. The Project Site (13.65ha) is the area of land that has been investigated from the Involved Lands (82.94ha) for siting of the Project. Of this the Final Development Footprint (or "impact area") is approximately 9.37ha.

Table 1-2 Lots and easements intersected by the Project

Ownership	Zoning	Proposed usage for the Project	Lot/DP	Development Footprint (ha)
Freehold (Involved landowner)	RU1	Siting of the BESS, access tack, onsite substation, O&M Buildings, landscaping	Lot 4 DP 740920	4.24
Transgrid		Grid connection Enabling works	Lot B DP 961693	3.76
Berrigan Shire Council		Site access from Broockmanns Road and transmission connection area.	Broockmanns and Canalla Roads reserve	1.37
			Total	**9.37**

The Applicant would lease part of Lot 4 DP 740920 (freehold land) from the primary landholder for the operation of the Project. Electrical substations are treated as premises rather than fixtures due to the substantial and permanent nature of their construction. As such, subdivision may not be required for the Project.

If subdivision is required to create a separate allotment for the substation subject to the utility provider requirements. The size and configuration of the proposed subdivision would be confirmed in consultation with Transgrid and the host landowner.

1.5. Background to site selection and Project design

1.5.1. Site values

The Project Site includes rural farmland that is predominantly cleared of overstorey vegetation. The Project Site is used for agricultural purposes (predominantly horse grazing), and includes a residence, several sheds and a farm dam.

The Mulwala No. 19 Channel runs across the northern border of the Subject Lot and to the west along Canalla Road. There are no mapped waterways within the Project Site. A farm dam is located within the Subject Lot, separated by the private access road to the property, which is outside of the Project Site and Development Footprint. There is an 10m wide easement to drain water located at the southern boundary of

the Project Site (burdening Lot 4, benefitting Lot 3), adjacent to the property boundary fence (and Broockmanns Road). The area is not mapped as flood prone land.

The Project Site is in proximity to one 66kV transmission line, that runs along the southern extent of the Project Site, within the Broockmanns Road corridor. This line would not be utilised for connection purposes, rather the site would connect to the Finley Substation via a new 132 kV Project specific line which would be located on either the southern side of Broockmanns Road within the road corridor, or underground in the middle of Broockmanns Road.

The entirety of the Project Site and surrounding area is mapped as Class 3 in accordance with the Land and Soil Capability Scheme (LSC) (NSW OEH, 2012). This category is described as important for its capability to sustain cultivation on a rotational basis and be used for a range of crops. The moderate limitations for some land uses can be overcome through specific management practices.

The Project Site is not located on identified Biophysical Strategic Agricultural Land (BSAL) or identified important agricultural land. There is no mapped bushfire prone land across the Project Site or in close proximity to the Project Site. The Project Site has low level biodiversity value.

There is no current exploration and mining title or lease across the Project Site.

The main access to the Project Site will be from a new driveway off Broockmanns Road. A new entry located on the western side of the Project Site will provide the primary access, which will require upgrading on to Broockmanns Road to create an access wide enough to enable safe entry and exit from the Project Site. The new access point will be constructed in consultation with Berrigan Shire Council (Council).

Alternative light vehicle access is proposed from an existing gate adjacent to the associated receiver's driveway (Figure 1-3). Access via the existing associated receiver's driveway located on the eastern side of the Project Site is prohibited.

The proposed access route is currently utilised for local residents and for agricultural purposes, and is the same route used for the already constructed Finley Solar Farm.

Figure 1-3 Alternative entry point (left) and associated landholders driveway (right)

1.5.2. Site selection and application of avoid and minimise principles

The Project Site has been selected with the goal of balancing the assessed social, environmental and economic aspects associated with the development of a BESS. A focus objective is the establishment of a project that would proceed at a scale that takes these factors into consideration.

The Project Site is considered suitable as it is not on identified BSAL, is a relatively small footprint and would not impact greatly on the surrounding agricultural enterprises by sterilising a large area of high quality land nor by fragmenting the agricultural landscape due to its small size and location within close proximity to an existing substation.

The location proposed for Project was initially selected following a detailed desktop analysis and onsite investigations of the Project site and of the wider region which considered:

- Access to a transport corridor
- Proximity to an existing substation
- Low level biodiversity values due to the site being heavily grazed and historical agricultural uses
- General support from the local community
- No known or recorded heritage impacts as the site is highly disturbed.

The key site values (as detailed above) considered included:

- Ease of connection to the existing Transgrid substation
- Existing land zoning of the Involved Land being RU1
- Minimal views to the site from nearby residences
- Low biodiversity values
- Low cultural and European heritage values
- Low hazards.

Key actions taken early in the Project's planning stages in response to environmental constraints included:

- Consultation with Council and the broader community, with confirmed overall support.
    - Use of approved haulage routes to minimise traffic impacts on the community
    - Council and community input into proposed community benefits
- Responding to visual concerns of surrounding non-associated residents, including the relocation of infrastructure, site access and the addition of visual screening
- Early noise modelling to confirm no operational noise exceedances to non-associated landholders
- Confirmation of water allocation and source, as not to impacts water availability to the region
- Early biodiversity surveys and consultation with Conservation Programs, Heritage and Regulation (CPHR) (Formally BCD) were undertaken to verify:
    - The condition and habitat values onsite
    - The potential for Serious and Irreversible Impacts (SAII)
    - The potential for avoiding and minimising biodiversity impacts through Project design.
    - Land Category.

1.6. Related development

There are no related developments associated with this construction and operation of the Project.

All works associated with construction and operation of the Project, including connection and enabling works to the Finley substation, will be contained within the marked Project Site and assessed under this Development Application (DA).

1.7. Restrictions applicable to the Project Site

As detailed above, there is a 10m wide easement to drain water located at the southern boundary of the Project Site (burdening Lot 4, benefitting Lot 3), adjacent to the property boundary fence (and Broockmanns Road). Construction for the access will not impact the function of the drain or easement, and it will be designed in with best practice to maintain its integrity and current function.

An Essential Energy (EE) transmission easement previously ran through the northern section of the Project Site, with no transmission infrastructure. Through consultation with EE, the easement has since been released and is no longer a restriction on the Project Site (refer Section 5.4 for further details).

1.8. Format of this Environmental Impact Statement (EIS)

The purpose of the Environmental Impact Statement (EIS) is to access the economic, environmental and social impacts of the South Coree Battery Energy Storage System (BESS) Project (the Project), proposed at **384 Broockmanns Road, Finley NSW 2713**.

This EIS is structured to help the community, local council, government agencies and the consent authority understand the Project and its impacts, so they can make informed submissions or decisions on the merits of the Project.

The EIS has been prepared in line with the following guidance documentation:

- State Significant Development Guidelines (DPHI, 2024)
- State Significant Development Guidelines Appendix B – preparing and environmental impact statement (DPHI, 2022)
- Undertaking Engagement Guidelines for State Significant Projects (DPHI, 2024a)
- Cumulative Impact Assessment Guidelines for State Significant Projects (DPHI, 2022)
- Social Impact Assessment Guidelines for State Significant Projects (DPIE, 2023)
- Benefit-Sharing Guideline – Guidance for large-scale renewable energy projects (2024b).

It has been prepared in two parts:

1. The main report describes the Project, summarises the findings of consultation activities and detailed environmental assessment of impacts. It includes all mitigation measures proposed to manage the impacts on the community and the environment.
2. The supporting appendices include more detail in relation to:
    i) The Project specific Secretary's Environmental Assessment Requirements (SEARs) which prescribe the structure and content of the EIS, including a cross reference to where each requirement is addressed in the EIS.
    ii) Statutory compliance of the Project.
    iii) Engagement activities and outcomes, with the community and agencies.
    iv) Detailed specialist assessments (each provided in full).

The appendices also include a consolidated table of all proposed mitigation measures to manage the impacts on the community and the environment. These form part of the Project description, and would be required to be implemented, pending Project approval. The supporting appendices include:

- Appendix A Project SEARs
- Appendix A Statutory context table
- Appendix C Community engagement strategy
- Appendix D Consultation documentation
- Consolidated mitigation measures
- Appendix F Specialist reports
    - F.1 Biodiversity Development Assessment Report
    - F.2 Aboriginal Cultural Heritage Assessment Report
    - F.3 Traffic Impact Assessment
    - F.4 Preliminary Hazards Assessment
    - F.5 Landscape and Visual Impact Assessment
    - F.6 Landscape Plan

    - F.7 Noise and Vibration Impact Assessment
    - F.8 Detailed Water Assessment
    - F.9.Soil Impact Assessment and Technical Report
    - F.10 Preliminary Site Investigation
    - F.11 Social Impact Assessment.
- Appendix G Site Water Balance

2. Strategic context

Context important to the development of this project includes:

- Regional and local setting, zoning and key environmental features such as;
  - Flooding
  - Bushfire prone land
  - Contaminated land
  - Slope
  - Mine subsidence
  - Climate change
- Strategic need for energy storage in NSW
- Alignment with federal and state policy
- Alignment with regional and local strategies.

The above supports the justification for the project, as set out below.

2.1. Regional context

The Project is located within the Berrigan Shire LGA, and situated in the Riverina Murray Region of NSW, with a population of 8,665 people as per the 2021 Census (Australian Bureau of Statistics, 2021). Most of the population is centralised around the regional towns of Berrigan, Finley, and Tocumwal.

The Murray Valley National Park is located approximately 30 km south of the Project. The Finley Railway Precinct is a listed item on the State Heritage Register and is located 5.2 km east of the Project Site. There are 15 items listed under the Local Environmental Plan (LEP) within the town of Finley, with the closest to the Project being the Finley Police Station, 5 km east of the Project Site.

The Project is located within a land parcel that is adjacent to an existing Essential Energy (EE) 66 kilovolt (kV) line and in proximity to the Finley Substation and Finley Solar Farm. EE have not raised any concerns with the project interfering with their infrastructure.

The Mulwala Canal runs to the western and northern sides of the Project Site and is the largest irrigation canal in the Southern Hemisphere, and supplies the southern Riverina towns for Berrigan, Finley, Bunnaloo and Wakool. It runs from Lake Mulwala for 156 km, across the Riverina plain to Deniliquin.

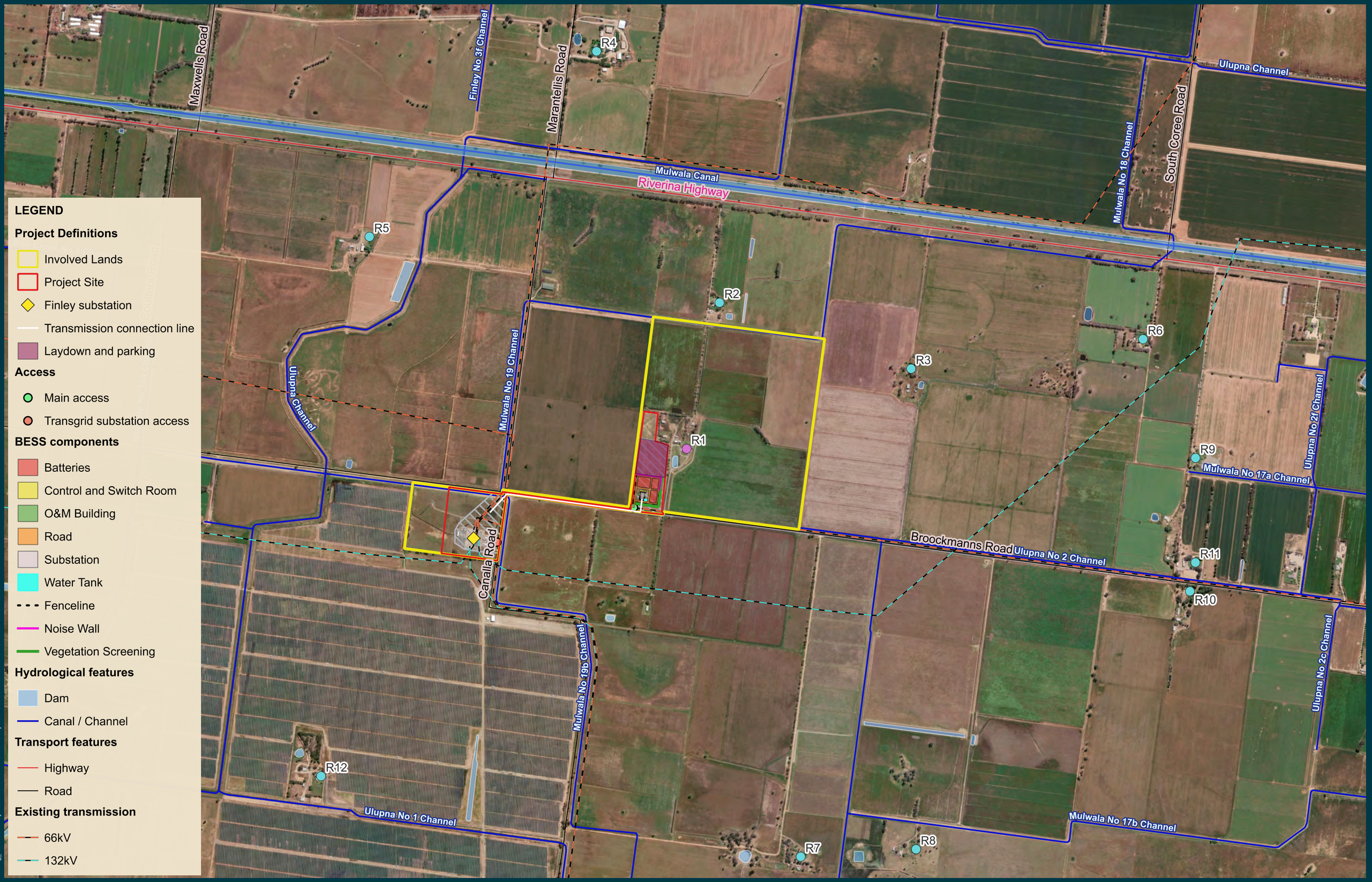
The proximity of receivers from the Project Site has been considered within 2km and 4km from the boundary of the Subject Lot. Amenity impacts (such as noise and visual) focus on the 2km zone, while social considerations and consultation extent to all receivers within 4km. This is considered commensurate with the scope and extent of this development proposal. Within 2km, there are 11 identified non-associated receivers. There is one Associated receiver that exists within the Project Site labelled as R1.

The Project Site has an optimal combination of the following broader site values that have been incorporated into the design and informed the final location of the Project:

- Existing transmission infrastructure
- No mapped water features
- Cleared of native flora and trees
- Not utilised for high value productive agricultural activities

- No significant impact on agriculture
- Not bushfire prone
- Not on an exploration lease or within a mine subsidence
- No major slope or risk of land slip
- Not located on Biophysical Strategic Agricultural Land.

Key site values and features can be seen in Figure 2-1 below.



Datum: GDA2020 / MGA Zone 55

0 0.5 1 km

South Coree BESS

Figure 2-1 Key features

Ref: 240316 South Coree BESS Planning_20250306 \ Key Features Author: Amanda Conley Date created: 31 07 2025 © NGH 2025 © ESRI 2022

1500 MW
Yanco
Delta WF
and BESS

1.5 GW
Dinawan WF
and BESS

Newell Highway

Cobb Highway

Edward River LGA

Murrumbidgee LGA

Jerilderie

195 MW
Currawarra
SF

Deniliquin

Riverina Highway

90 MW
Tarleigh
Park SF

70 MW
Southdown
SF

Finley

175 MW
Finley SF

140 MW
Finley
South SF

Berrigan

Federation LGA

Berrigan LGA

Tocumwal

Cobram

Barooga

100 MW
Marulan SF
and BESS

Berrigan BESS

Finley
BESS

Berrigan LGA

175 MW
Finley SF

LEGEND

Project Definitions

- Involved Lands
- Project Site

Roads

- Highway

Local Government Area

- Local Government Area

Existing transmission

- 66kV
- 132kV

Renewable Projects

Wind Projects in NSW

- Planning
- Approved

Solar Projects in NSW

- Operational
- Planning
- Withdrawn
- Approved
- Removed from portal

BESS in NSW

- Planning

Datum: GDA2020 / MGA Zone 55

0 10 20 km

Ref: 240316 South Coree BESS Planning_20250305 \Regional context Author: Amanda Conley Date created: 21.07.2025 © NGH 2025 © ESRI 2022

South Coree BESS

Figure 2-2 Regional context

LEGEND

Project Definitions

- Involved Lands
- Project Site
- Indicative 132 Tx connection route

Receivers

- Associated
- Non-associated

Local Features

- Finley substation
- Highway
- Road

South Coree BESS

- Batteries
- Control and Switch Room
- O&M Building
- Road
- Substation
- Water Tank
- Fenceline
- Noise Wall (potential)
- Vegetation Screening

Buffer - BESS

- 2km buffer

Transmission line

- 66kV
- 132kV

Waterway

- Irrigation Channel

Maxwells Road
Marantellis Road
Riverina Highway
Mulwala Canal
Ulupna Channel
Mulwala No 19 Channel
Canalla Road
Broockmanns Road
Ulupna No 2 Channel
Ulupna No 2c Channel
Mulwala No 17 Channel
Mulwala No 17a Channel
Mulwala No 17b Channel
Mulwala No 19b Channel
Ulupna No 1 Channel
Dales Road
Edwards Road

R1
R2
R3
R4
R5
R7
R8
R10
R11
R12

Datum: GDA2020 / MGA Zone 55

0 0.5 1 km

Ref. 240316 South Coree BESS Planning_20250306 \ Receivers Author: Amanda Conley Date created: 31.07.2025 © NGH 2025 © ESRI 2022

South Coree BESS

Figure 2-3 Nearby receivers

2.2. Alignment with federal, state and regional energy policies

2.2.1. Federal

Reduction plan 2021 and Nationally Determined Contribution (2022)

Australia's long term emissions reduction plan and the Nationally determined contribution to the UN via the Paris Agreement (developed during United Nations Framework Convention on Climate Change (UNFCC) COP21) sets the nations goals towards zero emissions by 2050 and 43% below 2005 levels by 2030 (Department of Industry, Science, Energy and Resources, 2021). This was set to achieve the goal of avoiding a 1.5^{o}C rise (from pre-industrial levels) in temperature by the end of the 21st century. The Project assists in this reduction through the storage of electricity which should be primarily sourced from renewables, not fossil under the forecasted energy transition.

There have been seven COP's since COP21. The latest outcomes from COP28 highlighted the need to triple global renewable energy capacity globally to meet the goals of the Paris agreement.

The Commonwealth *Climate Change Act 2022* enshrines into law an emissions reduction target of 43 percent from 2005 levels by 2030, and net zero emissions by 2050. In addition, the Act ensures a whole-of-government approach to drive towards the target. The government has formally lodged this target as an enhanced Nationally Determined Contribution under the Paris Agreement. The Act backs onto the Government's Powering Australia plan, which is focused on creating jobs, cutting power bills and reducing emissions by boosting renewable energy.

The Project would form part of the Australian effort to help meet the above targets. The development of utility battery storage is an important contribution to:

- Providing for further reductions in Green House Gas (GHG) emission intensity for generation in the National Energy Market (NEM), by supporting renewable energy projects.
- Supporting the Government's Renewable Target (RET) of 20 percent renewable energy by 2020.

While the Large-scale RET target was met in 2019/20, the scheme will continue to require high-energy users to meet their obligations under the policy until 2030.

2024 Integrated Systems Plan

Published every two years, the Integrated Systems Plan (ISP) details what, when, where, and how much electricity transmission, generation and storage is required in the NEM. This assists governments and industry to plan and invest to meet people's current and future energy needs.

The 2024 ISP was first introduced in December 2023 and released for comment in January 2024. The Plan confirms that urgent investment is needed in new renewable energy generation, transmission, storage and flexible gas generation to continue to deliver secure, reliable and affordable energy, and reach the renewable electricity generation targets of NEM jurisdictions.

The key messages from the draft plan include:

- Household and business electricity consumption from the grid is forecast to nearly double by 2050.

- With coal expected to retire faster than currently announced, the NEM is forecast to need a seven-fold increase in large-scale wind and solar generation by 2050. The 2024 ISP predicts a 90% (or 21GW) closure of all coal plants by 2030, a significant increase from the forecast two-thirds of coal plants (or 14GW) from the 2022 ISP.
- It also requires building close to 10,000 km of new transmission lines and upgrades to existing networks by 2050 to connect new generation across the power system.
- Delivering the transmission projects identified in this plan is expected to avoid $17 billion in additional costs to consumers if those projects were not delivered.

The 2024 ISP sets out how the Australian Energy Market Operator (AEMO) has identified the optimal development path for the NEM and is a roadmap through the energy transition. The 2024 ISP shifts from the 2022 ISP, the adjustment being in response to economic, physical and policy environmental changes. The AEMO states that "there will be a demand for 82 GW of utility-scale wind and solar in the NEM by 2034-35, and 126 GW by 2049-50. 34GW of this energy would need to come from NSW".

In response to an accelerated timeline for the closure of coal fired energy plants, the optimal development path is Step Change. Step Change is predicted to be the lowest cost, resilient and pragmatic path to the NEM's energy future rather than Progressive Change which reflects slower economic growth and energy investment or Green Energy exports which is focused on strong industrial decarbonisation and low emission energy exports. Under forecasts for the Step Change scenario (AEMO, 2023), the optimal development path requires investment that would:

- Triple grid scale variable renewable energy by 2030 and increase it seven-fold by 2050. Focus grid scale generation in REZs Almost quadruple the firming capacity using utility scale batteries, hydro and gas-powered powered generation Support a fourfold increase in rooftop solar capacity.
- Leverage system security services and operational approaches.

There is an earlier need for renewable energy with a need for 6GW of new renewable energy per year compared to 4GW in the 2022 ISP to replace the coal generation capacity that is existing faster and to meet the higher demand forecast compared to the 2022 ISP.

2.2.2. New South Wales State Government

NSW Climate Change (NET Zero Future) Act 2023

The NSW Climate Change (Net Zero Future) Act 2023 was assented on 11 December 2023. It aims to '*set objective for New South Wales to be more resilient to a changing climate; and to establish the Net Zero Commission to monitor, review and report on progress towards the 2030 and 2050 targets and the objective and to exercise other related functions'.*

The Act commits the NSW government to effective action on climate change to ensure a sustainable and fair future for the people, economy and environment of NSW. It legislates:

- Guiding principles for action to address climate change that consider the impacts, opportunities and need for action in NSW
- Emission reduction targets for NSW:
    - 50% reduction of 2005 levels by 2030

    - 70% reduction on 2005 levels by 2035
    - Net zero by 2050
- An object for NSW to be more resilient to a changing climate.
- Establishing an independent, expert Net Zero Commission to monitor, review, report on and advise on progress towards these targets (NSW Government, 2023).

This Act supports the Commonwealth governments' *Climate Change Act* 2022.

NSW Net Zero Plan

In March 2020, the NSW Government released the NSW Net Zero Plan. This plan sets out how the NSW Government will deliver on these objectives over the next decade. The Net Zero Priorities include to:

- Drive uptake of proven emissions reduction technologies that grow the economy, create new jobs or reduce the cost of living.
- Empower consumers and businesses to make sustainable choices.
- Invest in the next wave of emissions reduction innovation to ensure economic prosperity from decarbonisation beyond 2030.
- Ensure the NSW Government leads by example.

The Net Zero Plan Stage 1:2020-2030 is the foundation for NSW's action on climate change and goal to reach net zero emissions by 2050. The proposed Project aligns with this goal.

NSW Electricity infrastructure roadmap

The NSW Electricity Infrastructure Roadmap ('The Roadmap') aims to redefine NSW as a modern, global energy superpower by delivering the electricity infrastructure needed to support a modern prosperous economy (NSW DPIE, 2020). The roadmap sets out a plan to transition the electricity sector from the existing power sources that are coming to the end of their lives, to cleaner, cheaper and more reliable energy sources including wind, solar, batteries and pumped hydro.

The electricity sector in NSW would be underpinned by five foundational pillars outlined in The Roadmap:

1. Driving investment in regional NSW: supporting our regions as the State's economic and energy powerhouse.
2. Delivering energy storage infrastructure: supporting stable, long-term energy storage in NSW.
3. Delivering Renewable Energy Zones (REZs): coordinating regional transmission and renewable generation in the right places for local communities.
4. Keeping the grid secure and reliable: backing the system with gas, batteries or other reliable sources as needed.
5. Harnessing opportunities for industry: empowering new and revitalised industries with cheap, reliable and low emissions electricity.

The Roadmap reiterates the need to act now given four of the five coal fired power stations in NSW are anticipated to close within 15 years, starting with the Liddell power station that closed in 2023 and Eraring that is planned to close in 2027. These power stations provide, as of 2020 power mix generation, around three quarters of NSW's electricity supply and two thirds of the firm capacity needed during summer heat waves, and as they age, tend to fail more frequently resulting in reliability problems. The infrastructure

needed to replace coal fired power stations has long lead times, further justifying the need for action to coordinate and unlock investment before they close.

The South Coree is strongly justified due to its potential to contribute to pillars 1, 2 and 4 of the Roadmap, by providing reliable energy storage to the NEM.

NSW Transmission Infrastructure Strategy 2018

The NSW Transmission Infrastructure Strategy is the NSW Government's plan to unlock private sector investment in priority energy infrastructure projects, which can deliver least-cost energy to customers to 2040 and beyond (NSW Department of Planning and Envrionment, 2018). The strategy states that for every 20 projects looking to connect to the grid, only one can. This comes despite the fact that in October 2018 more than 20,000 megawatts of large-scale projects were progressing through the planning system, representing more than $27 billion in potential investment, mostly in regional NSW. The NSW Transmission Infrastructure Strategy sets a plan to facilitate private sector investment in energy projects throughout the state. The NSW Transmission Infrastructure Strategy sets out the following guiding principles:

- Supporting projects that may contribute to lowering energy bills
- Taking a technology neutral approach to energy generation projects
- Private sector led investment
- Regional economic growth and increased job opportunities
- Ongoing secure and reliable energy to power the NSW economy.

The strategy also outlines the aim to boost NSW connectivity through large-scale transmission connections with surrounding states and regional areas. This would be primarily spearheaded by upgrades and infrastructure in defined energy zones.

NSW Electricity Strategy

The three objectives of the NSW Government for the state's electricity system, as stated in the NSW Electricity Strategy (NSW DPIE, 2019), are reliability, affordability and sustainability.

The NSW Government's Electricity Strategy would:

- Improve the efficiency and competitiveness of the NSW electricity market by reducing risk, cost, Government caused delays and by encouraging investment in new price-reducing generation and energy saving technology.
- Prompt Government to act if there is a forecast breach of the Energy Security Target which private sector projects are unlikely to address. This should be done in a way that minimises costs to consumers and taxpayers and does not give rise to moral hazard risk.
- Ensure that there are appropriate powers available for Government to analyse and respond to electricity supply emergencies if they arise.

Renewables are now the most economic form of new generation and **battery storage** is a critical part of this transition.

2.2.3. Regional / local policy

Riverina Murray Regional Plan 2041

The Riverina Murray Regional Plan 2041 provides a framework for recent government priorities, and draws from the local strategic planning statements prepared by each council for their LGA. The key outcomes in the regional plan relevant to the Project are:

- Ensure the aims of the *Biodiversity Conservation Act 2016* are considered early in the strategic planning and development process
- Support the transition to a net zero carbon emission State by 2050, including enabling the establishment of the South-West REZ
- Plan for the implications of climate change and the need for resilient and sustainable communities.

The Project aligns with the above key outcomes through:

- Site selection to avoid and minimise impact on native vegetation by siting of the BESS on low-quality exotic farming land
- Providing appropriate infrastructure to assist in firming and supporting the electricity grid
- Providing reliable energy storage and electricity grid distribution in times of high energy demand.

The Project specifically aligns with two of the planning objectives of the Regional Plan. These are objective 11 and objective 13 and is considered suitable development for the area.

- Objective 11: Community and places – Plan for integrated and resilient utility infrastructure

The Project aligns with the objectives through firming the grid which is already being partially fuelled by the operational Finley Solar Farm providing a reliable electricity supply that will be readily available for the area.

- Objective 13: Economy – Support the transition to net zero by 2050.

As renewable electricity generation demand increases, so does the requirement for effective storage. The Project assists with the regions transition to net zero by 2050 through providing reliable energy storage and electricity grid distribution in times of high energy demand.

Berrigan Local Environmental Plan 2013

‘Electricity generating works’ as defined by the Standard Instrument - Principal Local Environment Plan (2006) includes electricity storage.

The Project Site is zoned Primary Production (RU1) under the *Berrigan Local Environmental Plan 2013* (Berrigan LEP). The objectives of the zone are:

- To encourage sustainable primary industry production by maintain and enhancing the natural resource base
- To encourage diversity in primary industry enterprises and systems appropriate for the area
- To minimise the fragmentation and alienation of resource lands
- To minimise conflict between land uses within this zone and land uses within adjoining zones
- To permit development that enhances the agricultural and horticultural production potential of land in the locality

- To permit low-key tourist and visitor accommodation that is compatible with the scenic amenity, and promotes the character, of the area
- To enable function centres to be developed in conjunction with agricultural uses.

It is the intent for the life of the Project; that the Project Site would store and harness a renewable natural resource (i.e. renewable energy). While the activity would have minor impacts on land available for primary production, the land would meet the second and third objectives as identified above; it would allow for diversity in land use appropriate to the area and it would not fragment resource lands.

Also being adjacent to the existing Transgrid substation and Finley Solar Farm, the Project would not create conflict between land uses within this zone and adjacent land.

Being fully reversible and involving limited ground disturbance, the Project would not remove the potential to use the land for primary production at the end of the life of the Project.

Leasing of the land for construction of the BESS, rather than subdividing, will also reduce any potential for permanent fragmentation or alienation of resource lands. Noting this, a minor subdivision may be required for the Project substation.

Development of electricity generating works are prohibited in land zoned RU1 under the Berrigan LEP. However, the provisions of the State Environmental Planning Policy (Transport and Infrastructure) 2021 (TISEPP) prevail over the Berrigan LEP. Therefore, the Project is permissible with consent.

Berrigan Shire Local Strategic Planning Statement 2020 – 2040

The Berrigan Shire Local Strategic Planning Statement 2020 – 2040 set the long-term strategic framework for planning and development in the Berrigan Shire LGA over the next 20 years. The Project aligns closely with two planning priorities for the Berrigan Shire Council (Council). These include Priority 1 and Priority 2 and is considered suitable development for the area:

- Planning Priority 1: Agriculture and Agribusiness –manage land use conflict and encourage complementary value-add agriculture opportunities through flexible planning provisions in local strategies and local planning controls.

The construction and operation of the South Coree BESS will contribute to Planning Priority 1 by not impacting significantly on important agricultural land (the final BESS area would be limited to less than 5 ha), being flexible with planning provisions in that the Project is highly reversible and contributing to employment:

- Planning Priority 2: Enabling Infrastructure – advocate for investment of critical high voltage transmission network and facilitate appropriate smaller-scale renewable energy projects.

The construction of the BESS would complement the existing electrical network capabilities into the future and centralises and co-locates electrical energy infrastructure close to existing electrical infrastructure to minimise impact on the broader region.

Berrigan Shire Community Strategic Plan (CSP) 2040

The Berrigan Shire CSP highlights the partnerships, advocacy and coordination with other tiers of government to help ensure everyone in the community thrives into the future. It also recognises the vital role

Council plays in achieving the aspirations set out in the CSP, noting that it will take working collaboratively with state agencies, businesses, industry groups, community groups and individuals to make them happen.

The Berrigan Shire CSP consists of five themes and strategic objectives:

- ***Our community:*** An inclusive, resilient community with a strong sense of belonging and pride
- ***Our economy:*** A resilient and prosperous economy that supports employment and learning opportunities
- ***Our environment:*** Our natural assets are protected and enhanced for future generations
- ***Our infrastructure:*** Reliable and efficient infrastructure that meets the growing needs of our community
- ***Our civil leadership:*** Transparent and responsible leadership that actively engages with and serves the community's interests.

Specifically, the Proposal directly aligns with the following strategies:

- *Our economy (p. 23):*
    - *Encourage and support projects that diversity the economic base and provide local jobs*
    - *Attract new local employment to the area*
    - *Foster a diverse, adaptive and innovative agricultural industry.*
- *Our environment (p. 27):*
    - *Mitigate the impacts of climate change through renewable energy and water conservation measures and encourage sustainable living*
    - *Developers provide positive social and environmental contributions.*

Berrigan Shire Council Energy Strategy 2021

The document "100% Renewables" was commissioned by the NSW Department of Planning, Industry & Environment to create an Energy Strategy with Council. This strategy aims to help the Council increase the use of renewable energy at its facilities in a cost-effective manner, reduce energy demand, and lower costs. The focus is on stationary energy-related emissions from the Council's operations, demonstrating to the community that emissions reduction is both feasible and cost-effective, thereby positioning the Council as a leader in community climate action.

The Council's broader climate response can extend beyond this strategy to include transport for Council operations, emissions from landfill and other waste managed by the Council, climate resilience and adaptation measures, as well as emissions from the community's stationary energy use, transport, agriculture, and other land use.

Although the South Coree BESS does not play a driving role in this strategic goal, it is clear from the Energy Strategy that the Council is supportive and committed to contributing to the net-zero emissions goal for the Shire, NSW, and Australia by 2050.

2.3. Consideration of alternatives and key features

2.3.1. Alternative site locations

The location proposed for the Project was initially selected following a detailed desktop analysis of the region which considered:

- Access to a transport corridor
- Proximity to an existing substation
- Low level environmental values.

This site provides an optimal combination of:

- Sufficient available capacity on the grid distribution system
- Proximity to a grid connection,
- Suitable planning context
- Low potential impacts to biodiversity and heritage
- Low potential social impacts, such as noise and visual
- Community acceptance
- Excellent road access off the Riverina Highway
- Low land use conflict.

2.3.2. Project layout

The Indicative Layout has been developed to be responsive to the site's environmental features (refer to Figure 2-4), has minimised impact on biodiversity values, and in response to consultation with the near neighbours. Remaining environmental considerations on this site were considered minor and appropriately addressed with mitigation measures that are summarised in Appendix E.

Initially the layout had the Project situated in the middle of the BESS Project Site with the site access directly adjacent to the associated landholder's driveway (Figure 2-5). However, in response to specialist studies relating to noise exceedances for the associated receiver, traffic, and to community feedback on visual amenity and access concerns, the layout was shifted closer to the western boundary of the Subject Lot and further south of the associated receiver's dwelling.

No dwelling is located on the adjacent non-associated landholders' property (south of Broockmanns Road). Despite this, there was visual concern if the property were ever to be sold or they were to build a residence.

In addition, vegetative screening was not considered due to limited impacts on surrounding non-associated landholders. Due to the associated landholder and the non-associated landholders' potential views directly opposite the Project Site, screening was added to the project.

2.3.3. Alternative site access points

Initially it was proposed to utilise an existing access from Broockmanns Road into the Project Site, given there is an existing culvert and driveway. However, due to being located next to the associated landholder's driveway, this is now being considered as an alternative access point for light vehicles only.

A new access point was then proposed approximately 20m west of the existing access (Figure 2-5). However, in response to advice from a Traffic Engineer and feedback from the non-associated landholders existing driveway directly opposite the Project Site (southern side of Broockmanns Road), the access point was moved to the western side of the Subject Lot (Figure 2-4).

Berrigan Shire Council have also detailed their preference for accessing the site from the Riverina Highway, Canalla Road and then to Broockmanns Road (via the same route as the Finley Solar Farm). To minimise traffic impacts and road dilapidation, Berrigan Shire Council have verbally indicated their preferred route (as described above) will minimise impacts to roads, residents and improve road safety during construction.

2.3.4. Alternative technologies

Over recent years, the underlying technology surrounding BESS development has been evolving at an increasingly rapid rate. The Applicant would utilise the latest technical and cost-efficient technology available at the time of construction. At this stage, it is proposed to utilise the Tesla Megapack which utilises a Lithium-ion phosphate (LFP) chemistry.

LFP technology was chosen for electricity storage because it is cost-effective and a proven technology which is readily available for broad scale deployment at the site. At this stage there are no notable battery technologies competing with LFP for this scale of development.

While other battery technology exists, LFP battery technology is currently selected as the preferred option based on the following criteria:

- Minimal risk of thermal runaway
- Safety, fire management and containment
- Ability to support the network to increase renewable energy penetration
- Ability to provide energy during periods of peak demands
- Minimal environmental impact
- Safety and ease of integration
- Demonstration and maturity of technology
- Value for money.

2.3.5. Scale and suitability of the project

The scale of the Project has been determined after considering the following factors:

- A desire to provide more secure energy for times of need and supporting Commonwealth and State level efforts to mitigate the effect of climate change
- A need to ensure that the Project is commercially viable
- The capacity of the electricity grid to absorb the energy generated by the Project
- The opinions expressed by landowners and the local community
- The constraints identified during the preparation of this EIS.

This specific site has been selected on the following basis:

- Land: The landowner supports the Project and has entered into an agreement for the development.

- Environment: The open landscape (minimal trees) and current agricultural use means the design can be flexible to avoid any sensitive areas.
- Community: Low rural settlement density and the ability to provide large setback distances to neighbouring dwellings will reduce potential for community impacts.
- Council: The Council is generally supportive and recent community engagement has indicated there is no strong opposition to the Project.
- Planning: The State Government and local Council are supportive and there is a well-defined planning approvals pathway to assess the Project.
- NEM: The ability to connect to the BESS directly to the grid via the adjacent Transgrid 132kV substation brings significant benefits as the network has the capacity to absorb the energy stored within the BESS and deliver it anywhere in the network.
- Design: The preliminary design, as shown in the Indicative Infrastructure Layout, has demonstrated a viable project while minimising any potential impacts to the environment or the local and regional community.

A brief overview of the Project's regional setting is included in Section 1.5.

LEGEND

- Project Site
- Involved Lands
- Development Footprint
- Finley Substation
- Laydown and parking

South Coree BESS components

- Batteries
- Control and Switch Room
- O&M Building
- Track
- Substation
- Water Tank
- Fenceline
- Noise Wall (potential)
- Vegetation Screening
- Proposed transmission connection line

Transport

- Road

Access

- Main access
- Transgrid substation access

Mulwala No 19 Channel

Canalla Road

Mulwala No 19b Channel

Datum: GDA2020 / MGA Zone 55

NGH

0 0.1 0.2 km

South Coree BESS

Figure 2-4 Indicative layout

Ref: 240316 South Coree BESS Planning_20250306 \ Indicative Layout - EIS Author: Amanda Conley Date created: 21.08.2025 © NGH 2025 © ESRI 2022

LEGEND

Project Definitions

- Involved Lands
- Project Site
- Disturbance Footprint

Site access

- Main access

Indicative layout

- Battery Units
- Roads
- Substation
- Switchroom and O&M
- Water Tanks
- Temporary laydown, parking and amenities
- Fenceline
- Noise Wall
- Vegetation Screening

Transport

- Road

Waterway

- Irrigation channel

Existing transmission line

- 66kV
- 132kV

Mulwala No 19 Channel

Canalla Road

Mulwala No 19b Channel

Datum: GDA2020 / MGA Zone 55

NGH

0 0.1 0.2 km

South Coree BESS

Figure 2-5 Alternative Project layout

Ref: 240316 South Coree BESS Planning_20250306 | Project Layout Author: Amanda Conley Date created: 31.07.2025 © NGH 2025 © ESRI 2022

2.3.6. Alternative to do nothing

Once the general area was selected by the Applicant, the only alternative option is to not undertake the Project. This is reflected as Option 1.

Option 1: Do Nothing

The do-nothing option considers the consequences of not carrying out the development. The strategic need for the Project is justified to address the state's current need for storage methods that address grid firming to support climate change commitments that are moving away from reliance on fossil fuels. Not undertaking the Project would not assist in the transition away from fossil fuel reliant energy production.

It would also forgo any benefits of the Project as detailed in Section 2.6 of this report.

The do-nothing option would not generate the environmental impacts required to construct and operate the BESS. Key impacts are detailed in Sections 6 and 7 of this report, however, no impacts were concluded to be substantive, or lead to long term negative impacts to the environment and community.

Option 2: Construction of the South Coree BESS

Option 2 is to construct and operate a BESS as outlined in Section 3 of this report. The biggest advantage of this option is the location of the site to the adjoining Transgrid Substation, allowing for minimal impacts related to extensive transmission line upgrades and minimal impacts to surrounding Agricultural land with no fragmentation of important Agricultural land.

The other advantages and disadvantages of Option 2 is presented in Figure 2-1Mitigation measures have been considered to avoid biodiversity impacts, traffic, Aboriginal heritage, visual and noise impacts. The benefits of the Project are considered to outweigh the potential impacts, which have been deemed manageable.

Table 2-1 Advantages and disadvantages of option 2

Advantages of Option 2: BESS	Disadvantages of Option 2: BESS
• Aligns with the strategic needs and Project justification • Strategically located adjacent to existing substation • Ability to avoid key environmental impacts such as high value biodiversity (refer to Section 6) • No fragmentation of important Agricultural land. • No fragmentation of irrigation infrastructure • No significant loss of Class 3 Agricultural land. • Ability to avoid key amenity impacts such as noise and visual • Broader benefits to the community through a	• Potential minor loss of Class 3 Agricultural land • Potential impact to SAII species • Potential views from the Riverina Highway and Broockmans Road. • Potential social impacts in relation to tourism, accommodation and employment.

Advantages of Option 2: BESS	Disadvantages of Option 2: BESS
community benefits established via a Voluntary Planning Agreement (VPA) developed in consultation with Council • Additional economic stimulus to the Finley and surrounding communities through employment, accommodation, local supply and spending • Assists with firming supply of electricity, which is critical to a renewable grid.	

2.4. Project agreements

The Project has an agreement with the associated landholder.

Due to the low impact nature of the development, no 'negotiated agreements' have been entered into to manage impacts on any near neighbours.

Berrigan Shire Council (Council) have welcomed investment within the LGA. The Applicant and Council have proposed a Voluntary Planning Agreement (VPA). The initial terms of the agreement have been drafted but are not final subject to further negotiation with council.

As such, the Applicant will progress negotiations with Council for the VPA. The proposed contribution will be in line with the *Benefit Sharing Guideline* – Guidance for large-scale renewable energy projects (DPHI, Benefit Sharing Guideline - Guidance for large-scale renewable energy Projects, 2024).

2.5. Cumulative impact consideration

Nine SSD renewable energy projects are located within 50km of the Project, with the Finley BESS and Berrigan BESS both proposed adjacent to the Project along Broockmanns Road. The Finley Solar Farm is currently operational.

Cumulative impacts associated with the Project have been given consideration in Section 7.3 of this report and assessed in alignment with the *Cumulative Impact Assessment Guidelines for State Significant Projects* (DPE, 2022b). Cumulative impacts can be split into two broad groupings as below:

Strategic-level Cumulative Impact Assessment (CIA) - important beneficial cumulative impacts

- Alignment with federal and state regional renewable energy policies
- Alignment with regional and local land use plans
- Responds to the site's unique environmental and social context.
- Reduction of energy costs.

Project-level CIA – risks of exacerbating adverse impacts

Being located in a region with growing interest in renewables and storage projects, local cumulative impacts anticipated from several nearby utility scale renewable facilities include:

- Visual and landscape character impacts
- Noise impacts
- Traffic impacts
- Pressure on local facilities, goods and services.

This report considers that Strategic-level CIA outweighs the Project-level CIA, resulting in a highly supportable Project that aligns with strategic planning goals as outlined in this chapter (Section 2) without generating substantive negative cumulative impacts. All environmental and social impact factors are assessed in Section 6 and Section 7 with a targeted discussion and assessment of cumulative impacts covered in Section 7.3.

2.6. Project benefits summary

In consideration of the alternatives examined above, the Project:

- ✓ Builds on the aims of the NSW Electricity Infrastructure Roadmap to transition away from coalfired energy, towards greater levels of renewable energy.
- ✓ Stabilises and secures the supply of electricity for residents, business owners and service providers.
    - o It is estimated that the Project would have the capacity to power approximately 90,000 households for a 4 hour period during a full discharge (assuming 21.355kWh/day usage) (AER, 2023).
- ✓ Assists to drive down the wholesale electricity prices for energy consumers.
- ✓ Generates local employment, economic stimulus and other local economic benefits
- ✓ Includes broader benefits to the community through a Voluntary Planning Agreement (VPA) developed in consultation with the community and the BSC, including;
    - o Provides direct financial benefits to residents living near the project
    - o Supports local initiatives that enhance community well-being and sustainability
    - o Fosters collaboration between Applicant, Berrigan Shire Council, and local community groups
    - o Considers feedback and suggestions made by community and stakeholders during engagement undertaken as part of the EIS
- ✓ The Project has been developed iteratively, with a specialist energy development and environmental assessment team. It reflects the opportunities identified early in the Project to maximise the environmental sustainability of the Project. The Project assessed in this EIS is also one that responds appropriately to the site's context and community values.

3. Project description

3.1. Project overview

The Project would include the following key built form features:

- BESS including battery enclosures, inverters, transformers, switchgear and control room
- Onsite substation including transformer switch bays and switchgear housed in portable substation containers
- Underground and / or overhead 132 kV transmission lines to connect the BESS to the Finley substation
- Finley substation upgrade works to facilitate connection with the BESS
- Permanent office, operation and maintenance (O&M) buildings, hardstands and Project signage
- Site access to the BESS from Broockmanns Road, internal site access tracks and parking
- Landscaping
- Stormwater management infrastructure, lighting, fencing and security.

The Project will connect to the Finley substation via an overhead and / or underground 132 kV transmission line, that will run along the centre or southern boundary of Broockmanns Road reserve and potentially Canalla Road, before entering the TransGrid lot (B//961693). From the Transgrid lot boundary to the substation, the connection point is still under negotiation. As such, all of the southern side of Broockmanns Road and Canalla Road, road reserve and the area surrounding the Finley substation is being investigated as part of the Project Site. This is reflected in all mapping.

Site access from Broockmanns Road to the Project is required. However, no other road upgrades are proposed.

The Project Site boundary and Indicative Layout is provided Figure 2-4. The final Project Site that has been assessed in this EIS was informed by community and stakeholder consultation, and detailed environmental investigations.

Table 3-1 Key components of the Project

Feature	Description
Site details and land tenure	
Street address	384 Broockmanns Road
Involved Lands	• Lot 4 DP470920 (Primary Landowner) • Lot B DP961693 (Transgrid) • Brookmans Road (Council)
Local Government Area (LGA) Zoning	Berrigan Shire
Catchment	Riverina Murray

Feature	Description
Subdivisions and easements	• Subdivision may be required subject to utility provider requirements • An access and transmission easement will be created for the Project.
Infrastructure components	
Battery Energy Storage System (BESS)	• 80MW / 320MWh(4hr) • 88 Tesla Megapack 2XL • 22 4.6 MVA step-up transformers • 4 ring main units • 1 HV transformer
Substation and switch yard	• 33kV switch room • Auxiliary low-voltage transformer • 33/132kV Transformer
Transmission line connections	Approximately 900m of 132kV overhead (lines) or underground (cabling)
Existing Transgrid substation	• Preparation of an existing 132kV bay • Installation of associated secondary high-voltage equipment • Execution of any necessary civil works to support the bay construction or modification • Potential switchyard bench extension for new bay • The final design and scope of these works will be determined in coordination with TransGrid's technical and regulatory requirements.
Site access and intersection upgrades	Access and upgrade from existing site access off Brookmanns Road
Temporary works areas: Construction compound, and construction parking/laydown areas	• Construction compound • Construction laydown area • Storage • Bunding • Drainage • Carpark
Water access	• Mulwala Canal
Permanent ancillary infrastructure	• Security fencing • Water tank • Pumpable sewage holding tank • Control room • Operations and maintenance building (O&M)

Feature	Description
	• Onsite car parking • Internal access tracks • Noise wall (optional)
Development footprint	The Development Footprint (all areas that may be disturbed by the Project) covers a total area of 9.37ha
Timing	
Staging	Site establishment, construction, operation, and decommissioning. With the construction occurring over 12-15 months (including site establishment) with no additional detailed staging breakdown.
Construction timing and hours	Construction hours will be limited to: • 7am to 6pm Monday to Friday • 8am to 3pm Saturday • No work on Sunday or public holidays. The delivery of materials requiring an escort and/or emergency works may occur outside of the above construction hours.
Operational life and hours	24hr/day Expected operation up to 20 years
Decommissioning and rehabilitation	When that lifespan is reached (see above), an upgrade of the BESS could be undertaken and consequently either request an extension or lodge a new DA with a more current technology. If the site is not repowered at the end of its useful life, then it would be decommissioned and the site rehabilitated.
Site context	
Existing land use	Grazing Agriculture
Receivers	12 non-associated receivers within 2km
Employment	Construction: Up to 60 Operation: 2 full-time equivalent.
Estimated development cost (EDC)	$135,000,000

3.2. Permanent infrastructure

3.2.1. Layout and specification of components

An indicative Infrastructure Layout is provided in Figure 2-4. The final design would be subject to commercial tendering and procurement processes that would ensure the Project is optimised in terms of constructability and efficiency, within the parameters of the approval. Submission of the final detailed design to DPHI *prior to construction* is a standard feature of approved State Significant Development consent conditions. This provides the final check that the detailed design is consistent with the EIS's assumptions.

It is noted that battery technology is developing rapidly. The final specifications and location of infrastructure will likely be subject to change during detailed design. As such upper limit quantities and power level estimates are provided. The aim, to ensure the assessment and any subsequent approval maintains flexibility essential to the project, and that will be required in the detailed design stage, post approval. BESS capacity may also be affected by these changes.

While an indicative Infrastructure Layout provides a clearer understanding of what would be constructed, the delineation of a broader Development Footprint at this stage provides the assessment and approval some resilience to minor layout changes in the final design. Together this 'upper limit' or 'worst case' approach ensures that all impacts of construction, as well as operation and decommissioning are captured in the environmental assessment section of this EIS and that any recommendations and mitigation

This approach will over-estimate impacts and over-scope mitigation strategies and is therefore considered conservative. It is underpinned by the Project's commitment to capture this higher level of Project-specific detail in consultation with affected stakeholders, within environmental management plans, developed in tandem with the final detailed design.

This approach is consistent with the State significant development guidelines – preparing an environmental impact statement (DPHI, 2022) which states:

> ***… with some large, complex projects this flexibility is often essential as it is difficult, if not impossible, to deal with all aspects of the design of these projects at the EIS stage.***

The key features of the Project are summarised in Section 3.1 and detailed below.

3.2.2. Batteries and inverters

The BESS would comprise of multiple modular segment units arranged in rows (see Figure 3-1) consisting of (refer Figure 3-2)

- 88 Tesla Megapack 2XL units measuring approximately 8.8m x 1.7 x 2.8m. Each Megapack unit can house up to 24 battery modules and inverter modules
- Each unit contains integrated Inverter Modules (also known as Power Conversion Systems (PCS)) Each PCS is a Bi-directional power conversion system that couples each Megapack with the power grid (AC power)
- Thermal system which provides active cooling and heating to the Megapack components
- System controller
- 22 Generator Step Up transformer
- 4 33 kV ring main units.

Each battery module is made up of prismatic LFP battery cells. Battery modules are connected in parallel to Megapack's internal AC bus (which converts the DC energy into AC energy), each with an AC power and communications output connection. An example of a battery module and inverter configuration is shown in Figure 3-2.

Figure 3-1 Indicative Tesla Pack configuration (source Tesla.com)

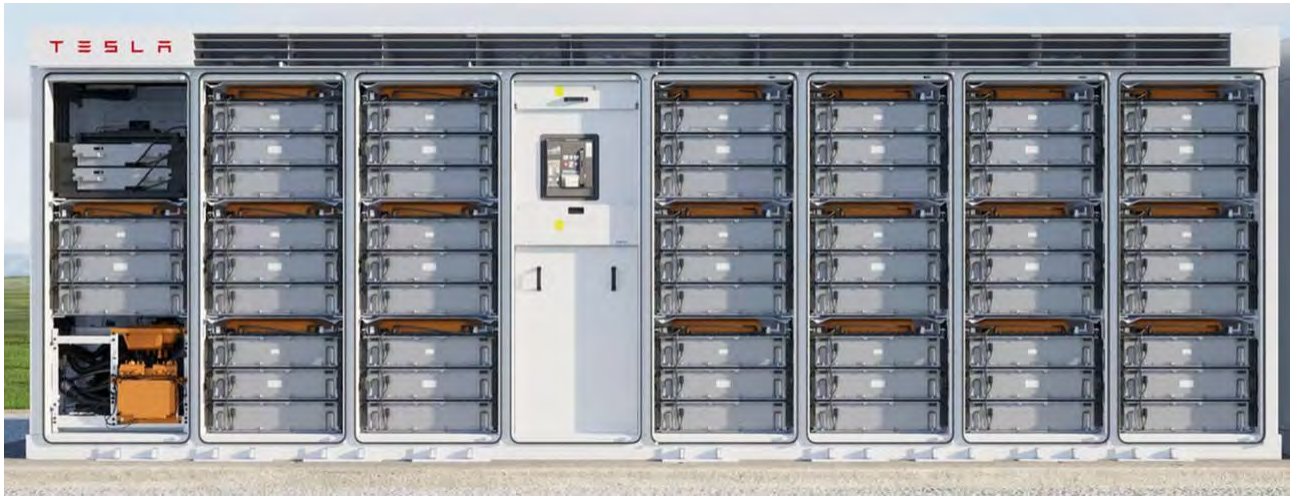


Figure 3-2 Battery module and inverter example (source Tesla.com)

3.2.3. Transmission lines and connections

Connection to substation

Electrical connection from the BESS to the Transgrid Finley Substation would be via an approximately 900m, 132 kV transmission cable. It is expected that the connection would be underground on the southern side of

Broockmanns Road, with the easement confined to the Broockmanns Road and Canalla Road corridors. Some sections may of the final connection route may be overhead, particularly within and near the Finley substation. Both above and below ground options are proposed as part of this DA and EIS.

The approximate location of the transmission line has been identified but would be subject to detailed design considerations in consultation with Transgrid. For this reason, flexibility for development within the entirety of the Transgrid substation Project Site is required, providing no increase in development footprint is proposed.

Transmission line crossings of the Murray Irrigation managed Mulwala No 19b channel, Essential Energy 66kV easement, and drainage easement within freehold property would be undertaken in accordance with the relevant utility authority requirements (such as the Murray Irrigation Works Policy and the EE Encroachment Process), and subject to detailed design planning and consultation.

Agency consultation with Transgrid, Murray Irrigation and Essential energy is summarised in Section 5.4.

Further detail of the connection options as they progress will be provided in the project response to submission phase.

Transgrid substation works

The existing Finley substation may require some minor augmentation to accommodate the BESS infrastructure. The new feeder connection to the existing Finley substation is expected to comprise a single dedicated feeder bay and suitable transmission cable to which the required throughout meets Transgrid standards.

As such, to support the South Coree BESS, Transgrid require the following (but not limited to):

- Preparation of an existing 132kV bay to facilitate the integration of the BESS with the substation infrastructure, including 132kV high-voltage switchgear
- Installation of associated secondary high-voltage equipment required for the selected connection option, ensuring compliance with TransGrid's technical and operational standards
- Execution of any necessary civil works to support the bay construction or modification, including foundation works, trenching, and structural reinforcements as required
- Potential extension to switchyard bench to accommodate a new bay.

The final design and scope of these works will be determined in coordination with TransGrid's technical and regulatory requirements.

BESS underground cabling

Underground cabling would be required throughout the BESS and would be located within the Development Footprint. The cables would be installed in trenches at a depth that adheres to Australian Standards for the design and specification of each cable, which may also be protected by conduits. A marking tape would be provided to reduce the possibility of accidental damage and ground markers would be provided to identify the cable routes.

Underground cabling on the site would be designed in accordance with Australian and International Standards and the cable routes would be designed to minimise ground disturbance. Underground cabling would be required for, but not limited to:

- Connection of battery units to each PCS via DC cabling
- A 33 kV reticulation system will link the transformers to the BESS substation via the switch room
- Provision of auxiliary power, data services, and communication facilities.

Copper conductors would be used wherever necessary to electrically bond the metal structures to earth to protect personnel and equipment in the event of lightning strikes and electrical faults.

3.2.4. Substation, switch room and control building

The substation is generally comprised of a high voltage switchyard, one or more large transformers, auxiliary services equipment, any required power quality components.

The substation would be built on a specialized hardstand area called a bench; this is surrounded by security fencing as required by the relevant electrical safety regulations. One transformer would be installed on a large concrete bund. This bund is designed to retain the contents of the transformer and cooling system (insulating oil) in the event of failure. An oil water separator is likely to be installed in the bund as an environmental protection measure and would be subject to regular inspection and maintenance.

The substation would comprise of:

- 1 high voltage switch bay (132/33kV transformer)
- Switch room and control room
- Diesel Generator.

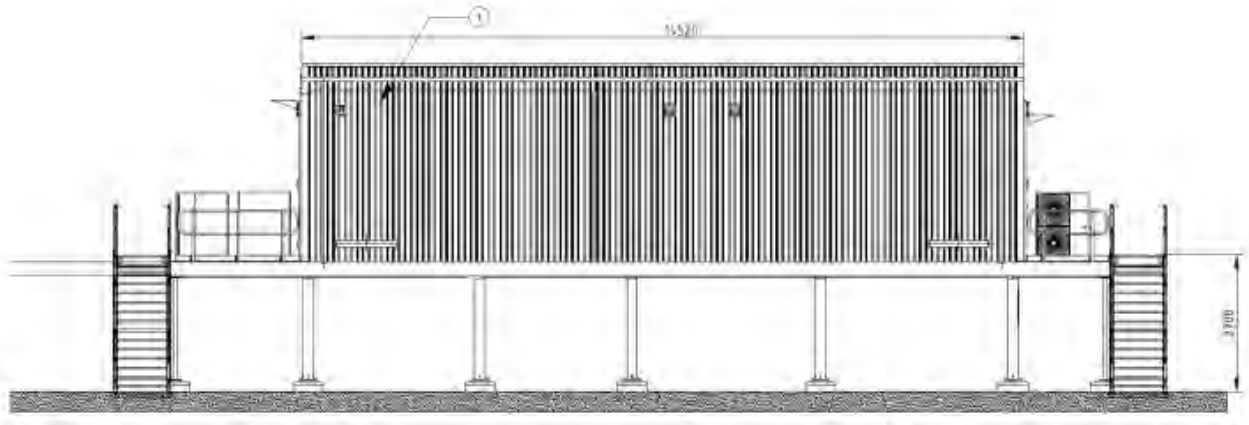


Figure 3-3 Example of switch room infrastructure

3.2.5. Operation and maintenance buildings

The O&M facility is proposed in the south-western section of the Development Footprint. The facility would house the service team providing them with office facilities and amenities. These include parking areas (for site team, contractors, and visitors), stores warehouse, and workshop building/shed, waste skips, and trailer parking area. The O&M facility would require power and water supply as well as communications. There would likely be one primary O&M facility, where the site service team would be based during the operational life of the Project. Water tanks would store some rainfall captured from the facility roofs for non-potable use. Potable water would be delivered to site. Amenities on site would need to be managed through an on-site sewerage system (e.g. septic, composting or other appropriate system). The system would be designed by an appropriate service provider and installed in accordance with local requirements. Electricity on site would

be supplied from the local electricity network (Transgrid). An example of the O&M buildings design is shown in Figure 3-4.

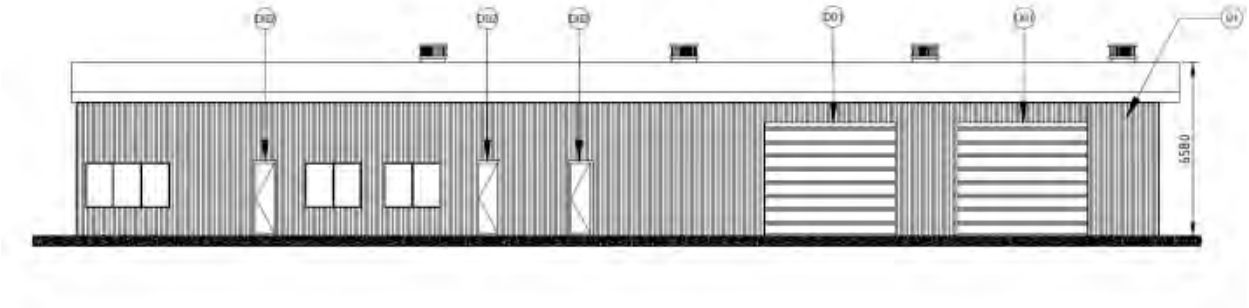


Figure 3-4 Example of the operations and maintenance facility

3.2.6. Noise wall (optional)

Subject to landowner preferences, a noise wall on the northern and part of the eastern sides of the BESS would be installed to minimise noise emissions to the associated landholder.

The height and design specification of the noise wall while not finalised may be up to 7m in height, and will depend on final detailed design and elevations, confirmation of battery specifications and landowner preferences in accordance with landowner agreement. It will take into consideration flooding and overland flow through design mitigation such as flap panels to allow water flow.

3.2.7. Landscaping

Landscaping while not critical for visual mitigation would be included along the southern and eastern side of the Project. This would soften the view to the BESS infrastructure and is responsive to community concerns about the changing visual amenity of the area. The landscaping would include native vegetation endemic to the local area, in keeping with the existing landscape features.

The proposed landscaping will have a 3m buffer from the security fence. The planting would be a minimum of 5m in width and contain a combination of trees and shrubs. With a density of 1 shrub every 5 square meters and 1 tree every 40 square meters.

The vegetation screening would be comprised of native vegetation species and is designed to soften not block the views of the development.

An Artists impression is provided below in Figure 3-5.

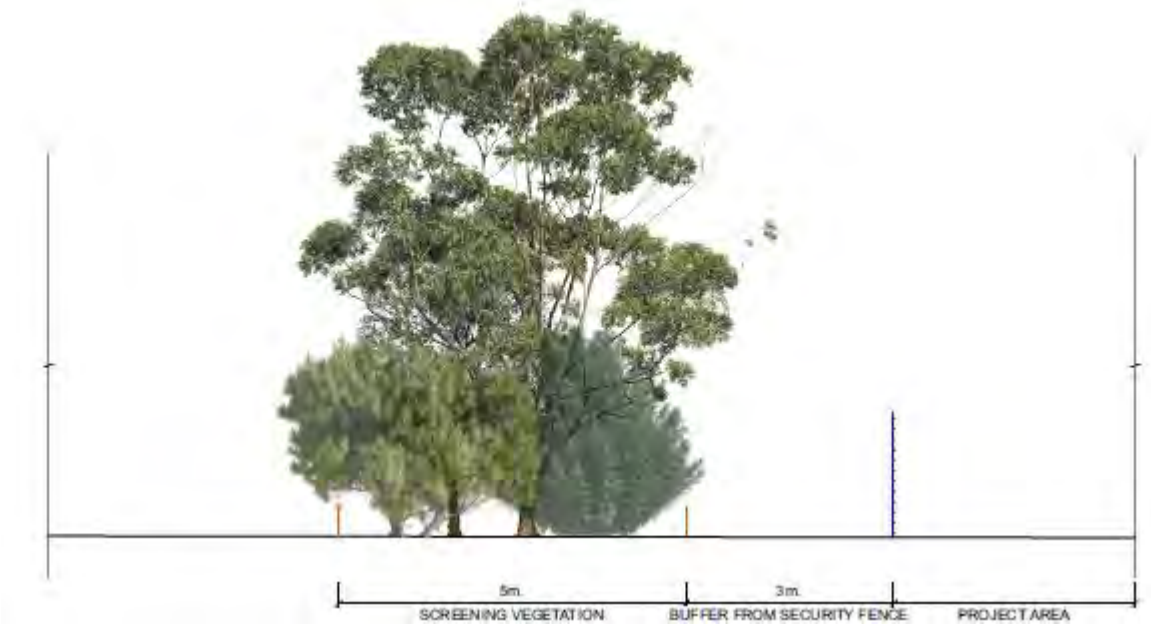


Figure 3-5 Artist impression of the proposed vegetative screening

3.2.8. Security measures

Fencing

The onsite substation area would be enclosed by a security fence in accordance with applicable Australian Standards. This is expected to be a steel security fence approximately 3m high chain link fence topped with three rows of barbed wire. Access would be via security access gates.

The BESS facility itself would also be enclosed by a security fence in accordance with applicable Australian Standards.

CCTV

The CCTV cameras would be mounted on up to 3.0m poles complete with sensors or infrared security lighting, which would be installed at the access road/gate, the control room and transformer/switchyard. A security company would be contracted for monitoring outside of business hours.

Lighting

There would be no permanent night lighting within the BESS area. Lighting would be included in each inverter for night-time maintenance or emergency purposes only. Motion sensor or infrared security lighting would be installed at sensitive boundary locations and around the substation, battery storage facility, O&M facilities, and office areas.

All external operational lighting would be designed to reduce disturbance to neighbouring properties, as such it would be low intensity lighting (except where required for safety or emergency purposes) and would not shine above the horizontal. The external operational lighting would be used only when there are staff on site,

as part of night works (where required), site security or during emergency situations including through remote operation to allow improved camera visibility.

External lighting would be installed to comply with relevant standards.

3.2.9. Site access, tracks and vehicle movements

The site would be accessed from Brookmanns Road via a new driveway constructed on the western side of the Project. A small network of tracks would be included from the site intersection to the BESS and inside the perimeter fence line of the BESS. These tracks would be approximately 8m in width around the access gate and O&M buildings and approximately 6m around the HV switchyard and BESS infrastructure and composed of grave or other suitable all-weather substrate.

Haulage route

All specialist plant and BESS components are expected to be delivered to Port of Melbourne or Port of Geelong, Victoria and then transported along approved transport routes. The Port of Melbourne and the Port of Geelong have been assessed as the ports where the BESS plant components will be imported.

A route assessment is included in Section 6.3 and Appendix F.3.

Vehicle movements

Vehicle movements are most relevant to the construction period, as during the operational period traffic numbers would be significantly reduced to the site operations and service team and associated subcontractors on a periodic basis. During construction, vehicles would range from light cars to heavy vehicles and OSOM vehicles. An assessment of vehicle movements is included in Section 6.3 and Appendix F.3. Table 3-2 provides a high-level breakdown of main vehicle movements during the construction period, as well as a concept design for access intersection upgrade.

Vehicle type		Average vehicle movements per day (Construction period)		Peak vehicle movements per day (Construction period)	
		Daily (vpd)	Peak hour (vph)	Daily (vpd)	Peak hour (vph)
Light Vehicle		40	20	120	60
	Rigid Trucks	12	1	12	1
	Truck and dog	16	1	24	2
	Semitrailer	4	0	8	1
	B-Double	4	0	8	0
	Non High Risk OSOM	4	0	8	0
	Special Purpose Vehicles	4	0	4	0
	HV subtotal	44	2	64	4
Total		**84**	**22**	**184**	**64**

Table 3-2 Vehicle movements during construction

3.3. Temporary facilities

Temporary facilities required during the construction phase only would be wholly within the approved Development Footprint marked as the Project laydown area (Figure 2-4), and would include:

- Material laydown areas
- Temporary construction site offices
- Temporary parking for construction worker transportation. When the construction work is completed, a small car park would be retained for maintenance staff and occasional visitors
- Water supply for construction, primarily sourced from the Mulwala Canal
- Temporary staff amenities.

Laydown requirements are limited, as most bulk equipment deliveries would be unloaded into place rather than into designated laydown areas. Some small laydowns would be required for cable drums and other auxiliary equipment, to be wholly contained within the balance of the Development Footprint not required for permanent infrastructure.

The staff amenities would be designed to cater for the peak number construction staff expected to be onsite and would include:

- Sanitary modules with water flush systems connected to holding tanks
- Water tanks
- Changing rooms
- Lunchrooms

- Administrative offices
- Covered walkways
- Emergency muster point
- Generator – if required
- Electrical, data and water reticulation.

3.4. Resource requirements

3.4.1. Material requirements

With the exception to the battery units, PCS, transformers, and prefabricated buildings most general construction materials would be sourced from the local region. The main construction materials would include:

- Aggregates, road base and concrete
- Fencing materials
- Cables, conduits, junction boxes
- Timber and fixtures for building fit-out
- Water for dust suppression, vehicle washdown and drinking (discussed in Section 6.7.3).

Table 3-3 provides a general estimate of materials volumes for the Project. However, are subject to detailed design and further geotechnical investigation.

Table 3-3 Estimated materials volumes

Material	Quantity*
Aggregates / engineered fill.	To be determined during detailed design following geotechnical investigations and civil design.
Steel security fencing materials	Approximately 580m
Concrete foundations.	To be determined during detailed design following geotechnical investigations and civil design.
Power cabling, and conduit.	Approximately 834m of 33kV rated cabling for internal BESS reticulation (between step up transformers, ring main units and HV switch room) Excluding other cables such as earthing, communication / data cable, auxiliary cable, etc.
Timber and fixtures for building fit-out.	TBC following detailed design.

*Indicative only. These values are subject to change following detailed design.

3.4.2. Earthworks

Earthworks are expected to be minimal given the flat nature of the site, however, would be required to:

- Form a suitable substrate for the installation of the BESS, access roads and buildings
- Install 33kV reticulation cables in trenches (expected up to 1.2m deep)
- Undertake piling to support BESS infrastructure (dependent on geological conditions)
- Install 132kV transmission line to Finley substation
- Establish construction laydown areas, temporary staff amenities and security fencing.

These earthworks would require removal of vegetation cover and soil disturbance in some areas. Accurate topographic and cadastre surveys would be undertaken as detailed design commences. This would provide accurate cut and fill quantities that would be required.

Ground cover would be maintained where possible during the pre-construction and construction stages of the Project and would be rehabilitated upon decommissioning.

3.4.3. Water demand and supply

Potable water source would be required for workforce consumption (drinking water), fire suppression water and concreting. Water consumption demand is estimated to be up to 600L per day (based on 10L per person/day).

Non-potable water requirements are anticipated to total approximately 2ML for the construction phase, primarily for dust suppression. Dust suppression is assumed to occur on days with no rain (20 days/year on average). Active disturbed areas will be minimised through construction staging and erosion and sediment control planning, including consideration of chemical suppressants to reduce dust generation and associated water demands.

Two 50kL fire water tank would also be located onsite, which would be filled by water tankers and retained for emergency use only during construction. During operations, water levels will also be maintained by water tankers trucks.

An in-principal water supply agreement with Murray Irrigation (MI) could provide the required water quantities for the Project. Water would ultimately, be sourced by the construction contractor.

Consultation with MI suggests a simple hose and pump arrangement from the canal would be suitable for construction. The hose could be directly pumped into a water truck, or connected to a standpipe.

No trenching or ground disturbance would be required for the water source, and no compaction is expected. The infrastructure must be readily relocatable due to available water supply.

The operational water supply would be maintained through O&M building runoff or delivered to site but is expected to be minimal for ongoing water tank supply and potable water to the operations building

3.4.4. Labour, machinery and equipment

It is anticipated that an average of 60 construction staff comprising of supervisors, tradesmen and labourers would be engaged to complete the work during the peak construction phase. Every effort would be made to hire labour, machinery and equipment locally. Staff would be accommodated in Finley or nearby surrounding areas. Plant to be used during construction could include:

- Crane
- Drum roller
- Padfoot roller
- Wheeled loader
- Dump truck
- 30t excavator
- Grader
- Chain trencher
- Water truck
- Telehandler
- Forklift.

3.5. Phases and timing of the Project

3.5.1. Phases

Staging of the Project is not proposed.

The project delivery post approval can be separated into four key phases: Site establishment, construction, operation, and decommissioning.

Table 3-4 Indicative timeline

Phase	Approximate commencement	Approximate duration
Project Approval	June 2026	N/A
Commercialisation	September 2026	Approx. 6 months
Site-establishment	February/March 2027	Approx. 2 months
Construction	April 2027	Approx. 12 months
Operation	April 2028	Approx. 35 years
Decommissioning	TBC	TBC

3.5.2. Site-establishment

The Project may include physical works ahead of the main construction phase including site access and track upgrades, installation of fencing, vegetative screening, artefact salvage if required, geotechnical drilling and/or surveying and preparation of construction compounds and site facilities.

Where permitted by the approval, certain early works may proceed subject to any further or secondary approvals, for works such as:

- Local road and intersection upgrades may be implemented to facilitate the safe commencement of on-site works without local traffic conflicts.
- An initial small work force would develop site entries, limited access tracks and a construction compound. Scale up activities at the compound would occur as the workforce increases.
- Site establishment by the civil and/or electrical balance of plant contractor.

3.5.3. Construction

During the construction phase of the BESS, work would be undertaken during the following hours:

- Monday – Friday: 7am – 6pm
- Saturday: 8am – 3pm
- No work on Sunday or public holidays.

Certain activities may be required outside of the standard construction hours. Key stakeholders would be informed prior to out of hours activities. These activities potentially include:

- Delivery of plant and equipment for safety reasons (e.g. OSOM vehicles)
- Commissioning and testing activities that must align with demands on the grid
- Emergency work to avoid damage to persons or property and/or to prevent environmental harm
- Construction works where it can be demonstrated and justified that these works are required to be undertaken outside of standard construction hours.

Example activities include cable termination, system assembly and testing, script testing (on computer), Supervisory Control and Data Acquisition (SCADA) testing. The performance of the BESS would be monitored through this SCADA system that would report to staff both on and offsite. The system would be capable of notifying staff of system issues and failures.

Any construction outside of these standard construction hours, if required, would be minimised and would only be undertaken with prior approval from relevant authorities.

Construction activities would be carried out over an estimated 12 to 15-month period and include the following works:

- Installation of environmental controls, earthworks and any drainage requirements, construction of concrete hardstands, and civil works. Summarised as follows:
    - Earth works (cut and fill, grading and compacting)
    - Establishment of external access road
    - Removal of existing fences
    - Cleaning and levelling the ground for buildings and structures
    - Excavating cable trenches.
- Delivery of BESS infrastructure
- Installation of BESS infrastructure (containerised units, harmonic filters, transformer, switch room, control room and O&M) and electrical works
- BESS testing works.

During construction, the Project is anticipated to contribute to the employment of up to 60 personnel.

3.5.4. Operation

The Project would be operational 24 hours, seven days a week. The Project would generally be managed and monitored remotely apart from periodic site maintenance and optimisation which would require maintenance staff to access the site.

During operation, activities on-site would generally comprise:

- Storage of electricity and provision to the broader electricity grid as required to meet the strategic objectives of the Project
- Routine inspections
- Repair and maintenance of the Project ancillary infrastructure including fencing, roads, water infrastructure and environmental controls.
- Management of vegetation and pests
- Repair and maintenance of Project infrastructure such as battery enclosures, inverters, transformers and cables (including replacement of BESS components)
- Ongoing security monitoring.

It is estimated that two full-time staff would be employed onsite during operation, with an additional influx of staff required for refurbishment works. The BESS would primarily be operated remotely, which would require further remote full-time staff. Additional contractors local to the Finley and Berrigan region would also be required for ongoing jobs, such as weed and pest control.

Any planned noise producing work would be undertaken during the standard working hours of:

- Monday – Friday: 7am – 6pm
- Saturday: 8am – 1pm.

Work would only be undertaken outside of these hours in an emergency and would be kept to a minimum.

3.5.5. Decommissioning and rehabilitation

The South Coree BESS refurbishment would be required at approximately 20 years of operation. It is envisaged that some individual components, such as battery modules and inverter units, may need to be replaced before the end of this term due to unforeseen faults or general wear and tear. However, it is recognised that the technology utilised for the Project has a finite life span. When that lifespan is reached, an upgrade of the South Coree BESS could be undertaken.

If the site is not repowered at the end of its useful life, then it would be decommissioned. The decommissioning phase would involve removal of all above ground infrastructure (including concrete slabs and footing) and below ground infrastructure where possible and return of the site to its existing land condition. Any substation infrastructure that has transferred ownership to Transgrid would be managed by them.

3.6. Proposed subdivision and land acquisition

Subdivision may be proposed for the Project substation if required by the utility operator (Transgrid). If this is required, it would be completed in accordance with the *Real Property Act* 1990.

The balance of the BESS Development Footprint would be leased for the life of the Project, registered on the lot as a long-term lease under the *Real Property Act* 1900.

3.7. Estimated development cost (EDC)

The Estimated development cost of the South Coree BESS is approximately $135 million.

3.8. Flexibility in development

As detailed within the State Significant Development Guidelines Appendix B – preparing and environmental impact statement (DPHI, 2022):

'The Department accepts that in some circumstances applicants may need to build some flexibility into the project description to allow the design of certain components of the project to be refined or changed over time within clear limits set by the project description, and without requiring amendments to the development application or modifications to the development consent of the project if it is approved.'

The Applicant seeks flexibility for the following aspects of the Project.

3.8.1. OEM supplier

The final design would be subject to commercial tendering and procurement processes that would ensure the Project is optimised in terms of constructability and efficiency, within the parameters of the approval. This would include confirmation of the Original Equipment Manufacturer.

It is noted that battery technology is developing rapidly. The final number, specifications and location of infrastructure will likely be subject to change during detailed design.

3.8.2. Transmission connection

Flexibility for connection of the Project to the Finley Substation via overhead or underground transmission lines is required. This is due to considerations required from both Berrigan Shire Council, MI, local roads authority and neighbouring landholders.

The entirety of the southern side of Broockmanns Road has been included in the Development Footprint to account for both options. In addition, all impact assessment has considered above-ground infrastructure as a worst-case scenario.

In addition, the connection route alignment within the Transgrid substation lot have been considered but not finalised. This is due to ongoing consultation with Transgrid and uncertainty of how other developers may connect.

3.8.3. Development Footprint

7.28ha of the Transgrid substation lot (i.e. the Project Site) was surveyed for biodiversity and heritage impacts. The Plant Community Type (PCT) and Vegetation Integrity (VI) score was consistent throughout the Project Site within the substation lot, and no artefacts were found.

3.76ha of the substation lot has been marked as Development Footprint, assessed for both direct and indirect impacts as a result of the Project.

As discussed above, the connection route alignment within the Transgrid substation is ongoing in discussion with Transgrid and flexibility is required due to uncertainty of how other developers may connect. As such, flexibility for development within the entirety of the Transgrid substation Project Site is required, provided there is no net area increase in the development footprint. That is, the development footprint as shown in Figure 2-4 may change, provided it is within the Project Site and there is no net area increase in clearing..

3.8.4. Water extraction

As detailed above in Section 3.4.3 above, water will be sourced by the construction contractor. An in-principal water supply arrangement has been agreed with MI for extraction of up to 2ML of water from MI owned canal infrastructure.

Murray Irrigation noted on 27 September 2024 that the Mulwala Canal may be drained between May – August most years for maintenance. As such, the location for water extraction has not been agreed with MI and will be subject to further negotiations and consultation.

Noise Wall

Subject to landowner preferences, a noise wall on the northern and part of the eastern sides of the BESS would be installed to minimise noise emissions to the associated landholder.

The height and design specification of the noise wall are not finalised, and will depend on final detailed design and elevations, confirmation of battery specifications and landowner preferences in accordance with landowner agreement. It will take into consideration flooding and overland flow through design mitigation such as flap panels to allow water flow.

3.8.5. Noise wall

As detailed above in Section 3.2.6 and subject to landowner preferences, a noise wall on the northern and part of the eastern sides of the BESS would be installed to minimise noise emissions to the associated landholder.

4. Statutory context

4.1. Power to grant approval

Approval of the Project is sought under the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act).

The NSW State Environmental Planning Policy (Planning Systems) 2021 (SEPP Planning Systems) dictates the planning pathway for the Project. Section 20 of Schedule 1 of the SEPP Planning Systems states that the following is considered a State Significant Development (SSD):

Development for the purpose of electricity generating works or heat or their co-generation (using any energy source, including gas, coal, biofuel, distillate, waste, hydro, wave, solar or wind power) that:

> *(a) has an estimated development cost of more than $30 million, or*
>
> *(b) has estimated development cost of more than $10 million and is located in an environmentally sensitive area of State significance.*

Electricity generating works are defined in the Standard Instrument – Principal Local Environment Plan (2006) as:

A building or place used for the purpose of:

> *(a) Making or generating electricity, or*
>
> ***(b) Electricity storage.***

The Project would have a capital investment cost estimate of more than $30 million ($135 million). Therefore, the Project is classified as “SSD” under division 4.7 of the EP&A Act.

The Minister for Planning and Public Spaces is the consent authority for SSD, and SSD applications are assessed by DPHI (unless specific conditions occur e.g., where 50 or more people have objected to the application, the local council has objected to the application; and/or the Applicant has disclosed a reportable political donation, whereby the Independent Planning Commission (IPC) would be the consent authority).

4.2. Permissibility

The site is located within land zoned Primary Production RU1 under the Berrigan LEP 2013. Electricity generating works is not permissible within this land zone.

Section 2.36(1)(b) of the State Environmental Panning Policy (Transport and Infrastructure) 2021 (TISEPP) states development for the purpose of electricity generating works may be carried out by any person with consent on any land in a non-prescribed residential zone. The land is zoned RU1 and under Section 2.35 of the TISEPP, a non-prescribed residential zone.

The provisions of the TISEPP prevail over the Berrigan LEP (which states electricity generation is prohibited in this zone). Therefore, the Project is permissible with consent.

4.3. Pre-condition to exercising the power to grant approval

Table 4-1 Pre-conditions go exercising power to grant approval

Statutory reference	Pre-condition	Relevance	Section in EIS
State Environmental Planning Policy (Transport and Infrastructure) 2021	In accordance with Section 2.119 The consent authority must not grant consent unless it is satisfied of certain matters relating to vehicular access to the classified road, impacts on the safety, efficiency and operation of the classified road and sensitivity of development fronting the classified road.	The Projects primary access route is via a classified road, the Riverina Highway. The Project is considered to be consistent with Section 2.119 as it would not compromise operation of the Riverina Highway as assessed in the EIS. Primary access is proposed of Broockmanns Road, a local road of low use.	Section 6.3.4 and Appendix F.3
	Section 2.122 of the Transport and Infrastructure SEPP requires 'traffic generating development' to be referred to TfNSW.	The Project would result in the generation of additional vehicles on the transport network. As such traffic impacts assessment has been completed. TfNSW have been consulted throughout the development of the Traffic Impact Assessment and will be able to provide a submission during the EIS submission phase.	Section 6.3.4 and Appendix F.3

4.4. Mandatory matters for consideration

Statutory reference	Mandatory consideration	Section in EIS, where relevant
Consideration under the EP&A Act and EP&A Regulation		
Section 1.3	Relevant objects of the Act • To promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources • To facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment • To promote the orderly and economic use and development of land • To protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats.	Section 6 Section 7
Section 4.15	Relevant environmental planning instruments • State Environmental Planning Policy (Transport and Infrastructure) 2021 • State Environmental Planning Policy (Planning Systems) 2021 • State Environmental Planning Policy (Resilience and Hazards) 2021 • State Environmental Planning Policy (Biodiversity and Conservation) 2021 • State Environmental Planning Policy (Primary Production and Rural Development) 2021 • Berrigan LEP 2013 • Berrigan Development Control Plan 2014 (Berrigan DCP) Relevant planning agreement or draft planning agreement • In principal agreement to focus the Voluntary Planning Agreement on community and development outlined with the Berrigan Strategic and Operational Plans. • EP&A Regulation 2021 • Biodiversity Conservation Regulation 2017 Likely impacts of the development (environmental, social and economic) Suitability of the site for development	This table. Section 6.3.4 Section 2.3.6 Biodiversity Conservation Regulation 2017 addressed in Appendix F.1 Section 6.6 Section 7

Statutory reference	Mandatory consideration	Section in EIS, where relevant
	Submissions made in accordance with the Act or regulations Public interest	
Mandatory relevant consideration under EPIs		
SEPP Resilience and Hazards – section 3.7	Consideration must be given to current circulars or guidelines published by DPE as follows: • Hazard Industry Planning Advisory Paper No. 4 – Risk Criteria for Land Use and Safety Planning, • Hazard Industry Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis, and • Multi-Level Risk Assessment.	Section 6.4 Appendix F.4
Berrigan Development Control Plan 2014	DCP provisions do not apply to SSDs in accordance with Section 2.10 of the Planning Systems SEPP	N/A
Considerations under other legislation		
BC Act – section 7.14	The likely impact of the proposed development on biodiversity values as assessed in the biodiversity development assessment report. The Minister for Planning may (but is not required to) further consider under that Act the likely impact of the proposed development on biodiversity values.	Section 6.1
Native Title Act 1993	There are no areas within the Project Site registered or under assessment under the *Native Title Act 1993*.	N/A

4.5. Approvals and licences

Table 4-2 summarises the licenses and approvals required for the Project.

Table 4-2 Summary of approvals and licenses required for the Project.

Legal instrument	Approving authority	Approval or licence
***Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act)**	Federal Department of Climate Change, Energy, the Environment and Water (DCCEEW)	An EPBC Act referral was prepared for the Project (Application number 02787) to determine potential impacts on Commonwealth-listed Matters of National Environmental Significance. The EPBC Act referral decision (EPBC 2025/10152) determined the proposal is not a controlled action and no further assessment is required.
***Environmental Planning and Assessment Act 1979* (NSW) (Part 4)**	DPHI	State significant development applications require approval from the Minister for Planning or the Independent Planning Commission. This EIS has been prepared in accordance with the requirements of the Secretary of the DPHI.
***Roads Act 1993* (NSW) (Section 138)**	TfNSW	Any works to public or classified roads require consent under this Act from the road's authority. TfNSW are the road authority for the Riverina Highway, and Council are the road authority for Canalla and Broockmanns Roads. Landowners consent for lodging a DA is required by the relevant Council in which the portion of the Riverina Highways is within under Sections 7 and 145 of the Act.
Real Property Act 1900	Berrigan Shire Council	Any subdivision would require a subdivision certificate under Division 6.4 of the EP&A Act. A lease of a site will be treated as a lease of premises. As the registered survey plan defines 'premises' (being BESS) it will not constitute a 'current plan' within the meaning of section 7A *Conveyancing Act 1919,* and therefore will not require subdivision consent as this is one of the exemptions under section 23G *Conveyancing Act 1919*. Any subdivision would be undertaken under the provisions of the *Real Property Act 1900.*

Legal instrument	Approving authority	Approval or licence
		At this stage of the development no need for subdivision has been identified.
Water Sharing Plan for the Murray Unregulated River Water Sources 2024 (WSP)	Murray Irrigation	A temporary water access license would be required to take water from the Mulwala canal and would adhere to the WSP. Water would be purchased from the open water trade market.

Table 4-3 Licences and approvals not required for the Project.

Legal instrument	Approving authority	Approval or licence
Fisheries Management Act 1994 (FM Act), ***Heritage Act 1977*,** ***National Parks and Wildlife Act 1974 (NPW Act)*,** ***Rural Fires Act 1997,*** ***Water Management Act 2000 (WM Act).***	N/A	Section 4.41 of the EP&A Act excludes the following approvals when the Project is an SSD. • A Fisheries permit under the Section 201 and 219 of the *Fisheries Management Act 1994* • An excavation permit for details heritage surveys under Section 139 of the *Heritage Act 1977* • An Aboriginal heritage impact permit under Section 90 of the *National Parks and Wildlife Act 1974*.[1] • The Project would not require a bushfire safety authority under Section 100B of the *Rural Fires Act 1997* • A water use approval (Section 89), a water management work approval (Section 90) and an activity approval (Section 91) under the *Water Management Act 2000* would not be required.

[1] Note that the Project has comprehensively assessed impacts to Aboriginal heritage as part of an Aboriginal Cultural Heritage Assessment (ACHA) during the EIS.

5. Engagement

Engagement with the community and other identified stakeholders is a vital part of developing a Project that responds to the social and environmental context in which it is located, while also working towards achieving community support to build and operate. Large-scale BESS projects have a particularly unique contribution to the broader environmental impacts of climate change and energy security as they create green, clean energy and work to stabilise the NEM grid. These projects also bring a concentration of both direct and indirect benefits to its host region through economic stimulus and employment.

However, large-scale projects can also bring disruption to communities, including construction impacts, visual and noise concerns, and changes to land use. The purpose of engagement is to take these concerns on board and ensure they are reflected in the assessments and mitigated as much as possible.

Strong community engagement creates mutual benefits, and when undertaken and utilised successfully can:

- Improve the Project and ensure impacts will be acceptable to the community
- Spread the benefits throughout the community, and
- Build long-term relationships and trust with the community.

5.1. Community/Stakeholder engagement and consultation

This section summarises the detailed consultation activities undertaken to achieve the above-outlined goals, considering non-associated receivers, local community members, First Nations community and government agency stakeholders. It identifies:

- Issues and views raised by stakeholders
- Opportunities to influence the Project
- Plans for future engagement.

5.1.1. Background

The community engagement and consultation summary in this chapter outlines the steps taken to engage with the Finley community directly and explore both the issues and opportunities associated with the Project through a range of engagement activities. Activities undertaken throughout the planning phase span from August 2024 to May 2025.

The Applicant recognises the immense value that feedback received from the community and other identified stakeholders has provided in refining the Project's design and how it can contribute positive, productive benefits to the local area.

5.1.2. Scoping phase engagement

The Applicant commenced community engagement and consultation for the Scoping Report in August 2024. The communication and engagement activities applied a broad approach in a bid to engage with as many individuals as possible. Stakeholder lists have been developed to assist the assessment of the current state of community sentiment towards the Project while working through queries, concerns and identifying potential community benefit sharing (CBS) opportunities.

A full stakeholder analysis was completed to inform the Community and Stakeholder Engagement Strategy (CSES) in July 2024. Near non-associated receivers were identified through desktop assessment and were contacted via posted mail, resulting in a total of 11 posted letters to non-associated receivers within 2 km of the site, and 459 posted newsletters sent to non-associated receivers within 2 – 4 km of the site. The letters and newsletters provided an overview of the Project, instructions on how to complete the community feedback survey, encouraged discussions surrounding concerns and opportunities, invited residents to attend meetings with the project team, and outlined additional steps on how to provide feedback.

27 emails with correspondence were sent out to stakeholders, including:

- Berrigan Shire Council
- Member for Murray
- Member for Farrar
- Rotary Club of Finley
- Finley Men's Shed
- Finley Lions Club
- Apex Club
- Finley Chamber of Commerce
- TAFE Finley
- Finley High School
- Finley Public School
- St Joseph's Primary School
- Cummeragunja Local Aboriginal Land Council (LALC)
- Bangerang Aboriginal Corporation
- Finley Football and Netball Club
- CVGT Australia

A website was established that outlined Project information, Project maps, frequently asked questions (FAQ), and details on how to contact the Project team (via hotline or email). A community feedback survey, which included social and landscape value questions, was also available on the website and through printed materials available at in-person meetings.

In-person meetings were facilitated with members of Council, and a non-associated receiver (R1).

During the Scoping phase, the community feedback captured a sense of the perceived issues and opportunities of the Project. The main issues and opportunities for ongoing discussion and consideration during the EIS period included:

- One non-associated receiver expressed concerns regarding health, fire risks associated with proximity to the BESS, including electromagnetic fields (EMF), and raised visual impact concerns due to line-of-sight visibility from their residence. They also inquired about the construction timeline and previous community engagement efforts.
- One non-associated receiver highlighted positive long-term benefits of similar renewable projects, including extended business hours and community support, and suggested community benefit models such as donations to local facilities.
- Berrigan Shire Council (Council) representatives raised concerns about:
    - Road access and haulage routes during construction
    - Water use and environmental considerations
    - Lifespan and decommissioning of the Project
    - Ensuring community financial benefits through a CBS, emphasising that past projects did not deliver on job creation promises
- Council also noted a potential local opponent to the Project and recommended route planning to minimise construction impacts. They advised directing benefits to Finley and suggested existing local

committees could manage CBS funds.

- Finley Chamber of Commerce (via follow-up phone call) raised concerns including:
    - Decommissioning and end-of-life waste management of renewable infrastructure
    - Limited local availability of specialised workforce skills
    - Importance of giving local businesses opportunities to tender
    - Local accommodation capacity during influxes of transient workers
    - Potential use of voucher systems to support local economy
- One non-associated receiver expressed general support for the Project due to anticipated economic opportunities and emphasised the importance of local contracting. They noted low community participation may reflect confidence in the local benefit framework.
- Council planning staff expressed concern that older or less digitally connected residents may not have received project communications, despite distribution to all residences within 2 km and a wider newsletter campaign. They raised further questions regarding visual impact, decommissioning, slab construction, and Capital Investment Value (CIV), and responded positively to the consultation approach.
- Murray Irrigation (MI) supported the Project in principle and confirmed their ability to supply water via temporary licence. They discussed approval for canal crossings and driveway construction and acknowledged the need for coordination regarding a future transmission line.
- A First Nations representative from the Bangerang Aboriginal Corporation supported the Project's potential for employment. They expressed interest in learning more about BESS technology and requested involvement in cultural and construction-related aspects, including identifying local First Nations workers interested in roles like concreting.

These issues and opportunities were explored further during the EIS engagement activities and the responses and adaptations applied to the Project are outlined in the section below.

The Applicant recognises that a high level of consultation, engagement and information sharing is required throughout both the EIS phase and beyond. As a result, the Applicant has delivered a robust communications and engagement program that represented a genuine investment in engagement and consultation with the local community.

5.1.3. EIS engagement

Community consultation for the EIS phase of the Project recommenced in October 2024, it and will be ongoing. The Applicant will continue discussions about the Project with stakeholders including non-associated receivers, targeted stakeholders and the broader community. See Section 5.1.5 for a full list of engagement activities undertaken.

Throughout the engagement undertaken during preparation of the EIS, the community feedback and discussions undertaken captured a strong sense of the key issues and opportunities identified, building upon the sentiment gathered during Scoping engagement activities in late 2024. The main issues that were identified and the opportunities that were highlighted throughout this period included:

- Ongoing general support of the Project
- Support for the Project's contribution to stabilising the National Energy Market (NEM) grid

- Support for the productive use of the land on which the Project is located
- Support for the diversification that the Project would bring to the local economy
- Support and desire to maximise employment and local business procurement opportunities during the construction phase of the Project
- Desire to maximise opportunities for local communities through both direct and indirect means (such as accommodation providers, and local spending by workers)
- Drive to maximise benefits for the local communities through community benefit schemes (this continued to be identified as one of the positive drivers of the Project)
- Concern about the visual impact that the Project would bring
- Concern regarding noise impacts
- Concern regarding impacts to property access during the construction phase of the Project.

These opportunities and concerns were continuously explored throughout conversations and engagement activities facilitated throughout the EIS phase.

5.1.4. Key community stakeholders

A Project team led by NGH was responsible for developing the Engagement Action Plan (EAP), and implementation of the EAP was done in collaboration between both the Applicant and NGH. A detailed list of Project stakeholders was developed to inform the EAP.

This analysis considered the level of impact, influence, and engagement approach, in keeping with the International Association of Public Participation (IAP2) Engagement Framework. The engagement approach adopted for each stakeholder group identified was summarised within the EAP.

Table 5-1 Project stakeholder breakdown and engagement approach

Stakeholder group	Targeted stakeholders	Interests	Objectives and opportunities	Impact (H/M/L)	Interest (H/M/L)	Quality of relationship (very poor, poor, neutral, strong, very strong)	Engagement needs and/or expectations	Engagement approach
Adjacent and near neighbours (including non-associated receivers) as shown in Figure 2-3	Residential properties within a 2 km in the first instance and 1 km (as per Noise Assessment) radius of the proposed site.	• Property impacts • Noise impacts • Visual impacts • Access changes • Environmental changes • Commercial agreements • Community benefits • Governance and ownership of the developing entity • Impacts on agricultural outputs.	• Develop a strong partnership with the community • Keep neighbours informed about the Project from early in the planning phase • Identify impacts and mitigations through a collaborative process • Discuss neighbour benefit sharing options directly • Provide opportunities to raise issues and provide feedback.	H	H	Strong - multiple attempts to contact non-associated receivers, noting not all chose to engage/participate, while ongoing conversations occurred with multiple others. Four (4) out of 11 non-associated receivers participated	• Consistent engagement • To be informed first of any information • Open and transparent dialogue • Opportunity for discussions and feedback • Face-to-face discussions • Personalised relationships • Discussions regarding impacts and possible mitigations • Collaborative approach towards mitigation development • Understanding of	**Inform, consult, involve, collaborate** Consultation with this group involved phone calls, distributing letters, invitations to the community drop-in sessions and offers for direct face-to-face meetings.

Stakeholder group	Targeted stakeholders	Interests	Objectives and opportunities	Impact (H/M/L)	Interest (H/M/L)	Quality of relationship (very poor, poor, neutral, strong, very strong)	Engagement needs and/or expectations	Engagement approach
						in engagement through both Scoping and EIS.	cumulative impacts.	
Broader Community and region	Finley township including residents, businesses, and organisations.	• Visual impacts • Noise impacts • Transport access impacts or changes • Environmental changes • Community benefits • Governance and ownership of the developing entity • Regional economic development.	• Develop an understanding of and opportunity to participate in the Project • Provide opportunities to raise issues and provide feedback • Discuss community benefit sharing options.	M	M	Neutral – attempts to engage with the wider community through pop-ups, advertisements, social media, and posters around town	• Ongoing Project updates • Information readily available • Opportunity for discussions and feedback • Identification of benefits.	**Inform, consult, involve** Outside of the non-associated receivers identified, this group was engaged through broader communications during EIS phase through emails, community open drop-in sessions, posters in local areas, and posts about the drop-in sessions on local Facebook pages. Ideally, communications to this group promotes the Project web pagesite

Stakeholder group	Targeted stakeholders	Interests	Objectives and opportunities	Impact (H/M/L)	Interest (H/M/L)	Quality of relationship (very poor, poor, neutral, strong, very strong)	Engagement needs and/or expectations	Engagement approach
Traditional Owners	• Cummeragunja Local Aboriginal Land Council) • Bangerang Aboriginal Corporation.	• Property impacts • Visual impacts • Access changes • Environmental changes • Commercial agreements • Community benefits • Governance and ownership of the developing entity Impacts on agricultural outputs.	• Engage with the relevant Local Aboriginal Land Council and RAPs through the formal process • Look for opportunities to contribute to the local story of country and contribute to the local Aboriginal community • Involve local community organisations in community benefit sharing initiatives.	H	H	Neutral - multiple attempts to engage were facilitated.	• Engagement to occur face-to-face, not technology focused • Open and transparent dialogue • Opportunity for discussions and feedback • To be listened to • Personalised relationships formed • Participation in benefits development • Feelings of empowerment with decision-making.	**Inform, consult, involve, collaborate and empower** This group should be engaged through community drop-in sessions, meetings and Project update emails. Ideally, communications to this group would make use of the Project web page/site and a direct contact.
Community	• Apex • Rotary	• Impacts on local infrastructure	• Identify and address	M	M	Neutral – attempts to	• Ongoing engagement	**Inform, consult** Outside of the sensitive

Stakeholder group	Targeted stakeholders	Interests	Objectives and opportunities	Impact (H/M/L)	Interest (H/M/L)	Quality of relationship (very poor, poor, neutral, strong, very strong)	Engagement needs and/or expectations	Engagement approach
organisations	• Lions • Tourism groups • Sporting clubs like Finley Football and Netball Club.	• Social impacts • Environmental impacts • Employment and procurement • Consideration and mitigation of concerns • Consultation process • Community benefits.	concerns as required • Prepare responses to known concerns based on previous projects • Manage issues constructively and efficiently • Identify interests and opportunities to partner and contribute.			engage were made.	regarding updates • Information readily available • Opportunity for discussions and feedback.	receivers identified, this group should o be engaged through broader communications during the Scoping phase through a community open drop-in session, a public notice (print) and communications through council. Ideally, communications to this group would make use of the project web page/site.
Government Agencies/Utility owners	• DPHI and other agencies through the SEARs process (such as NSW Farmers Association) • Council • Local/State/Federal MP	• Impacts on local infrastructure • Assessment process • Consideration of impacts • Consideration and mitigation of concerns	• Develop and maintain a positive relationship • Build on previous discussions • Identify opportunities to support the local	H	H	Very strong – ongoing agency and Council consultation underway. Consultation with MI and	• Ongoing engagement regarding updates • Information readily available • Face-to-face discussions • Discussions	I**nform, consult, involve** This group was engaged directly by NGH Planning team through phone calls, emails, distributing letters, and a direct face-to-face meeting where possible.

Stakeholder group	Targeted stakeholders	Interests	Objectives and opportunities	Impact (H/M/L)	Interest (H/M/L)	Quality of relationship (very poor, poor, neutral, strong, very strong)	Engagement needs and/or expectations	Engagement approach
	• TransGrid • Department of Agriculture • Transport for NSW • NSW Fire & Rescue • NSW DCCEEW Water • Murray Irrigation.	• Consultation process • Application of standards and frameworks.	economy • Identify and leverage council communication channels.			local MP facilitated.	regarding issues mitigation, opportunities.	
Schools, TAFEs and Universities	• TAFE • Public, private and Catholic schools: Finley High School, Finley Public School, and St Joseph's Primary School.	• Impacts on local infrastructure • Education opportunities • Consideration of impacts • Community benefits.	• Ensure organisations are updated on education and vocational opportunities associated with the Project • Identify relevant community benefit agreement opportunities.	L	H	Neutral – attempts to engage were made.	• Ongoing engagement regarding updates • Information readily available • Face-to-face discussions • Discussions regarding issues mitigation, opportunities • Community	**Inform, consult** This group was engaged through broader communications during EIS phase through emails, community open drop-in sessions, posters in local areas, and posts about the drop-in sessions on local Facebook pages. Ideally, communications to

Stakeholder group	Targeted stakeholders	Interests	Objectives and opportunities	Impact (H/M/L)	Interest (H/M/L)	Quality of relationship (very poor, poor, neutral, strong, very strong)	Engagement needs and/or expectations	Engagement approach
							• benefits/VPA discussions • Discussions regarding the use of Council roads, etc.	this group promotes the Project website
Business groups/small businesses	• Finley Chamber of Commerce • Finley township businesses and those with a broader interest in the region • Construction companies that may contribute to the battery facility construction and installation.	• Impacts on local infrastructure • Social impacts • Environmental impacts • Employment and procurement • Consideration and mitigation of concerns • Consultation process • Community benefits.	• Work with the chamber to identify any local businesses that may be impacted by the Project (positive or negative) • Identify opportunities to develop or utilise local capability.	M	M	Very strong - consultation occurred over multiple periods.	• Ongoing engagement regarding updates • Information readily available • Face-to-face discussions • Discussions regarding issues mitigation, opportunities • Community benefits/VPA discussions • Understanding of cumulative impacts.	**Inform, consult** This group was engaged through broader communications during EIS phase through emails, community open drop-in sessions, posters in local areas, and posts about the drop-in sessions on local Facebook pages. Ideally, communications to this group promotes the Project website

Stakeholder group	Targeted stakeholders	Interests	Objectives and opportunities	Impact (H/M/L)	Interest (H/M/L)	Quality of relationship (very poor, poor, neutral, strong, very strong)	Engagement needs and/or expectations	Engagement approach
Advocates	• Finley Chamber of Commerce • Council.	• Regional growth • Community benefits • Governance and ownership of the developing entity.	• Consider opportunities for partnerships and community events • Consider advocacy opportunities • Potential for partnerships.	M	H	Very strong - consultation occurred over multiple periods.	• Ongoing engagement regarding updates • Information readily available • Face-to-face discussions • Discussions regarding issues mitigation, opportunities • Community benefits/VPA discussions • Understanding of cumulative impacts.	**Inform, consult** O This group was engaged through broader communications during EIS phase through emails, community open drop-in sessions, posters in local areas, and posts about the drop-in sessions on local Facebook pages. Ideally, communications to this group promotes the Project website
Groups of renewable objectors	• Country Women's Association (CWA)	• Property impacts • Visual impacts • Access changes • Environmental changes	• Identify and address concerns as required • Prepare responses to	M/L	L	Neutral – CWA no longer active	• Ongoing engagement regarding possible involvement in educational opportunities	**Inform, consult** This group was engaged through broader communications during EIS phase through emails,

Stakeholder group	Targeted stakeholders	Interests	Objectives and opportunities	Impact (H/M/L)	Interest (H/M/L)	Quality of relationship (very poor, poor, neutral, strong, very strong)	Engagement needs and/or expectations	Engagement approach
		• Commercial agreements • Community benefits • Governance and ownership of the developing entity • Impacts on agricultural outputs.	known concerns based on previous projects • Manage issues constructively and efficiently • Ensure equity in the engagement (allow other stakeholders time to talk in information sessions).				• Information readily available • Opportunity for discussions and feedback	community open drop-in sessions, posters in local areas, and posts about the drop-in sessions on local Facebook pages. Ideally, communications to this group promotes the Project website

5.1.5. Overview of activities

The EIS engagement period included a range of activities aimed at expanding awareness of the Project, responding to concerns, working through issues raised by non-associated receivers, community and wider stakeholders, and capturing potential opportunities that the Project may bring. The Applicant committed to developing detailed answers in response to enquiries raised over the Scoping and EIS engagement periods and created in-depth collateral items to accompany both virtual and on-the-ground engagement activities and efforts.

The broad engagement program sought to engage with the wider Finley community while continuing the conversation and issue-specific discussions with non-associated receivers and targeted stakeholders. The types of activities included:

- Two pop-up community information sessions
- Direct communications (letters, emails, phone calls)
- Material development: Fact sheets, FAQs, and Project posters
- Newspaper advertisement
- Social media tiles
- Use of online communication tools including Project website and community feedback survey
- Brainstorming activities for community benefit sharing programs
- Meetings and briefings.

The focus and timing of these activities are summarised below.

Table 5-2 Overview of EIS phase engagement activities

Activity	Outcome	Delivery timing and reach
Information sessions		
Pop-up community session Finley Country Club (See Appendix D.2)	Explained the Project, outlined the EIS process, discussed issues/opportunities, and engaged with local stakeholders. Materials were produced in large format (i.e., indicative site map, examples of BESS components, Community Benefit Sharing mind map, and the NSW SSD process), Project fact sheets and FAQ documents were available to take away and the team completed feedback forms capturing discussions and sentiment. People were also encouraged to complete the online survey by scanning a QR code on the Project materials in their own time.	• Wednesday 12 March 2025 1:30 pm – 6.30 pm • Reach: Five attendees
Pop-up community session Finley Newsagency (streetside) (See Appendix D.2)	Explained the Project, outlined the EIS process, discussed issues/opportunities, and engaged with local stakeholders. This pop-up session had a particular focus on brainstorming community benefit sharing ideas. Materials were produced in large format (i.e., indicative site map, examples of BESS components, Community Benefit Sharing mind map, and the NSW SSD process), Project fact sheets and FAQ documents were available to take away and the team completed feedback forms capturing discussions and sentiment. Attendees were encouraged to participate in the brainstorming of potential community benefit sharing opportunities. Attendees were also encouraged to complete the online survey by scanning a QR code on the Project materials in their own time.	• Thursday 13 March 2025 7:30 am – 12:00 pm • Reach: Nine attendees

Activity	Outcome	Delivery timing and reach
Non-associated receiver consultation		
Posted letters to non-associated receivers within 4 km of the site: Receivers R1 – R13 (See Appendix D.1)	Provided an update on the Project, an overview of the EIS process, highlighted opportunities to learn more, provided information on how to find the Project website, provided information on community pop-up sessions, responded to key issues and highlighted benefit-sharing opportunities.	• Distribution date: 24 February 2025 • Reach: 403 properties.
SIA interviews	Aimed to capture thoughts on the Project in a way that informed the SIA (see Chapter 6.11).	• One online interview facilitated 16 April 2025
Targeted phone calls/liaison	Phone calls were made to discuss the Project with First Nations representatives, Finley Chamber of Commerce and a non-associated receiver to support discussions around coordinating face-to-face or online meetings, and to discuss key concerns and potential mitigations.	• Approximately 4 calls were made.
Property visits for visual assessments	For the preliminary LVIA assessment, 11 non-associated residential residences were identified within 2 km of the Project using desktop tools, and initial assessments were undertaken. Based on these initial assessments, zero (0) non-associated receivers were identified as requiring further assessment as per the NSW DPHI LVIA guidelines. During the Scoping Stage, one (1) non-associated receiver contacted the Project team with concerns about visual impacts on their property. In response, a viewpoint was established and assessed from their residence as part of the LVIA. The assessment concluded there was a low visual risk, and no additional mitigation measures were	• Two phone calls facilitated with one non-associated receiver during the EIS • All 11 receivers have been assessed using desktop assessment tools including ZVI, topographic maps and aerial imagery

Activity	Outcome	Delivery timing and reach
	necessary. One (1) non-associated receiver attended an information session and requested screening across from the roadside of the Project Site, as their property (leased for agricultural purposes) faces the Project Site.	• Zero property visits required • Public viewpoints also assessed.
Consultation for noise assessments	For the NIA assessment, 11 non-associated residential residences were identified within 2 km of the Project using desktop tools (aerial maps). Rating Background Levels were assumed for rural residences, as required under the Noise Policy for Industry Guideline 2017. As such, no property visits were required. Based on this desktop assessment, no non-associated receivers were identified as exceeding noise allowances during the construction phase of the Project, with no impacts during the operational phase. Noise impacts during construction would be highly localised and short-term. See the NIA report for more information.	• No property visits required.
Traditional media		
Project Fact Sheet (See Appendix D.3)	A Fact Sheet was developed to provide an overview of the Project and the NSW SSD process. The Fact Sheet was available at community pop-up sessions, provided at briefings, and on the Project website.	• Throughout the EIS engagement period.
Public notice in the Southern Riverina News (See Appendix D.4)	A public notice was placed in the local newspaper, Southern Riverina News, ahead of the community pop-up sessions on 12 March 2025. The public notice provided an outline of the Project and: • Promoted the community pop-up sessions	• Wednesday 5 March 2025

Activity	Outcome	Delivery timing and reach
	• Encouraged people to visit the Project website to read the FAQ, and complete the feedback survey • Encouraged people to set up a meeting with the Project team.	
Frequently Asked Questions (FAQ) Sheet (See Appendix D.5)	A FAQ document was developed to answer common BESS and NSW SSD-related questions. The Fact Sheet was available at community pop-up sessions, provided at briefings, and on the Project website.	• Throughout the EIS engagement period.
Project Newsletters (See Appendix D.6, Appendix D.7)	Regular newsletters were developed to provide updates on the Project's progress, community information sessions, and EIS assessment outcomes.	• Throughout the EIS engagement period (specifically December 2024, March 2025 • Reach: 26 stakeholders over two newsletters.
Digital tools		
Website https://www.southcoreebess.com/	Provided a central location for Project updates, information, online survey, and a detailed list of FAQs. The website has been available throughout Scoping and EIS and will remain a source of information for stakeholders as the Project progresses.	Website reach: • 76 page clicks and 824 impressions (as of 23 June 2025).
Online Survey	The online survey aimed to capture thoughts on the Project in a way that informed the SIA (see Chapter 6.11 and follow-up engagement discussions. The survey was	The survey was live for 21 weeks between 2 December 2024 and 23

Activity	Outcome	Delivery timing and reach
(See Appendix D.8)	promoted through information sessions, stakeholder briefings, newspaper advertisements, public notices, printed materials, and on the Project website.	April 2025. Results from the survey included: • 1 complete and 2 incomplete responses received
Social Media (See Appendix D.9)	Social media tiles and Project posters were developed and shared online to advertise the information sessions held in March 2025. Social media tiles were shared over multiple community pages including the Finley Chamber of Commerce and Finley Country Club facilitated by a Project advocate.	Three social media posts were made across 3 public pages. • Total combined reach of 3,387 users
Stakeholder group presentations/briefings		
Council	SREA and NGH held several discussions with BSC between October 2024 and June 2025. The initial discussions focused on providing an update on the Project, an outline of the EIS process, outcomes on technical assessments, discussion of key issues and opportunities, and asking for feedback and expectations regarding benefit sharing and local industry engagement. Conversation also aimed to capture thoughts on the Project in a way that informed the SIA (Chapter 6.11). Subsequent discussions were held to negotiate an agreement regarding the Council-led Community Benefit Scheme, and outcomes to road access requirements. Consent to lodge the DA on Council owned land (i.e. Broockmanns Road reserve) for	• Face-to-face meeting held with the CEO and Manager Planning on 12 March 2025 • Agreed to Community Benefit arrangements (notice of intent) on 27June 2025, ahead of EIS • 9 emails sent/received between 15 October 2024

Activity	Outcome	Delivery timing and reach
	driveway access and transmission lines were received on 28 May 2025.	and June 2025.
Cummeragunja LALC Bangerang Aboriginal Corporation (Note: Key stakeholder is associated with both organisations)	Throughout the Scoping and EIS phases, NGH made multiple attempts to arrange briefings with a representative of the LALC / Bangerang Aboriginal Corporation. Despite these efforts, a meeting could not be facilitated. During the EIS phase, a conversation with the representative confirmed their interest in the Project; however, they indicated limited capacity to participate in meetings. The representative requested to be kept informed of Project developments and advised that they held no concerns or questions at that time.	• One (1) email sent on 31 October 2025 • Two (2) newsletters delivered between 18 December 2024 and 6 March 2025 • One (1) phone call made on 25 February 2025. • Online SIA interview was facilitated on 28 August 2024.
<u>Educational Institutions:</u> TAFE Finley TAFE NSW Finley High School Finley Public School St Joseph's Primary School	The Project team provided an update on the Project, outlined the EIS process, provided information on benefit sharing, and details on how to complete the survey and provide feedback, details on the community pop-up events, and requested a meeting for a verbal briefing and/or participation in an SIA interview. A representative from TAFE NSW was interviewed within the SIA (Chapter 6.11).	• Newsletters provided on 18 December 2024 and 6 March 2025 • Online SIA interview with TAFE NSW Business Developer held on 25 March 2025.

Activity	Outcome	Delivery timing and reach
Local Community Groups and/or Interest Groups: Rotary Club Lions Club Apex Club Finley Football and Netball Club	The Project team provided an update on the Project, outlined the EIS process, provided information on benefit sharing, and details on how to complete the survey and provide feedback, details on the community pop-up events, and requested a meeting for a verbal briefing and/or participation in an SIA interview. Informal SIA interview captured thoughts on the Project during information sessions (Chapter 6.11).	• Newsletters provided on 18 December 2024 and 6 March 2025 • Informal SIA interview with an interested community member/business owner held on 13 March 2025
Professional consultees: Murray Irrigation Finley Chamber of Commerce CVGT Australia	The Project team provided an update on the Project, outlined the EIS process, provided information on benefit sharing, and details on how to complete the survey and provide feedback, details on the community pop-up events, and requested a meeting for a verbal briefing and/or participation in an SIA interview. A representative from Finley Chamber of Commerce was interviewed within the SIA (Chapter 6.11).	• Newsletters provided on 18 December 2024 and 6 March 2025 • Online SIA interview with Chamber of Commerce held on 30 August 2024.
State MP, Member for Murray	The Project team provided a brief update on the Project and offered to brief Helen Jennifer Dalton, MP in person or over Microsoft Teams. Supporting information was provided by email to the electoral office.	• Updates provided on 31 October 2024 and 3 March 2025 • Acknowledgements received on 31 October 2024 and 3 March 2025

Activity	Outcome	Delivery timing and reach
Federal MP, Member for Farrar	The Project team provided a brief update on the Project and offered to brief the Hon Sussan Ley MP over Microsoft Teams. Supporting information was provided by email to the electoral office.	• Updates provided on 31 October 2024 and 3 March 2025 • Acknowledgements received on 31 October 2024 and 3 March 2025

5.2. Summary of consultation findings

5.2.1. Overall sentiment

The engagement activities undertaken throughout the EIS phase suggest that there is low level of concern regarding the Project from adjacent non-associated receivers, and a low level of concern regarding the Project from the broader Finley community and other identified stakeholders. One non-associated receiver expressed concern around visual impacts, and several emails and phone calls were facilitated by SREA to discuss potential Project redesign to mitigate these concerns.

A medium to high level of support from the wider community was demonstrated throughout discussions held at community pop-up sessions particularly when considering the possible economic injection to the region, the possibility for job creation, and community sharing benefits that would be received by the community should the Project be developed. Positive sentiment was further reinforced by the community's prior experience with the Finley Solar Farm and the perceived cumulative advantages associated with other proposed developments in proximity to the South Coree BESS. These potential benefits are considered especially valuable for a rural community with a relatively small population.

The location of the Project itself produced mixed levels of concern from a non-associated receiver. Concerns raised were in relation to visual impacts, and the changes to the landscape character (rural/agricultural) that would occur should the Project be developed.

The following concerns raised by stakeholders throughout the EIS phase were primarily focused on the following topics:

- Lack of transparency around Project funding (perceived Government subsidies)
- Concerns around lack of long-term employment benefits
- General opposition to renewable energy as a whole
- Concern regarding fire hazards
- Concern regarding visual impacts
- Concern regarding perceived land devaluation.

5.2.2. Online survey feedback

Communication tools such as posted letters, emails, public notices, two face-to-face information sessions, FAQ documents, newsletters, and fact sheets encouraged participation in the online survey for the SIA (see Chapter 6.11). Three responses were received (only one was complete).

5.2.3. Summary of key issues and opportunities

The Project team responded to community questions and feedback throughout the entire EIS engagement period. Section 3.6 of the SSD Guidelines recommends that applicants categorise key concerns into specific groups for consistency. It is important to note that not all categories are included in the table below, as this depends on the outcomes of the engagement.

The categories outlined in the guidelines include:

- The strategic context, including valued natural and built features that may be affected by the project
- The design of the project and any alternatives considered
- Relevant statutory issues
- Community engagement (e.g. the level and quality of engagement during the EIS preparation and future engagement if the project is approved)
- Economic, environmental, and social impacts of the project
- Justification and evaluation of the project (e.g. alignment with Government plans, policies, or guidelines; overall project merit)
- Issues outside the project's scope (e.g. broader policy matters or unrelated concerns).

Further details on the specific concerns raised during engagement are provided in Table 5-3 below.

Table 5-3 Key community Project issues and opportunities

Strategic category (as per EIS requirement)	Sub-category	Details and project team responses
Economic, environmental, and social impacts of the Project	**Potential construction impacts**	Construction-related concerns were raised by three (3) stakeholders. These included the suitability of the land for construction during winter, given the potential for waterlogged soil conditions, and the broader impact of construction activities on local road infrastructure. Council specifically raised concerns regarding the potential long-term maintenance burden associated with any road upgrades required to support the Project. In response, the Applicant advised that construction scheduling would be informed by local climatic conditions, with works planned to avoid wet periods where practicable. The Applicant also confirmed that discussions had taken place with Council regarding construction traffic routes. In particular, Council expressed a strong preference for all site access to be via the Riverina Highway and Canalla Road, rather than Broockmanns Road. This preference has been reflected in the Traffic Impact Assessment, which currently identifies Broockmanns Road as excluded from construction-related traffic routes during peak traffic hours and for all heavy vehicles. Consent to lodge the DA on Council owned land (i.e. Broockmanns Road reserve) for driveway access and transmission lines were received on 28 May 2025. See TIA (Chapter 6.3) for more information.
Economic, environmental, and social impacts of the Project	**Fire management**	Ability to manage fires effectively in case of a battery incident was questioned by two (2) stakeholders. Stakeholders questioned whether local fire brigades had the capacity to manage fires at the site. Concerns were also raised about toxic gas emissions in a fire event, the reliability of suppression systems, and whether Fire and Rescue NSW had reviewed the proposed fire strategies. The Applicant acknowledged the concerns related to fire risks and safety and explained how a Preliminary Hazards Assessment is being undertaken as part of the EIS to better understand the level of risk associated with the Project. The Applicant explained equipment such as heating ventilation and air conditioning (HVAC)

Strategic category (as per EIS requirement)	Sub-category	Details and project team responses
		will safely maintain temperature conditions within BESS enclosures, including during high temperature conditions. Continuous remote monitoring of the battery performance will detect and respond to any abnormal conditions, with the ability to isolate and shutdown any batteries well before the risk of fire. It was also explained that such scenarios are extremely rare, and the Project incorporates multiple layers of safety to prevent and contain any such event. The likelihood of fires starting from other development types within the region (such as residential, commercial, agriculture, fuel and transport) far exceeds the potential associated with a BESS development. The Applicant also explained the positioning of the BESS components, including adequate spacing and the use of gravel between modules to reduce fuel and likelihood of fire spread. See PHA (Chapter 6.4) for more information.
Economic, environmental, and social impacts of the Project	**Community benefit scheme (CBS)**	During consultation activities, at least six (6) community members expressed a strong interest in how the Project could deliver tangible benefits to the local area. A range of suggestions was put forward, reflecting priorities across recreational facilities, education, emergency services, and community wellbeing. Examples included the development of a splash park, enhancements to Finley Lake, support for school excursions, and investment in the local fire brigade. Berrigan Shire Council also provided valuable feedback on the community's expectations, particularly around local capacity, and highlighting concerns about the long-term financial implications of new infrastructure, namely, the potential for ongoing maintenance costs to fall to local government. In response, the Applicant proposed a structured Community Benefit Fund, designed to be guided by clear governance and aligned with the Council's Community Strategic Plan. This fund aims to ensure fair and sustainable distribution of benefits across the region.

Strategic category (as per EIS requirement)	Sub-category	Details and project team responses
		Specific suggestions included those below: • Inclusion of a splash park at Finley Lake • New park or upgrades to Memorial Park • New gym targeted at younger residents • New facilities around the lake (shade sails, toilets, BBQs) • Investment in the local fire brigade (e.g., training and capacity-building) • Provision of a dry helipad location or improved drainage on the oval (for emergency use) • Sponsorship of school excursions (raised twice) • General funding support for local schools and daycares • Improved transport options for elderly residents, particularly to access services in larger regional centers like Melbourne • Sponsorship of the local football and netball club See SIA (Chapter 6.11) for more information.
Project design	**Property value**	One non-associated receiver expressed concern that the proximity of the BESS facility and associated overhead transmission overhead transmission lines could negatively affect the value of their property, particularly as they intend to construct a residence nearby. Their concerns extended beyond this individual Project to include the cumulative impact of multiple renewable energy developments in the area, noting their property's location adjacent to the Finley Solar Farm and in proximity to other proposed BESS and town-scale solar projects currently under assessment. In response, the stakeholder requested greater setbacks from the road, additional visual screening, and the use of underground transmission infrastructure to help mitigate the visual and amenity impacts (and thus the perceived land devaluation). While undergrounding the transmission line was deemed unfeasible due to

Strategic category (as per EIS requirement)	Sub-category	Details and project team responses
		technical and financial constraints, the Applicant has explored minor design adjustments and screening options to reduce visual intrusion. These changes are subject to confirmation in the final design and EIS submission. Concerns around potential property devaluation were also raised in the online survey, with one respondent identifying this as both a social and economic issue. The Applicant acknowledges that the perceived uncertainty surrounding property values can be distressing for nearby landholders. To help address this, the LVIA is being undertaken to better understand and quantify the Project's visual effects. The outcomes of the LVIA will guide the implementation of appropriate mitigation measures, which may include landscaping, screening, or spatial adjustments aimed at maintaining the rural character of the area. Property value considerations are also addressed within the broader SIA. See Chapter 6.11.
Project design	**Visual impact**	As part of the broader LVIA, the Applicant identified 11 non-associated residences within 2 km of the Project site using desktop assessment tools. Based on preliminary analysis and in accordance DPHI LVIA guidelines, none of these receivers were found to require further assessment at that stage. During the Scoping Stage, one non-associated receiver contacted the Project team with concerns about visual impacts on their property. In response, a viewpoint was established and assessed from their residence as part of the LVIA. The assessment concluded there was a low visual risk, and no additional mitigation measures were necessary. During consultation activities in the EIS phase, visual impact was identified as a concern by one non-associated receiver located opposite the Project site. The stakeholder expressed a preference for underground transmission infrastructure rather than overhead lines, citing a proliferation of existing power lines in the area. They also raised concerns about the visual prominence of the BESS facility itself and suggested that it be set back further from the road, with additional visual screening to reduce its impact.

Strategic category (as per EIS requirement)	Sub-category	Details and project team responses
		In response, the Applicant discussed the preliminary findings of the LVIA and outlined several design optimisations underway to address these concerns. These included shifting the BESS approximately 10 metres north and 15 metres west, relocating the site access point further west, and incorporating vegetative screening along the front of the development footprint. The Applicant clarified that these measures were subject to confirmation in the final EIS submission. The Applicant also acknowledged the concerns raised by the non-associated receiver regarding the overhead transmission lines and agreed to place the transmission line underground along Broockmanns Road. A meeting with the non-associated receiver was held on 25 June to provide this update.
Economic, environmental, and social impacts of the Project	**Prime agricultural land**	One respondent to the community survey expressed strong concern about the potential impacts of the BESS on agricultural land use. BSC recommended that the use of prime agricultural land be reconsidered in favour of alternative locations for large-scale developments. This feedback was provided as a general position and was not specific to the South Coree BESS Project. The Project team acknowledged the strategic value of local agriculture and noted that the proposed BESS site represents only a small portion of the LGA, with approximately 92% of the LGA zoned for agricultural use. The site was selected based on its proximity to existing grid infrastructure and its compatibility with nearby development, balancing technical requirements with land use considerations.
Economic, environmental, and social impacts of the Project	**Economic stimulation**	Economic stimulation was raised by three stakeholders, with a focus on job creation during the construction phase, local business growth, economic diversification, and the administration of a Community Benefit Scheme (CBS). Stakeholders frequently cited the Finley Solar Farm as a positive example, highlighting the substantial economic boost it brought to the region during its construction phase. Local businesses directly benefited from increased demand for goods and services, with some experiencing significant growth. During the information sessions, community members shared lived experiences and specific examples (such as

Strategic category (as per EIS requirement)	Sub-category	Details and project team responses
		increased revenue for local cafés and butcher shops), demonstrating the positive impact. They also noted that the project encouraged small businesses to adapt and improve their offerings, leading to broader benefits for the local economy. Economic diversification was viewed positively, particularly in relation to opportunities for integrating renewable energy production with existing agricultural activities. Stakeholders indicated that such integration could introduce new industries to the region, supporting long-term economic resilience. It was also noted that Agrisolar practices currently underway at the Finley Solar Farm had been successful and could serve as a model for future development. One stakeholder emphasised the importance of prioritising local suppliers and businesses throughout the delivery of the Project. They highlighted that, if managed well, the short-term economic uplift during the construction phase could deliver lasting benefits to the community See SIA (Chapter 6.11) for more information.
Economic, environmental, and social impacts of the Project	**Decommissioning**	One stakeholder raised concerns about the expected life of the Project and the handling of battery materials at end-of-life, particularly in relation to recyclability. The stakeholder questioned the stated lifespan of the BESS components, suggesting that the expected duration appeared optimistic and, in their opinion, would instead be comparable to that of smaller-scale, residential battery systems. NGH Consulting acknowledged these concerns and discussed the importance of decommissioning within the EIS process. They explained that a detailed decommissioning plan is a required component of the EIS, outlining how battery materials will be managed at the end of the Project's life. They explained the requirements to outline a detailed decommissioning plan within the EIS. It was further clarified that utility-scale battery systems, such as those proposed in the Project, are significantly more technologically advanced than residential batteries. These systems are engineered for longer operational lifespans, enhanced performance,

Strategic category (as per EIS requirement)	Sub-category	Details and project team responses
		and greater durability under commercial-scale operating conditions, with integrated systems to support end-of-life management and recyclability.
Strategic context	**Location**	One survey respondent expressed concern regarding the proximity of the Project to the township, stating "this site is way too close to town, [and] the potential impacts on the environment and community is shocking to even consider." The Applicant acknowledges this concern and notes that the site was selected based on a range of factors. These included minimal expected environmental, visual, and landholder impacts; proximity to the Finley substation; convenient site access; availability of a local workforce, materials, and services where applicable; and the overall suitability of the location in terms of maintaining low impacts on the surrounding area.

5.2.4. Future engagement

The following future engagement activities are recommended for the Project should it progress through to construction and operation. Please refer to the SIA (see Chapter 6.11) for further engagement needs, impacts and benefits.

Table 5-4 Planned future engagement activities

Group	Post Approval	Construction	Operation
Stakeholders	Non-associated receivers, wider Finley community, Council, Member for Murray, Member for Farrar, Rotary Club of Finley, Finley Men's Shed, Finley Lions Club, Apex Club, Finley Chamber of Commerce, TAFE Finley, local First Nations community, Cummeragunja LALC, Bangerang Aboriginal Corporation, local Finley businesses.	Non-associated receivers, wider Finley community, Council, Member for Murray, Member for Farrar, Rotary Club of Finley, Finley Men's Shed, Finley Lions Club, Apex Club, Finley Chamber of Commerce, local First Nations community, Cummeragunja LALC, Bangerang Aboriginal Corporation, local Finley businesses.	Non-associated receivers, wider Finley community, BSC, Member for Murray, Member for Farrar, Rotary Club of Finley, Finley Men's Shed, Finley Lions Club, Apex Club, Finley Chamber of Commerce, TAFE Finley, local First Nations community, Cummeragunja LALC, Bangerang Aboriginal Corporation, local Finley businesses.
Key actions	• Applicant to provide updates to interested non-associated receivers on the results of visual impact assessments and noise impact assessments conducted. • Applicant to deliver update of EIS outcome to interested stakeholder groups such as non-associated receivers (who have opted into future communications), Council, Cummeragunja LALC, and local state and federal representatives.	• Applicant to engage with near non-associated receivers and the wider Finley community about planned traffic arrangements, construction activities and impact mitigations. • Applicant to provide detailed engagement with non-associated receivers and the wider community about visual impact mitigations, including proactive planting of screening vegetation. • Applicant to provide updates via letters (up to 2 km radius), email updates and	• Applicant to continue to engage with near non-associated receivers with key details regarding operation details of the site. • Applicant to continue to engage with the local community and key community groups to highlight key milestones during operation. • Applicant to collaborate with local schools and education/skills providers (where applicable) to provide education opportunities through presentations etc.

Group	Post Approval	Construction	Operation
	• Applicant to continue to engage with the local community and key community groups to highlight key milestones pre-construction. • Applicant to continue discussions with Council around the development of a CBS including negotiations on a formal figure and a governance structure. • Applicant to continue engagement with the LALC and other identified First Nations groups regarding local industry participation opportunities pre-construction. This may form a wider Aboriginal Participation Plan, subject to local capacity.	public notices regarding construction activities, employment opportunities and expected impacts (traffic, noise, dust). • Delivery of updates to interested stakeholder groups such as non-associated sensitive receivers, Council, Cummeragunja LALC, and local state and federal representatives. Updates to be provided to stakeholders who have opted into future communications. • Facilitate events for local suppliers or employees to allow for local participation during the construction phase of the Project.	• Applicant to engage via email and posted letters to residents within a 4 km radius should any large maintenance work be carried out during operation and mitigate any impacts that may arise. • Continue to foster strong relationships with the community via the establishment of community partnerships and industry participation. • Continue to establish the Applicant as an active, responsible member of the wider community. • Proactively communicate the decommissioning strategy (including damaged components, where relevant) to interested stakeholder groups and the wider community.
Consistency with 'Undertaking Engagement Guidelines for State Significant Projects' (DPHI, 2024)	• Continue to engage with the community, Council and government agencies during the pre-construction, construction, operation and decommissioning of the project (and/or rehabilitation of the site) in line with the conditions of approval. • The community is able to track the progress of the Project and raise any post-approval concerns with the Applicant and/or contractor.	• Proactive, transparent, and collaborative engagement, spanning from informing on construction activities to involving and collaborating through benefit-sharing opportunities and other community partnership opportunities. • Applicant will also continue to gather ideas from the local community regarding opportunities to work with local businesses and/or suppliers and	• Applicant will continue to actively engage during the operation and decommissioning stage of the Project in line with the conditions of approval. • Applicant will also continue to foster strong relationships with key stakeholders and further liaise with Council regarding the implementation of benefit sharing within the local community through the requested CBS program.

Group	Post Approval	Construction	Operation
		minimise construction impacts.	
Monitoring of effectiveness for community participation	• The evaluation of community participation will be continuously monitored, reviewed, and adapted post-approvals to ensure ongoing transparency and involvement in the project. • The Applicant will continue to gather community feedback through to assess the community's experiences and perceptions, identifying areas for improvement. • Engagement approaches will remain flexible and will be reassessed throughout the post-approval phase based on feedback, which may include modifying meeting formats, diversifying communication channels, or addressing key community concerns.	• The Applicant will continue to liaise with stakeholders and monitor community sentiment to resolve key issues and opportunities. • Explain to stakeholders at post-approval how community views were considered when reaching decisions and how they helped to inform the Project. • Applicant will utilise local knowledge and expertise with suppliers and contractors where possible. • Applicant will ensure they use appropriate engagement techniques when targeting specific groups. • The Project website will continue to update information on the progress of the Project, and to make information easily accessible to stakeholders.	• The Applicant will continue to proactively engage through the operation and decommissioning stage to ensure the local community and interested stakeholder groups are well-informed on key elements of the Project. • Proactive engagement will make it easy for the community to access information. • A Project website will continue to facilitate information on the Project, to make information easily accessible for stakeholders and community members.

5.3. Aboriginal community engagement

Two avenues for engagement with the local First Nations community were adopted:

1. Engagement through the Engagement Action Plan

The Cummeragunja LALC and the Bangerang Aboriginal Corporation were consulted as part of the wider community engagement process, which sought to:

a. Look for opportunities to contribute to the local story of Country and contribute to the local First Nations community.

b. Involve local First Nations community organisations in Community Benefit Sharing initiatives.

The Cummeragunja LALC and Bangerang Aboriginal Corporation received communications relating to the Project throughout both the Scoping and EIS phases, separate from the ACHA process, and multiple phone calls and emails were facilitated.

2. Formal consultation in relation to potential to impact Aboriginal cultural heritage.

Consultation with First Nations people must be undertaken and documented in accordance with the *Aboriginal Cultural Heritage Consultation Requirements for Proponents* (DECCW, 2010a).

In accordance with Step 4.1.2 of the *Consultation Requirements,* NGH contacted a range of organisations on 26 August 2024 to request potential Registered Aboriginal Parties (RAPs) for consultation regarding the Project. In addition, in accordance with Step 4.1.3, an advertisement was placed in *The Southern Riverina News* on 28 August 2024 requesting expressions of interest for consultation regarding the Project. An additional letter was sent on 25 October 2025 after email response from Council. In each instance, the closing date for submission was 14 days from receipt of the letter.

This process resulted in seven potential RAPs for the Project:

- Bangerang Aboriginal Corporation;
- Cummeragunja LALC;
- Deniliquin LALC;
- Girragirra Murun Aboriginal Corporation;
- Moama LALC;
- Southern West Yiradyuri Clans, Land, Water and Sky Country Aboriginal Corporation; and
- Thomas Dahlstrom.

On 25 October 2025, an *Assessment Methodology* document for the proposed South Coree BESS was sent to two of the RAPs listed above (all via email), with an additional update sent on 22 November 2024. None of the RAPs raised objects to methodology.

The archaeological survey of the South Coree BESS Project Site was conducted on 10 December 2014 by one archaeologist from NGH, and one representative from the two (2) RAPs.

A draft copy of the Aboriginal Cultural Heritage Assessment Report (ACHA) was sent to the RAPs for a 28-day review period on 6 March 2025, with a reminder to comment sent 27 March 2025. One response was received citing no comment, and the ACHA was subsequently finalised and is appended to this EIS, Appendix F.2.

5.4. Agency engagement

5.4.1. Agency consultation

As part of preparing the EIS for the SSD development application, the SEARs require that the relevant State or Government authorities, infrastructure and service providers, community groups, affected landowners, exploration licence holders, quarry operators and mineral title holders be consulted.

Table 5-5 summarises the method of consultation, if issues were raised and if so, where they are addressed in this EIS. The SEARS, including a cross-reference table showing where each specific matter is provided in the EIS, is included in Appendix A.

Table 5-5 Agency consultation summary

Issue raised by agency	Detail
Department of Planning, Housing and Infrastructure (DPHI)	
Project update	A pre-lodgement meeting was held with DPHI on 23 June 2025, to discuss progress of the Project and issued addressed. No concerns were raised at the time of the meeting.
Berrigan Shire Council	
Project update	Face-to-face meeting held with the CEO and Manager Planning on 12 March 2025. The meeting focused on providing an update on the Project, an outline of the EIS process, outcomes on technical assessments, discussion of key issues and opportunities, and asking for feedback and expectations regarding benefit sharing and local industry engagement. A subsequent face-to-face meeting was held on 25 July 2025. Discussion was had on the transmission connection from the BESS to the Transgrid substation. Both above and below ground options were discussed, with preference given to underground (subject to Transgrid requirements). On-site drainage and an easement was also discussed. It was determined this was an old obsolete irrigation asset, now belonging to the landholder. Council confirmed they also accepted all waste except hazardous waste.
Voluntary Planning Agreement (VPA) and other Project commitments	In-principal agreement for a VPA with BSC in line with the Benefit Sharing Guidelines was received by the Applicant on 8 April 2025. The VPA was further discussed at the meeting on 25 July 2025 with proposed general terms provided to BSC for further comment.

Issue raised by agency	Detail
Traffic and access	In-principal support for use of Brockmanns Road, for the construction of the Project transmission line was provided to the Applicant on 2 April 2024 under the provision that: • There will be no impact on the road surfaces and if it occurs any repairs/renewal would be at the Applicant's total cost. • That the easement (and assets) would not impact any existing infrastructure and if it did that any repairs/renewal would be at the Applicant's total cost. • That the easement width and location is to be appropriately defined by a surveyors plan/plan of subdivision. • That the applicant would obtain consent from any relevant external referral (electrical, water/channel, etc.). Traffic access to the site was discussed in the face-to-face meeting held with the CEO and Manager Planning on 12 March 2025. Council noted their preference for use of the Riverina Highway and Canalla Road to access the site, rather than use of Broockmanns Road. Council also provided available traffic date for volumes on Broockmanns Road. Confirmation of this arrangement was provided to Council, with a request for use of Broockmanns Road for light traffic during the day. Heavy haulage and use for peak staff arrival/departure would not be permitted. Council agreed to this arrangement on 27 May 2025.
Landholder consent	Consent to lodge the DA for Council owned land (Broockmanns Road) was received from Council on 28 May 2025. An updated consent letter was received 20 August 2025, providing consent for the proposed temporary hardstand on Broockmanns Road to support the OSOM movement.
Flooding	Preliminary results of the flood assessment were shared with Council and SES via teams meeting on 24 June 2025. Existing and post-construction flood models were shared, and evacuation and emergency management arrangements discussed.
Murray Irrigation	
Water access	A temporary water access request form was provided to MI on 15 April 2025. Verbal in-principal agreement was reached for use of MI water.

Issue raised by agency	Detail
Easements and construction	A phone meeting was held with the Applicant and MI on 16 June 2025, to discuss construction requirements and a water easement on the Project site. MI confirmed the water easement/drain was not their infrastructure. MI confirmed and reiterated their works policy for the transmission crossing over the Mulwala Canal, in that: • Adhere to works policy which is 2m under bore or 10m overhead clearance • Depth not confirmed, required to be surveyed • MI will request detailed engineering plan of crossing showing location, depth, conduit details, etc. This should be done post approval consent, before construction • Requested that markers / signage (similar to Telstra ones on site) are put in place to show where the crossing is.
State Emergency Services	
Flooding	Preliminary results of the flood assessment were shared with Council and SES via teams meeting on 24 June 2025. Existing and post-construction flood models were shared, and evacuation and emergency management arrangements discussed. SES raised concerns about potential road closures on Broockmanns Road, referencing SES guidance against driving through floodwaters exceeding 150 mm. SES requested further detail on depths at road low points, especially for up to the PMF event. It was confirmed that hazard mapping indicates the road is classified as H1 or not impacted. A question was raised about lead time for floodwaters, particularly if influenced by riverine sources such as the Murray or Edward Rivers. It was confirmed the site is not affected by riverine flooding, as it is too far removed from major waterways. Flooding at the site is driven by local overland flow, with warning times dependent on event scale.
Conservation Programs, Heritage and Regulation	
Biodiversity assessment methodology	On 10 September 2024, CPHR confirmed the requirement of a Biodiversity Development Assessment Report (BDAR), noting a BDAR waiver would not be supported by the South-West team. A meeting with CPHR was held on 25 February 2025 via teams, to discuss the

Issue raised by agency	Detail
	Project. Vegetation zoning was discussed and approach confirmed. Species polygons for the Southern Myotis and Sloanes' Froglet were also confirmed.
Commonwealth Department of Climate Change, the Environment, Energy and Water	
EPBC referral	A pre-referral meeting was held with DCCEEW on 30 April 2025, where the project and the overall development impact was discussed. The referral was lodged shortly after, and the Project was determined a non-controlled action on 13 May 2025.
DPIE Water and Department of Natural Resources Access Regulator	
N/A	N/A - No works are proposed on waterfront lands. NGH are addressing the remainder of the SEARs and Agency requirements. As such, further consultation is not required.
Department of Primary Industries - Fisheries	
N/A	N/A – The Project Site does not contain any KFH. As such, Fisheries requested no further consultation.
Department of Primary Industries - Agriculture	
N/A	N/A – NGH are addressing all the SEARs and Agency requirements. As such, further consultation is not required.
Transport for NSW	
Traffic assessment	The Development Renewables team were contacted for advice on appropriate growth rates to apply to the State Road network as well as any other relevant matters beyond the issued SEARs and Agency. At the time of writing the TIA a response is yet to be received, as a result a conservative growth rate of 1.5% per annum has been applied.
Transgrid	
Grid connection	A formal enquiry was lodged with Transgrid regarding the establishment of the South Coree BESS connection. The Applicant received an official response from

Issue raised by agency	Detail
	Transgrid regarding the feasibility of the intended connection and Applicant's intent to construct a new BESS referred to as South Coree BESS. The BESS is situated approximately 900m east of Transgrid's Finley substation. Transgrid's department that deals with new connections is their unregulated arm, Lumea; all new connections are directed by Transgrid to liaise with Lumea. Regular meetings, email and phone correspondence between the Applicant and Lumea have been undertaken through the development of the EIS, including connection process, land access requests for surveys required for the preparation of the EIS and general updates on the Project. The Applicant has provided the Electricity Transmission Ministerial Holding Corporation (ETMHC) with a copy of this EIS. ETMHC has reviewed the EIS and provided landowner consent to lodge the development application.
Landholder consent	Consent to lodge the DA for Transgrid owned land (Finley Substation) was received on 10 October 2025.
Essential Energy	
Easement encroachment	The Applicant has kept in regular contact with EE. Outcomes of their meetings include the following: **Essential Energy Easement** **Crossing existing 66kV line** Any work undertaken within the easement would be in accordance with ISCC 20 *Guideline for the Management of Activities within Electricity Easements and Close to Electricity Infrastructure",* Essential Energy procedures and policies. Consultation would be ongoing with Essential Energy to ensure compliance when working in high-risk areas of the Easement and existing 66kV line. **Unused Essential Energy easement** A formal enquiry was lodged with Essential Energy regarding the release of the Essential Energy Transmission line easement traversing the middle of the Project Site. Communication from Essential Energy Case reference: 00291925 indicates that the cancellation of Easement has been approved and signed by Essential Energy's Attorney.
NSW Heritage	
N/A	Letters outlining the Project and the need to carry out an ACHA were sent to

Issue raised by agency	Detail
	Heritage NSW, as identified under the ACHCRP on 21 June 2024. Notification of the Registered Aboriginal Parties (RAPs) to be involved in the ACHA was sent to Heritage NSW on 20 August 2024. As part of the SEARs, Heritage NSW noted no further comment. As such, further consultation is not required until submission of the ACHA.
Crown Lands	
N/A	No crown land, roads or waterways intersect the Project Site. As such, Crown Lands requested no further consultation.
Maribyrnong Council, Geelong City (Victoria)	
OSOM movement	The final TIA was shared with Maribyrnong and Geelong City Council on 24 September 2025, seeking comment on the OSOM route. Maribyrnong noted they would require consultation with DTP and internally, and are seeking further consultation. It was noted that the Applicant would reach out as the Project progressed. Geelong noted time-based truck controls on Somerville Road, and OSOM movements within the West Gate Tunnel. Otherwise had no further comment.
Department of Transport and Planning (DTP – Victoria)	
OSOM movement	The final TIA was shared with DTP on 24 September 2025, seeking comment on the OSOM route. DTP noted in a response on 3 October, until there is a contract in place with an awarded transport operator DTP does not have capacity to review these requests in detail.

6. Assessment of key issues

6.1. Biodiversity

This section summarises the findings of the Biodiversity Assessment Development Report (BDAR) undertaken by NGH which is provided in Appendix F.1. The BDAR provides and assessment of the potential biodiversity impacts of the Project and the recommended measures to mitigate them.

6.1.1. Approach

A specialist BDAR was completed by NGH to provide an assessment of the biodiversity values associated with the Project Site and to assess the potential impact the construction and operation of the Project in accordance with the NSW Biodiversity Assessment Methodology (BAM) 2020 (DPIE, 2020a).

In consultation with the NSW Conservation Programs, Heritage and Regulation (CPHR) Group (formally the Biodiversity Conservation Division), the assessment included: site visits to confirm the extent and condition of landscape features in and around the Project Site, aerial photographic interpretation, detailed field surveys and review of existing vegetation mapping. Detailed survey methods, assumptions and limitations are provided in the appended BDAR. In summary, they included:

- Rapid assessment – August and December 2024
- BAM floristic plots – August and December 2024
- Targeted flora surveys – September and November 2024
- Habitat constraints – August 2024
- Targeted field survey fauna – December 2024, and August 2025

All 'candidate[2]' species (those meeting the thresholds within the BAM to be considered for survey) requiring targeted surveys were surveyed in the appropriate survey.

Definitions

The BAM is legislated under the Biodiversity Act (BC) Act and as such, terminology is prescribed and sometimes differs from the terms used in the EIS. In this summary, one additional term is noted **Subject Land**. The **Subject Land** describes all areas that may be affected by direct *and indirect impacts* of the Project and is therefore larger than the **Development Footprint,** which considers only direct impacts.

Avoid and Minimise

A key requirement of the BAM is to demonstrate 'avoid / minimise' in advance of considering offset options. The Project:

Avoids: impacts to biodiversity thorough site selection, iterative design, and utilising existing cleared land

Minimises impacts through:

- Utilising areas of poor condition native vegetation

[2] A candidate species is a threatened species or population that is 1. Known or likely to occur within the biodiversity assessment area, **and** 2. Triggers the requirement for further assessment under the BAM.

- Applying specific mitigation strategies to reduce residual risks to biodiversity

Key considerations included selecting a site that lacked woodlands, hollow-bearing trees and scattered trees, which are a key habitat features in the locality. This decision was made to avoid disturbing sensitive ecological areas which may also provide habitat for an array of threatened and non-threatened fauna. Instead, the site selected for the BESS infrastructure features heavily disturbed grasslands and exotic vegetation.

Furthermore, the project aimed to utilise an area in close proximity to Finley substation and with existing infrastructure, such as access tracks, to reduce the need for habitat removal, thereby minimizing impacts on habitat connectivity. These measures were implemented to minimize the overall environmental footprint of the project.

6.1.2. Existing environment

Landscape context

The region is characterised by a gently undulating topography with a mixture of land use including grazing, cropping, and residential. The site is located north of the Finley Solar Farm, which connects to the Finley substation. The closest natural waterways are the Murray River and its tributaries, located approximately 17 km south of the Subject Land. The geology of the region is characterised by chromosols, vertosols and rudosols. The Subject Land falls within the Riverina Interim Biogeographic Regionalisation for Australia (IBRA) region and the Murray Fans subregion, and this was entered into the BAM-C.

The Riverina Bioregion is an extensive area extending from the Murray River along the Victorian and NSW border to south of Ivanhoe in NSW. The region is characterised by extensive riverine floodplains with low relief. Vegetation commonly consists of chenopod shrublands and associated grasslands, as well as box-gum woodlands, mallee woodlands, native grasslands and wetlands (NSW National Parks and Wildlife Service, 2003).

The climate of the Riverina bioregion is semiarid, with cool winters and hot summers. Rainfall in winter-dominated, with an annual median of 272 mm (NSW National Parks and Wildlife Service, 2003).

Due to the semiarid climate of the region and land use history, there are no rivers within Assessment Area. A number of irrigation channels occur in the Assessment Area. The Mulwala no. 19 Channel runs through the south-east of the Subject Land, near the Finley substation. The channel is located along Broockmanns Road, and the vegetation surrounding it is dominated by exotic grasses. There is one farm dam present in the Involved Lands, and it is located east of the proposed BESS site within a residential garden outside the Subject Land. The dam has limited native vegetation and is surrounded primarily by exotic grasses and forbs; however, it contains some riparian vegetation and does form an isolated water source for fauna.

The Murray River, a 10th order Strahler waterway, is approximately 17 km south of the Subject Land. Tuppal Creek, a 1st – 2nd order Strahler waterway and tributary to the Murray River, is approximately 9 km south of the Subject Land.

A Commonwealth EPBC Act PMST search completed on the 16th of April 2025 identified five wetlands of international importance. The closest of these to the Subject Land is the NSW Central Murray Forests, located 10 – 20 km downstream from the Subject Land. This is followed by the Hattah-kulkyne Lakes, located 200 – 300 km downstream from the Subject Land.

No state or regionally significant biodiversity links occur within the Development Site nor within 1500 m of the Assessment Area. The Subject Land lies within a predominantly cleared and fragmented landscape used for agriculture, limiting habitat connectivity. Roadside vegetation is cleared of trees and shrubs and does not contain any remnant vegetation. There are a few small (~1-2ha) isolated patches of remnant Grey Box Woodland that are surrounded by cleared agricultural land and lack connectivity to other areas of native vegetation.

The State Vegetation Type Map (SVTM) and satellite imagery show linear tree corridors of 10-15m wide in the Assessment Area. However, the highly modified nature of the Assessment Area suggests that these patches do not contribute substantially to local or regional connectivity.

Aquatic habitat connectivity in the Assessment Area consists of farm dams and irrigation channels. These features provide a measure of aquatic habitat connectivity, however, mostly form isolated and low-quality refuges.

There are no caves, crevices, cliffs or other areas of geological significance within or adjacent to the Subject Land. This was determined through multiple site visits undertaken in 2024, in conjunction with aerial imagery.

The native vegetation cover within the Assessment Area was estimated to be 53.23 ha out of a total area of 2143.89 ha, which equates to 4.28%. This number was entered into the BAM-C for this assessment.

The existing Finley substation is located in the west of the Subject Land. The substation infrastructure has an area of approximately 1.2 ha and is surrounded by low-condition derived grassland. Surrounding the substation on the west and south is the Finley Solar Farm, consisting of approximately 360 ha of solar arrays. Finley Solar Farm is situated outside of the Subject Land, but partially within the Assessment Area.

Draft Native vegetation regulatory mapping (NVR) identifies parts of the Subject Land as Category 1-exempt land. This includes the paddock north of Broockmanns Road and the paddock surrounding the Finley substation. While the NVR is in draft form, assessors must make their own assessment of land categorisation with supporting evidence. A precautionary approach is required to be taken for Land categorisation. During the initial field surveys, paddocks displayed a moderate cover of native grasses and forbs in proportion to exotic perennial species. As such, the area is unlikely to meet the low conservation groundcover criteria within the Interim Grasslands and Groundcover Assessment Method (OEH, 2017). As the grasslands were unlikely to meet the criteria for Category 1-exempt land according to the "*Determining native vegetation land categorisation for application in the Biodiversity Offsets Scheme*" guidelines (DPE, 2023), a land category assessment was not undertaken. All land within the Subject Land was included for assessment under the NSW Biodiversity Offsets Scheme (BOS.)

Plant Community Types (PCT)

Vegetation within the subject land has been assessed as aligning with the BioNet Vegetation Classification PCTs. One PCT was identified with the Subject Land:

- PCT 76 - *Western Grey Box tall grassy woodland on alluvial loam and play soils in the NSW South Western Slopes and Riverina Bioregions.*

PCT 76 occurred as three condition states within the Subject Land (Figure 6-1). These are:

- Zone 1: Poor condition derived grassland
- Zone 2: Roadside derived grassland
- Zone 3: Low condition derived grassland
- Zone 4: Exotic - very low cover of native species and high cover of Bathurst Burr.

Low condition derived grassland

The low condition derived grassland community occurred in the paddocks south of Broockmanns Road, surrounding Finley substation. The area has likely been historically cleared and did not contain a canopy or shrub layer. It was currently being grazed by sheep and is regularly mowed for fire management. Native vegetation consisted primarily of forbs and grasses of *Oxalis perennans*, *Carex* spp. *Cynodon dactylon, Enteropogon acicularis, Rytidosperma setaceum*, and *Rytidosperma caespitosum*. Exotic grasses were typically annual species such as Rye Grass (*Lolium spp.*), Barley Grass (*Hordeum spp.*) and Brome Grass (*Bromus spp.*) as well as exotic forbs such as *Lactuca serriola, Hypochaeris radicata* and *Helminthotheca echioides.* This zone had a boosted function condition score due to the presence of dead rye grass forming high leaf litter cover.

Poor condition derived grassland

The poor condition derived grassland community occurred in the paddocks north of Broockmanns Road in the location of the proposed BESS site. This area has been historically cleared and recently heavily grazed by horses. It did not contain a canopy or shrub layer. The zone was currently resting from grazing pressure and native vegetation consisting primarily of *Vittadinia gracilis* and *Rytidosperma setaceum* had regenerated. Exotic annual species were also regenerating comprised of a high cover of the exotic *Erodium cicutarium* as well as *Arctotheca calendula, Hypochaeris glabra, Lolium sp* and *Romula sp.*

Roadside derived grassland

The roadside derived grassland occurred along the table drains of Broockmanns Road and Canalla Road. This area was characterised by heavily disturbed vegetation with some native groundcover species including *Paspalidium jubiflorum, Chloris truncata* and *Cynodon dactylon*.

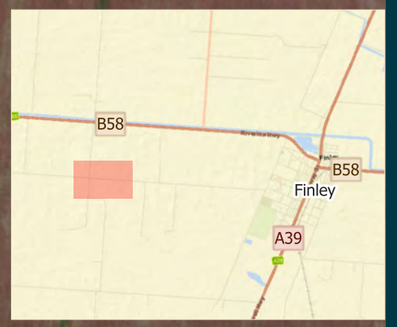
BP06
BP06 End
BP05
BP05 End
BP01
BP01 End
BP02 End
BP02
BP04 End
BP04
BP03
BP03 End
CANALLA ROAD
MULWALA NO 19 CHANNEL
BROOCKMANNS ROAD

LEGEND

Vegetation Zones

- Zone 1 PCT 76 poor
- Zone 2 PCT 76 roadside
- Zone 3 PCT 76 low
- Zone 4 Exotic
- infrastructure/road

- Subject Land
- BAM plot (start and end points)
- BC Act listed Inland TEC: Grey Box Woodland
- Road
- Canal



Datum: GDA2020 / MGA Zone 56

0 100 200 m

South Coree BESS

Figure 6-1 PCTs, TECs, Vegetation Zones and BAM plot locations within the Subject Land

Ref: 240676 South Coree BESS EIS Samsung BDAR_250403 \ Figure 4-5 PCTs, TECs, Vegetation Zones and BAM plot locations within the Subject Land Author: Julie Gooding Date created: 06.06.2025 © NGH 2025 © ESRI 2022

Threatened species with potential, identified onsite or assumed to occur

All candidate species were surveyed for and were excluded if they were not present during the survey effort.

One threatened species is known or assumed to occur on site:

- Southern Myotis is known to be present on site.

The following Ecosystem species were excluded from BAM-C based on the lack of suitable habitat features on site:

- Brown Treecreeper (Climacteris picumnus victoriae)
- Grey-Crowned Babbler (eastern subspecies) (Pomatostomus temporalis temporalis)
- South-eastern Hooded Robin (Melanodryas cucullata cucullata)
- Swift Parrot (Lathamus discolor).

Datum: GDA2020 / MGA Zone 56

0 100 200 m

South Coree BESS

Figure 6-2 Threatened species buffer zones

Ref: 240676 South Coree BESS EIS Samsung BDAR_250403 \ Figure 6-2 Threatened species buffer zones Author: Michael Cleland Date created: 21.08.2025 © NGH 2025 © ESRI 2022

6.1.3. Potential impacts

The design of the proposal is the result of an iterative process. The design has been adapted progressively as information regarding site constraints, potential impacts, and risks associated with the proposal have become available.

In addition to the direct and indirect impacts avoided as outlined, the initial project location and design considered several prescribed impacts. Key considerations included selecting a site that lacked woodlands, hollow-bearing trees and scattered trees, which are a key habitat feature in the locality. This decision was made to avoid disturbing sensitive ecological areas which may also provide habitat for an array of threatened and non-threatened fauna. Instead, the site selected for the BESS infrastructure features heavily disturbed grasslands and exotic vegetation.

Furthermore, the project aimed to utilise an area in close proximity to Finley substation and with existing infrastructure, such as access tracks, to reduce the need for habitat removal, thereby minimizing impacts on habitat connectivity. These measures were implemented to minimize the overall environmental footprint of the project.

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

Direct impacts

The construction and operational phases of the proposal have the potential to impact biodiversity values at the site that cannot be avoided via impact minimisation and avoidance measures. This would occur through residual direct impacts, such as habitat clearance (and associated noise and disturbance) and ongoing existence of infrastructure (which may create barriers to movement and generate noise and disturbance).

Direct impacts include:

- Clearing of 6.45ha of native vegetation
- Direct impacts to suitable habitat for
    - Southern Myotis – 2.49ha.

No hollow bearing trees will be removed.

Indirect impacts

Indirect impacts are those that are not directly related to the clearing of native vegetation. For this proposal, the main indirect impacts include the following:

- Potential for soil erosion and water contamination within the subject land
- Noise and light disturbance within 50 m of the development footprint during construction,
- Creation of barriers to fauna movement
- Invasion of key emerging weeds
- Impacts of shading on retained native vegetation.

Prescribed impacts

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

- Habitat connectivity
- Water quality and hydrological processes

- Vehicle strike.

Summary of mitigations

Summary of mitigations for direct impacts include:

- Impacts to native vegetation and threatened species habitat to be offset under the BOS
- A trained wildlife handler or ecologist to be on site during clearing events to mitigate potential impacts to displacement, injury of death of resident fauna.

Summary of mitigation for indirect impacts include:

- Inadvertent impacts of adjacent habitat or vegetation can be mitigated through clear physical demarcation of the boundary between areas to be retained and areas slated for clearing
- Risk of introduced weeds and pathogens can be mitigated through weed control and vehicle and machinery hygiene protocols
- Rubbish dumping during the construction phase can be mitigated through standard high quality construction practices including maintaining a clean site and depositing rubbish at suitable facilities
- Mobilisation of sediments can be mitigated through application of standard erosion and sediment control practices
- Increased risk of fire can be mitigated through built in hazard reduction planning.

Summary of mitigations for prescribed impacts include:

- Impacts to water quality mitigated through application of erosion and sediment control practices.

The Project proposes to meet any offset obligation generated by the BAM by purchase of matching credits from the market or payment to the Fund. The below summarised the credit obligations for ecosystems and species:

Table 6-1 Impacts that require an offset - ecosystem credits

Vegetation zone	PCT	Vegetation Integrity Score	Threatened Ecological Community	Area (ha) in Development Footprint	Credits required
Zone 1	76_DG_poor	14.6	*Inland Grey Box Woodland in the Riverina, NSW South Western Slopes, Cobar Peneplain, Nandewar and Brigalow Belt South Bioregions*	3.55	0
Zone 2	76_DG_roadside	12.8	As above	0.70	0
Zone 3	76_DG_low	21.4	As above	2.20	24
Zone 4	Exotic	14.4	None	0.54	0

Table 6-2 Impacts that may require an offset – species credits[3]

Common name	Scientific name	Loss of habitat (ha)	Credits required
Southern Myotis	*Myotis macropus*	2.49	25

6.1.4. Adaptive management strategy for uncertain impacts

Residual indirect or prescribed impacts for which no mitigation measures are proposed require an adaptive management strategy. Adaptive management during construction and operation will be receptive to any new and relevant data that may arise through ongoing assessment and monitoring and is key to the successful implementation of the relevant management plans. Construction management plans for biodiversity will have an adaptive management component. This includes measures to respond to impacts that are predicted to have a low risk, if they occur at a higher frequency or severity than expected. Other impacts may occur during construction and can be dealt with adaptively in real time. The known low risk impact is trampling of unexpected threatened flora which may be present but have not been recorded over multiple surveys and seasons.

Increased risk of starvation and exposure due to loss of shade & shelter for fauna is not addressed by this adaptive management strategy. This is due to the difficulty in obtaining quantitative site-specific information, both before and after impact. This impact is theoretical and due to the degraded nature of the habitat locally and being cleared, the proposal's impact is not expected to exacerbate habitat scarcity to the point where it would be detectable.

6.1.5. Serious and irreversible impacts

All threatened entities impacted by the proposal have been considered to determine whether they form or have the potential to be Serious and Irreversible Impact (SAII) entities. Criteria for listing as a SAII entity are those species which:

- Are in a rapid rate of decline
- Have a very small population size
- Are severely degraded or disrupted
- Have a very limited geographic distribution
- Are unlikely to respond to measures to improve habitat.

The Sloane's Froglet classifies as a SAII entity. It was subject to targeted surveys in August 2025 and was not found to be present, as such no further consideration or specific mitigation measures are required.

6.1.6. Offsets required under the EPBC Act

No species listed under the EPBC Act have been identified as having the potential to be significantly impacted by the development. The EPBC Act referral (EPBC 2025/10152) determined the proposal is not a

[3] Subject to presence verified by targeted surveys being undertaken from July 2025

controlled action and no further assessment is required. As such, the proposal is not considered to require offsets in accordance with the EPBC Offsets Policy.

6.1.7. Mitigation measures

Mitigation number	Mitigation measure	Project Stage
B01	A biodiversity Management Plan (BMP) would be prepared prior to construction to include all recommendations of the BDAR. It will include but not be limited to: • Unexpected Threatened Species Finds Procedure will include: o Stop work procedures, where relevant o Further surveys to delineate the population o AoS or liaison with appropriate agencies. • Implementation of hygiene protocols for plant and equipment entering and exiting the construction site. • Management of wastewater to the receiving environment • Clear physical demarcation of the boundary between areas to be retained and areas slated for clearing • Waste Management protocols • Weed and pathogen management plan and protocols • Clearing limits (refer Appendix F.1) • Trained ecologist on site during clearing events	All Stages
B02	As part of the overall Environmental Management System (EMS) to ensure protection of waterways: • Preparation of a Stormwater Management Plan (SWMP) and Erosion Sediment Control Plan (ESCP) in accordance with the 'Blue book' (Landcom, 2004).	Prior to construction
B03	Adaptive management strategy to prevent trampling of unexpected threatened flora. • All plans will be progressively reviewed and updated throughout all stages • All adaptive management strategy plans including the BMP will form part of an overall Environmental management strategy.	All Stages
B04	Retire the offsets as calculated by the BDAR in accordance with the Biodiversity Offsets Scheme	Prior to construction

6.2. Aboriginal heritage

This section summarises the findings of the Aboriginal cultural Heritage Assessment (ACHA) undertaken by NGH Pty Ltd, provided in Appendix F.2. The ACHA provides an assessment of the potential Aboriginal Heritage impacts of the Project and the recommended measures to mitigate them.

6.2.1. Approach

A specialist ACHA was undertaken to provide an assessment of the Aboriginal cultural values associated with the Project Site and to assess the cultural and scientific significance of any Aboriginal Heritage sites recorded. Further, the ACHA assess the potential impacts to Aboriginals sites and provides management strategies that may mitigate any impacts.

The ACHA report was prepared in accordance with the following guidelines:

- *Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW* (NSW OEH, 2011)
- Aboriginal cultural Heritage Consultation requirements for Proponents (DECCW , 2010a) (ACHCRP)
- Code of Practice for the Archaeological Investigation of Aboriginal Objects in NSW (DECCW, 2010b)

Consultation with Aboriginal stakeholders was undertaken in accordance with clause 60 of the *National Parks and Wildlife Amendment Regulation 2019* following the consultation steps outlined in Aboriginal cultural Heritage Consultation requirements for Proponents (DECCW , 2010a).

As a result of this process, seven Aboriginal groups registered their interest in the Project. These were:

- Bangerang Aboriginal Corporation
- Cummeragunja Local Aboriginal Land Council (LALC)
- Deniliquin LALC
- Girragirra Murun Aboriginal Corporation
- Moama LALC
- South West Yriadyuri Clans, Land, Water and Sky Country Aboriginal Corporation and
- Thomas Dahlstrom.

6.2.2. Existing environment

Archaeological context

The Project Site is mapped within the Yorta Yorta language boundary with spelling variations including Yola Tola, Jotijota, Hodahoda, Joti-jota, Todayod, Toda-Yoda, Yoorta, Yota Yota, Yoti Yoti, Totta-Yotta and Youta (Horton 1994). Previous mapping and information on the Bangerang people provided to NGH also indicates that Bangerang country extends over the current assessment area.

The borders were not static, but most likely fluid, expanding and contracting over time to the movements of smaller family or clan groups.

The Aboriginal heritage Information Management System (AHIMS) provides a database of previously recorded Aboriginal heritage sites in NSW although it is not conclusive evidence of the presence or absence of Aboriginal heritage sites. On 22 August 2024, a search of the AHIMS database was undertaken over an area from Lat. Long -35.7362, 145.2181 to -35.4571, 145.7125 centred over the Project Site. The AHIMS Client Service ID was 922938.

There were 68 Aboriginal sites, and no declared Aboriginal Places recorded within the search area. There are no AHIMS recorded sites within or in close proximity to the Project Site.

The nearest recorded site, a modified tree is approximately 7 km northeast of the Project Site. The results of the AHIMS search are summarised in Table 6-3.

Table 6-3 Breakdown of previously recorded Aboriginal sites in the search area.

Site type	Number	%
Modified tree	46	67.6
Artefact (1 or more)	8	11.8
Earth mound	8	11.8
Restricted	2	2.9
Earth Mound, Aboriginal Resource and Gathering (ARG)	2	2.9
Hearth	1	1.5
Modified Tree, Aboriginal Resource and Gathering	1	1.5
Total	**68**	**100**

Modified trees were the most common site type in the search area, followed by artefact sites (isolated finds and artefact scatters) and earth mounds. The AHIMS Registrar was contacted by NGH given the identification of restricted sites in the search area. An AHIMS representative confirmed via email that the restricted sites would not be impacted by the proposed development.

Additional searches

Other heritage register searches were also undertaken to identify any Aboriginal heritage items or places in proximity to the Project Site. The following resources were used as part of this assessment:

- The NSW State Heritage Inventory (SHI), this includes items on the State Heritage Register and items listed by state agencies and local government, to identify any items currently listed within or adjacent to the proposal site.
- The Australian Heritage Database, this includes items on the National and Commonwealth Heritage Lists, to identify any items that are currently listed within or adjacent to the proposal site.

The results of the NSW SHI database search indicated there are no items listed for Aboriginal values within or adjacent to the Project Site. The results of the Australian Heritage Database search indicated that there are no items listed within the Project Site.

No other known previously recorded heritage sites are located within or adjacent to the Project Site.

Archaeological investigation summary

The survey fieldwork was undertaken by the team over a single day on 10 December 2024, with a representative from Cummeragunja Local Aboriginal Land Council (LALC) and one representative from Bangerang Aboriginal Corporation.

Following survey, a copy of the draft ACHA report was provided to Registered Aboriginal Parties (RAPs) for review as well as specifically inviting comment on the results, the significance assessment and the recommendations.

A comprehensive account of the consultation steps undertaken to comply with the ACHCRP, as well as a summary of the actions completed by NGH, and responses received from RAPs are provided in Appendix F.2.

No new Aboriginal sites were identified during the survey within the Project Site, and no mature trees were present within the Project Site.

Ground surface visibility was generally good and there were exposures, particularly within the proposed BESS site, that indicated a generally very shallow topsoil over clay which has been significantly impacted through past historical disturbance and land use activities. No elevated areas or microtopographic features which may have been a focus for Aboriginal occupation were identified and the area was noted to have negligible potential for soils of any depth.

No areas within the Project Site were identified to have potential for subsurface deposits or archaeological sensitivity. Based on the topography, generally shallow soils and the known archaeology from the local area there is a low potential for subsurface Aboriginal archaeological deposits to occur within the Project Site.

Overall, the Project Site has a low potential for Aboriginal objects to occur, and no Aboriginal objects or PADs were recorded during the site survey.

6.2.3. Potential impacts

Based on the land use history, an appraisal of the landscape context, soils, level of disturbance, archaeological modelling and the results from the field survey it was concluded that there was negligible potential for the presence of intact subsurface deposits with high densities of cultural material within the Project Site.

The modified drainage channels in proximity to the Project Site are highly disturbed and mechanically created as part of irrigation associated with the Mulwala Canal in the Murray Irrigation Area. The Project Site has been disturbed through agricultural activities and through the construction and maintenance activities for the substation, road and services. Furthermore, the soils across the Project Site were generally noted during the survey to be shallow with minimal topsoil over clay, particularly in the BESS site. This correlates with soil profiles from the surrounding local area (eSPADE 2025) which noted that a medium clay tends to occur below 15 cm, if topsoil is present at all, in the area. Assessment of the geotechnical bore hole data undertaken for this Project also confirmed the soils as clay with very limited, if any, topsoil.

In further consideration of the exposures present throughout the BESS site, which had patches of very high visibility and no cultural material identified, it was determined by the archaeologist present during the survey that subsurface testing was not warranted as the Project Site has a low potential for subsurface Aboriginal objects to occur due to the high level of disturbance, and the agricultural activities also means that there is no integrity to the flat plain landform within the Project Site. This in addition to the shallow soil profile and clay content of the deposits have been noted to determine that the Project Site has low archaeological potential.

The outcomes of this consideration of subsurface potential are not wholly unexpected as these results and the landscape encountered during the survey are similar to other assessments for the Finley Solar Farm (ACHM 2017, RPS 2017) and Finley 5MW Solar Farm (NGH 2020) which were both undertaken in close proximity to the Project Site within the Berrigan Shire LGA which also noted negligible potential for the presence of intact subsurface deposits with high densities of cultural material within the assessment areas.

Unexpected finds

All Aboriginal heritage objects are protected under Part 6 of the NPW Act, though in SSD, consent may be issued that allows for conditional harm to Aboriginal objects. However, there are some circumstances where despite undertaking appropriate heritage assessment prior to the commencement of works, Aboriginal cultural heritage items are encountered that were not anticipated that may ne of scientific and/or cultural significance. Therefore, it is possible that unexpected heritage items may be identified during construction, operation and maintenance works. If an unexpected find of an Aboriginal object and remains are discovered during construction, then an Unexpected Finds Protocol would be followed. The protocol is detailed in the ACHA and includes a procedure for Unexpected human skeletal remains for unexpected Aboriginal objects.

6.2.4. Mitigation measures

Mitigation number	Mitigation measure	Project Stage
AH01	The Environment Management System (EMS) would incorporate safeguards and mitigation relevant to Aboriginal heritage, including an unexpected finds protocol for Aboriginal objects (refer Appendix B1, of Appendix F.2) Aboriginal heritage should also be included in any induction for the Project.	All stages
AH02	If unexpected Aboriginal objects are identified during works the relocation of the objects should be undertaken by a qualified archaeologist with a representative of the RAPs, as selected by the Proponent/Project Owner, and be consistent with Requirement 26 of the *Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW*. The relocation area must be within the Subject Lots in an area that will not be disturbed into the future. If an alternative relocation area outside the Subject Lots for the Project is required due to unforeseeable reasons, additional consultation with the RAPs must occur.	All stages
AH03	In the unlikely event that human remains are discovered during the development works, all work must cease in the immediate vicinity and the unexpected find protocol followed. The local NSW police must be notified. Further assessment would be undertaken to determine if the remains were ancestral Aboriginal or not. In the event that any remains are determined to be ancestral Aboriginal in origin Heritage NSW must be notified.	All stages
AH04	Further archaeological assessment would be required if the proposed development activity extends beyond the area assessed. This would include consultation with the RAPs and may include further field survey.	All stages

6.3. Access and traffic

This section summarises the findings of the Traffic Impact Assessment (TIA) undertaken by Amber Organisation Pty Ltd on behalf of the Applicant. The TIA is attached as Appendix F.3 of this EIS.

6.3.1. Approach

The Traffic Impact Assessment was prepared to assess the construction, operational and decommissioning traffic impacts, and the access arrangements of the Project.

The assessment responds to the SEARs and details how road impacts of the Project traffic, particularly from heavy vehicle use, and oversize/over-mass (OSOM) vehicles, will be avoided or managed using road-use management strategies.

More specifically, the TIA addresses the following key matters:

- Details of both light and heavy vehicle traffic volumes and proposed transport routes during construction, operation and decommissioning
- An assessment of the potential traffic impacts of the Project on road network function and safety
- An assessment of the capacity of the exiting road network to accommodate the type and volume of traffic generated by the Project, including OSOM vehicles
- Details of measures to mitigate and/or manage potential impacts, including
- construction traffic control, road dilapidation surveys and measures to control dust
- generated by traffic volumes
- Details of access roads and how these connect to existing road network and ongoing operational maintenance.

The traffic assessment has been undertaken in accordance with the *TfNSW Guide to Traffic Impact Assessment* and relevant Austroads Guidelines.

6.3.2. Existing traffic environment

The Riverina Highway is a State Road that runs in a general east-west alignment along the southern Riverina Region between Deniliquin and Wast Albury. It has a typical carriageway width of 13.0 metres which accommodates one lane of traffic in each direction and sealed shoulders. The posted speed limit of 100km/hr.

Canalla Road is a municipal road that runs in general north-south alignment from Riverina Highway to Broughans Road in the south. Some sections of Canalla road are sealed, however, it is unsealed carriageway width is approximately 5 to 6 metres, and the sealed width (south of Broockmanns Road) is approximately 6 metres, accommodating traffic in each direction. The default speed of 100km/hr applies.

Broockmanns Road is a municipal road that runs in a general east-west alignment between Hamilton Street in Finley and Lower Finley Road to the west. The road is sealed between Canalla Road and Hamilton Street with a width of approximately 8.5 metres within the vicinity of the site, accommodating traffic in each direction. The default speed limit of 100km/hr applies.

The intersection of the Riverina Highway and Canalla Road is an unsignalized staggered intersection with Marantellis Road. The approach to each road has a left turn treatment and vehicles exiting the local roads are required to give way to traffic on the Riverina Highway. Due to the straight alignment of the Riverina

Highway, flat topography and absence of obstructions in the verges, excellent visibility is provided at the intersection between approaching motorists.

Traffic volumes

Amber commissioned an intersection turn movement count (TMC) at Riverina Highway and Canalla Road to determine the existing road environment. The TMC was undertaken on 27 February 2025. The survey data indicates that the intersection currently experiences a low level of traffic with a higher westbound flow in both peak hours. The morning road network peak hour, between 8:00am and 9:00am, experiences slightly more traffic than the evening peak hour, 4:00m to 5:00pm (Figure 6-3).

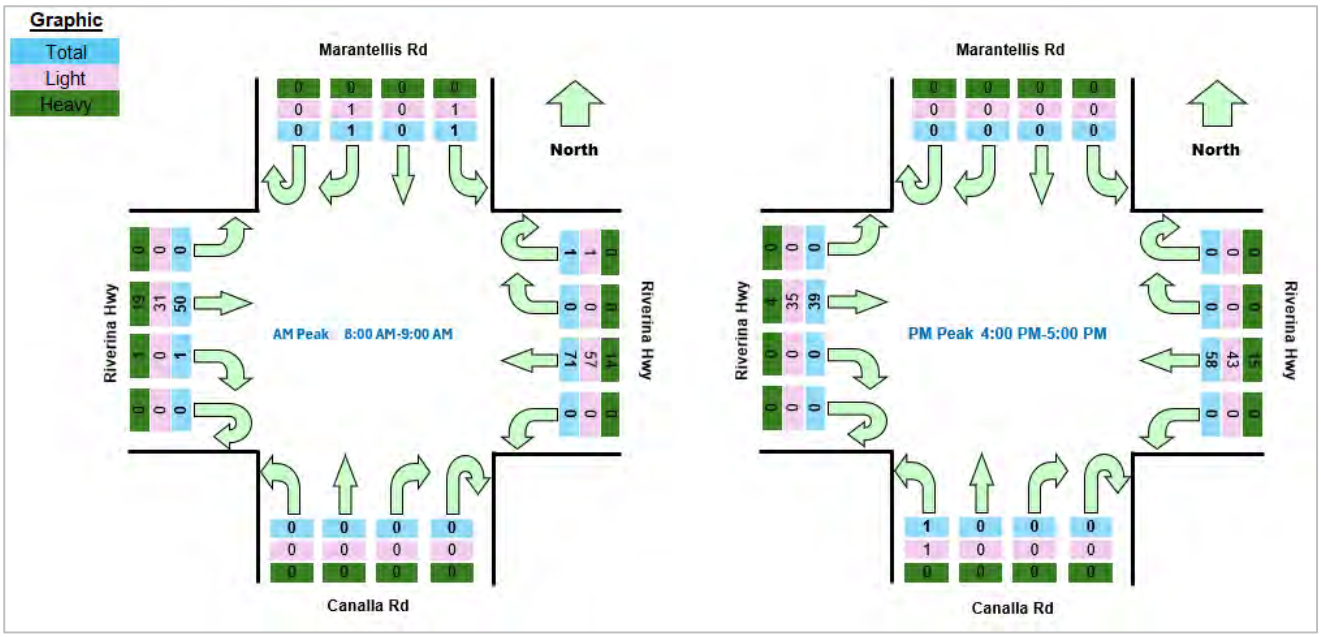


Figure 6-3 Peak hour survey results (source, Amber organisation, 2025)

The arrows on the above figure show the direction of traffic, with only one u-turn recorded.

The survey results also show that Canalla Road and Marantellis Road carry low traffic volumes with few movements (less than two) recorded turning to or from the roads during the peak hours.

Broockmanns Road

Berrigan Shire provided traffic count data for Broockmanns Road from 2019 which showed:

- 86 vehicles per day
- 6% heavy vehicle use

While these results confirm that traffic volumes are low on Broockmanns Road are very low.

Council have indicated that this road should not be used for heavy vehicles at all and not used for light vehicles during morning peak arrival and afternoon departure. Council has no concerns with light vehicles accessing the Eastern side of Broockmanns Road outside of the peak periods.

Public transport

A range of bus services as detailed in the TIA Appendix F.3 service the Riverina Highway within the vicinity of the site as well as a school bus service operating on Broockmanns Road. None stop at the Project Site.

Restricted vehicle access

The NHVR Restricted Access Vehicle Map for the surrounding area shows that the surrounding State Road network is B-Double approved routes. Canalla Road and Broockmanns Road are currently unrated for B-Double vehicle use.

Class 1 OSOM Vehicles

The NHVR Oversize Overmass load Carrying Vehicles Network map for the surrounding area indicates that the site has access to the Class 1 OSOM approved road network to Riverina Highway. Canalla Road and Broockmanns Road are currently unrated for use by Class 1 OSOM Vehicles.

Special Purpose Vehicles (SPVs)

Vehicles built for a purpose other than carrying goods such as a mobile crane, a concrete pump or drill rig are defined as Special purpose Vehicles (SPVs).

Figure 6-3 shows that SPV vehicles are approved from Finley to the site on Riverina Highway. Use of Newell Highway is approved with conditions whereby vehicles exceeding 2.5 metres wide or 22 metres long are not permitted to travel between sunrise and sunset during public holiday periods (including 23 December in one year to 3 January of the following year inclusive).

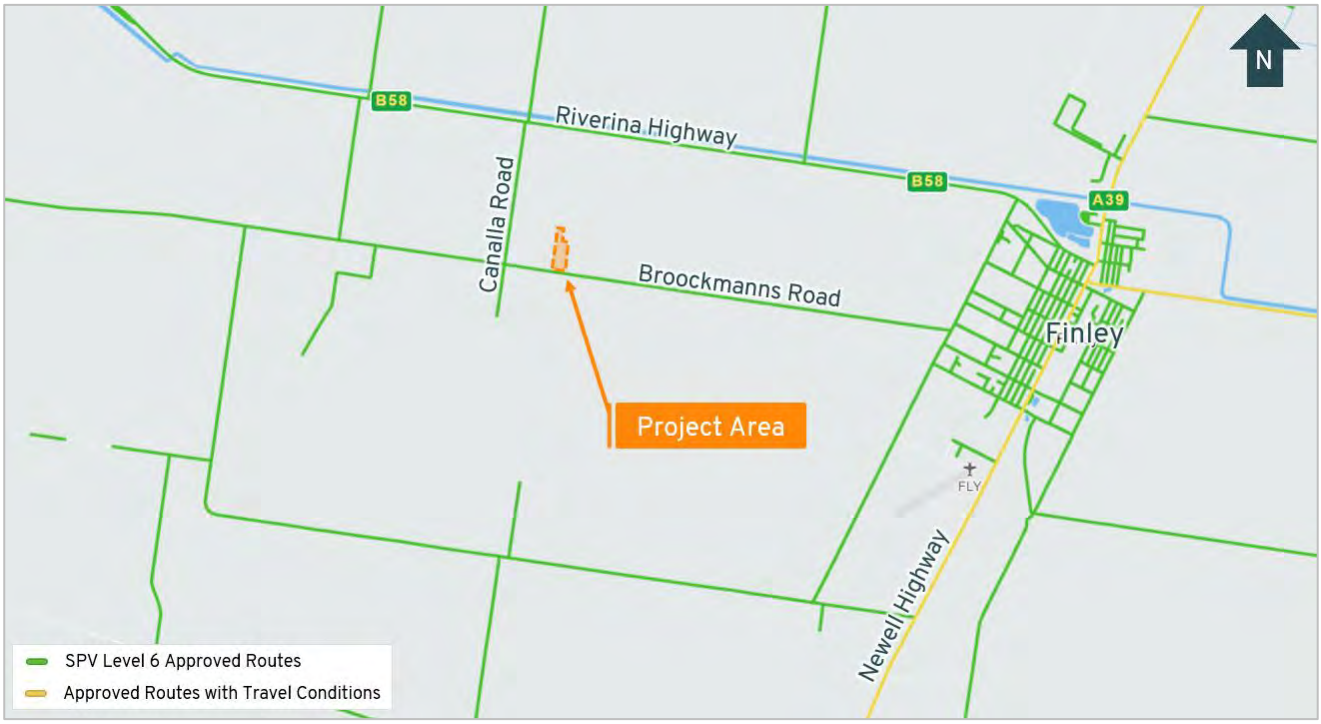


Figure 6-4 NHVR SPV Level 6 Network (source, Amber Organisation, 2025)

Crash history

The crash database provides the location and severity of all injury and fatal crashes for the five-year period from 2019 to 2023. The search area included the following roads:

- Riverina Highway, 3 kilometres in both directions from the intersection with Canalla Road;
- Canalla Road, from Riverina Highway to Finley Substation;
- Broockmanns Road, from Canalla Road to the site access; and
- All associated intersections.

The crash search indicates that there were no crashes recorded within the search area. Given the results, it is concluded that the road network is currently operating in a safe manner near the proposed site access.

6.3.3. Access

Based on feedback from Berrigan Shire Council, an access route for all construction peak hour traffic and all heavy vehicle traffic has been identified as outlined in Figure 6-5.

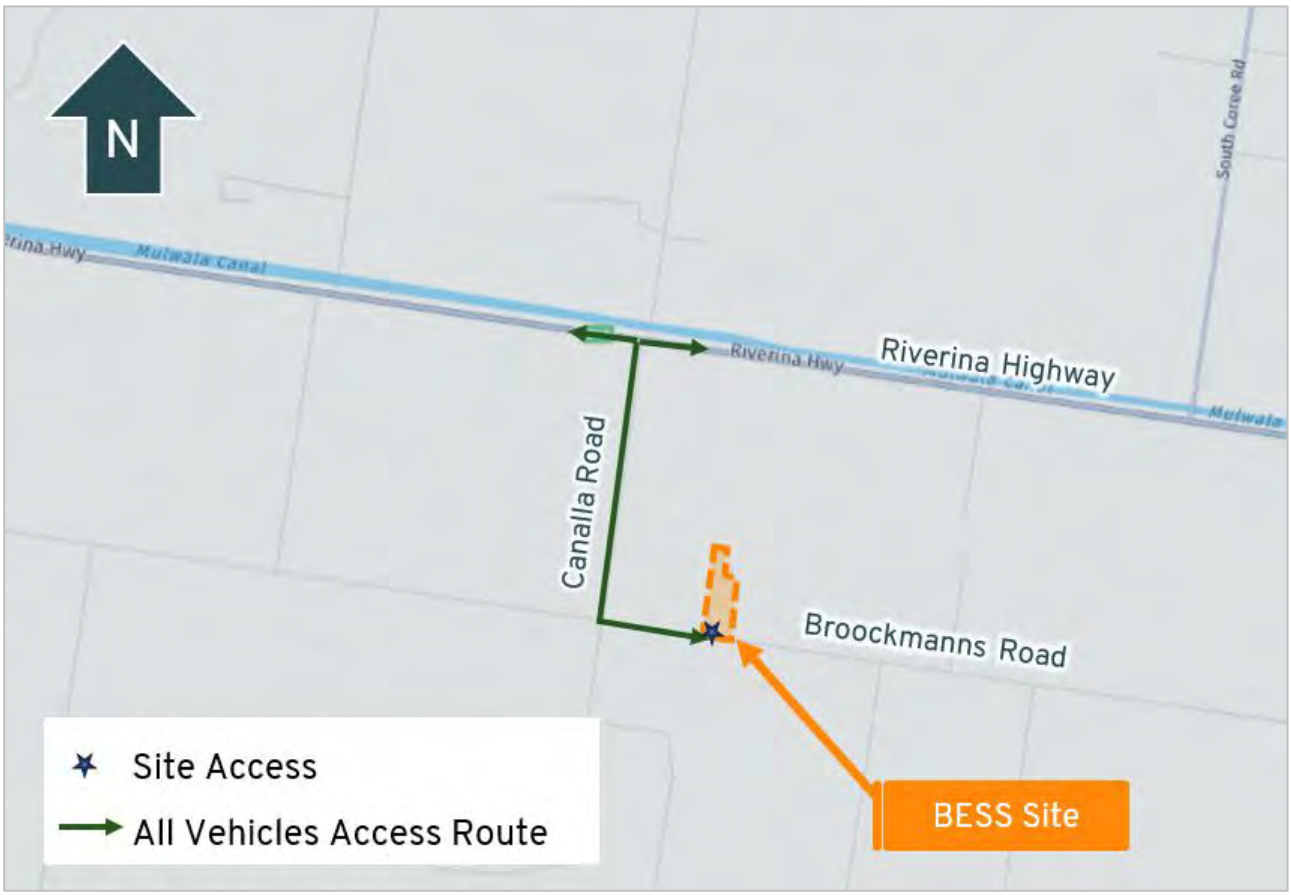


Figure 6-5 Proposed Project Access Route (source, Amber Organisation , 2025)

This route ensures the use of Canalla Road and Broockmanns Road by all project traffic during the construction peak hour and all heavy vehicle traffic at all times. Use of Broockmanns Road between the site access and Finley is minimised to occasional light vehicle traffic outside of construction peak hours.

6.3.4. Traffic Assessment

Potential impacts

Impacts of the Project on local traffic could include:

- Damage to the road assets both state and local
- Delays for local traffic
- Increased risks to road users.

Impacts are most relevant to peak construction, when Project traffic volumes would be at their highest, but operational impacts are also considered where relevant in the evaluation below.

Construction phase

Traffic volumes

It is assumed that the peak hour for construction traffic will occur at the start and end of the day when workers are transported to/from the Project Site. Most workers will typically arrive on-site between 6:00am and 7:00 am and depart between 5:00pm to 6:00pm. It is anticipated that the Project would generate up to 120 light vehicles and 60 heavy vehicle trips per day. Table 6-4 summarises the forecast traffic volumes expected to be generated during the construction period of the Project.

Overall, the Project is expected to generate up to 120 light vehicle and 64 heavy vehicles per hour in the per day during the peak construction period.

Table 6-4 Estimated traffic generation during construction period

Vehicle type		Average vehicle movements per day (Construction period)		Peak vehicle movements per day (Construction period)	
		Daily (vpd)	Peak hour (vph)	Daily (vpd)	Peak hour (vph)
Light Vehicle		40	20	120	60
Heavy Vehicles	Shuttle Bus	0	0	0	0
	Rigid Trucks	12	1	12	1
	Truck and dog	16	1	24	2
	Semitrailer	4	0	8	1
	B-Double	4	0	8	0
	Special Purpose Vehicles	4	0	4	0
	Non High Risk OSOM	4	0	8	0
	HV subtotal	44	2	64	4
Total		**84**	**22**	**184**	**64**

Non High Risk OSOM Vehicles

There is a mix of non-high risk OSOM vehicles required for the construction. It is anticipated that the vehicles would comply with the Class 1 exemption notices and would be able to operate on the approved NSW Special Purpose Vehicle Network. The vehicles would access the site from the Riverina Highway which is rated to accommodate complying vehicles.

Many of these vehicles would not create daily trips in and out of the Project Site. It is expected that there will influxes of arrivals and departures from the site depending on the phase of construction. Once arrived, they

would remain until not required, before being removed from the site. The trips would be generated outside of peak site access hours.

Vehicle types and any necessary permits would be confirmed and obtained (as needed) once the construction methodology is determined.

High Risk OSOM Vehicles

Three High Risk OSOM vehicles may be required for the delivery of the largest plant and equipment. These vehicles may exceed the Class 1 mass and/or dimension requirements and are subject to separate permit applications and regulations, including use of a vehicle escort.

The 3 high risk OSOM vehicles include:

- 1 vehicle to transport the transformer
- 2 vehicles to transport the modular buildings resulting in the vehicle being classed as oversize in one direction only for both construction and decommissioning.

High Risk OSOM vehicles will contribute the smallest percentage of vehicles accessing the Project Site during the construction period and are subject to separate permit applications and regulations.

These vehicles are expected to travel outside of the peak periods and would be subject to the road upgrades and mitigation measures in line with the TMP. It is expected that the access routes as assessed from the Port of Melbourne or the Port of Geelong. The OSOM vehicle would be provided with escort and pilot vehicles in accordance with relevant authority requirements.

Traffic distribution

During the morning peak all vehicle trips would be toward the site and in the evening peak all vehicle trips would be away from the site. The majority of heavy vehicle trips would be distributed throughout the day and would be split evenly between inbound and outbound trips.

Accordingly, the following distribution for the AM peak hour has been adopted:

- Light vehicles 70% from the east, 30% from the west
- Heavy vehicles delivering materials: 70% from the east, 30% from the west
- Heavy vehicles delivering plant and large project components: 100% from the east.

The resulting peak hour volumes generated by the Project at the Project Site access intersection with the Riverina Highway is outline in Figure 6-6 and Figure 6-7.

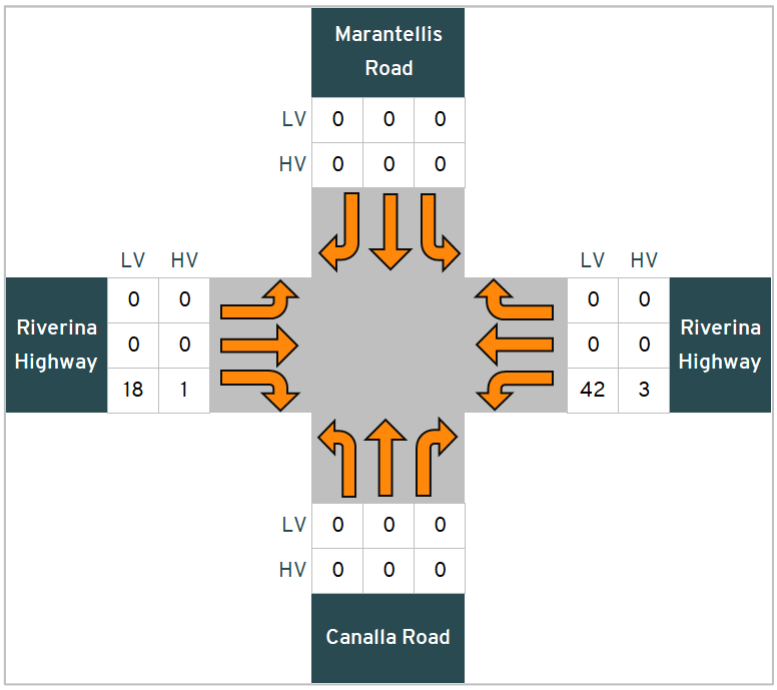


Figure 6-6 Expected AM peak hour traffic volumes during peak construction

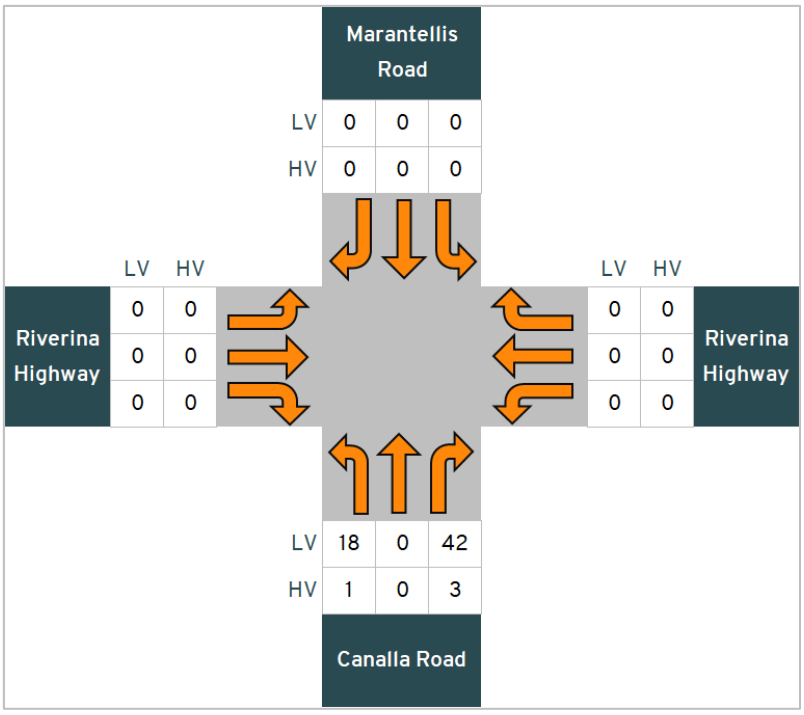


Figure 6-7 Expected PM peak hour project traffic volumes during peak construction

Cumulative impacts

Cumulative impacts and nearby major projects are covered in more detail in Section 7.3 of this report. Regarding cumulative traffic impacts, the TIA has considered that the following Projects may add the cumulative traffic loads along the Riverina Highway during the construction period (at the time of writing in June 2025):

- Tarleigh Park Solar Farm
- Deniliquin BESS
- Finley BESS
- Berrigan BESS
- Deniliquin East BESS
- Currawarra Solar Farm
- Deniliquin Ethanol Plans
- Finley Solar Farm
- Dinawan Solar Farm
- Dinawan Wind Farm
- Pottinger Wind Farm
- Pottinger Solar Farm
- Conargo Wind Farm
- Yanco Delta Wind Farm
- Victoria to NSW Interconnector West
- Wanganella Wind Farm
- Tocumwal Magazine Storage Upgrade

A number of projects have the potential to generate additional vehicle movements along the Riverina Highway in the vicinity of the Project Site during the construction period. The vehicles would be distributed on the surrounding road network and are expected to have a minimal cumulative impact on the operation of the road network. It should be noted that all approved projects listed above currently don't provide any information on construction timelines and as such come with a low risk of conflicting peak construction periods.

The Deniliquin BESS (Response to Submissions), Tarleigh Park Solar Farm (approved 2018) and Finley BESS (Exhibition) have the potential to generate additional vehicle movements along the Riverina Highway in the vicinity of the Project Site during the construction period. The traffic volumes for these three projects have there been included in the assessment and are outlined in Figure 6-8 for the morning peak and Figure 6-9 for the evening peak hour.

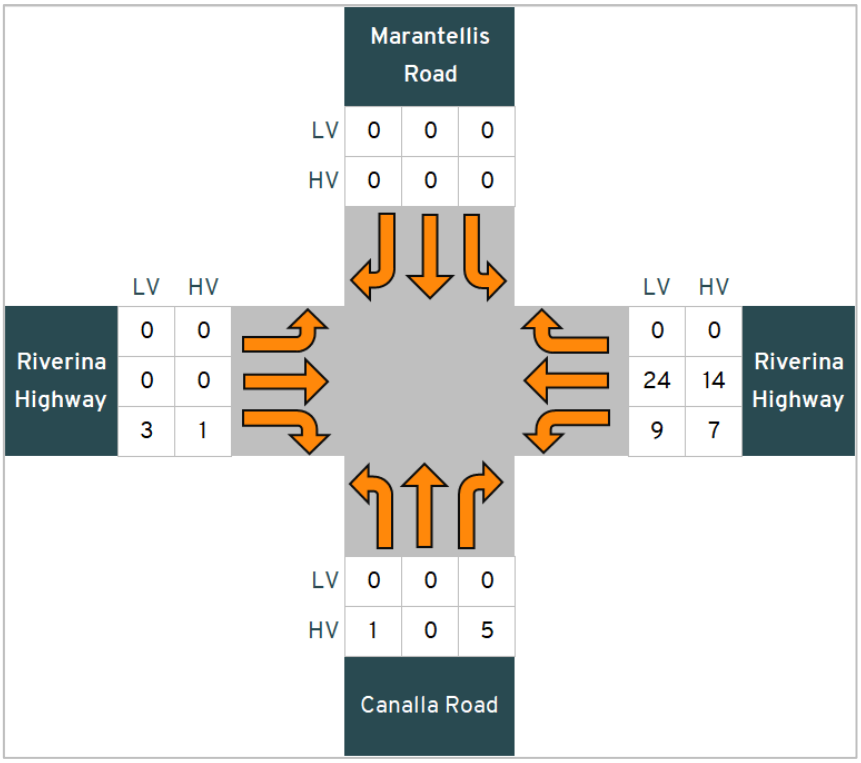


Figure 6-8: PM Peak Cumulative Traffic Volumes During Peak Construction

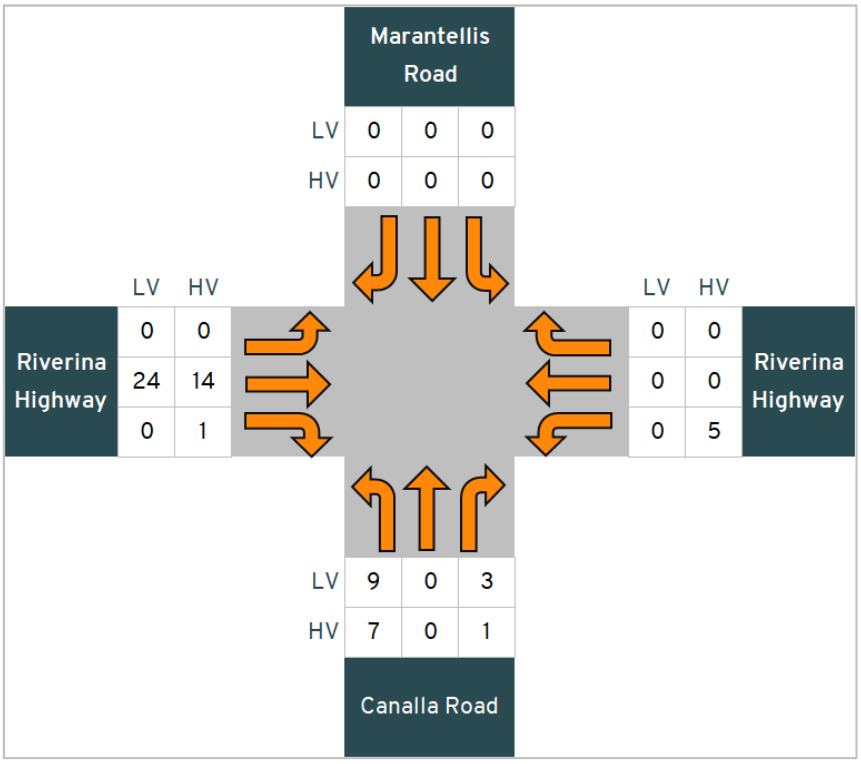


Figure 6-9 PM Peak Cumulative Traffic Volumes During Peak Construction

It is noted that the Berrigan BESS and Deniliquin East BESS projects also have the potential to generate traffic on the State and local roads near the site. The traffic generation and timing of construction at this time is unknown. As a result, in the unlikely event of all projects being constructed

at the same time, the potential cumulative impacts of these projects are best considered as part of a future Traffic Management Plan.

Traffic assessment

Overall, the road network is able to readily accommodate the traffic generated by the development during the construction and operational periods. The surrounding road network and nearby intersections are expected to continue to operate with an excellent level of service with minimal queuing and delays expected during the peak construction period.

Project Site Access intersection performance

Traffic modelling was undertaken for the construction peak hours (both morning and afternoon) to determine the site access' level of service. The traffic volumes utilised for the assessment are the total volumes for the following:

Highway intersection assessment

The three-way intersection of Marantellis Road, Canalla Road and Riverina Highway traffic modelling (refer Figure 6-10) indicate that the Riverina Highway would accommodate the increase of traffic volumes during the construction phase, and the road is expected to continue to operate in a satisfactory manner in the morning and evening. Canalla Road will operate well within its respective capacity.

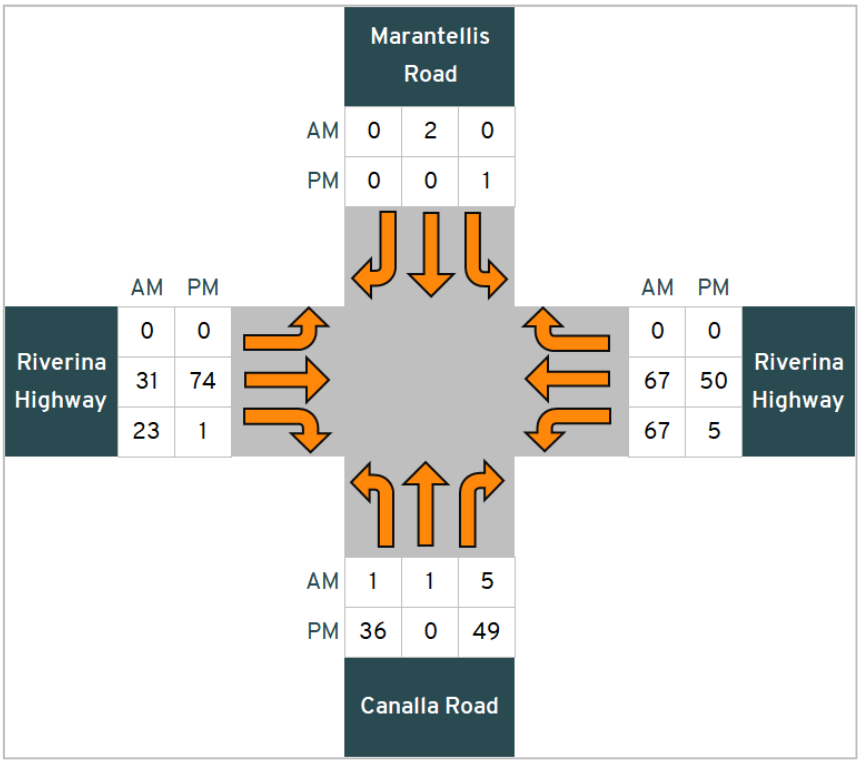


Figure 6-10 Peak construction traffic volumes

Turn treatments

The requirement to provide turn facilities at intersections is primarily generated during the morning peak hour when the workforce access the site, which occurs from 6:00am to 7:00am.

Austroads Guide to Traffic Management Part 6: Intersections, Interchanges, and Crossings specifies the turning treatments required at intersections. An assessment has been undertaken for the Riverina Highway / Canalla Road intersections in order to ensure vehicles are able to safely leave the State road network.

It was determined the intersection would require a Basic Right (BAR) and Basic Left (BAL) turn treatment to meet the requirements of the Austroads Guide. Given the intersection already provides a BAR BAL turn treatment, no upgrade is required at the intersection.

The existing cross-intersection of Canalla Road / Broockmanns Road would be expected to readily accommodate the anticipated increase in traffic volumes generated by the project, with both roads anticipated to operate without queuing or delays.

Site distance

The available sight distance at the Riverina Highway / Canalla Road / Marantellis Road and Canalla Road / Broockmanns Road intersections exceed the requirements of the Austroads Guide given the relatively flat and straight alignment of the road network with vegetation generally limited to low-level ground cover.

Access Route

All specialist plant and BESS components are expected to be delivered from the Port of Melbourne or the Port of Geelong. Table 6-5 summarises the heavy vehicle assessment findings (refer Appendix F.3).

Table 6-5 Heavy vehicle route assessment findings

Port of origin	Vehicle type	Special provisions / considerations
Port of Melbourne	B-Double	The route measures approximately 312 kilometres in length and the majority of the roads are approved for 26 metre B-Double access as outlined in the NHVR Network Map. Canalla Road and Broockmanns Road are currently unrated and will require approval from the Berrigan Shire Council.
	OSOM	The assessment of the access route identified that the vehicle is able to access the Project Site with minor civil works and suitable traffic management measures (refer Table 6-6).
Port of Geelong	B-Double	The majority of the roads are approved for 26 metre B-Double access as outlined in the NHVR Network Map. Canalla Road and Broockmanns Road are currently unrated and will require approval

Port of origin	Vehicle type	Special provisions / considerations
		from the Berrigan Shire Council.
	OSOM	The assessment of the access route identified that the vehicle is able to access the site with minor civil works and suitable traffic management measures (refer Table 6-6).
Port of Melbourne **Port of Geelong**	General Access Vehicles	All heavy vehicle Project traffic up to and including semitrailers would be classified General Access Vehicles (GAV) which have as-of-right access to the road network unless signposted otherwise. These vehicles would travel along a direct route between Port of Melbourne or the Port of Geelong and the Project Site.

High-risk OSOM vehicle route assessment

The haulage route has been assessed and has been deemed suitable for the transport of OSOM vehicles, Escorts and spotters will be required for the entire route and would be required to control traffic and ensure the vehicle and load are clear of infrastructure. Written approval will be sought from the relevant rail authorities for all level crossings as part of the TMP.

It is expected that vehicle loading will be within the allowable limit for all bridges, culverts and other structures on the State road network.

The assessment shows that the minimum clearance for underpasses of 5.0 metres is provided along the entire route. Some overhead electrical cables along the route may require temporary lifting which would be confirmed prior to construction. The available height clearance is appropriate to accommodate the required OSOM vehicles.

The route assessment identified a number of minor road works to facilitate the movement of the OSOM vehicles (refer Table 6-6), they are temporary in nature, do not need further assessment as they are within highly degraded road corridors and are described in the table below.

Table 6-6 Road works schedule - OSOM vehicles

TIA Sheet Number	Location	Works required
05	Princess Highway / Werribee Main Road (Werribee, Vic)	Temporary hardstand
09	Ballan Road/McGrath Road (Wyndam Vale, Vic)	Temporary hardstand
10	Ballan Road / Bolton Road (Werribee, Vic)	Temporary hardstand

TIA Sheet Number	Location	Works required
11	Bolton Road / McGrath Road, (Wyndham Vale, Vic)	Temporary hardstand
15	Heaths Road / Purchas Street (Werribee, Vic)	Temporary hardstand
27	Goulburn Valley Highway, (Strathmerton, Vic)	Temporary hardstand
32	Canalla Road / Broockmanns Road, (Finley, NSW)	Temporary hardstand

Operation impacts

The BESS is expected to be operated by up to two maintenance and operation personnel and occasional deliveries resulting in a traffic generation of up to 10 vehicle trips per day which would result in a negligible change to the existing traffic environment.

Decommissioning impacts

Traffic generation during decommissioning would be similar to traffic generation during the average construction period. A comprehensive traffic management plan would be prepared prior to the decommissioning phase in conjunction with the relevant road authorities.

6.3.5. Mitigation measures

Mitigation number	Mitigation measure	Project Stage
TA01	A Traffic Management Plan will be developed to minimise the impact of construction traffic and would include: • Neighbours of the Project to be consulted and notified regarding the timing of major deliveries which may require additional traffic control and disrupt access • Heavy vehicles will avoid travel during peak bus operating times (7:30am – 8:30 and, and 3:00pm – 400pm • All haulage vehicles are to use the access route via: o Riverina Highway o Canalla Road o Left turn onto Broockmanns Road • Requirement for site specific TMP's that include appropriate safety signage manage traffic and guide road users including regulatory signs that dictate rules and restrictions, warning signs alerting to potential hazards, guide signs for navigation, and temporary signs for events or road works. • Mitigation measuresTA01 to TA04.	Pre construction
TA02	Implement a community information and awareness program to inform the community of traffic disruptions. This would include; • Press releases in local newspapers. • Specific emails, newsletters and individual letter drops to neighbouring residents along the access route to the Project. • Provision of a website providing details of the status of works and contact details for complaints or enquiries. • Provide key contact personnel and contact details, including out of hours contact information to residents, schools, public activities and business operating alongside the local route. • Neighbours of the BESS would be consulted and notified regarding the timing of major deliveries which may require additional traffic control and disrupt access.	All stages
TA03	On-site mitigation measures would be included in the TMP and	All stages

Mitigation number	Mitigation measure	Project Stage
	would include • On-site speed restrictions • Dust suppression • Loading and unloading would occur within the work area, not on streets or roads • All vehicles associated with the Project would park onsite • Carparking and loading areas to be designed in accordance with the relevant Australian.	
TA04	Driver Protocols would be included in the TMP and would include • All vehicles would enter and exit the site in a forward direction • Heavy vehicles will avoid peak school bus times • Safety initiatives to minimise risk and disruption to residential and or school bus zones would be implemented • Vehicles would only utilise designated transport routes • Construction vehicle movements are to abide by finalised heavy vehicles schedules as agreed and permitted by the relevant authorities. • All permits for working within the road reserve must be received from the relevant authority prior to works commencing.	All stages
TA05	Schedule of Road upgrades would be included in the TMP and would • Dilapidation surveys and necessary road maintenance of Canalla Road and Broockmanns Road on the Project access route (as required) • Minor roadworks where required (TIA Section 6.5) would be undertaken prior to works commencing.	All stages

6.4. Hazards – Preliminary Hazards Assessment

This section summarises the findings of the Preliminary Hazards Assessment (PHA) undertaken by Pando Consulting on behalf of the Applicant, and the Preliminary Risk Screening completed by NGH. It was completed to identify the hazards and assess the risks associated with the Project and details measures which, when implemented, would reduce these hazards and risks to acceptable levels. The PHA is attached as Appendix F.4 of this EIS.

6.4.1. Approach

The PHA was been prepared in in accordance with Hazardous Industry Planning Advisory Paper No. 6 – Guideline for Hazard Analysis (DoP, 2011a) and Multi-Level Risk Assessment (DoP, 2011b). The PHA considers all recent standards and codes and verifies separation distances to on-site and off-site receptors to prevent fire propagation.

The PHA also assesses compliance with Hazardous Industry Advisory Paper No. 4 'Risk Criteria for Land Use Safety Planning (DoP, 2011c) including the key design parameters. The PHA provides a basis for an informed judgment to be made on the acceptability of the Project.

The methodology undertaken to prepare this PHA includes:

- Identification of the nature and scale of all hazards at the proposed development, and the selection of representative incident scenarios
- Analysis of the consequences of these incidents on people, property, and the biophysical environment
- Evaluation of the likelihood of such events occurring and the adequacy of safeguards
- Calculation of the resulting risk levels of the facility
- Comparison of these risk levels with established risk criteria and identification of opportunities for risk reduction.

A schematic of the hazard analysis process is included below in Figure 6-11.

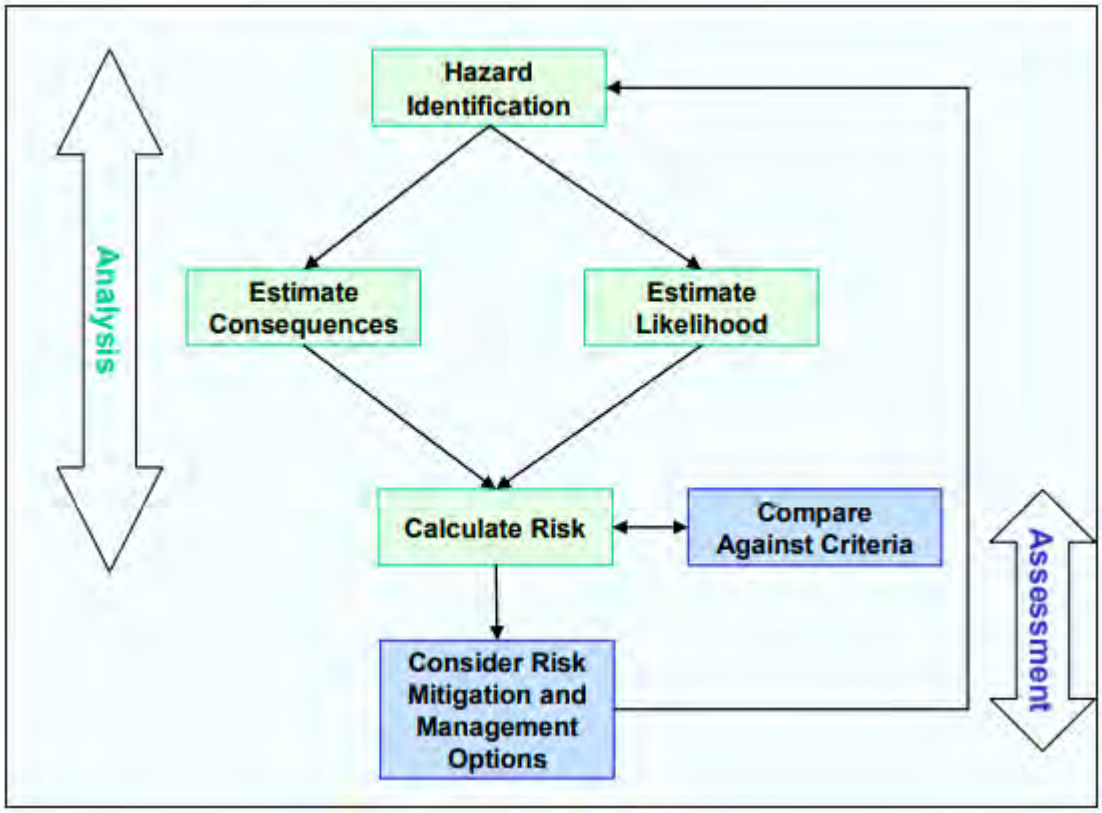


Figure 6-11 Basic methodology for hazard analysis (Source: HIPAP 6)

6.4.2. Preliminary Risk Screening

The SEPP 33 screening procedure (used in the absence of a screening process under the new Resilience and Hazards SEPP) is based on the quantity of dangerous goods stored or transported, the frequency of transportation movements and, in some cases, the distance of the materials from the site boundary. The application guidelines for SEPP 33 (DoP, 2011a) require goods to be classified according to the Australian Code for the Transport of Dangerous Goods by Road and Rail Code (ADG Code).

The ADG Code lists the following classes of dangerous goods:

- Class 1 Explosives
- Class 2 Gases
- Class 3 Flammable liquids
- Class 4 Flammable solids
- Class 5 Oxidising substances and organic peroxides
- Class 6 Toxic and infectious substances
- Class 7 Radioactive material
- Class 8 Corrosive substances
- Class 9 Miscellaneous dangerous substances and articles, including environmentally hazardous substances.

A development which exceeds screening thresholds in the guidelines would be considered potentially hazardous. For quantities below the given thresholds, the SEPP indicates that there is unlikely to be a significant off-site risk, in the absence of other risk factors.

The dangerous goods that would require transportation and storage during construction and operation of the Project are identified in Table 6-7 with ADG Code classification, relevant quantity and transportation thresholds, and storage arrangements threshold and the arrangements of these dangerous goods for the Project against the thresholds. Further details regarding transport quantities for the Project are provided in Section 6.3 . All other Classes are not required by the Project and therefore are not considered further in this screening.

In terms of the class, transportation and storage of dangerous goods, the Project would not exceed SEPP 33 thresholds and therefore would not be considered potentially hazardous in accordance with the SEPP 33 guidelines.

Table 6-7 Dangerous good and SEPP thresholds relevant to the Project.

Hazardous material	Storage threshold	Transport threshold		Onsite storage arrangements for Project		Transport arrangements for Project		Exceeds SEPP 33 thresholds?
		Movements	Quantities	Storage location	Quantities	Movements	Quantities	
Class 2.1 Flammable gases								
LPG	10 tonnes or 16m^3 (above ground)	>500 cumulative >30/week	100kg	Cylinders at operations storage building. 17 m from site boundary	2x 45kg = 90 kg	Delivered to site as required.	<100 kg	No
Class 2.2 Non-flammable, non-toxic gases (further detailed in section below table)								
Refrigerant	NA	N/A	N/A	BESS refrigeration/chiller units stored in equipment and packages.	NA - Non-flammable, non-toxic gases not considered to be potentially hazardous with respect to off-site risk.	NA	NA	No
Class 3 Flammable liquids								

Hazardous material	Storage threshold	Transport threshold		Onsite storage arrangements for Project		Transport arrangements for Project		Exceeds SEPP 33 thresholds?
		Movements	Quantities	Storage location	Quantities	Movements	Quantities	
Miscellaneous flammable liquids in small containers (Packaging Group I)	Applying SEPP33 Figure 8 graph if greater than 2 tonne	>500 cumulative >30/week	1 tonne	Stored in operations building 17 m from site boundary	<20L	<50 annual <3 peak weekly	<1 tonne	No
Class 9 Miscellaneous dangerous substances and articles								
Li-ion batteries	NA	>1000 cumulative >60/week	No limit	Energy Storage Facility buildings in a secure compound.	NA	Upper limit Heavy Vehicle (HV) 44 vehicles per day (vpd)	N/A	No
Coolant	N/A	>1000 cumulative >60/week	No limit	BESS coolant stored in equipment and packages	NA	Upper limit HV 44 vpd	N/A	No

6.4.3. Preliminary hazard analysis

The PHA assessed the events associated with the proposed operation of the BESS (i.e. excluding construction) and is focused on the risk to surrounding land uses to assess if the Project is appropriate for the location. The Project Site boundary was used to define and determine off-site impact based on potential to impact sensitive receivers.

Hazard identification

Hazard identification includes the systematic identification of possible hazards, both on-site and off-site including:

- BESS activities and infrastructure
- Type of equipment
- Hazardous materials present
- Natural events such as floods, cyclones, earthquakes, or lightning strikes
- Hazardous events on neighbouring sites.

The identified hazards and events are described in Table 6-8.

Table 6-8 Identified hazards and events

Hazard	Event
Electrical	Exposure to voltage
Arc flash	Release of energy
Electric and Magnetic Fields (EMF)	Exposure to EMF
Fire	Bushfire encroachment of Project fire
Chemical	Release of hazardous materials
Reaction	Battery thermal runaway
External factors	Vandalism, flooding

6.4.4. Electric and magnetic fields

Electronic and magnetic fields (EMF) are naturally present in the environment. They are present in the Earth's atmosphere as electric fields, while static magnetic fields are created by the Earth's core. EMF are also produced wherever electricity or electrical equipment is in use, meaning people are exposed to them as part of daily life.

The surrounding environment includes existing sources of Extremely Low Frequency (ELF) Electromagnetic Field (EMF) (i.e., 50 Hz) including the existing 66 kV line, the Finley Substation and Finley Solar Farm. The

Project would introduce additional sources of EMF including BESS enclosures, transformers and connection infrastructure to the Finley substation.

Due to the rapid attenuation of EMF with distance and the inclusion of BESS enclosures, it is anticipated that EMF will decrease significantly beyond the immediate vicinity of the Project. The EMF levels are expected to be well below the ICNIRP guideline reference levels at the nearest receiver (associated receiver R1).

Additionally, the ICNIRP Guidelines literature review determined that the epidemiological and biological data concerning chronic conditions were carefully reviewed and it was concluded that there is no compelling evidence that they are causally related to low-frequency EMF exposure.

6.4.5. Fire risk

Bushfire

The Project Site is not mapped as bushfire prone land. It is surrounded by broadscale irrigated areas which would minimise the hazards and risks associated with an encroaching bushfire.

The nearest mapped bushfire prone land is along the Murray River near Tocumwal, approximately 18km from the Project Site.

As the land is not mapped as bushfire prone land and the development is not potentially exposed to a bushfire threat (and likely to be referred under the s4.15 of the EP&A Act) the NSW Rural Fire Service Planning for Bush Fire Protection 2019 (PBP) does not apply.

However, the requirements of wind and solar farms from the PBO have been assessed (refer Table 6-9).

Additionally, the potential hazards and risks associated with bushfires, including the risks that a BESS would cause a bushfire were considered in the hazard register and in the risk assessment (refer Appendix F.4).

Table 6-9 Planning for a bushfire criteria for wind and solar farms

PBP requirements for wind and solar farm	Where addressed in the PHA
Minimum 10m Asset Protection Zone (APZ) for the structures and associated buildings/infrastructure (excludes roads, power and other services to the site and fencing).	Section 3.2 includes an 11m APZ
Asset Protection Zones (APZ) must be maintained to the standard of an Inner Protection Area (IPA) for the life of the development.	Section 10 includes the requirement for maintenance as an IPA
Prepare a Bush Fire Emergency Management and Operations Plan including: • Detailed measures to prevent or mitigate fires igniting • Work that should not be carried out during total fire bans • Availability of fire-suppression equipment, access and water	Section 10 includes the requirement for preparation of a Bush Fire Emergency Management and Operations Plan Section 3.2 includes 2 x 50,000 L Static Water Supply (SWS)

PBP requirements for wind and solar farm	Where addressed in the PHA
• 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.	

Additionally, the internal roads comply with the vertical clearance and vehicle turning requirements specified in Appendix 3 of PBP.

Recommendations following Victorian Big Battery Fire

The Tesla MP2XL supersedes the model of Tesla Megapack which was the subject of the Victorian Big Battery Fire (VBBF) in 2021. Learning from the VBBF contributory factors, the Tesla MP2XL includes improvements in commissioning procedures, fault protection devices, and thermal roof design, including:

- A new commissioning procedure which improves the inspection of the coolant system, avoids using the keylock switch, reduces the telemetry setup connection time for new Megapacks from 24 hours to 1 hour, and avoids the keylock switch unless the unit is actively being serviced
- Firmware improvements including additional alarms to possible coolant leaks, electrical safety protection which remain active regardless of keylock position, and active monitoring and controls for the Pyro-fuse's power supply circuit
- Thermally insulated steel vent shields are now installed in the newly designed thermal roof, which can protect the plastic overpressure vents from direct flame impingement or hot gas intrusion inside the unit.

Following an investigation into the VBBF, recommendations were provided in technical findings.

The applicant has responded and committed to actions that will address the recommendations, these are described in Table 6-10.

Table 6-10 Recommendations of the Victorian Big Battery Fire Technical findings.

VBBF Statement of Technical Findings – lessons learned and preventing a recurrence	Applicants' commitment
Each Megapack cooling system is to be fully functionally and pressure tested when installed on site before it is put into service.	Following installation, the Applicant will commission any liquid chillers and cooling pipes to check they are fully functional and undertake subsequent pressure tests.
Each megapack cooling system in its entirety is to be physically inspected for leaks after it has been	The Applicant will undertake physical inspections of any liquid chillers following commissioning and

VBBF Statement of Technical Findings – lessons learned and preventing a recurrence	Applicants' commitment
functionally, and pressure tested on site.	pressure testing.
The Supervisory Control and Data Acquisition (SCADA) system has been modified such that it now 'maps' in one hour and this is to be verified before poser flow is enabled to ensure real – time data is available to operators.	The updated SCADA will be used and verified in accordance with this recommendation.
A new 'battery module isolation loss' alarm has been added to the firmware; this modification also automatically removes the battery module from service until the alarm is investigated.	The MP2XL units will include a battery module isolation loss alarm that automatically removes the battery module from service until the alarm is investigated.
Changes have been made to the procedure for the usage of the key lock for Megapacks during commissioning and operation to ensure the telemetry system is operational.	The procedure for the usage of the key lock for MP2XL during commissioning and operation will ensure the telemetry system is operational.
The high voltage controller (HVC) that operates the pyrotechnic fuse remains in service when the key lock is isolated.	DC fuses remain in service for protection purposes no matter if the key lock is isolated or not.

6.4.6. Potential impacts

The PHA was conducted to demonstrate that the risk levels associated with the BESS do not impede the approval of the Project. The PHA findings did not identify any significant offsite consequences or society risks.

Based on the risk assessment, it was determined that the risk profile for the Project is considered tolerable under the principle of As Low as Reasonably Practicable (ALARP).

Most of the medium risk events are related to fire incidents from carious causes. The analysis identified proposed prevention controls to reduce the likelihood for these events was rated as very unlikely (refer Appendix F.4). The risk assessment concluded that there is negligible potential for offsite fatalities for injuries. Therefore, the Project aligns with the land use planning criteria.

As the separation distance comply with the *Megapack 2XL Design and Installation Manual* (Tesla, 2024) the detailed design standards, and the risks at the site boundary are not considered to exceed the acceptable risk criteria, the proposed separation distances are considered appropriate at the planning phase of the development. Following the implementation of the recommendations of this PHA, including the proposed separation distances, the likelihood of a multi-module fire would be minimised to a non-credible event.

6.4.7. Mitigation measures

Mitigation number	Mitigation measure	Project Stage
H01	The results of the PHA should be incorporated as inputs into other safety studies, such as: • Fire safety study • Emergency response plan • Bush Fire Emergency Management and Operations Plan.	All stages
H02	APZs to be maintained in accordance with Appendix 4 of PBP for the life of the Project	All stages
H03	The detailed design of the BESS will comply with the requirements of Sections 3.2 and 4.4 of the PHA, including separation distances, UL9540A test reports and OEM recommendations.	Design
H04	Dangerous or hazardous materials shall be stored and handled in accordance with AS1940-2004: The storage and handling of flammable and combustible liquids.	Construction Decommissioning
H05	All recommendations from the Victorian Big Battery Fire Statement of Technical Findings – Victorian Government 2021 will be implemented.	Design

6.5. Visual amenity

Moir Studio prepared a Landscape and Visual Impact Assessment for the Project, provided in full in Appendix F.5 and is summarised below.

6.5.1. Approach

The assessment was undertaken as follows:

- Objective assessment of the relative aesthetic value of the landscape; defined as visual quality and expressed as high, moderate, low or very low. This assessment generally relates to variety, uniqueness, prominence and naturalness of the landform, vegetation and water forms within each character type.
- Determination of the landscape sensitivity and its ability to absorb different types of development on the basis of physical and environmental character.
- An assessment of viewer sensitivity to change. This includes how different groups of people view the landscape (for example, a resident as opposed to a tourist), and how many people are viewing the Project and from how far away.
- Identification of Landscape Character Zones (LCZs)
- Assess Landscape Character Impact
- Viewpoint analysis to identify areas likely to be affected by development of the site and a photographic survey using a digital camera and a handheld GPS unit to record position and altitude.
- Preparation of photomontages depicting the Project from key viewpoints.
- Assessment of visual impacts. Suggestions are made for suitable development patterns that would maintain the area's visual quality.

Appendix F.5 provides a more detailed explanation of the study methods. The LVIA focuses on impacts within and in proximity to a 2km buffer from the Project site, this is defined as the Study Area. The Study Area is shown in Figure 6-12.

The LVIA has considered the impacts of the Project in accordance with its layout and description as per Section 3.

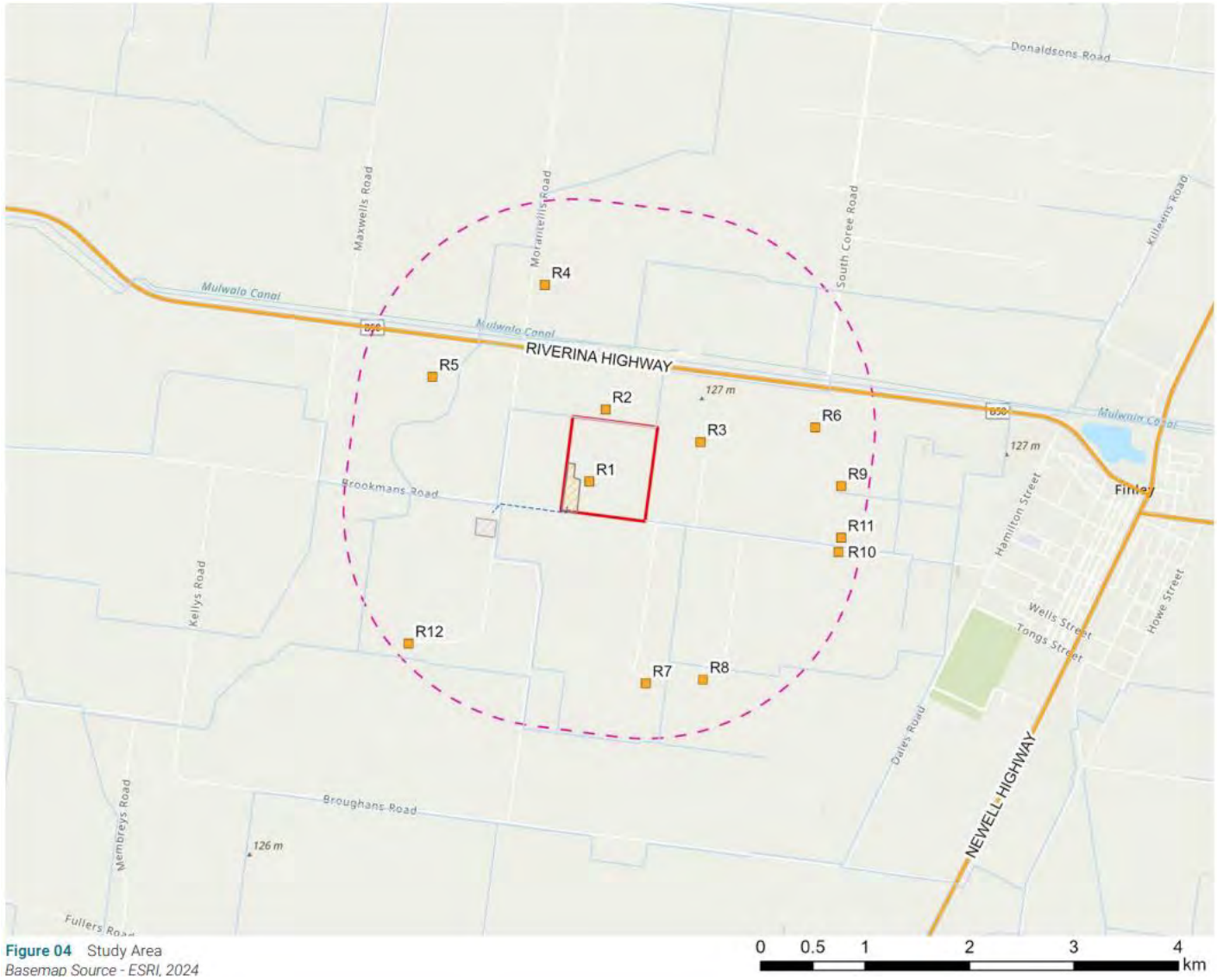


Figure 04 Study Area
Basemap Source - ESRI, 2024

Study Area

Refer to 4.2

LEGEND

- Dwellings within 2km
- Watercourse
- Primary Road
- Project Site
- Study Area (2km away from the project)
- Subject Lot
- Project Transmission Line
- Finley Substation

Figure 6-12 LVIA Study Area (source: Moir Landscape Architecture Pty Ltd)

6.5.2. Existing environment

Landscape character and visual assessment

The purpose of the landscape character analysis is to establish the landscape and visual conditions through descriptions, mapping and photographic representation to capture the sense of place. The intent is to provide a baseline against which the potential visual impacts of the Project can be assessed.

Bioregion context

The Project is sited within the Riverina Bioregion in southwest NSW. The bioregion is characterised by extensive saltbush plain with small depressions and low isolated rises.

Topography is reported by Moir as generally flat with very minor and isolated rises of coarse-textured aeolian material. Grey cracking clays, red brown earth and compact brown clays are predominant in this region. The plains are dominated by saltbush and bluebush with old man saltbush, cottonbush, myall and other grasses.

Land zoning and land use

Land use and land zone factor into the landscape character.

The land is classified as RU1 and occupies the majority of the Study Area and the entirety of the Project Site.

Land use within and around the Project Area is predominantly dedicated to agricultural production activities – primarily modified grazing pastures and irrigated cropping. Modified canals, lakes and small agricultural dams are present within the study area.

Key landscape features

Key landscape features of the project include:

i) Geology and landform, the region is made up of quaternary alluvial sediments. The landform is characterised by isolated low rises. Landform is generally flat with dry tributary channels and floodplains.
ii) Hydrology, a network of channels and canals (Mulwala Canal) run through the Study Area that directly support the irrigation of the surrounding cropping and grazing pasture properties.
iii) Vegetation, number of saltbush, cottonbush and grass varieties typically are located along road verges and between agricultural fields with very sparse tree communities, thus yielding clear open views of the expanse focused on the horizon. Mid-canopy species - predominantly exotic Willow Trees (Salix sp.) - occur sparsely along Mulwala Canal.
iv) Highways, the Riverina Highway runs through the north of the Study Area.
v) Local Roads within the Study Area include: Broockmanns Road, South Coree Road, Dales Road, Canalla Road, Coulters Road, Broughans Road, McMurray's Road, Marantellis Road and Maxwells Road. They are made up of both sealed, unsealed or partially sealed public road reserves which provide access to rural properties within the immediate area.
vi) Existing major infrastructure includes the Finley Solar Farm is located approximately 650m southwest from the Project Area (refer Figure 6-12)

Landscape character zones (LCZs)

Landscape character zones divide the landscape based on common distinguishing visual characteristic including landforms, major land cover patterns (combinations of vegetation, waterbodies, landforms and land use). The Moir LVIA 2025 categorised the study area into three Landscape character units.

- LCZ01 Agricultural Pasture – includes land cleared for grazing and cropping, highly modified, boundary and fence line vegetation. The terrain is classified as flat plains.
- LCZ02 Finley Solar Farm – consists of the Finley Solar Farm Area defined by expansive infrastructure of solar panels. The landscape is flat and devoid of vegetation.
- LCZ03 Finley Township – characterised by small detached residential lots and local commercial businesses. Also characterised by McAllister Park, located to the north of the township, predominantly consists of a large artificial lake.

The visual sensitivity of each LCZ has been assessed using the scenic quality frame of reference, from the DPHI's Large Scale Solar Guideline Technical Supplement.

Determining Scenic Quality

Scenic quality reflects the overall and relative scenic, cultural, or aesthetic value of the landscape within the viewshed. This assessment is based on the presence or absence of key landscape features that influence community perceptions of scenic quality, ranging from very low to high. The baseline analysis and landscape character assessment have been used to inform the classification of scenic quality values. A scenic quality rating has been applied to each LCZ based on the Scenic Quality Frame of Reference and the visual reference for scenic quality values provided in the Technical Supplement.

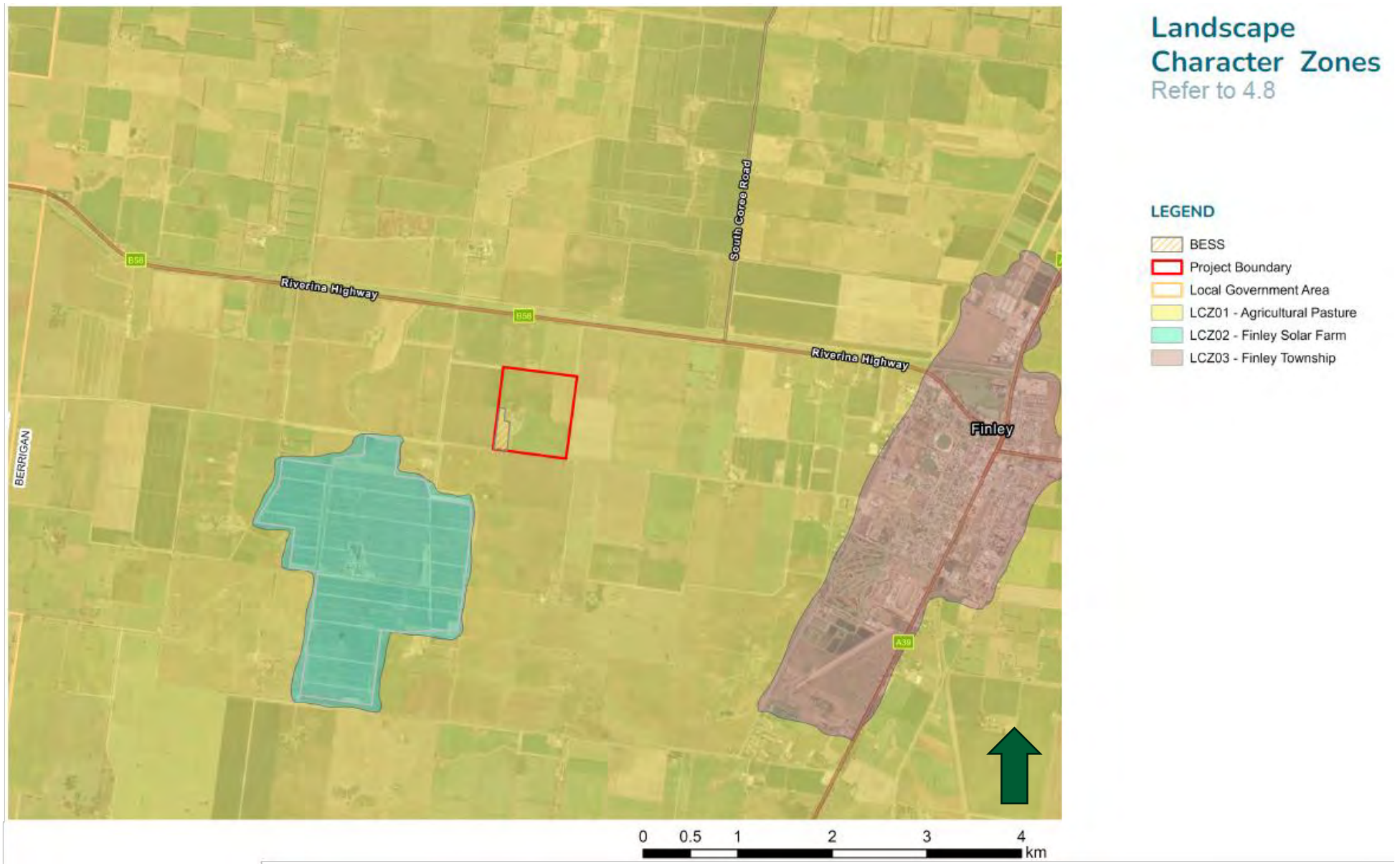


Figure 6-13 Landscape Character Zones (source: Moir LVIA 2025)

6.5.3. Potential impacts

Zone of visual influence

A Zone of Visual Influence (ZVI) map was prepared to understand the theoretical visibility of the proposed infrastructure at an early stage of the Project's assessment. It represents the area over which a development can theoretically be seen and is based on topography. The ZVI analysis does not take into account distance or the influence of vegetation or built structures in screening views but is useful as preliminary tool because it is accurate in identifying residences and viewpoints that would not see the site due to topography only not on any intervening structures such as tall vegetation or buildings.

The ZVI has been prepared using a maximum height of 3.0m (substation) and a transmission tower of 16m.

Summary of findings:

- Within 2km from the Project Area, 11 non-associated receivers were identified.
- All receivers have been identified as having potential visibility of the Project based on topography alone.
- By comparing the two ZVI's, it can be concluded that the transmission lines associated with the BESS facility increases the ZVI on the identified receivers, however, this is likely to have little additional visual impact as the transmission lines will be views as part of the existing infrastructure adjacent the Project.
- The ZVI has been used to identify areas of potentially high visibility which informed fieldwork ground truthing and the viewpoint analysis to identify locations requiring detailed assessments.

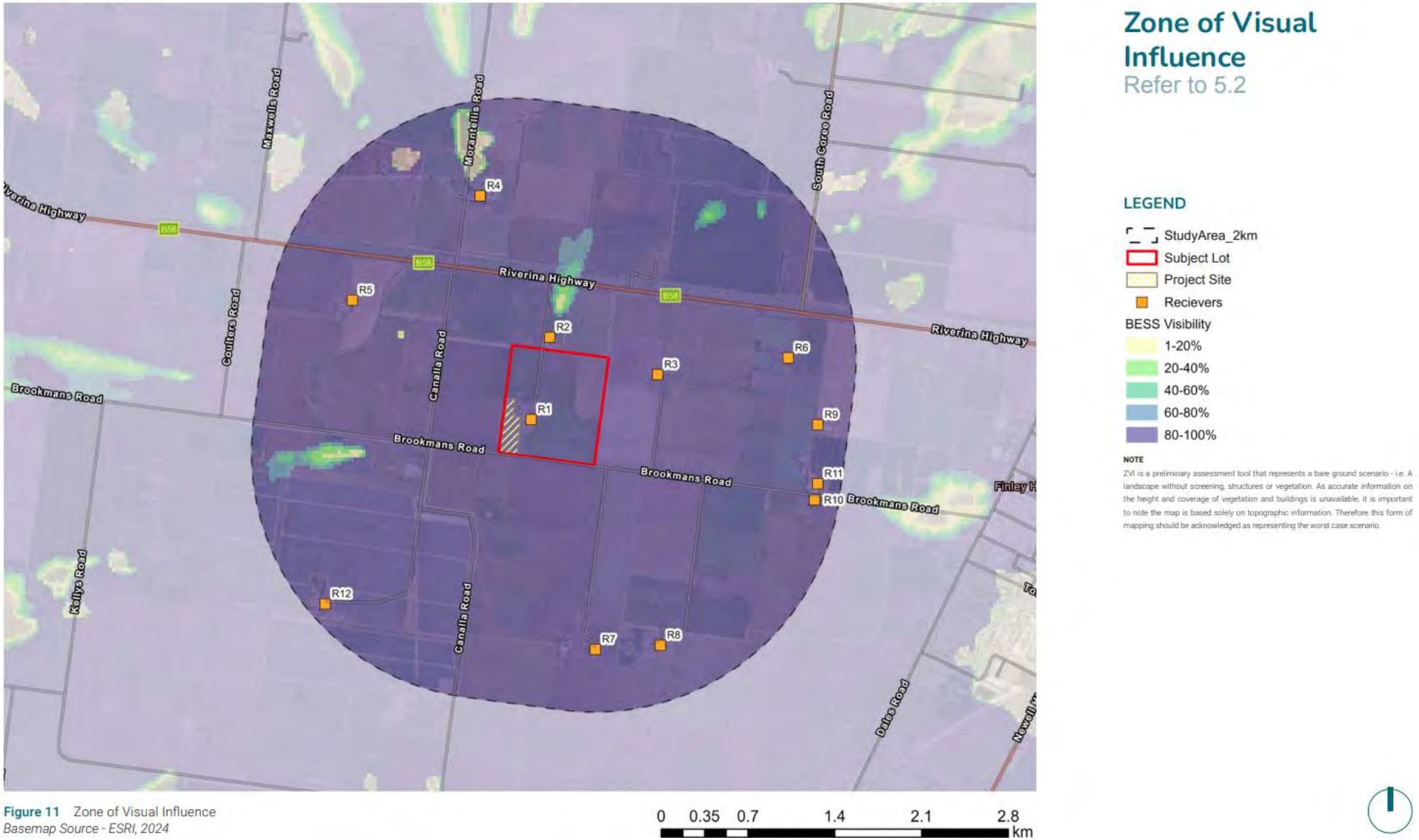


Figure 11 Zone of Visual Influence
Basemap Source - ESRI, 2024

Figure 6-14 Zone of Visual Influence (source: Moir 2025 LVIA)

Viewpoint analysis

The viewpoint analysis considers the likely visual impacts of the Project on the existing landscape character and visual amenity by selecting prominent sites, otherwise referred to as viewpoints. Panoramic photographs are taken from each viewpoint using a process that resembles the view from the human eye.

Eight viewpoints were selected from publicly accessible locations to represent a range of views surrounding the project area.

The viewpoint analysis determined that 4 viewpoints have a NEGLIGIBLE visual impact, 2 viewpoints have a LOW visual impact, 1 viewpoint has a MODERATE-LOW visual impact, and 1 viewpoints have a MODERATE visual impact.

Visual impact of nearby receivers

11 non-associated receivers were identified within 2km of the Project. As detailed above, the ZVI determined all receivers will have theoretical visibility.

2 non-associated receivers were identified as having a MODERATE visual impact rating due to their proximity to the Project and lack of intervening screening vegetation to the Project, while 8 non-associated receivers were identified as having a low visual impact rating. 1 non-associated receiver was identified as having a Nil visual impact due to the findings identified in photomontage PM01, which demonstrates the Project will be completely obscured/screened by the existing vegetation.

Energy Infrastructure including Finley Solar Farm and associated transmission lines forms part of the surrounding visual catchment and are key elements within the primary views of these receivers. As such, The Project is unlikely to modify the visual catchment and instead be viewed as an extension of existing landscape features. However, mitigation should be considered to reduce the magnitude of visual modification as these receptors will view the full extent of the Project according to the ZVI.

With the proposed screening, receivers with a MODERATE visual impact rating were reduced to LOW. As such, all non-associated receivers will have a LOW to NIL visual impact.

Cumulative Visual impacts

The occurrence of large-scale energy storage projects within a region has the potential to alter the perception of overall landscape character irrespective of being viewed in a single viewshed, as these projects could become part of the existing landscape.

Within the Study area, there are five infrastructure projects associated with large scale energy production and distribution.

- Berrigan BESS 400MW Battery (development)
- Finley BESS 100 MW Battery (development)
- Finley Solar Farm 162.36MW Solar generation (operation)
- Finley Solar Project 4.6MW Solar PV (Development)
- Carawatha Solar Farm 4.95MW Solar PV (Development).

The results of the public and private viewpoint assessment have revealed that visual impacts from the Project are limited to Private Viewpoints and private agricultural land immediately surrounding the Project. Due to the low scale of the Project, low accessibility from public viewpoint locations and intervening vegetation, the cumulative visual impacts are confined to the immediate surrounds and are considered low.

Photomontages

A photomontage is a visualisation based on the superimposition of the Project onto a viewpoint photograph for the purpose of creating a realistic representation of proposed or potential changes to a view. Ofer the Photomontage, a 3D model is used, called a wireframe.

A wireframe is a computer-generated image based on a digital terrain model, that indicates the 3D shape of the landscape in combination with additional elements. Wireframe diagrams can be seen as a worst-case scenario as they do not take into account factors such as vegetation and structures and only take into account the topography. Wireframe diagrams have been utilised in this LVIA to verify photomontages.

Two photomontages of the Projects from VP02 and VP06 within the existing context were selected as a key view and represent general visibility of the Project. Viewpoints selected for the preparation of the photomontages are general those determined to have greatest potential visual magnitude change and impact in comparison to other viewpoints analysed.

PM01 (VP02) was selected to represent a view of nearby non-associated residences (Figure 6-15).

PM02 was selected to represent a public view of the development (Figure 6-16).

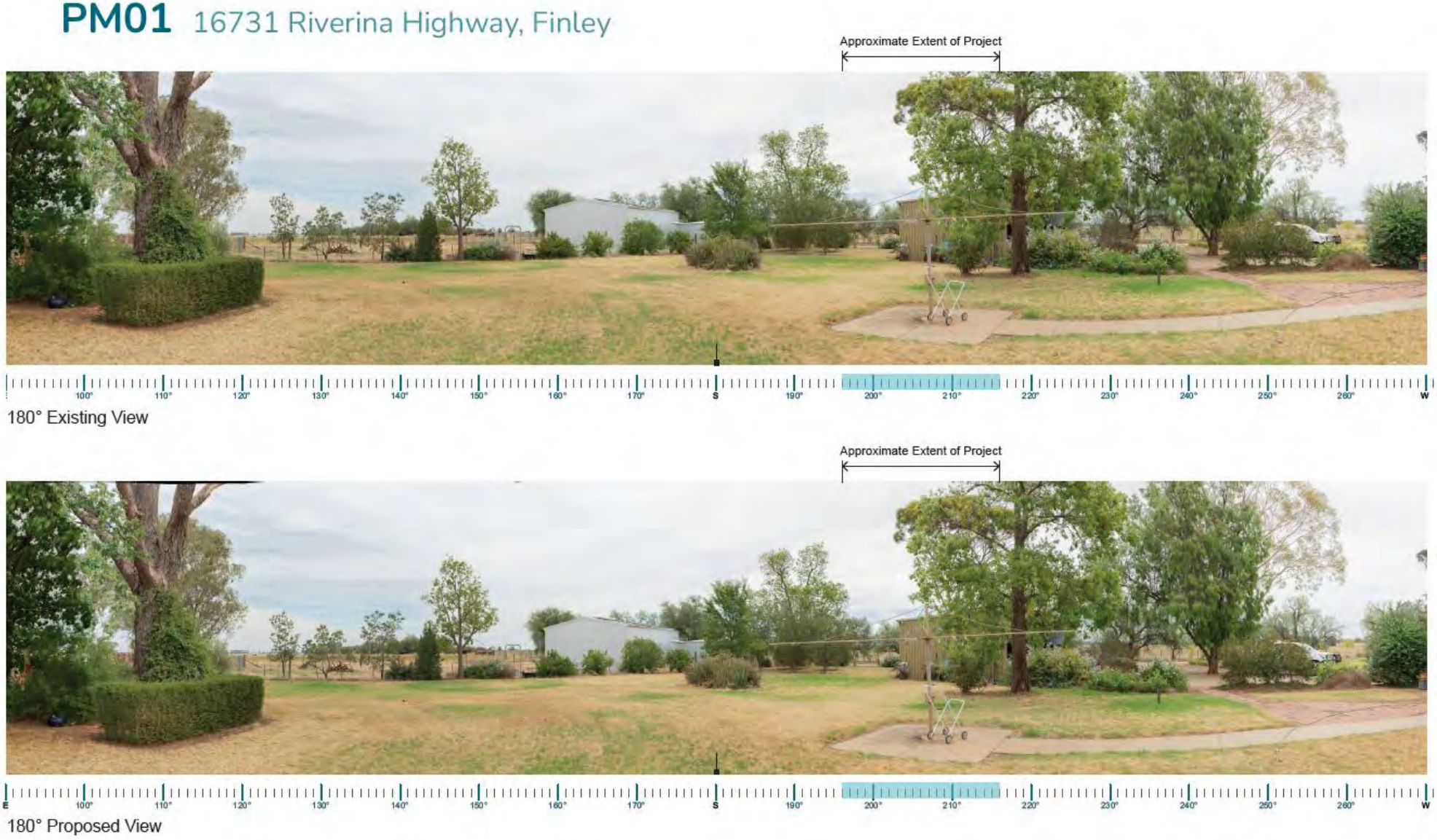


Figure 6-15 Nearby residence photomontage

Figure 6-16 Nearby public viewpoint photomontage

Night lighting

It is likely that there would be limited or not visual impacts resulting from night lighting of ancillary structures due to the light design recommendations below that would be implemented. Any night lighting would be designed with reference to the following recommendations that have been developed with reference to *The Dark Sky Planning Guidelines* (DPHI, 2025) and the *Australian Government Department of the Environment and Energy, National Light Pollution Guidelines for Wildlife* (DCCEEW, 2020).

1. Control the level of lighting

- Only use lighting for areas that require lighting i.e., paths, building entry points
- Reduce the duration of lighting
- Switch off lighting when not required
- Consider the use of sensors to activate lighting and timers to switch off lighting.

2. Lighting design

- Use the lowest intensity required for the job
- Use energy efficient bulbs and warm colours
- Direct light downwards to eliminate
- Ensure lights are not directed at reflective surfaces
- Use non-reflective dark coloured surfaces to reduced reflection of lighting (refer Figure 6-17)
- Keep lights close to the ground and / or directed downwards (refer Figure 6-17)
- Use light shield fittings to avoid light spill (refer Figure 6-19).

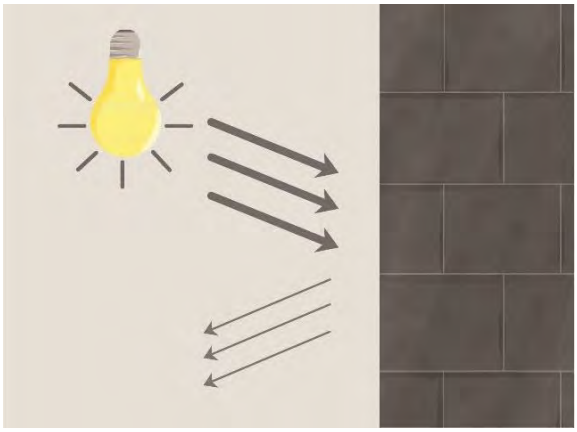


Figure 6-17 Surface reflectivity (DCCEEW, 2020)

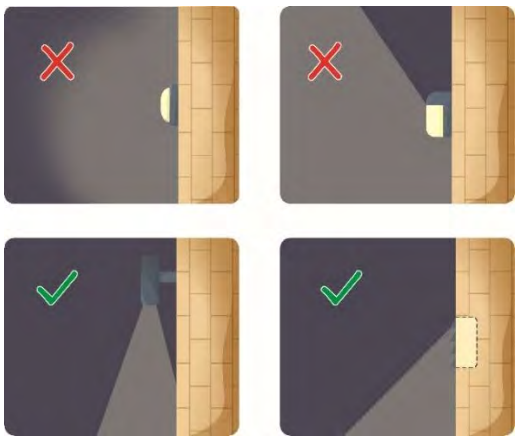


Figure 6-18 Downward lighting (DCCEEW, 2020)

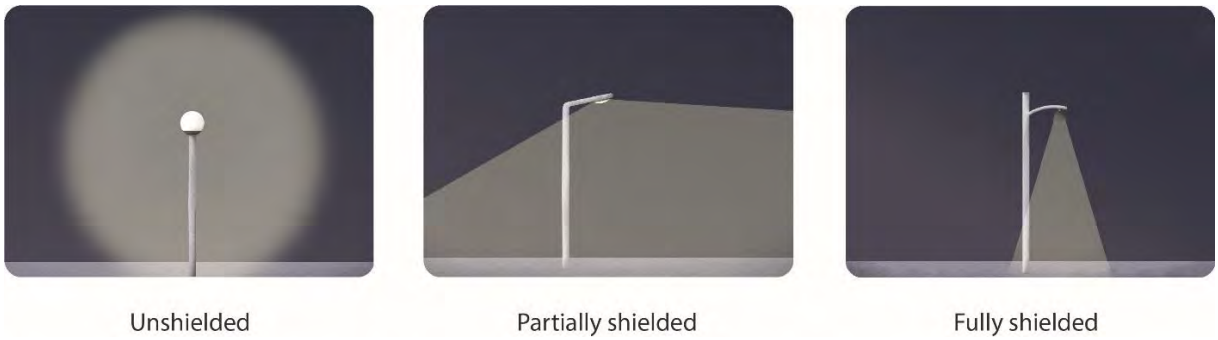
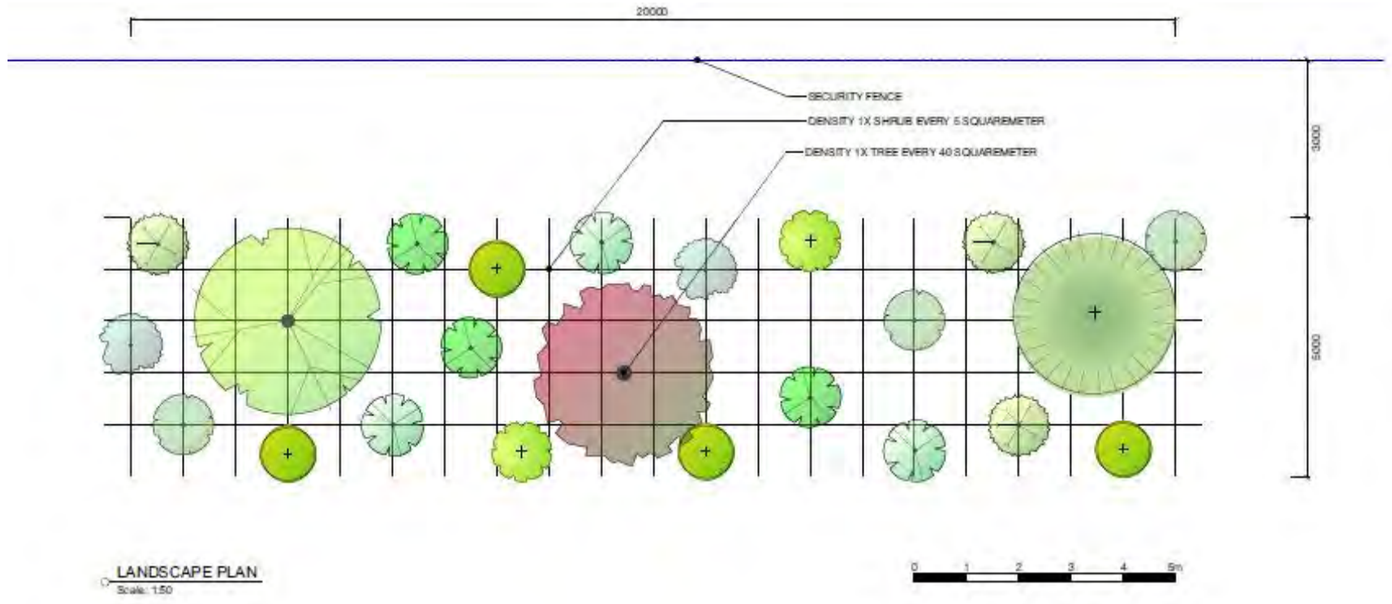


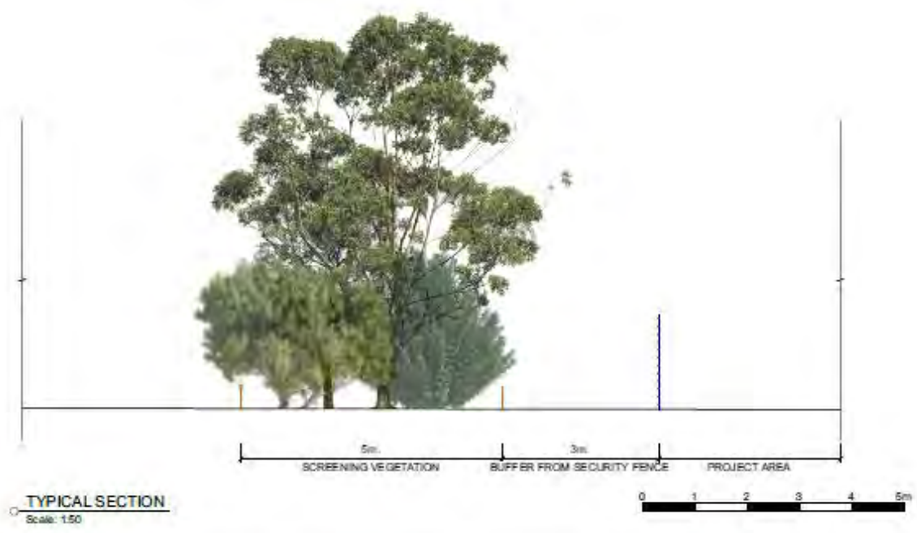
Figure 6-19 Light shielding (DCCEEW, 2020)

6.5.4. Draft landscape plan

To further minimise views to the Project, a draft landscape plan has been developed by Moir Studio, that incorporates native vegetation local to the area in line with the relevant PCT. The Landscape Plan can be seem below in Figure 6-20 and Figure 6-21.

Figure 6-20 Draft landscape plan





Planting Schedule

Code	Botanical Name	Common Name	Pot Size	Mature Height	Mature Spread
Trees					
ALL lue	Allocasuarina luehmannii	Bull Oak	25 litre	6 - 8m	3 - 4m
CIA gla	Callitris glaucophylla	White Cypress Pine	25 litre	1.5 - 3m	1.2 - 2.0m
EUC mic	Eucalyptus microcarpa	Grey Box	25 litre	15 - 20m	6 - 10m
Shrubs					
ACA bra	Acacia brachybotrya	Grey Wattle	150mm	4 - 8m	3 - 5m
ACA bux	Acacia buxifolia	Box-leaf Wattle	150mm	10 - 12m	5 - 7m
ACA hak	Acacia hakeoides	Hakea Wattle	150mm	4 - 8m	3 - 4m
ACA hom	Acacia homalophylla	Yarran	150mm	5-10m	5-10m
ACA osw	Acacia oswaldii	Umbrella Wattle	150mm	15 - 20m	6 - 10m
ACA pyc	Acacia pycnantha	Golden Wattle	150mm	2 - 3m	1.2 - 1.5m
EXO aph	Exocarpos aphyllus	Leafless Ballart	150mm	5 - 10m	3.5 - 6m

NOTE: Mature height and spread sizes are indicative only and are determined by a number of local environmental factors

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No:	DATE:	REVISION:	BY:
A	7/03/2025	FOR APPROVAL	CC
B	19/03/2025	FOR APPROVAL	AS
C	4/04/2025	FOR APPROVAL	AS

NOTE: DRAWING PURPOSES FOR APPROVAL ONLY. NOT FOR CONSTRUCTION.

PROJECT: SOUTH COREE BATTERY ENERGY STORAGE SYSTEM(BESS) LANDSCAPE PLAN
384 BROOCKMANNS ROAD FINLEY
Status:

DETAIL PLANTING PLAN

SCALE: 1:50 @ A1, 1:100 @ A3
Project No: 2630
Drawn By: CC
Checked By: TC Approved By: AR
Drawing No. LDD601
Rev: C

Figure 6-21 Planting matrix

6.5.5. Mitigation measures

Mitigation number	Mitigation measure	Project Stage
VA01	Building design • Consider use of materials that integrate with the surrounding landscape • Where practicable use suitable colours and finishes for project infrastructure and ancillary infrastructure to minimise visual impacts • Where practicable Noise wall be painted in a neutral colour (not white).	Design
VA02	Dark Sky Planning guidelines and national light Pollution Guidelines for Wildlife will be considered during detailed design Cut off and direct light fittings (or similar technologies would be used where appropriate to minimise glare and light spill onto private property).	Design
VA03	Landscaping will be installed in accordance with the conceptual landscape plan, including screen planting along the east and south of the BESS facility. The final location and extent of landscaping will be determined during detailed design. During detailed design would consider the key principals: • Planting should remain in keeping with existing landscape character • Species selection is to be typical of the area • Planting layout should avoid screening views of the broader landscape • Avoid the clearing of existing vegetation. Where appropriate reinstate any lost vegetation • Allow native vegetation to regrow over any areas of disturbance	Design

6.6. Noise and vibration

This section summarises the finding of the Noise and Vibration Impact Assessment (NVIA) undertaken by Renzo Tonin and Associates on behalf of the Applicant.

Noise and vibration impacts from the construction and operation phases of the project are addressed in the NVIA in accordance with the relevant Council and NSW Environment Protection Authority's (EPA) requirements and guidelines.

6.6.1. Approach

Noise and vibration impacts were assessed in accordance with a number of policies, guidelines and standards, including:

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

6.6.2. Existing noise environment

Background noise varies over the course of any 24-hour period, typically from a minimum at 3am in the morning to a maximum during morning and afternoon traffic peak hours. Therefore, the NPfI requires that the level of background and ambient noise be assessed separately for the daytime, evening and night-time periods. The NPfI defines these periods as follows:

- **Day** is defined as 7:00am to 6:00pm, Monday to Saturday and 8:00am to 6:00pm Sundays and Public Holidays.
- **Evening** is defined as 6:00pm to 10:00pm, Monday to Sunday and Public holidays
- **Night** is defined as 10:00pm to 7:00am, Monday to Saturday and 10:00pm to 8:00am Sundays and Public Holidays.

The identified receivers surrounding the Project Site are all classified as rural under NPfI guidelines. Based on the NPfI and for conservative assessment, the minimum assumed Rating Background Levels (RBLs) are adopted for all receiver locations. Therefore, the applicable RBLs used for this assessment are presented in Table 6-11 below.

Table 6-11 Applicable RBL, dB(A)

Time of day	Minimum RBLs dB(A)	Applicable RBL, dB(A)
Day	35	35
Evening	30	30
Night	30	30[4]

[4] In accordance with Table 2.1 of the NSW NPfI

6.6.3. Construction noise assessment

Noise emissions were predicted by Renzo Tonin by modelling the noise sources, receiver locations, topographical features of the intervening area, and possible noise control treatments using the CadnaA (version 2023) noise modelling computer program. The program calculates the contribution of each noise source at each specified receiver and allows for the prediction of the total noise from a site.

The noise prediction models take into account:

- Location of noise sources and receiver locations
- Height of sources and receivers
- Separation distances between sources and receivers
- Ground type between sources and receivers (soft)
- Attenuation from barriers (natural and purpose built).

Noise levels at any receiver resulting from construction would depend on the above and the type and duration of construction being undertaken. Furthermore, noise levels at receivers would vary substantially over the total construction program due to the transient nature and large range of plant and equipment that could be used.

The predicted noise levels modelled represent a worst-case scenario, where all plant and equipment are operating for each corresponding construction stage. This worst-case scenario would not be typical and is unlikely to occur in practice.

The predicted construction n levels from the construction of the access road comply with the construction Noise Management Levels (NML) at all non-associated receivers. The construction NML would be exceeded when the construction works are conducted at the closest proximity to associated receiver R1 when the three noisiest plant items are operating concurrently. As receiver R1 is an involved / associated landowner and exceedances can be managed.

The exceedances predicted are based on the plant and equipment operating at a location closest to the corresponding receiver location and/or the three loudest plant and equipment operating concurrently. This scenario would not typically occur on site.

For construction, noise levels at all receivers are predicted to be below the highly noise affected level of 75 dB(A).

6.6.4. Operational noise assessment

Noise impact from the general operation of the project is assessed against the NPfI. The assessment procedure in terms of the NPfI has two components:

- Controlling intrusive noise impacts in the short-term for residences; and
- Maintaining noise level amenity for residences and other land uses.

In accordance with the NPfI, noise impact should be assessed against the project noise trigger level which is the lower value of the project intrusiveness noise levels and project amenity noise levels.

Noise emissions were predicted by modelling the noise sources, receiver locations, topographical features of the intervening area, and possible noise control treatments using the CadnaA (version 2025) noise modelling computer program. The program calculates the contribution of each noise source at each specified receptor point and allows for the prediction of the total noise from a site.

The noise prediction models take into account:

- Location of noise sources and receiver locations
- Height of sources and receivers
- Separation distances between sources and receivers
- Ground type between sources and receivers (soft)
- Attenuation from barriers (natural and purpose built).

Furthermore, in accordance with Fact Sheet D, Table D.1 of the NPfI noise predictions were prepared for the following standard and noise-enhancing meteorological conditions (refer Table 6-12):

1. Standard meteorological conditions – 0.5m/s wind velocity at 10m from ground level between each noise source and each noise receiver. Wind direction was based on wind travelling from the source to the receiver.
2. Slight to gentle breeze – 3m/s wind velocity at 10m from ground level between each noise source and each noise receiver (as per NPfI default wind conditions). Wind direction was based on wind travelling from the source to the receiver.
3. Moderate temperature inversion – applicable for noise predictions during night-time periods only. F-class temperature inversion with 2m/s wind velocity at 10m from ground level between each noise source and each noise receiver.

Table 6-12 Predicted $L_{Aeq.15min}$ Operational Noise levels at sensitive receiver locations, dB(A)

Receiver Location	Project Noise Trigger Levels			Predicted operational Noise Levels					Comply? (Yes/No)
				Day		Evening and Night			
	Day	Evening	Night	Calm and Isothermal Conditions	Slight to Gentle Breeze	Calm and Isothermal Conditions	Slight to Gentle Breeze	Moderate Temperature Inversion	
R1 (associated)	40	35	35	51	51	47	47	47	No
R2	40	35	35	31	31	27	28	28	Yes
R3	40	35	35	25	26	22	23	23	Yes
R4	40	35	35	<20	<20	<20	<20	<20	Yes
R5	40	35	35	21	22	<20	<20	<20	Yes
R6	40	35	35	<20	<20	<20	<20	<20	Yes
R7	40	35	35	<20	<20	<20	<20	<20	Yes
R8	40	35	35	<20	<20	<20	<20	<20	Yes
R9	40	35	35	<20	<20	<20	<20	<20	Yes

Receiver Location	Project Noise Trigger Levels			Predicted operational Noise Levels					Comply? (Yes/No)
				Day		Evening and Night			
	Day	Evening	Night	Calm and Isothermal Conditions	Slight to Gentle Breeze	Calm and Isothermal Conditions	Slight to Gentle Breeze	Moderate Temperature Inversion	
R10	40	35	35	<20	<20	<20	<20	<20	Yes
R11	40	35	35	<20	<20	<20	<20	<20	Yes
R12	40	35	35	<20	<20	<20	<20	<20	Yes

Results presented in Table 6-12 indicate that the worst case operational noise levels comply with the PTNL for all non-associated receivers.

Noise impacts to the associated receiver R1 are subject to the landowner agreement and detailed design. This may include implementation of a noise wall along the site boundary, at property treatment or other compensatory measures in accordance with the agreement.

Therefore, no further reasonable and feasible noise mitigation measures are required to reduce operational noise impacts.

6.6.5. Sleep disturbance assessment

To assess the likelihood of sleep disturbance, the potential of maximum noise level events from the BESS Project during the night-time period has been considered. In accordance with the NPfI, a detailed maximum noise level event assessment should be undertaken where the subject development night-time noise levels at a residential location exceed:

- $L_{Aeq.15min}$ dB(A) or the prevailing RBL plus 5dB, whichever is the greater,
- L_{AFmax} dB(A) or the prevailing RBL plus 15dB, whichever is the greater.

The assessment found that during the night-time period, only mechanical plant will be operating. Noise emissions from these plant items are considered to be continuous with no potential for high peak noise level events. Therefore, the Lamax noise levels experienced at the identified receivers will be similar to the predicted $L_{Aeq.15min}$ noise levels. It is expected that both the $L_{Aeq.15min}$ and L_{AFmax} will be well below the nominated sleep disturbance criteria of 40 dB(A) and 52 dB(A), respectively for all non-associated residential receivers.

6.6.6. Vibration assessment

Vibration generation activities would occur only during the construction phase of the Project. There are no vibration generation activities expected during the operational phase. Assessment for construction vibration impact on structural damage and human comfort is assessed in accordance with EPA requirements. The nearest receivers are 80m or more from the Project Site and as it is a large distance from the Project, structural damage to buildings from vibration is not expected.

The assessment indicates that there is a very low risk of structural damage and/or adverse comments from potential vibration impacts for all receivers. Therefore, no mitigation and or management measures are required for potential vibration impacts causing human annoyance.

There are no proposed mitigation and / or management measures required for potential vibration impacts causing human annoyance.

6.6.7. Road noise assessment

Access to the BESS facility will be from Broockmanns Road which is classified as an arterial road.

For existing residences affected by additional traffic on existing arterial roads generated by land use developments, the following criteria apply for assessment of Road Traffic Noise.

Day time (7am – 10pm): $L_{Aeq.(15hour)}$ 60 dB(A)

Night (10pm – 7am): $L_{Aeq.(9hour)}$ 55dB(A)

As construction works are to occur only during the day-time period, only the traffic noise criterion for the day period is assessed against.

Predicted Road Traffic Noise

Results of the traffic noise prediction indicate that there would be no exceedances attributable to traffic noise associated with the Project. Additionally, the predicted levels are at least 2 dB(A) less than the relevant traffic noise criterion, which is not discernible by the human ear.

6.6.8. Cumulative impacts

A cumulative impact assessment was undertaken for the Project to consider the cumulative impacts of other nearby Projects if the Projects were to be constructed at the same time.

Existing and proposed Projects that may either operate or be constructed concurrently with the South Coree BESS include the following:

- Finley Substation – existing with no noise assessment available
- Finley Solar Farm – Proposed and noise assessment available.
- Finley BESS – EIS exhibition
- Berrigan BESS – Proposed and in planning stage.

The Finley and Berrigan BESS's should be designed so that Project noise and cumulative noise to surrounding receivers will be compliant.

The assessment has found that based on the predicted cumulative noise levels at the nearest non-associated receivers comply with the nominated criteria under all scenarios.

6.6.9. Mitigation measures

Mitigation number	Mitigation measure	Project Stage
NV01	Establish a complaints procedure including signage and other means to advertise the contact number regarding complaints. Respond to complaints in a timely manner and keep relevant parties informed of progress.	All stages
NV02	Noise impacts to the associated receiver R1 are subject to the landowner agreement and detailed design. This may include implementation of a noise wall along the site boundary. at property treatment or other compensatory measures in accordance with the agreement.	All stages
NV03	For construction works conducted within close proximity to the dwelling / building of Receiver R1, potential noise exceedances to this receiver would be managed by implementing time restrictions and/or providing periods of repose for residents, where feasible and reasonable.	During construction
NV04	The following noise management measures should be considered as part of a Noise Management Plan. • Plant and equipment should be properly maintained • Avoid any unnecessary noise when carrying out manual operations and when operating plant • Any equipment not in use for extended periods during construction work should be switched off. • Good relations with people living and working in the vicinity of a construction site should be established at the beginning of a project and be maintained throughout the project • Keep people informed of progress and take complaints seriously • The person selected to liaise with the community should be adequately trained and experienced in such matters.	Prior to and during construction

6.7. Water resources and flooding

6.7.1. Flooding

Approach

Cumulus Engineering (Cumulus) completed the assessment of potential hydrological impacts of the Project. The purpose of the analysis was to define the flood behaviour, including depth and inundation, flood velocity and flood hazard within and outside the Project Site. This work is undertaken in tandem with the development of the Project layout and ensures infrastructure will not be located in areas that exacerbate risks of flooding, changes to local hydrology or exacerbate erosion.

6.7.2. Existing environment

The topography of the upstream catchment indicates the area is extremely flat.

Surface water

There are no waterways that traverse the site. The nearest mapped waterways are the local network of raised channels designed to deliver water to irrigators within the region.

Existing flooding

Hydraulic modelling was conducted to characterise the existing local hydrology of the Project Site. The results of 1% AEP event indicate that flood extents of the inland flow would inundate the Project Site. Due to the flat topography most of the site's inundation is attributed to direct rainfall, onsite depths would be generally low with localised low points on the Project Site up to 335mm deep (refer Figure 6-22).

Due to the site's flat terrain, water surface elevations vary minimally. Flow velocities across the site are generally low.

Flood hazard classifications across the site are predominantly H1, indicating conditions are generally safe for pedestrian and vehicle movement during a 1% AEP event. This increases in the Probably Maximum Flood (PMF) event where most of the site is under H2 (unsafe for small vehicles) hazard level with the area around the proposed infrastructure under hazard classification H2 (unsafe for vehicles and the elderly).

It is similar for the access and egress of the site, the catchment is low lying, flat area which means during a flood event the site would experience inundation.

Groundwater

No free groundwater or seepage was observed during borehole excavations for the soil survey (refer Section 6.8). The maximum depth of excavations at the site was 1.5m.

The Project site is situated within the Lower Murray Shallow Groundwater Source and Lower Murray Groundwater Source of the Murray River catchment and falls under the Water Sharing Plan for the NSW Murray Alluvial Groundwater Sources 2020 under the *Water Management Act 2000*. Under the Water Sharing Plan, the Project site is located within the Eastern Management Zone (Figure 6-23).

The alluvium of the Lower Murray is made up of Cenozoic alluvial sediments and extends from Corowa in the east to Kyalite in the west. The thickness of the alluvium increases from east to west reaching its maximum in the Moulamein area, west of Wakool. The Project site is located within the shallower aquifer system, where the groundwater depth is between approximately 75 and 80 m deep (DPI, 2019).

The assessment of likelihood of groundwater dependent ecosystems in the locality is based on the Bureau of Meteorology Groundwater Dependent Ecosystems Atlas. Groundwater Dependent Ecosystems (GDEs) include ecosystems which may rely on the surface expression of groundwater (including surface water ecosystems that may have a groundwater component) and ecosystems which may rely on the subsurface presence of groundwater (including vegetation ecosystems). There are no mapped Terrestrial or aquatic GDE's within the Project site.

The NSW DPI database of groundwater sites list no groundwater bores located within the Project Site. There is one Groundwater bore (GW02918.1.1) located 40 m to the south south-east of the Project Boundary with a bore depth of 2.73 m.

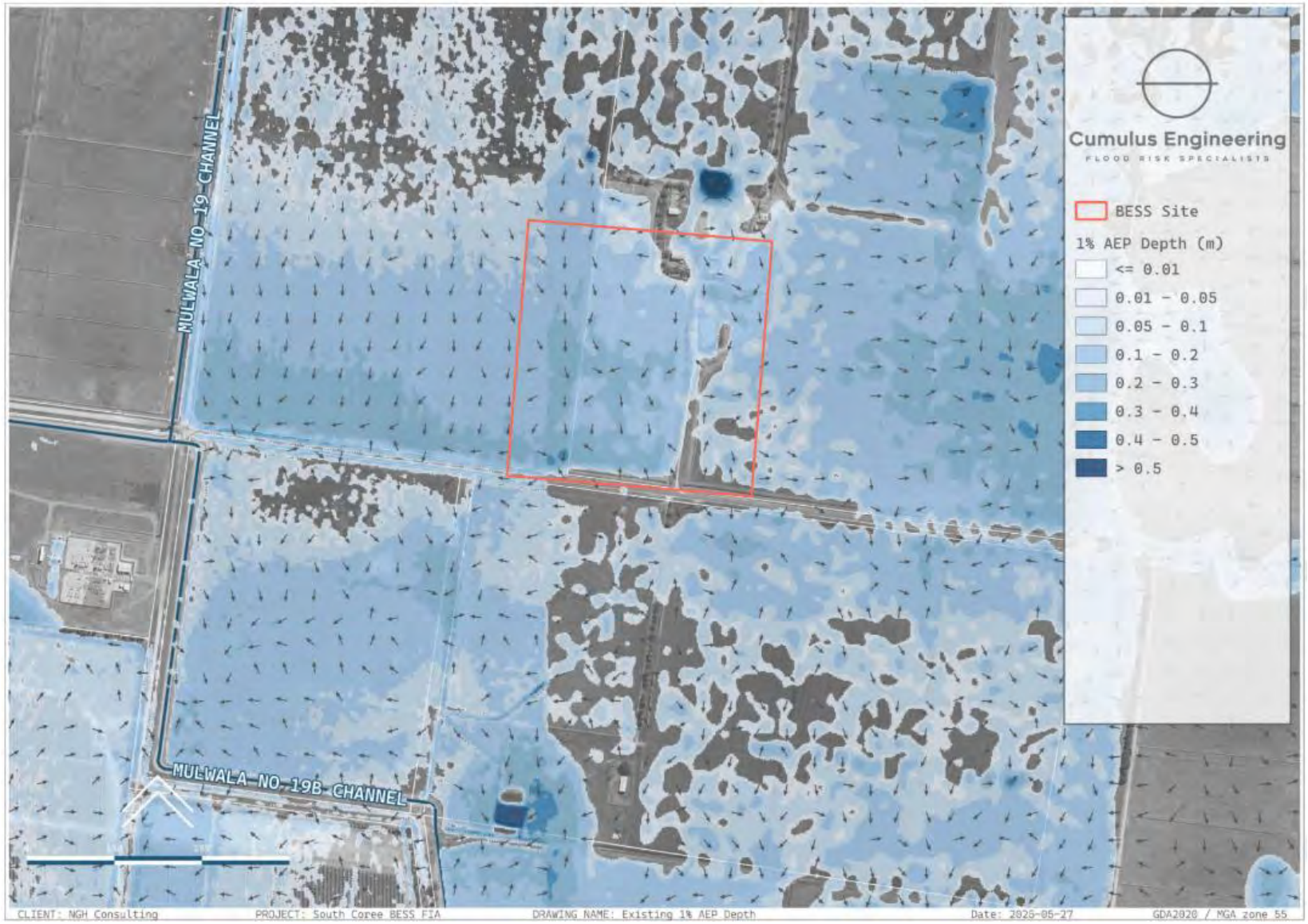

Figure 6-22 Existing conditions 1% AEP depth

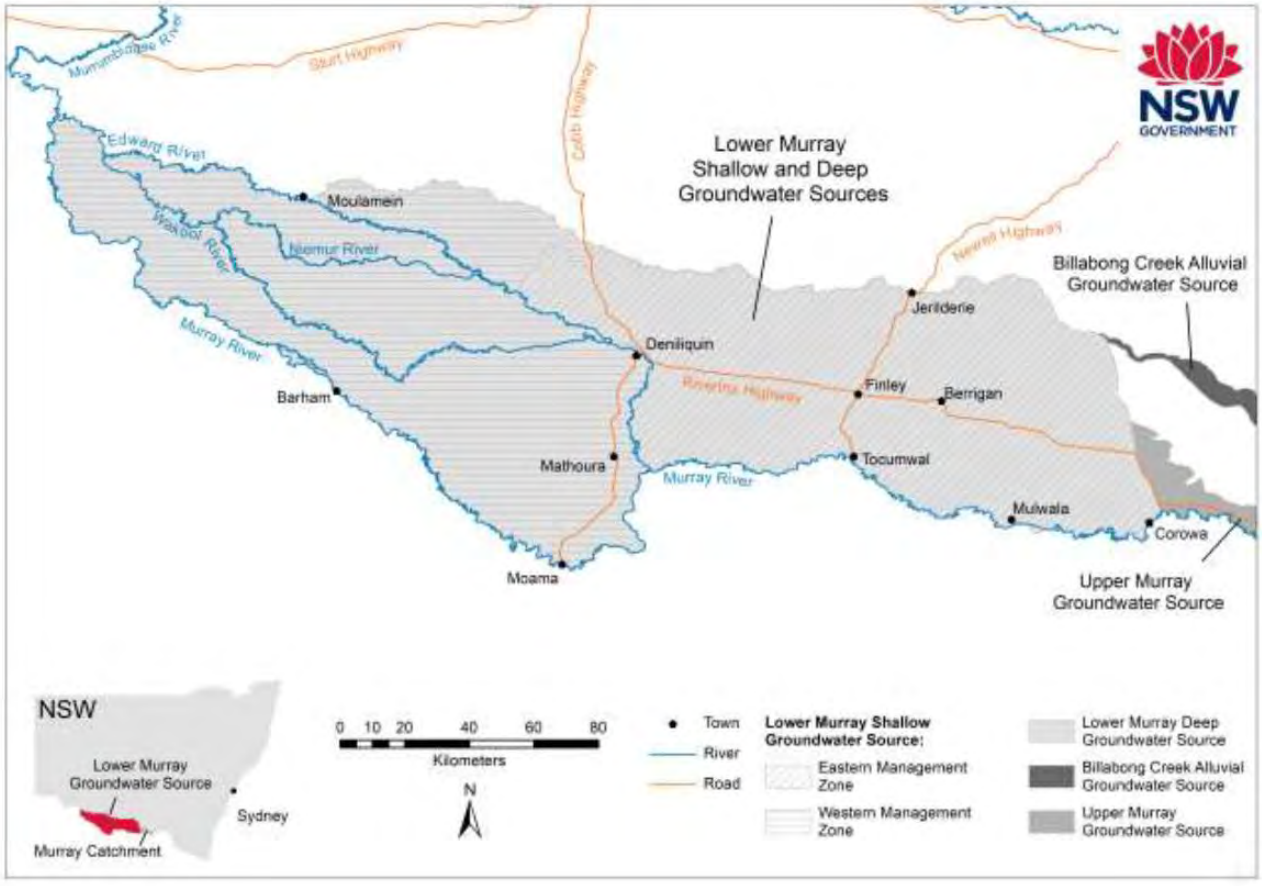

Figure 6-23 Groundwater Management Areas in the Murray Catchment (NSW Government 2021).

6.7.3. Potential impacts

Flooding

Flood modelling indicates that the project site is located in a low-lying, flat catchment which is prone to shallow inundation during a 1% Annual Exceedance Probability (AEP) event.

Potential impacts on flood behaviour as a result of the construction of the Project and include:

- Increase in the potential flood affection of other properties, assets and infrastructure
- Increase in flood hazard
- Impact on beneficial inundation of the floodplain environment, on adjacent to or downstream of the site
- Direct or indirect increase in erosion, siltation, destruction of riparian vegetation or a reduction in the stability of riverbanks or water courses
- Impact on existing community emergency management response (flooding)
- Impact on the social and economic costs to the community as a consequence of flooding.

The assessment has concluded that there would not be any changes in flood behaviour that would result in negative impacts off site. The assessment has demonstrated that the Project Site would continue to experience inundation under all modelled events.

The modelling indicated that the site would remain within an area of low overall flood risk under all events with the exception of PMF event, which shows a higher flood risk across the site.

The results show that the proposed BESS development does not adversely impact the flood behaviour on neighbouring properties and/or infrastructure with negligible increase in water depths and flood levels under all design events.

Access to the site is impacted in all modelled flood events exceeding the 5% AEP restricting access and egress to the Project Site. The development of a Flood Emergency Response Plan (FERP) would facilitate safe evacuation prior to inundation of the site. Broockmanns Road, the key access route connecting the site to Finley and The Riverina Highway via Coulters Road, shows very low hazard (H1 classification) and remains trafficable during the 1% AEP event, providing a safe evacuation route. However, coordination with NSW SES is recommended to ensure emergency response planning aligns with local flood emergency protocols and to confirm if any additional evacuation arrangements or triggers are required.

Construction and decommissioning

Water use

Water use during construction would be minimal and largely used for dust suppression on unsealed roads and for the construction of new roads. The water requirements would vary, dependent of weather conditions, and is estimated to be up to 2ML in total throughout the construction period. About 0.4ML of potable water would be required for employees and contractors (refer Table 6-13).

Table 6-13 Water requirements during construction

Water quality	Annual construction water requirement	Potential sources	Availability
Potable (drinking)	0.4ML (for ~12 months)	Bottled water	Available as required – commercial supply
Non-potable	2ML (for ~12 months)	Standpipe delivery or pump arrangement	Available as required

All non-potable water would be sourced from the Mulwala Canal. The exact location for water extraction has not been confirmed but will be negotiated with the construction contractor and Murray Irrigation.

Mulwala Canal may be drained during May – August most years for maintenance. During these periods an alternate source of water would be negotiated with Murray Irrigation, if required. As such, the water delivery mechanism must be temporary and easily relocated.

Water sourced from the Mulwala Canal is encompassed by the Water Sharing Plan for the Murray Unregulated River Water Sources 2024 under the *Water Management Act 2000*. With the Unregulated water source being Murray Below Mulwala Water Source (Part 1 Section 5(b)(iv) of the Water sharing plan for the Murray Unregulated River Water Sources 2024).

The Project would obtain an appropriate water access license and purchase temporary water allocation from the water trade market and adhere to any licensing rules and regulations.

Water use during decommissioning would be similar to construction, used for dust suppression and quantity dependent on weather conditions. Due to the smaller scope of works and workforce, the annual requirement is likely to be less than construction requirements.

Surface water quality

The Project would not directly affect surface water quality during construction or decommissioning. The Project Site contains no watercourse of permanent waterbodies. As such, the waterfront guidelines cited in the SEARs do not apply to this site.

Indirectly, the proposed works would involve a range of activities that would disturb soils and potentially lead to sediment laden runoff. This could affect local waterways during rainfall events. These impacts are discussed in this section and are unlikely to significantly impact on water quality with consideration given to appropriate mitigation measures.

The use of fuels and other chemicals on site pose a risk of surface water contamination in the event of a spill. Chemicals used onsite would include fuels, lubricants and herbicides, none of which are considered difficult to manage. Fuelling and maintenance sites would be nominated and fully bunded to contain any potential accidental spills.

While water would not be used to extinguish fires, it may be used for heat management of adjacent BESS units. This water would be managed onsite in accordance with current EPA guidelines and appropriate Australian and New Zealand standards.

With the Project Site being generally flat terrain, management of the site's slope, controlling of spills and implementation of erosions and sediment control measures in accordance with Landcom (2004) would minimise any potential for sediment laden water or spills to leave site.

Flooding

The Project Site is identified as flood prone and base hydraulic modelling by Cumulus' the site is likely to be impacted by flooding associated with localised rainfall combined with low slope and slow run off, erosion and sediment control measures and onsite inspections of controls before and after rainfall during construction and decommissioning would ensure inundation of rainfall onsite and would have minimal impact.

Groundwater

It is unlikely that groundwater would be extracted or impacted throughout the life of the Project. If required, a licence would be obtained for water extraction. It is considered that the proposal would have a negligible impact on groundwater quality given the low pollution potential of the BESS. Impacts to groundwater as a result of the proposed works are unlikely.

Operation

Water use

Water use volumes during operation would be minimal, no more than 1ML per year. Water would be required for staff amenities at the control and maintenance building, filling the onsite water tank and watering of screening vegetation. Water required would be maintained by rainfall collected off the O&M building or delivered to site.

Amenities onsite would need to be managed through an onsite sewerage system (e.g. septic, composting or other appropriate system). The system would be designed by an appropriate service provider and installed in accordance with local requirements.

Water used for fire management would be contained managed onsite in accordance with Country Fire Authority Design Guidelines and Model requirements (CFA, 2023) for management of Fire water runoff management. Specifically, the fire water management plan may consist of the contaminant and disposal of contaminated fire water. Containment provided would be in accordance with the applicable Australian and New Zealand safety standards.

Surface water quality

Potential for any impact to surface water quality during operation is negligible. Appropriate drainage features would be constructed along internal access roads to minimise the risk of dirty water leaving the site or entering waterways. These sites would be largely vegetated, with the exception of internal roads, parking areas and areas around the O&M building. Risks to water quality impacts during operation would therefore be low.

There would be low risk of contamination in the event of a chemical spill (e.g. fuels, lubricants, herbicides) as storage and emergency handling protocols would be implemented.

Site water balance

A detailed and consolidated site water balance has been calculated for the Project once in operation Appendix G). The Development Footprint would remain vegetated except for the access track and the compacted and gravelled BESS hardstand accommodating Project infrastructure. The BESS hardstand includes the batteries, substation, and operation and maintenance building with switch room and parking.

The impervious fractions (NSW Government, 2025) used in the site water balance are provided in Table 6-14.

Table 6-14 Runoff coefficients for the Project

Feature	Impervious fraction
Development Footprint	0.1
Containers of batteries, O&M Building, Control and Switch room	1.0
Compacted gravel hardstands and roads (BESS hardstand, parking, substation)	0.85
Irrigation channel	0

Water balance calculations used the design rainfall event for a 63.2% Annual Exceedance Probability (AEP) for a 24-hour period. The latest 2016 rainfall Intensity Frequency Duration (IFD) data was obtained from the Bureau of Meteorology (BOM). The IFD Design Rainfall Depth for the proposal (-35.6357, 145.5201) for a 63.2% AEP with a 24-hour duration is 39.3mm. A summary of the site water balance is provided in Table 6-15.

Table 6-15 Site water balance

Feature	Fraction impervious	Size (m^2)	63.2% AEP 24 hour (m^3)	Runoff (m^3)	Comment
Development Footprint	0.1	79,190	3,112.17	311.22	Vegetated component of Development Footprint - not included are internal access track, BESS hardstand or BESS infrastructure.
Batteries	1.0	1,317	51.76	51.76	88 Tesla Megapack 2XL units with the following dimensions – 8.8 metres long by 1.7 metres wide.
Internal roads	0.85	4,520	177.64	150.99	Calculated with an average road width of 8 metres.
Substation	0.85	590	23.19	19.71	Positioned on gravel hardstand.
O&M Building	1.0	140	5.50	5.50	Water would not be captured from the roof, with 100% of rainfall captured in guttering and discharged to land.
Control and Switch rooms	1.0	250	9.83	9.83	Water would not be captured from the roof, with 100% of rainfall captured in guttering and discharged to land.
Water tanks	1.0	40	1.57	1.57	100% of the water falling on the rainwater tanks would be runoff.
Hardstand surrounding infrastructure	0.85	6,673	262.25	222.91	Gravel hardstand around infrastructure.
Mulwala No 19B Channel	0	880	34.58	0	Assuming the channel can carry 100% of the rain event downstream and out of the Development Footprint

Feature	Fraction impervious	Size (m^2)	63.2% AEP 24 hour (m^3)	Runoff (m^3)	Comment
Total		93,600	3,678.48	**773.49**	Runoff from the BESS hardstand would flow into the vegetated paddock that surrounds the BESS and infiltrate the soil.

A total of 3.68 ML of rainfall falls within the boundary of the development site during a 63.2% AEP for a 24-hour duration. Of this volume of rainfall, 21% or 0.77 ML is runoff due to the impervious nature of the compaction of the gravel roads, gravel hardstands and BESS infrastructure. Majority of the site would remain vegetated and uncompacted. Runoff from the BESS hardstand would flow into the vegetated paddock that surrounds the BESS and infiltrate the soil.

Flooding

Cumulus' result of the 1% AEP design conditions determined that the flood depths outside of the site are unaffected by the development (refer Figure 6-24). The Project Site experiences inundation from local runoff. the modelling indicates that the site remains within an area of low overall flood risk (refer Figure 6-25) under all events except the PMF event, which shows higher flood risk across the site. Access to the site is impacted in all modelled flood events exceeding the 5% AEP event restricting access and egress to the subject site.

Groundwater

Operational activities will not affect groundwater.

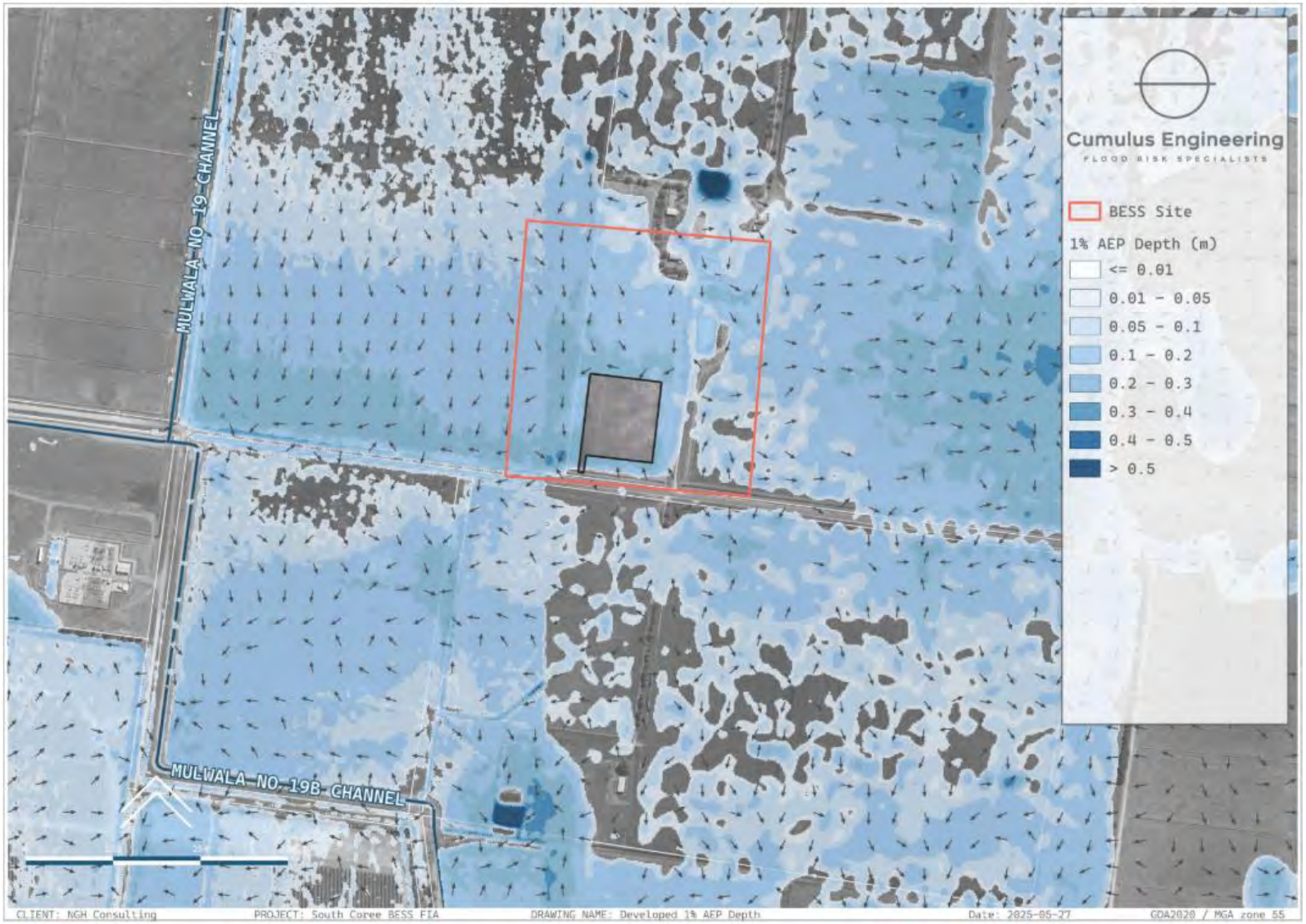

Figure 6-24 Design conditions 1% AEP depth

Figure 6-25 Design conditions - 1% AEP Hazard

6.7.4. Mitigation measures

Mitigation number	Mitigation measure	Project Stage
FH01	Increase levels to maintain adequate freeboard of BESS infrastructure to ensure the site is constructed above the 1% AEP event to reduce risk from flooding.	All stages
FH02	Develop Flood Emergency Response Plan (FERP).	Prior to construction
FH03	A Fire Water Management Procedure would be included within the Emergency Response plan in accordance with CFA guidelines, applicable Australian Standards for handling hazardous materials and EPA regulations.	Design
FH04	Erosion and sediment control measures will be implemented to mitigate any impact in accordance with Managing Uran Stormwater: Soils & Construction (Landcom, 2004), including for water access at any location.	Prior to construction Construction
FH05	All staff would be appropriately trained in the minimisation and management of accidental spills.	All stages
FH06	The refuelling of plant and machinery would be undertaken in impervious bunded areas on hardstand areas only.	All stages
FH07	Machinery would be checked daily to ensure there is no oil, fuel or other liquids leaking from the machinery. All staff would be appropriately trained through toolbox talks for the minimisation and management of accidental spills.	Construction Operation
FH08	An incident management procedure to address any spills and pollution incidents will be developed and implemented. The procedure would be incorporated into the Construction and Operation Environmental Management Plans and include a requirement to notify EPA for incidents that cause material harm to the environment (refer s147-153 Protection of the Environment Operations Act).	All stages
FH09	Prior to construction, an appropriate water access license will be obtained and temporary water allocations purchased from the water trade market. The Project will adhere to any licensing	Prior to construction Construction

Mitigation number	Mitigation measure	Project Stage
	rules and regulations.	Operation
FH10	Ensure appropriate drainage controls are incorporated into the design to minimise the area of disturbance, runoff and pollutant generation. This would include consideration of water used during and emergency fire event.	Design

6.8. Soils

This section has been developed using a desktop assessment and soil survey to determine the soil characteristics and to consider the potential for erosion to occur. As there are no set guidelines for soil sampling for a BESS site, the soil survey was carried out in accordance with the Large-Scale Solar Energy guidelines. This is to determine the soil characteristics and the potential for erosion to occur during construction, operation and decommissioning.

6.8.1. Approach

Soil survey

The soil investigation comprised of a drilling program carried out in March 2025 using a 6.5T S590 bobcat with an auger 450 millimetres (mm) wide.

The soil sampling and classification was undertaken in accordance with the *Australian Soil and land Survey Field Handbook* (CSIRO, 2009) and The *Australian Soil Classification* (Isbell, 1996). The density for number of boreholes completed was undertaken in accordance with the *Guidelines for Surveying Soil and Land Resources* (CSIRO, 2008) for a moderately (semi-detailed) intensity level (refer Table 6-16).

Table 6-16 Sampling intensity level

Intensity level	Inspection density	Publication scale	Objectives
Moderately (semi-detailed)	1 to 5 ha to 25 ha i.e. 4 to 20 per km^2	1:25,000	Moderately intensive uses at 'field' level, detailed project planning.

The total number of sampling points required has been calculated as 1 site per 1.28ha for a total of 4 bore holes over approximately 5.08ha survey area. The survey area is identified as the area of land chosen to site the BESS. The boreholes (BH) were located within the Project Site and confined to the area proposed to site the BESS infrastructure. It does not include the transmission route or substation connection.

Preliminary Site Investigation

The Project Site and surrounding land have been historically utilised for agricultural activities, specifically cropping. In addition to this, a substation is located within the southeastern corner of the site.

Agricultural activities and substations are listed as potentially contaminating land use activities within Table 1 of the Managing Land Contamination Planning Guidelines (EPA, 1998). Therefore, a Preliminary Site Investigation (PSI) including preliminary soil sampling is required to determine if there is a potential soil contamination risk at the site.

The results of the PSI have been summarised below. The full report is available in Appendix F.

NGH engaged a local bobcat operator to undertake the intrusive investigation (under the direction of a NGH Environmental Consultant) on 1 July 2025. Soil sampling involved the excavation and sampling of four (4) test pits to a maximum depth of 0.5 metres below ground level (mbgl), refer to Figure 6-27. Surface samples

were taken immediately below any vegetation or detritus layers. Subsurface soil samples were taken at 0.5 mbgl. Additional samples were collected if:

- There was a change in soil profile
- Fill was encountered
- Staining / odours were observed.

Two quality control samples (a duplicate and triplicate sample) were collected; however, the triplicate sample broke during transit and was unable to be tested.

Soil samples were sent to ALS Environmental (Sydney) for the following analyses:

- TP01 and TP02 (surface (0.0 – 0.1m) and subsurface (0.5m) samples were analysed for:
    - Heavy metals (arsenic, cadmium, chromium, copper, nickel, lead, zinc and mercury)
    - Organochlorine Pesticides (OCPs)
    - Organophosphate Pesticides (OPPs)
    - Benzene, Toluene, Ethylbenzene, Xylene and Naphthalene (BTEXN)
    - Total Recoverable Hydrocarbons (TRHs)
    - Polychlorinated Biphenyls (PCBs)
    - Polycyclic Aromatic Hydrocarbons (PAHs)
    - Phenols
- TP03 and TP04 (surface (0.0 – 0.1 m) and subsurface (0.5m) samples were analysed for:
    - Heavy metals
    - OCPs
    - OPPs
- The duplicate sample was tested for heavy metals.

LEGEND

Project Definitions

- Project Site
- Borehole testing locations
- Soil Survey area

Local features

- Road

Existing Transmission

- 66kV

BH04
BH03
BH02
BH01

Datum: GDA2020 / MGA Zone 55

NGH

0 0.1 0.2 km

South Coree BESS

Figure 6-26 Borehole locations

Ref: 240316 South Coree BESS Planning_20250306 \ Borehole locations Author: Amanda Conley Date created: 29.07.2025 © NGH 2025 © ESRI 2022

LEGEND

Project definitions

- The site (Involved lands)
- Development footprint
- Sample locations

Local features

- Waterbodies
- Lots (cadastre)
- Road

Datum: GDA2020 / MGA Zone 55

NGH

0 0.1 0.2 km

South Coree BESS

Figure 6-27 Test pit locations for the PSI

Ref: 240676 South Coree BESS CLA 20250423 | Sample locations Author: Amanda Conley Date created: 29.07.2025 © NGH 2025 © ESRI 2022

6.8.2. Existing environment

The site was observed to be flat. There were no trees observed on the Project Site. There were no grasses or effective groundcover on the Project Site at the time of survey. The site is flat and devoid of any living plants. There is evidence of the growth of a few sparse patches of Bathurst Burr (*Xanthium spinosum*), and camel melons which have been poisoned. There is some evidence of dead tussock type grasses, however, they have been grazed to the crown and are unable to be identified. The Project Site is fenced with the Transgrid substation is located south and west of the Project site. The land adjacent to the Project site on all sides has historically been used for dryland and irrigated cropping and grazing enterprises.

Figure 6-28 Project site conditions at time of survey

Surface conditions include:

- Living vegetation covering up to 0% of the soil
- Cleared of all tall standing native vegetation
- All boreholes were terminated at full depth of 1.5 metres (m)
- All soil was very dry and cracking on the surface
- Previous land forming activities have shaped the area to be suitable for flood irrigation.

Desktop review

Soil survey

The desktop assessment indicated that the soils of the Project had the following statewide mapping and classifications:

- Australian Soil Classification (ASC) of Chromosols (refer Figure 6-29)
- Great Soil Group of Red Brown Earths (refer Figure 6-30)
- Class 3 Land and Soil Capability (LSC) (refer Figure 6-31)

- Assessed as Slow infiltration for Hydrologic Soil group
- Moderate soil fertility
- Site is considered level with less than 1% slope and nearly flat with most results recorded less than 0.5% on a fine DEM of 5m resolution.

Chromosols have a strong texture contrast between A and B horizons. Strong texture contrast is referred to as a clear or abrupt textural B horizon' in the ASC (for a definition, see Isbel (1996) in Appendix 1). Their B2 horizons are not strongly acid, ad are not sodic (ESP<6) in the upper 0.2 m (or major part of the BT horizon if it is less than 0.2 m thick). Strongly acidic soil, as defined in the ASC, has a pH less than 5.5 (1:5 soil:(H_2O) in the fine earth material (<2mm) or less than 4.6 (1:5 soil:0.01M $CaCl_2$).

The Laboratory results are not consistent with this description with half of the sampling sites recording an ESP < 6 making them sodic.

Preliminary Site Investigation

A targeted inspection of the Development Footprint, as well as general observations of the adjacent surroundings, was undertaken on 1 July 2025 to support the preparation of the PSI. No attempt was made to access adjoining properties. Observations relevant to the PSI included:

- Evidence of border irrigation checks were noted within Lot 4 DP 740920
- Waste materials (rope, plastic) as well as metal feeders and tyres (used for feeding stock) were observed within Lot 4 DP 740920
- Drainage channels were observed within the northern section of Lot B DP 961693. The drainage channel intersects the Lot in an east – west direction
- Metal wiring and scrap material was observed within Lot B DP 961693. Scrap material was observed within proximity to an operational culvert
- Several unformalised access roads service the Project Site
- No notable signs of contamination (odour, soil staining, etc) were noted
- No Asbestos Containing Material (ACM) was observed.

NGH engaged Lot search to provide an Enviro Pro database search report (refer to the PSI for the full report). A summary of the findings has been provided below:

- The Contaminated Land Record returned no records within the Project Site
- The Contaminated Land Record of Notices did not return any notices within the Project Site
- The Project Site is not known to contain a former gasworks development.

LEGEND

Project Site

- Involved Lands
- Project Site

Local features

- 1st Order Stream
- Water channels
- Finley substation
- Highway
- Road

Australian Soil Classification Soil Types

- Chromosols
- Rudosols
- Vertosols

Finley

Datum: GDA2020 / MGA Zone 55

0 2.5 5 km

South Coree BESS

Figure 6-29 Australian Soil Classification

Ref: 240316 South Coree BESS Planning_20250306 | ASC Author: Amanda Conley Date created: 29.07.2025 © NGH 2025 © ESRI 2022

LEGEND

Project Definitions

- Project Site
- Involved Lands

Local features

- 1st Order Stream
- Water channels
- Finley substation
- Highway
- Road

Great Soil Groups

- Grey, Brown and Red Clays
- Red-brown Earths
- Siliceous Sands

Myrtle Park Road
Finley No 3b Channel
Logie Brae Road
Myrtle Park No 2 Channel
Mcdonalds Road
Myrtle Park Channel
Larkins Road
Mills Road
Mcallisters Road
Springfield Road
Finley Channel
Logie Brae East Channel
Finley No 3 Channel
Barnes Road
South Coree Road
Myrtle Park Extension
Finley No 11 Channel
Newell Highway
Berrigan No 6c Channel
Edgecombe Road
Martins Road
Maxwells Road
Marantellis Road
Donaldsons Road
St Leons Road
Berrigan No 6 Channel
Riverina Highway
Killeens Road
Crosbies Road
Berrigan No 5 Channel
Mulwala Canal
Lower Finley Road
Closes Road
Ulupna Channel
Finley
Broockmanns Road
Riverina Highway
Mickles Road
Mulwala No 14 Channel
Kellys Road
Tuppal Channel
James Road
Canalla Road
Dales Road
Mcnairs Road
No 17 Box Creek
Bowlers Road
Membreys Road
Broughans Road
Burkes Road
Mulwala No 13 Channel
Plumptons Road
Tocumwal Road
Mcmurrays Road
Mulwala No 13a Channel
Savages Road
Tuppal Road
Woodyards Road
Newell Highway
Lawlors Road
Huestons Road
Woolshed Road
Pine Lodge Road
Fullers Road
Nicholls Road
Piney Road
Mulwala No 11 Extension
Hogans Road
Pine Lodge Road
Mulwala No 11 Channel
Gollops Road
Delmenicos Road

Datum: GDA2020 / MGA Zone 55

0 2.5 5 km

South Coree BESS

Figure 6-30 Great Soil Group

Ref: 240316 South Coree BESS Planning_20250306 \ Great Soil Group Author: Amanda Conley Date created: 07.08.2025 © NGH 2025 © ESRI 2022

LEGEND

Project Site

- Project Site
- Involved Lands

Local features

- 1st Order Stream
- Water channels
- Finley substation
- Highway
- Road

Land and Soil Capability

- Class 3 - High Capability Land
- Class 4 - Moderate Capability Land
- Class 6 - Low Capability Land

Myrtle Park Road
Finley No 3b Channel
Logie Brae Road
Myrtle Park No 2 Channel
Mcdonalds Road
Myrtle Park Channel
Larkins Road
Mills Road
Mcallisters Road
Springfield Road
Finley Channel
Logie Brae East Channel
Finley No 3 Channel
Barnes Road
South Coree Road
Myrtle Park Extension
Finley No 11 Channel
Newell Highway
Berrigan No 6c Channel
Edgecombe Road
Martins Road
Maxwells Road
Marantellis Road
Donaldsons Road
St Leons Road
Berrigan No 6 Channel
Riverina Highway
Killeens Road
Crosbies Road
Berrigan No 5 Channel
Mulwala Canal
Lower Finley Road
Closes Road
Ulupna Channel
Finley
Broockmanns Road
Riverina Highway
Mickles Road
Mulwala No 14 Channel
Kellys Road
Tuppal Channel
James Road
Canalla Road
Dales Road
Mcnairs Road
Bowlers Road
No 17 Box Creek
Membreys Road
Broughans Road
Mulwala No 13 Channel
Burkes Road
Plumptons Road
Tocumwal Road
Mcmurrays Road
Mulwala No 13a Channel
Savages Road
Tuppal Road
Woodyards Road
Newell Highway
Lawlors Road
Huestons Road
Woolshed Road
Pine Lodge Road
Nicholls Road
Fullers Road
Piney Road
Mulwala No 11 Extension
Hogans Road
Pine Lodge Road
Mulwala No 11 Channel
Gollops Road
Delmenicos Road

Datum: GDA2020 / MGA Zone 55

0 2.5 5 km

South Coree BESS

Figure 6-31 Land and Soil Capability

Ref: 240316 South Coree BESS Planning_20250306 | Land and Soil Capability Author: Amanda Conley Date created: 29.07.2025 © NGH 2025 © ESRI 2022

Laboratory results

Soil survey

Units used in this section: milliequivalent – meq gram – g	P – Phosphorus cation exchange capacity - CEC

The results of topsoil laboratory analysis indicate:

- Topsoil pH values are generally alkaline. An alkaline soil is nutrient limiting for most plants.
- The CEC ranges from 16 to 35 meq/100 g. The CEC is moderate to high for all topsoils analysed. This means that the soil has more clay characteristics, low levels of sand and a high capacity to hold onto the nutrients.
- Generally, the soils are deficient in plant available nitrogen
- Topsoil Phosphorus (P) both total and available are deficient. The application of both a short-term P and a medium to long term P source would assist with site revegetation.
- BH01, BH02 and BH03 are considered non-sodic in the topsoil 0.0-0.20, the topsoil for BH04 is considered sodic
- Emerson aggregate test results indicate a range from Class 2 to Class 4. The topsoils are considered dispersive with high risk of dispersion.
- The topsoil organic carbon content is considered low for the topsoil across the site.
- The results of the subsoil laboratory analysis indicate:
- The pH of the subsoil is alkaline
- Subsoil results indicate that they are moderately sodic except for BH01
- Generally, the fertility of the soil is low
- These soils are highly dispersive in subsoils. Preventative measures should be undertaken to minimise disturbance and associated erosion events.

Overall, the results of the laboratory analysis indicated that the topsoil and subsoils are consistent with Red-Brown Earth. They are highly sodic and present a high risk of dispersion.

The soils sampled at this site have poor nutrient status and an unbalanced cation exchange capacity. It is important to rehabilitate the soil to support the growth of soil stabilising pasture species that will stabilise the soil for the life of the project (in areas not covered in hardstand, tracks or infrastructure), to prevent the loss of soil due to erosional processes and to rehabilitate the soil on decommissioning.

The levels of plant available phosphorus detected is considered very low in most surface soil tested. Amelioration would be required to restore this site to have the capacity to support pasture growth in the future (post decommissioning).

Preliminary Site Investigation

Analytical results for the PSI sampling program were below the limit of reporting (LOR) for all analytes, except for some metals/metalloids and PAHs. All results were below the adopted HIL D Tier 1 soil screening levels (refer to the PSI (Appendix F) for the relevant soil screening criteria). This analysis indicates that disturbance of site soils during construction activities are not likely to present a risk to human health or the environment under a commercial / industrial land use.

6.8.3. Potential impacts

The proposed disturbance area for siting the BESS is approximately 9.37ha. Construction activities that would impact soils include the use of equipment and earthworks.

Construction

The construction of the BESS would disturb soils through the following activities.

- Compaction during construction of access tracks and APZ area
- Construction of perimeter security fencing
- Hardstand foundations for the BESS container footings, substation and office
- Establishment of staff amenities and offices for construction
- Civil works associated with transmission line connection to the Transgrid substation
- Excavation of cable trenches 600mm – 900mm wide and 1000mm deep.
- The soil disturbance has the potential to result in the following impacts:
- Reduce soil stability and increased susceptibility to erosion due to vegetation removal or soil exposure in areas identified with a dispersive subsoil.
- Loss of topsoil and impacts on waterways due to increased erosion and sedimentation hazard
- Reduced soil permeability and increased run-off as a result of soil compaction for internal access roads and hardstand areas
- Risk of exposing buried contaminant (pesticides and hydrocarbons)

Groundcover would be maintained where possible during the pre-construction and construction stages of the Project and would be rehabilitated upon decommissioning.

Erosion and sedimentation impacts that may arise as a result of construction and decommissioning can be minimised by carrying out the activities in accordance with the provisions of the *managing Urban Stormwater: Soils and Construction "Blue book"* (Landcom, 2004).

Site specific erosion and sediment control requirements would be informed by the results of the soil survey (refer Appendix F.9)

Operation

Activities associated with the operation stage would be mostly confined to formalised access tracks. Vehicles would be infrequent and limited to the access track and parking area.

Soil disturbance would be minimised by rehabilitation measures undertaken during construction and establishment of ground cover following soil disturbance activities. The risk to soil impacts is considered low with the implementation of appropriate mitigation measures.

During operation, the primary land use would transition from agricultural use to energy storage. This is limited to a relatively small area 1.5ha within the fenced area of the Project Site.

Decommissioning

When the BESS is decommissioned, all above ground and (including concrete footings and slabs) and below ground infrastructure would be removed. Rehabilitation of the site would commence. All buildings would be removed including all battery components and their associated footprints. All above ground and below ground cabling and infrastructure, would be removed and recycled.

Following decommissioning, rehabilitation of the site would be undertaken to restore the site to its former uncontaminated state consistent with the mapped LSC and with a balanced CEC and nutrient status including major and trace minerals. This would be informed by a detailed agronomic soil survey for baseline soil nutrient conditions and a rehabilitation plan. Rehabilitation to a safe agricultural environment would include undertaking a PSI with supplementary soil testing to inform remediation of contaminated sites if required.

6.8.4. Mitigation measures

Mitigation number	Mitigation measure	Project Stage
SO1	Progressive and adaptive Erosion and Sediment Control Plans (ESCP) and Soil and Water Management Plan (SWMP) will be prepared for the Project in accordance with Landcom Soils and Construction: Managing Urban Stormwater (Landcom, 2004) and include, but not be limited to: • Minimising the extent and duration of ground disturbance • Progressive rehabilitation of disturbed areas • Stockpile management of topsoil to prevent soil structural decline. Topsoil will be stripped and stockpiled separately. Stockpiles will be stabilised with a groundcover (i.e. geotextile or similar) if stockpiling is required for more than six weeks • Spill Response Procedure • Unexpected Finds Procedure, for contaminated soil • Maintain at least 70% groundcover where applicable throughout the site during operation to reduce the risk of erosion	All stages
SO2	A comprehensive agronomic nutrient soil survey sampling and analysis prior to construction to establish a baseline nutrient data set would be undertaken to: • Support rehabilitation of the Project Site land to Class 3 Agricultural land on decommissioning. • Support preparation of the vegetative screening area to provide a growing environment which is conducive to achieving a successful vegetative screen.	Pre construction Decommissioning
SO3	A Revegetation and Rehabilitation Plan for decommissioning will be prepared and include stabilisation and topsoil amelioration (e.g., incorporation of organic matter to improve soil structure or gypsum to improve structure, reduce hard-setting surfaces and reduce soil dispersion).	Decommissioning
SO4	Avoid altering the groundwater and surface water regime to prevent mobilisation of any salt stores, however low, in the soil.	All phases
SO5	Reference the soil survey results (this document), Australian Soil and Land Survey Handbook (CSIRO, 2009), Guidelines for Surveying Soil and Land Resources (CSIRO, 2008) and the	Decommissioning

Mitigation number	Mitigation measure	Project Stage
	Land and Soil Capability Assessment Scheme: second approximation (NSW OEH, 2012) when returning the site to the BESS farmland capability	
SO6	Development of a Pest and Weed Management Plan to manage: • Biosecurity • Pest animals • Weeds.	All stages
SO7	A post decommissioning PSI with supplementary soil testing would be undertaken with recommendation to a detailed site investigation if required. This would occur prior to significant soil disturbance.	Decommissioning

6.9. Land use compatibility

6.9.1. Approach

This section summarises the land use compatibility of the site and surrounds. A desktop assessment informed by the results of the soil investigation was undertaken.

6.9.2. Existing environment

Land use

The majority of the Project Site is currently mapped as Irrigated Cropping (refer Figure 6-32). The Project Site is not actively cropped for irrigation purposes. It is currently used as a horse grazing paddock. Cropping activities will continue on the balance of the property owned by the host landowner and excluded from the extent of the Project Site.

NSW State mapping shows the following breakdown of land use on site (refer Figure 6-32).

There are two listed land use activities relevant to the Project Site, these are:

- 4.3.0 Irrigated cropping
- 2.1.0 Grazing native vegetation
- 5.7.2 Roads

The surrounding land use is dominated by irrigated agriculture (including associated irrigation infrastructure channels). The Project is within close proximity to the existing Transgrid substation which is mapped as Residential and farm infrastructure. Broockmanns Road is mapped as roads infrastructure and Canalla Road is mapped as Grazing native vegetation.

Land Use	Description
Reserves	Murray Valley National Park (approximately 30km south of the Project) Barmah National Park
Major Projects	Within the broader region, there are several renewable and other major projects proposed or operating including: • Finley Solar Farm • Deniliquin Battery Energy Storage System • Deniliquin East Battery Energy Storage System • Finley BESS • Berrigan BESS • Dinawan energy hub (solar farm, wind farm and BESS) • Yanco Delta Wind Farm.
Crown land and paper roads	There is no Crown Land in the form of paper roads associated with the Project

Land Use	Description
Drinking water catchments	The Project is not located within a drinking water catchment.
Exploration licences and mining leases.	There are no mineral exploration licenses held over the Project

LEGEND

Project Definitions

- Project Site
- Involved Lands
- Project Site

Local features

- Water channels
- Finley substation
- Road

NSW Landuse

- 2.1.0 Grazing native vegetation
- 4.3.0 Irrigated cropping
- 5.4.0 Residential and farm infrastructure
- 5.7.2 Roads

Mulwala No 19 Channel

Canalla Road

Mulwala No 19b Channel

Datum: GDA2020 / MGA Zone 55

NGH

0 0.1 0.2 km

South Coree BESS

Figure 6-32 Land use

Ref: 240316 South Coree BESS Planning_20250306 \ Land use Author: Amanda Conley Date created: 29.07.2025 © NGH 2025 © ESRI 2022

Agricultural use: Land and soil capability

Regional agricultural economy

The Project Site is located within the Riverina region in which Agriculture occupies 4,467,837ha, about 78.60% of the region (total 5,698,7690) (ABARES, 2025). Grazing native vegetation and modified pastures is the most common land use (39.81%) of the region, followed by cropping (37.81%).

Based on the gross value of agricultural production, the top three agricultural commodities in the region area Wheat ($760.2 million), cattle and calves ($336.2 m) and poultry ($310.5 m). These three commodities contributed 39.19% of the total value of agricultural production in the region, which is valued at $3,590 m.

As of 25 March 2025, there were 3,419 farms within the region with grain sheep or grain beef cattle Farming being the most common type of farm.

Biophysical Strategic Agricultural Land (BSAL) is land that is considered to be of high agriculture value capable of sustaining high levels of productivity. There is no BSAL land mapped within or near the Project Site.

The NSW Department of Primary Industries Draft State Significant Agricultural Land Map (SSAL) was also revised. The entirety of the Project Site is mapped as SSAL. However, given the size of the project will have negligible impact on the total area of mapped SSAL.

Site conditions

The Project Site is mapped as Class 3 and considered high capability land (refer Figure 6-31). It is noted that Class 3 land has limitations that must be managed to prevent soil and land degradation. However, the limitations can be overcome by a range of widely available and readily implemented land management practices (NSW OEH, 2012). The size of the lot and proposed Project limit agricultural production on site (~6ha).

6.9.3. Potential impacts

Potential land use impacts relevant to the Project include:

- Construction
    - Land use conflict with existing or adjacent activities – primarily due to noise, visual and traffic impacts associated with earthworks.
    - Land impact through physical impacts such as installation of infrastructure, erosion or contamination risks.
- Operation
    - Land use conflict with existing or adjacent activities
    - Land degradation, through physical impacts such as weed ingress or contamination risks.

The Project would involve earth works, ground disturbance, and change its current usage to energy storage and would preclude agricultural production from the Project Site, access and transmission line.

Compatibility and conflicts: Land Use Conflict Risk Assessment

A Land Use Conflict Risk Assessment (LUCRA) has been applied to analyse the compatibility of a change in use as a result of the South Coree BESS. A LUCRA has been carried out in accordance with the DPI *Land Use Conflict Risk Assessment Guide* (DPI, 2011). The LUCRA assessment is primarily used to investigate

agricultural developments, but can be used to assess other land uses, in this case, residential land use, utilities, transport and reserves. This assessment aims to identify and rank potential land use conflicts to ensure they are adequately managed. The risk ratings are rated from 1 to 25 with the combination of the probability of the event occurring and the consequence of the event occurring determining the risk rating. It is not linear in nature.

The risk rating in Table 6-20 has been determined using probability and consequence as shown in Table 6-17 and in accordance with the probability table. Table 6-18 and Table 6-19 measure the level of consequence if an action is not mitigated.

Table 6-17 LUCRA Risk Rating Matrix

Probability	A	B	C	D	E
Consequence					
1	25	24	22	19	15
2	23	21	18	14	10
3	20	17	13	9	6
4	16	12	8	5	3
5	11	7	4	2	1

Table 6-18 Probability:-–descriptor that scores the likelihood of the consequence happening

Level	Descriptor	Description
A	Almost certain	Common or repeating occurrence
B	Likely	Known to occur, or ‘it has happened’
C	Possible	Could occur, or ‘I’ve heard of it happening’
D	Unlikely	Could occur in some circumstances, but not likely to occur.
E	Rare	Practically impossible

Table 6-19 Consequence:- description of the measure of consequence

Level	Descriptor	Description
1	Severe	• Severe and/or permanent damage to the environment • Irreversible • Severe impact on the community • Neighbours are in prolonged dispute and legal action involved.

Level	Descriptor	Description
2	Major	• Serious and/or long-term impact to the environment • Long-term management implications • Serious impact on the community • Neighbours are in serious dispute.
3	Moderate	• Moderate and/or medium-term impact to the environment and community • Some ongoing management implications • Neighbour disputes occur
4	Minor	• Minor and/or short-term impact to the environment and community • Can be effectively managed as part of normal operations • Infrequent disputes between neighbours
5	Negligible	• Very minor impact to the environment and community • Can be effectively managed as part of normal operations • Neighbour disputes unlikely

Table 6-20 LUCRA assessment of South Coree BESS including consideration of mitigation options

Identified Potential Conflict	Risk Rating		Management Strategy	Revised Risk Rating	
Agriculture					
Agricultural expansion (land opportunities)	C5	4	The Project would result in the loss of a small proportion of active grazing land (about 4.36ha within the fenced area of the BESS)	C5	4
Contaminated surface water runoff	B3	17	Implementation of soil and water management plan and an erosion and sediment control plan would minimise the potential impact.	D4	5
Weed and pest control	A3	20	Implementation of pest and weed management plan during construction and operation phases.	D4	5
Rural residential					
Dust	A3	20	Dust generated during the construction and decommissioning stages to be managed using water cars when required.	D4	5

Identified Potential Conflict	Risk Rating		Management Strategy	Revised Risk Rating	
			Dust is not expected to generate a significant land use conflict during operation.		
Visual amenity	D3	9	Additional planting would be undertaken despite low visual risk.	D5	2
Noise	C3	13	Noise generated during construction and decommissioning stages would be minimised through the implementation of mitigation measures. Where regular practices are incorporated into operation, noise is not expected to generate a land use conflict. Noise studies have been undertaken and have been shown to be compliant in both construction and operation for non-associated receivers. An optional noise wall is being considered, to mitigate any potential operational noise impacts to the associated receiver.	C4	8
Utilities					
Fire/Bushfire	C1	22	Implementation of a Bushire Management Plan and a minimum 11m APZ would significantly reduce the probability of the BESS operation starting a fire or bushfire damaging the BESS infrastructure or escaping onto neighbouring properties.	D3	9
Traffic generation and disruption	C4	8	Traffic generation and disruptions during construction and decommissioning stages are considered likely, however, the impact would be temporary and able to be managed in the TMP. Traffic is not to generate a land use conflict during operation.	C4	8
Mining					
Mining land use	E5	1	The Project would temporarily remove the Development Footprint from exploration and mining activities for the life of the BESS.	D5	2

Identified Potential Conflict	Risk Rating		Management Strategy	Revised Risk Rating	
			There are no current mineral exploration titles for the Project Site. After decommissioning, the BESS infrastructure would be removed and the site made available for alternative land uses if desired.		
Environmental Protection					
Loss of SAII species	B4	12	Management actions will be undertaken to avoid and minimise direct and indirect impacts.	E5	1
Direct impact Clearing vegetation	D4	5	No high-quality native vegetation will be cleared for this Project	E5	1
Direct impact Habitat loss	C4	8	Management actions will be undertaken to avoid and minimise direct and indirect impacts for Southern Myotis	E5	1
Other; transport, reserves. The site is small, and the construction, operation and decommissioning activities are considered unlikely to affect these nearby land uses.					

Construction and operation

Agriculture

The potential impacts of the Project on agriculture are detailed below with respect to *Primefact 1063 Infrastructure proposals on rural land* (DPI, 2013).

Resource loss and fragmentation

- Agricultural activities within the Development Footprint would temporarily cease upon commencement of construction in areas. However, upon operation, only the fenced area around the BESS would be excluded from agricultural activity.
- The Project would result in the temporary loss of approximately 1.40 ha (BESS fenced area) of agricultural land for the life of the BESS (approximately 35 years) and is negligible given the small area and does not significantly reduce the availability of land for primary production in the region.
- The project is not placed on land that is of higher quality LSC than the surrounding lands. It is not classified as BSAL. As such there would be no losses of uniquely high value land to the locality during the construction and operation of the BESS.
- The Project Site (where the BESS infrastructure would be located) constitutes 4.97 hectares of the 367524.84ha (0.00135%) of Class 3 land in the region. On this basis, use of the Project Site for the South Coree BESS.

Impacts on farming operations and livestock

- Agricultural use of the land would continue post construction on the rest of the associated lot outside the fenced Development Footprint.
- The Project would not affect access or agricultural land uses on surrounding properties during the operation phase. The existing surround uses are known, and the BESS is not considered to be an incompatible land use with a potential to create land use conflicts.
- Best practice wastewater management, fuel storage and refuelling and chemical handling would be stringently applied to prevent soil and water pollution.
- Impacts on soil and erosion risks are assessed in Section 6.8, impacts on downstream water quality are assessed in Section 6.7 and impacts on local air quality are assessed in Section 7.2. These assessments conclude that the Project would not be likely to adversely affect land use or activities on neighbouring properties or elsewhere in the locality, subject to identified mitigation measures.

Increased weed, biosecurity and bushfire risks

- The increased movements of vehicles, machinery and people to within the Development Footprint, particularly during construction and decommissioning poses the largest risk to biosecurity. Weed seeds can be transported via tyres and undercarriages of vehicles and clothing of staff resulting in a risk of spreading weeds. Confining vehicles and machinery movements to formed access tracks during all phases and implementing a washdown procedure of vehicles entering and leaving the site would mitigate potential risk of seed dispersal.
- Risk of increasing pest animals (cats and foxes) at the site during operation would be managed by ensuring putrescible waste is covered and removed regularly. Targeted pest management during the operational phase of the Project would control cat, rabbit and fox numbers. Resources and cover for pest species would be reduced.
- Preparation of a Weed Management Plan for all phases of the Project based on Local Land Services requirements would assist in the management of weeds for all phases of the Project including rehabilitation.
- Prior to commencement of construction, representative soil samples would be gathered as part of a specialist soil survey in order to establish baseline data on the existing agronomic characteristic of the soil. The survey would include sampling for full soil nutrient balance, nutrient store (plant available, exchangeable and total) for all major minerals and trace minerals, acidity, organic matter, soil texture.

Rural residential

Residences located near the site or along the access route may experience temporary noise, dust and traffic during construction. Traffic and activities onsite during operation would be minimal compared to construction and are unlikely to generate substantial noise and dust. During operation, there is a very low likelihood for potential visual impacts. These potential impacts to residences during construction and operation are best managed through consultation and mitigation measures outlined for each specific issues outlined in Section 6.3, Section 6.6, Section 6.7, and Section 7.2.

Mining

There are no current mineral exploration titles for the Project Site

Other land uses

During construction and operation of the BESS, there is unlikely to be any significant impacts on other land uses including”

- Industry and commercial use (transmission line) – minimal impact is anticipated during the construction to the Substation, consultation with Transgrid would be undertaken.
- Crown Land – there is no Crown land intersecting the development Footprint
- Irrigation infrastructure – there is a drainage channel located at the southern end of the Project Site, adjacent to Broockmanns Road.

It is unlikely that any potential land uses would impact on the BESS development.

Decommissioning

The potential impacts of the Project during decommissioning on surrounding land uses is considered to be manageable with the implementation of the mitigation measures presented in this EIS. The Project is considered reversible given the relatively low impact on the soil surface. Following decommissioning rehabilitation and monitoring of the success of the rehabilitation of the site would be undertaken to restore the site to its pre-existing condition. All above ground and below ground infrastructure would be removed upon decommissioning and alternate land uses including agriculture could resume.

Potential impacts to surrounding land uses are most relevant to agricultural activities. Existing agricultural land uses, or future agricultural land uses on the Development Footprint or adjacent land are not anticipated to be impacted due to the reversible nature of the Project. BESS infrastructure would be removed from the compacted gravel headstand surrounding the site. The hardstand areas would be removed in consultation with the landowner. Following the removal of the hardstand, topsoil would be reinstated, and the area could be revegetated. A rehabilitation Plan associated with the decommissioning activities would be developed and implemented with objectives of:

- Returning the land to its pre-development capability and improving the current state of the land
- Soil resource management
- Landform and land use areas
- Development of completion criteria and monitoring reporting.

The plan would be informed by soil information derived from the baseline nutrient soil surveys to be undertaken prior to construction (refer Section 6.9.4).

Impacts during decommissioning for the other surrounding land uses would be similar to construction and operation as discussed above.

Cumulative impacts

Cumulative impacts relating to Land compatibility have been assessed in Section 6.9 and appropriate mitigation strategies pertinent to each impact has been captured within the body of the EIS

6.9.4. Mitigation measures

Mitigation number	Mitigation measure	Project Stage
LU01	A Revegetation and Rehabilitation Plan is to be prepared in consultation with NSW Department of Primary Industries prior to decommissioning to return the land to safe and productive	Decommissioning

Mitigation number	Mitigation measure	Project Stage
	agricultural land.	
LU02	All above ground and below ground cabling and infrastructure would be removed,	Decommissioning
LU03	An agronomic soil survey would be undertaken prior to construction and post decommissioning to inform soil nutrient amelioration prior to revegetation.	Decommissioning
LU04	Land forming would return the site to the pre-existing slope and flat features suitable for flood irrigation practices draining to the south (existing drainage).	Decommissioning

6.10. Non-Aboriginal heritage

6.10.1. Approach

This section considers the following information in its assessment of non-Aboriginal heritage impacts:

- Searches of national and state heritage databases. This includes the Australian Heritage Database (World, National and Commonwealth Heritage Lists), and the Heritage NSW State Heritage Inventory (State Heritage List, Section 170 registers and local heritage lists) (NSW Heritage Division, 2016).
- Search of the Berrigan Local Environmental Plan (LEP) 2013.
- Review of relevant literature.
- Site visit, carried out in conjunction with the Aboriginal heritage survey program on the 10th December 2024.

Heritage register searches

Searches of heritage databases were undertaken to identify any items or places in proximity to the Project Site, with a focus on the immediate area and its surrounding landscape. The following resources were used as part of this assessment:

- The NSW State Heritage Inventory (SHI), this includes items on the State Heritage Register and items listed by state agencies and local Government, to identify any items currently listed within or adjacent to the Project Site.
- The Australian Heritage Database, this includes items on the National and Commonwealth Heritage Lists, to identify any items that are currently listed within or adjacent to the Project Site.

The results of the NSW SHI database search indicated there are no previously recorded Aboriginal Places listed under the *National Parks and Wildlife Act* within the Berrigan LGA.

The results of the NSW SHI database search indicated there are 65 previously recorded heritage sites listed by the Local and State Agencies within the Berrigan LGA. None are located within or adjacent to the Project Site. The closest site is a St Joseph's School (LEP #I27) which is approximately 3km east of the Project Site.

The results of the NSW SHI database search indicated there are five (5) previously recorded heritage sites listed under the *NSW Heritage Act* within the Berrigan LGA. None of the sites are located within or adjacent to the Project Site. The closest site (SHR #01144) is located on the eastern side of the Finley town centre 3.5km to the west of the Project Site.

The results of the Australian Heritage Database search indicated that there are nine (9) items listed within the Local Government Area of Berrigan. None are located within or adjacent to the Project Site. The closest site is in Tocumwal approximately 23km south of the Project Site.

No other known previously recorded heritage sites are located within or adjacent to the Project Site.

6.10.2. Existing environment

Local European historical context

Hume and Hovell first set off on an expedition to explore the south of the colony and to determine the origin of several of the western rivers. They encountered the Murray River near Albury and named it the Hume River (ref). Six years later (1830) Sturt and his team encountered the Hume River and not realising that it was the same as the Hume River renamed it the Murray River (The Institute of Australian Culture 2012). It wasn't until 1838 that Sturt realised that they were the same river when he was overlanding a mob of cattle to South Australia (McAllister 1978).

The area was not settled by Europeans until approximately 1842 when Benjamin Boyd arrived in New South Wales as a representative of the Royal Bank. However, prior to this it is said that the area was inhabited by squatters from Port Phillip region who brought their cattle with them (New South Wales for Everyone nd). It was Benjamin Boyd who sent a young pastoralist by the name of Augustus Morris inland. Morris followed the Billabong Creek to the Edward River and then along to the Murray River (Mulham 1994). As a result of this European exploration along the Murray River Ben Boyd started a number of pastoral stations in the area. Of particular relevance for the South Coree BESS was the founding of Tuppal Station. Surveyor F.G. Finley surveyed 1.2 million hectares of the Riverina district in the 1870s (SMH 2008). Shearing at the station commenced in 1887 (Pastoral Times 1887).

The first building constructed on the site of the town of Finley was Murray Hut which was located at the junction of two stock routes opposite Finley Lake (then a swamp between Jerilderie and Tocumwal (SMH 2008). The railway station was constructed in 1898 and represented the terminus of the line (SMH 2008). When Tuppal Station was sold to F.S. Falkiner it was sold with 6000 sheep (reference). Later sheep and cattle were replaced by wheat especially around 1910 (New South Wales for Everyone nd). This coincided with the purchase of 55,000 hectares by the government which was subdivided and sold off as smaller farms (SMH 2008). The construction of the Berrigan Irrigation System (including Mulwala Canal) relieved farmers of the stress of frequent droughts in 1935 (New South Wales for Everyone nd).

Mulwala Canal

The Project Site is 600m south of the Mulwala Canal which is man-made irrigation canal. The construction of the Mulwala Canal was commenced by the then NSW Water Conservation and Irrigation Commission in 1935 (Sydney Morning Herald 1935) with works continuing until its completion in 1942. The Mulwala Canal forms part of the Murray Irrigation Area which was created to control and divert the flow of local river and creek systems (Murray Irrigation 2023) for the purpose of food production to support those who were first encouraged by the NSW government to establish irrigated agriculture in the region. It is not known when the area surrounding the Mulwala Canal was first cleared as part of the construction works but it assumed that it would have been at some stage during its construction, possibly around 1939 based on a review of parish maps. Regardless, the area would have most likely been used as pastoral and/or agricultural farmland prior to the construction of the Mulwala Canal. The establishment of the Murray Irrigation Area led to development of the region through construction of irrigation channels, such as the Mulwala Canal, either by constructing new ones or channelising existing creek lines and included the construction of banks and levees (Irrigation History). The development of the Mulwala Canal would have required extensive earthworks which likely to some degree may have impacted the Project Site. Works employed machinery such as "scoops" which increased the pace at which the canal could be constructed (Sydney Morning Herald 1935).

Approximately 500 men were employed for the construction of the Mulwala Canal which provided some relief for people who were having trouble finding work during the depression (Sydney Morning Herald, 1935). The alignment of the canal does not appear to have followed a natural watercourse but rather was designed to move water away from the Murray River system to provide irrigation to the surrounding district. In addition to the canal itself other infrastructure such as syphons and outlets were constructed.

Historical landholdings

Although we know that the land contained within the Subject Site was originally a part of the Tuppal pastoral run the 1894 parish map shows that the land had been owned by Charlotte Tiernun (Portion 55) and Susanna Gibson (Portion 128 and 26) when the map was first drawn. At some point during the life of this edition of the Ulupna parish map Susanna Gibson's holding had been taken over by the commercial banking company of Sydney limited. Around the same time William Gibson took over ownership of portion 55 from Charlotte Tiernun. Sometime likely prior to 1894 two road corridors were resumed within Portion 26 on the western boundary and through the centre (in association with Alexander Erskine). It is also evident that by the time this map was cancelled (around 1915) surrounding holdings are listed with a farm number and are presumably a part of the Tuppal Settlement Purchase Area No.18 that is listed on this map. This indicates that the land within the Subject Site remained a part of the original pastoral holding boundary rather than being subdivided by the government.

The 1915 parish map shows the same boundary that is now listed as a "classified area" which likely refers to the Tuppal Settlement Purchase Area No. 18. All other elements remain the same but now the road through the centre of Portion 26 now clearly states "Inn Road granted to Alexander Erskine".

By 1927 there was no change to the ownership of any of the portions within the Subject Site but the road on the northern boundary of all portions is now labelled "Riverina State Highway". The road running north to south through Portions 128 and 26 is now labelled as "Unnecessary Road granted to Alexander Erskine" so it is probable that it was never established.

Ownership of the portions remains the same in the 1960 parish map, however, there is now a transmission line running west to east through all portions which terminates in Finley.

The historical aerial imagery taken between 1968 and the present shows that the land was used for crops with plough and crop lines evident. However, a substation had been constructed within the Subject Site in Portion 55 by 1991.

Site inspection

A site visit was conducted on the 10 December 2024 to assess the Project Site for both Aboriginal and Historical heritage items. The 1969 aerial imagery indicates that the BESS area was used for agriculture with some crop lines evident. The survey indicated that the land use has remained the same with the exception of the substation area in the southwestern corner.

No structures or historical objects were recorded within the Project Site during the survey and there was no evidence for the presence of historic archaeological features. This is in line with the desktop assessment which did not identify any potential for historic archaeological features to occur within the Project Site.

Significance assessment

As no Historic heritage items or potential for Historic heritage items were identified during the site visit or during the desktop assessment it is not necessary to undertake an assessment of significance for historic heritage.

6.10.3. Potential impacts

The Project Site is not listed on any heritage register at a State or Local level and no items or structures of historical significance were encountered during the site visit or identified as likely to occur during the desktop assessment. Additionally, there is no evidence of any historical activity including structures noted on the parish maps or within any of the literature researched for this project. This is despite the acquisition of the property by early white settlers in the Finley area.

The proposed development of the South Coree BESS will not have a negative overall impact on any known historical heritage items within the Project Site or the surround areas.

6.10.4. Key uncertainties of the assessment

Although there were no objects of historical significance encountered during the site visit or identified during the background research, unexpected finds cannot be ruled out. It is however considered unlikely that historical objects will be encountered during construction for this project. In the unlikely event that unexpected historical objects are identified during works an unexpected finds procedure should be implemented and followed.

6.10.5. Mitigation measures

Mitigation number	Mitigation measure	Project Stage
NAH1	Should an item of historic heritage be identified, the Heritage NSW would be contacted prior to further work being carried out in the vicinity in accordance with the Non-Aboriginal Heritage unexpected finds procedure in the EIS.	All Stages

6.11. Social and economic impacts

This section addresses the requirements of the *Social Impact Assessment Guidelines 2023* (the SIA Guideline) and summarises the Social Impact Assessment undertaken by NGH provided in full in Appendix F.10.

6.11.1. Approach

A Social Impact Assessment (SIA) was prepared by NGH in accordance with DPHI's *Social Impact Assessment Guidelines 2023* to consider potential socio-economic impacts presented by the Project. The SIA aims to identify, predict and evaluate the likely social impacts arising from the Project, and to propose appropriate responses to mitigate and manage negative impacts and enhance positive benefits.

- **Social** – including an assessment of the social impacts or benefits of the project for the region and the State as a whole in accordance with the SIA guideline including consideration of any increase in demand for community infrastructure services, consideration of construction workforce accommodation, and consideration of potential opportunities for nearby settlements.
- **Economic** – including and assessment of the economic impacts or benefits of the project for the region and the State as a whole and provide details of any proposed voluntary benefit sharing programs.

The economic assessment for the Project considers the potential for economic diversification at both the community and landholder levels. This includes opportunities for local employment, service provision during the construction and operation phases, as well as ongoing revenue streams for participating landholders through lease arrangements. Additionally, the Applicant will develop a community benefit-sharing program which will be implemented through the voluntary planning agreement (VPA) in close consultation with Berrigan Shire Council, aiming to deliver long-term local benefits aligned with community needs and priorities.

These factors are identified as potential positive impacts, supporting broader regional goals to strengthen economic resilience. The Project may also stimulate flow-on effects to local businesses and contribute to a more diversified and sustainable local economy.

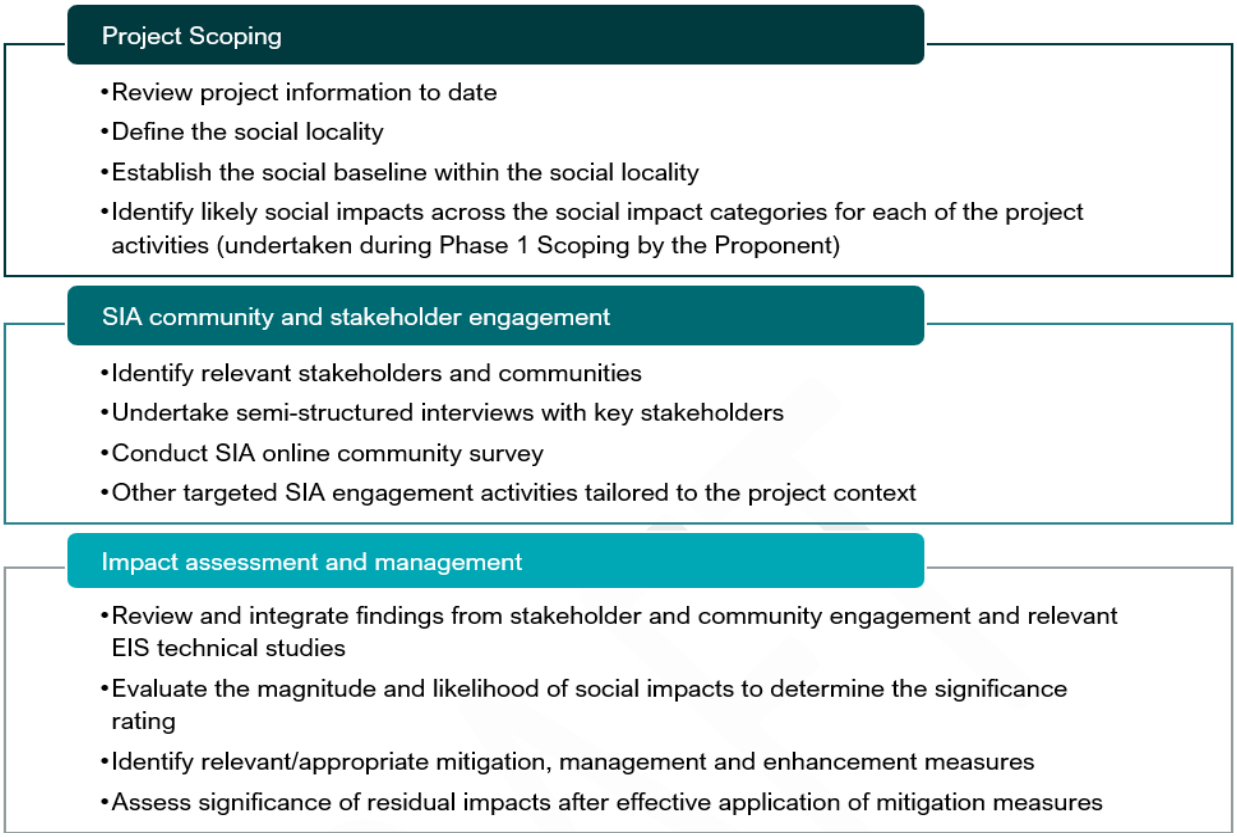

Figure 6-33 Overview of SIA methodology

6.11.2. Existing Environment

Social baseline

Social and economic environment Land-use and socio-economic planning in the Riverina Murray region is guided by strategic frameworks developed at both regional and local levels. The Riverina Murray Regional Plan 2041 (NSW DPE, 2023), establishes a long-term vision to promote resilient, productive, and innovative growth. The Plan focuses on enhancing natural assets, enabling infrastructure development, improving regional connectivity, and supporting emerging industries, particularly renewable energy. Significantly, the Plan embeds Aboriginal cultural values, heritage, and aspirations as central to planning decisions, with goals to protect cultural landscapes and involve Aboriginal communities in future land use and economic development.

Housing is a key policy focus in the Regional Plan. While population growth in the Riverina is uneven, areas along the Murray River corridor, such as Berrigan Shire, are projected to experience increased housing demand due to migration trends, industry diversification, and infrastructure investment. The Plan calls for integrated housing strategies to ensure sufficient affordable and diverse housing options across rural and regional areas, particularly for key workers, families, and ageing populations.

The Plan also supports NSW's broader transition to a net zero emissions economy by 2050, prioritising the development of Renewable Energy Zones (REZs). The South-West REZ, which includes areas of the Riverina and Murray regions, is expected to attract multi-billion-dollar investments in solar, wind, and transmission infrastructure (EnergyCo, 2025). The REZ will not only reshape local land use but also generate thousands of construction and operational jobs, adding pressure on housing, services, and community infrastructure.

At the local level, socio-economic planning is directed by the Berrigan Shire Local Strategic Planning Statement (LSPS) 2020, which outlines six local priorities:

1. Sustainable agriculture and agribusiness
2. Enabling infrastructure and services;
3. Improved transport and logistics
4. Development of the visitor economy
5. Urban liveability and amenity
6. Protection and enhancement of natural and cultural heritage (Berrigan Shire Council, 2020).

The LSPS recognises that maintaining and expanding diverse housing options is essential to attracting and retaining a skilled workforce, supporting local services, and sustaining vibrant communities.

Berrigan Shire's economy is predominantly shaped by its strong agricultural base, underpinned by both dryland and irrigated farming systems. The region produces a diverse range of commodities, including broadacre crops such as wheat and canola, as well as dairy, beef, and sheep products. Horticulture, particularly in the Murray Irrigation Area, adds further diversity. The towns of Finley, Berrigan, Tocumwal, and Barooga support regional service industries, with small manufacturing, logistics, and tourism, especially linked to the Murray River, contributing to local employment. Despite these strengths, the economy remains sensitive to water availability, commodity prices, and seasonal variation, which can impact both workforce stability and long-term planning. Emerging opportunities, including renewable energy projects, seek to diversify the economic base and support regional resilience.

Several regional initiatives further support the Riverina's transformation into a logistics, manufacturing, and renewable energy hub. The Wagga Wagga Special Activation Precinct (WWSAP) is a key example (NSW Government, 2023). Situated along the Inland Rail, the precinct is anchored by the Riverina Intermodal Freight and Logistics (RiFL) hub, connecting regional producers to national and global markets. The WWSAP is projected to create up to 6,000 new jobs across sectors such as food processing, advanced manufacturing, and freight logistics. This project, led by the Regional Growth NSW Development Corporation, is already in the delivery phase and is a catalyst for broader economic activity in the region.

Taken together, these frameworks and projects demonstrate how socio-economic planning in the Riverina Murray region is increasingly shaped by a commitment to sustainable development, inclusive growth, and cultural recognition. The integration of Aboriginal values into planning processes, through collaboration with LALCs and other governance bodies, ensures that Traditional Owner knowledge and priorities are not only respected but leveraged as a strength in regional development.

Given the scale of proposed renewable energy investments, including potential state-significant developments in and around Berrigan Shire, careful planning is required to manage their social impacts. Workforce influxes, pressure on housing markets, and demand for community services must be anticipated and addressed through early and inclusive planning efforts. Alignment between regional and local planning instruments will be critical to ensuring that these projects deliver long-term socio-economic benefits while maintaining community wellbeing.

6.11.3. Potential impacts

Potential impacts were identified though stakeholder and community engagement and from comparative studies. The significance of these impacts are assessed using the risk matrix taking into account the likelihood and magnitude of impacts. The key themes of the SIA impact assessment include how the Project would impact on:

1. Livelihoods
2. Accessibility
3. Way of life
4. Surroundings
5. Community and culture
6. Health and wellbeing
7. Project engagement and decision making
8. Cumulative impacts

Table 6-21 and Table 6-22Table 6-22 present a summary of potential social impacts and response measures. The stakeholder significance rating has been determined by the perceived importance of the issue to the affected stakeholder group, their sensitivity to the impact, and the frequency that the issue was raised by the group during the consultation and engagement process. The significance rating (unmitigated) further considers the issue in light of additional information drawn from the technical assessments and comparative studies.

The residual impact significance rating represents the likely significance of an issue once the proposed mitigation/enhancement measure/s have been successfully implemented. These impacts are presented by Project Phase, with construction impacts listed first.

Social and economic environment

As of the 2021 Census, Finley SAL had a population of 2,455 people (ABS, 2021). The unemployment rate was at 3.5%, lower than the state average of 4.9%, with dairy cattle farming as the highest industry of employment, employing 7.8% of the workforce. The township is located along the Newell and Riverina Highway, allowing easy access to major regional centres. Finley, along with Berrigan, is also identified as a "rural service centre with outstanding medical facilities" (Berrigan Shire Council, 2020, p. 46), given their proximity to major highways. The closest largest population centres (over 20,000) include Shepparton, VIC and Wagga Wagga, NSW.

Irrigated agriculture is the primary industry for the township. Barrigan Shire LGA has irrigation infrastructure to service more than 75% of its landmass, thus, the LGA is the "most intensively irrigated LGA within the Riverina Murray region" (Berrigan Shire Council, 2020, p. 22). However, in recent years, the restructuring of the agricultural industry and the implementation of the Murray-Darling Basin Plan have contributed to sluggish growth in the developmentally mature towns of Berrigan and Finley within the Berrigan Shire LGA. This has resulted in a two-speed economy, where the faster-growing Murray River towns benefit from economic diversification and development, while the rural-sector-dependent towns of Finley and Berrigan face challenges such as reduced growth and structural adjustments (Berrigan Shire Council, 2020).

The Murray-Darling Basin Authority's Basin Plan Evaluation for the Berrigan-Finley community outlined the trends in social and economic conditions. The evaluation plan reported the following trends for the Berrigan-Finley community between 2001 and 2016 (Murray Darling Basin Authority, 2018a):

- Population decreased by 20.4%
- Total workforce decreased by 39.9% (1,579 FTE)
- Agricultural workforce decreased by 40.4% (369 FTE)
- Agricultural manufacturing workforce increased by 32.1% (43 FTE)
- Non-agricultural private workforce decreased by 57.7% (626 FTE)
- Government services workforce decreased by 8.8% (37 FTE)

The basin plan accounts for a 35% reduction in the farm employment between 2001-2016 according to the basin plan evaluation (Murray Darling Basin Authority, 2018a). At the heart of the basin plan sets the amount of water that can be taken from the basin each year while leaving enough for rivers, lakes and wetlands (Murray Darling Basin Authority, 2025). The effect of the basin plan is also reported by the ABC News, and quotes that *"the community is shrinking, jobs and opportunities for young people are disappearing. It's having a massive impact on the whole community's bottom line….without irrigation in this region….it's a food bowl going to waste"* (King & Gorman, 2019). The basin plan is also blamed for the decrease in enrolments at the pre-school and families leaving the region (Brown & Tomevska, 2019).

The ripple effects of these challenges are impacting local businesses and community organisations. For example, efforts to attract a workforce for other industries are hindered by the population decline. Additionally, the demographic shift further affects the vitality of local schools and sports clubs, which struggle with reduced participation and community engagement. These intertwined issues underscore the far-reaching implications of the MDBP on the social and economic fabric of Finley (King & Gorman, 2019).

Accommodation and workforce

The Project is anticipated to draw on both local accommodation and the regional workforce. However, challenges related to a declining labour force, and existing housing pressures must be addressed in project planning. The Murray-Darling Basin Authority reported a significant drop in regional workforce participation, from 36.9 to 27.9 full-time equivalent (FTE) workers per 100 people between 2011 and 2016 (Murray Darling Basin Authority, 2018b). This trend underscores the importance of considering workforce availability in the development of renewable energy projects.

In light of these pressures, renewable projects in the area may need to collaborate with local councils, community organisations, and government agencies to ensure that adequate housing and supporting infrastructure are available to accommodate any influx of workers. The township of Finley, in particular, has faced a downturn in local business activity, largely attributed to the decline of the farming industry (King & Gorman, 2019). While renewable developments offer economic revitalisation potential, proactive planning is essential to ensure local communities are prepared to meet accommodation and workforce demands effectively.

Accommodation and labour pressures will also be shaped by the timing and scale of other state-significant development projects occurring near Finley. The coincidence of multiple projects could place greater demands on available housing and the regional workforce, intensifying competition for limited resources. As of 4 July 2025, SQM Research reports that the median weekly rent in the Murray Region, which includes Tocumwal, is $456.66 across all dwelling types. This is significantly lower than the NSW state average of $852.94 per week. The regional figure represents a difference of approximately 46.5 percent, highlighting the more affordable rental market in rural areas such as Tocumwal compared to the broader state average.

According to Suburbs Finder (2023), a rental vacancy rate of 3% is considered balanced; rates below 2% signal high demand, while those above 4% suggest surplus supply. Across the Finley region and surrounding SALs, including Berrigan, Deniliquin, and Tocumwal, rental markets show varied capacity, as demonstrated by fluctuating vacancy rates. These patterns affect the ability of local housing markets to absorb both short- and long-term workforce demands.

Finley, with a vacancy rate of 6.1%, has consistently shown greater housing flexibility, suggesting it is well placed to accommodate temporary workers or support permanent staffing needs during the project's operational phase. The town offers a mix of private rentals, motels, and caravan parks, catering to diverse housing needs. In contrast, Deniliquin's vacancy rate of 0.1% reflects a tight rental market with limited

available capacity. While Deniliquin is a larger service hub with broader housing options, any reliance on this locality for worker housing would necessitate additional planning.

Tocumwal's vacancy rate has fluctuated, peaking at over 3.0% in Q2 2024 before falling to 1.5%, suggesting only moderate availability, which may not be sufficient during peak construction periods. Berrigan, with a current vacancy rate of 1.1%, has also experienced volatility, from 0% to over 4.5%, likely due to the small size of its rental market and sensitivity to short-term shifts in demand.

Across all four localities, over 45% of homes are owned outright, which reflects a predominantly older, stable population and implies a limited supply of rental housing. This demographic profile, combined with mixed rental availability, highlights the need for early and coordinated accommodation planning, including potential temporary worker housing to ensure the successful implementation of the Project without placing undue strain on local communities.

Table 6-21 Social Impact Assessment Summary - **Positive** Social impacts

Social Impact Category	Potential Social Impact	Project Aspect/Activity	Affected Stakeholder Group	Evaluated Impact Significance	Existing and Potential Enhancement Measure	Residual Significance
Livelihoods	Increased local employment opportunities	Establishment, construction, and operation of Project infrastructure.	Broader Community	Moderate + Possible **Medium**	Continue to foster the use of local contractors and suppliers	**High**
	Increase in training opportunities			Moderate + Possible **Medium**	Liaise with local training providers and tailor the training needs to develop the required skills	**High**
	Increase in economic activity to local businesses	Establishment, construction, and operation of Project infrastructure.	Broader Community, Local service providers and businesses	Moderate + Likely **High**	Continue to foster the use of local contractors and suppliers. Coordinate efforts and liaise with key stakeholders to coordinate the provision of accommodation and other services or suppliers, including opportunities for local contractors and services.	**High**
	Diversification of household incomes	Establishment, construction, and operation of Project infrastructure.	Landowner	Major + Almost certain **Very High**	Payments to host landholders via neighbour agreements result in financial contributions to the local community.	**Very High**

Social Impact Category	Potential Social Impact	Project Aspect/Activity	Affected Stakeholder Group	Evaluated Impact Significance	Existing and Potential Enhancement Measure	Residual Significance
	Increased economic benefit through community investment	Community benefit fund generating economic activities	Broader community, Local service providers, Community groups, Local government, Vulnerable community members	Moderate + Almost Certain **High**	Indirect benefits to local services through the construction and operation phases. A community benefit-sharing program will include a component to fund community benefit and employment programs. Promote training and upskilling opportunities in the local community.	**High**

Table 6-22 Social Impact Assessment Summary - **Negative** Social Impacts

Social Impact Category	Potential Social Impact	Project Aspect/Activity	Affected Stakeholder Group	Evaluated Impact Significance	Existing and Potential Mitigation Measure	Residual Significance
Livelihood	Perceived distributive inequity	Establishment and operation of Project Infrastructure	Proximal landholders	Minor + Possible **Medium**	Continued engagement with host and proximal landholders and the broader community. Continued implementation of Host landholder and neighbour agreements.	**Low**
	Perceived loss of agricultural land	Establishment, operation, and decommissioning of Project infrastructure	Landholders and the broader community for farm production	Minor + Unlikely **Low**	Continued implementation of landholder and neighbour agreements. The soil technical report identified poor nutrient status, limiting the soil's ability to support healthy plant growth.	**Low**
	Potential impacts to property values	Establishment, operation, and decommissioning of Project infrastructure	Near neighbours	Moderate + Possible **Medium**	Further engagement with the broader community and pursue current market structure to inform the community.	**Medium**
Community	Potential changes to community cohesion	Payments to host landholders and	Host landholders, near neighbours and	Minor + Unlikely **Low**	Further engagement with the broader community and strategies to increase social acceptance, such as through	**Low**

Social Impact Category	Potential Social Impact	Project Aspect/Activity	Affected Stakeholder Group	Evaluated Impact Significance	Existing and Potential Mitigation Measure	Residual Significance
		difference in attitude towards the Project	the broader community		community benefit investment and funding.	
Accessibility	Increased pressure on housing and accommodation	Establishment and construction of Project infrastructure	Accommodation providers and the Broader community	Moderate + Possible **Medium**	Develop Employment and Accommodation Strategy with the following strategies: • Continue to foster the use of local contractors and suppliers. • Coordinate efforts and liaise with key stakeholders to coordinate the provision of accommodation and other services or suppliers. • Collaboration with other renewable energy Applicants.	**Low**
	Increased traffic on local roads	Movement of construction materials & increased traffic due to workforce travel	Broader Community and road users	Minor + Possible **Medium**	Traffic impact analysis, including SIDRA intersection modelling and cumulative project reviews, found minimal impact on the local road network. Development and implementation of a Construction Environmental Management Plan (CEMP), including traffic management measures.	**Low**

Social Impact Category	Potential Social Impact	Project Aspect/Activity	Affected Stakeholder Group	Evaluated Impact Significance	Existing and Potential Mitigation Measure	Residual Significance
					Develop and implement Traffic Management Plan reflecting planning of transport routes with public safety considerations and information disclosure, notifying residents and considering any sensitive user groups.	
	Increased pressure on social infrastructure	Establishment and construction of Project infrastructure	Health providers	Minor + Possible **Medium**	Finalised Planning Agreements with host Councils. Collaboration with other renewable energy Applicants. Explore the potential of recruiting health workers to cater to the Project's needs.	**Low**
Health and Wellbeing	Increased stress and anxiety to those opposing the Project	Establishment and construction of Project infrastructure	Proximal landholders and the broader community	Moderate + Possible **Medium**	Continued engagement with host and proximal landholders and the broader community. Implement measures outlined in the EIS relating to hazard and risk management.	**Low**

Social Impact Category	Potential Social Impact	Project Aspect/Activity	Affected Stakeholder Group	Evaluated Impact Significance	Existing and Potential Mitigation Measure	Residual Significance
Surrounding	Change in landscape character and visual amenity	Establishment of Project infrastructure	Proximal landholders, nearby residents, tourists, and tourism operators	Minor + Unlikely **Low**	The Landscape and Visual Impact Assessment concluded that the Project would largely blend into the existing visual character of the area due to its modest scale and proximity to existing infrastructure, such as Finley Solar Farm and transmission lines. Further screening would ensure the Project integrates with the surrounding landscape. Continued implementation of Host landholder and neighbour agreements. Targeted vegetation screening is to be planned in collaboration with affected landholders.	**Low**
	Increased fire risks	Establishment, construction, and operation of Project infrastructure	Proximal landholders, and the Broader community	Moderate + Possible **Medium**	The Preliminary Hazard Analysis found the Project's risk profile is considered tolerable, consistent with the principle of As Low As Reasonably Practicable (ALARP). Recommendations include integrating findings into fire safety plans, maintaining	**Low**

Social Impact Category	Potential Social Impact	Project Aspect/Activity	Affected Stakeholder Group	Evaluated Impact Significance	Existing and Potential Mitigation Measure	Residual Significance
					Asset Protection Zones, and ensuring compliance with design and fire safety standards. Develop management and emergency response plan in consultation with FRS	
Decision-making systems	Perceived lack of procedural fairness and exclusion from decision-making	Community and stakeholder engagement activities	Broader Community	Major + Likely **High**	Continued community engagement and community drop-in sessions throughout construction and operation. Continue proactive personal engagement with community members and proximal residents.	**Low**

Traditional Owners and Aboriginal governance

Berrigan Shire is located on the traditional lands of the Wiradjuri people, who are recognised as one of the largest Aboriginal Nations in New South Wales (.idcommunity, n.d.). The Wiradjuri are often referred to as the "people of the three rivers:" the Murrumbidgee, Lachlan, and Macquarie, which are of deep cultural and spiritual significance. These river systems sustained generations through food, travel, ceremony, and connection to Country, and continue to shape the cultural identity and practices of the Wiradjuri community today.

To the south of the Wiradjuri Nation, areas around Finley and Tocumwal also intersect with the traditional Country of the Wamba Wamba and Perrepa Perrepa peoples, whose lands span both sides of the NSW–Victoria border (AIATSIS, 2025). These Nations have longstanding and ongoing connections to the land and waterways of the region. Cultural governance is supported by local Aboriginal organisations such as the Yarkuwa Indigenous Knowledge Centre, which represents Wamba Wamba and Perrepa Perrepa communities and is actively involved in heritage protection, language revival, and youth engagement. Language, in particular, holds a central place in cultural identity, and efforts to reclaim and revitalise traditional languages play a key role in healing and intergenerational knowledge transfer (Yarkuwa Indigenous Knowledge Centre, 2024). However, communities in southern NSW have historically received limited funding for such initiatives, making ongoing investment and partnerships essential for cultural sustainability.

Aboriginal governance in Berrigan Shire also includes formal structures through the Cummeragunja Local Aboriginal Land Council (LALC), which is part of a network of nine LALCs across the broader Riverina region (LLS, 2022). LALCs are instrumental in managing land rights, protecting cultural heritage, and advocating for the social, cultural, and economic interests of Aboriginal peoples. The Cummeragunja LALC holds significant land and governance responsibilities and engages with local and regional planning processes, particularly where development intersects with cultural heritage or native title interests.

Recognition of traditional custodianship, ongoing support for Aboriginal self-determination, and meaningful engagement with Aboriginal organisations are essential in ensuring respectful and inclusive planning processes within Berrigan Shire. Aboriginal communities bring rich cultural knowledge and governance systems that can inform land management, education, economic development, and reconciliation across the region.

6.11.4. Mitigation measures

Mitigation number	Mitigation measure	Project Stage
SIA01	Community and Stakeholder Engagement Strategy would be prepared. The following key engagement needs that have been identified for stakeholder and community engagement in the upcoming phases of the Project would be included in the strategy: • Ensure open, transparent, timely, and accessible communication of Project information to reduce uncertainty and address community concerns. • Proactively address both real and perceived concerns about potential amenity and safety impacts, including traffic, noise, visual changes, and environmental impacts. • Maintain regular engagement with local councils, particularly during the construction phase, to monitor, discuss, and adaptively respond to emerging concerns from the community and local businesses. • Develop accessible and responsive grievance and remedy mechanisms to ensure that community concerns and complaints are handled appropriately and fairly. • Clearly communicate accommodation arrangements for construction workforces. • Establish a Community Benefit Sharing Program (CBSP) that could be implemented through the VPA, ensuring these initiatives offer ongoing opportunities for meaningful community involvement and decision-making. • Provide robust engagement with the community to address and alleviate concerns based on perception as well as technical realities. • Collaborate with local councils and relevant regional stakeholders to support initiatives that promote regional economic and social development. • Engage economic development agencies to share and promote the Project's positive outcomes, showcasing the renewable energy industry's contribution to the region.	Prior to construction

Mitigation number	Mitigation measure	Project Stage
SIA02	An Accommodation and Employment Strategy (AES) would be prepared. To mitigate potential impacts on housing and accommodation within the Project's social locality, it is recommended that the AES be developed in consultation with local Councils and key stakeholders. The AES should: • Propose measures to ensure an adequate supply and availability of accommodation for both construction and operational workforces. • Prioritise accommodation options that minimise adverse social impacts on local communities, particularly those related to housing affordability and availability for existing residents. • Collaborate with the Council and local stakeholders to undertake an inventory of under-utilised buildings that could be repurposed as temporary workforce accommodation. • Facilitate the employment of local residents wherever feasible, including through the use of locally registered contractors who may already employ a local workforce. This approach can reduce the need for importing labour and minimise accommodation pressure. • Engage with education and training providers such as TAFE to identify local skills gaps and sponsor upskilling or certification programs aligned with Project workforce needs, contributing to regional capacity building. • Develop and implement workforce behaviour and safety policies, including clear expectations for conduct while in transit, on-site, in accommodation, and when interacting with local communities. • Where possible, coordinate with community liaison officers or representatives from other renewable energy or major infrastructure projects in the region to ensure a harmonised approach to workforce management and minimise cumulative impacts on local housing, services, and businesses.	Prior to construction
SIA03	**Community Benefit Sharing Program** In addition to the CBSP, the Applicant will explore opportunities to support local initiatives through community sponsorships. To ensure that both the CBSP and community sponsorships deliver	Prior to construction

Mitigation number	Mitigation measure	Project Stage
	meaningful and lasting impact, the Applicant could: • Continue to consult with local communities to identify needs and priorities and tailor CBSP initiatives accordingly over the life of the Project. • Collaborate with other renewable energy developers and industry stakeholders to ensure coordination and complementarity of benefit programs across the region, reducing the risk of duplication and improving effectiveness.	

7. Assessment of additional issues

7.1. Resource use and waste generation

7.1.1. Existing environment

Statutory requirements

Legal requirements for the management of waste in NSW are governed by the NSW Protection of the Environment Operations Act 1997 (POEO Act) and the Protection of the Environment Operations (Waste) Regulation 2014. Unlawful transportation and deposition of waste is an offence under Section 143 of the POEO Act.

The NSW Waste Avoidance and Resource Recovery Act 2001 include waste minimisation and management objectives to encourage the most efficient use of resources and to reduce environmental harm in accordance with the principles of ecologically sustainable development. The Project's resource management options would be considered against a hierarchy of the following order:

- Avoidance of unnecessary resource consumption
- Resource recovery (including reuse, reprocessing, recycling and energy recovery)
- Disposal.

The NSW Waste Avoidance and Resource Recovery Strategy, the 'WARR Strategy', provides a framework for achieving these statutory objectives (NSW EPA, 2014).

Adopting the above principles would encourage the most efficient use of resources and reduce costs and environmental harm in accordance with the principles of ecologically sustainable development. The following additional pieces of legislation and guidance are also considered in this assessment:

- NSW Wate Avoidance and Resource Recovery Strategy 2014-2021
- NSW Waste and Sustainable Materials Strategy 2041, Stage 1: 2021:2027
- NSW Environmental Planning & Assessment Act 1979 (EP&A Act), specifically Ecologically Sustainable Development
- NSW Waste Classification Guidelines 2014
- NSW Water Management Act 2000
- NSW Dangerous Goods (Roads and Transport) Act 2008
- Commonwealth Hazardous Waste Act 1989

Current waste streams

The Development Footprint is utilised for agricultural practices, and therefore current waste streams pertain to agricultural products such as chemical disposal, machinery waste (e.g. batteries, tyres), and general waste.

Regional waste disposal capabilities

Reginal capabilities are highly relevant for ensuring waste reuse options are fully explored. The region has low population density over large distances, which limits waste collection, separation, reuse and recovery options.

Sourcing local resources and disposal options and building local capabilities for separation, reuse and recycling are important to reducing the wastage related with transporting wastes large distances for disposal.

Specific facilities in the Berrigan Shire LGA are located at:

- Berrigan Landfill
- Finley recycling facility
- Tocumwal transfer station.

BSC have confirmed with the Applicant they accept all waste streams, except hazardous waste.

Metal recycling would be available through local contractors as well as in Wagga Wagga. Independent metal recycling contractors can support the collection and recycling of metal waste.

It is noted that the Berrigan Shire LGA is part of the Riverina and Murray Joint Organisation (RAMJO) Riverina Waste Group. Providing for a collaborative approach across 11 council areas to reduce the amount of waste disposal at landfill sites and develop facilities which individual councils could not afford independently. The voluntary group works collaboratively to deliver projects, programs and education to assist the member councils with waste disposal and sustainability issues.

Funding for improved waste treatment for the region was secured in 2022. Hay Shire Council for example will be constructing a new material recovery facility. It will allow Hay and surrounding councils to expand recycling capabilities with 6,400 tonnes of waste being recovered annually. Plans are included for a new sorter, crusher, shredder and baler will recycle plastics, glass, paper, cardboard and tyres as well as construction and demolition waste. This development will support environmental sustainability and is a major stepping-stone towards sustainable waste practices in the region. It is also expected to boost employment, with the creation of additional local jobs.

Industry context

Australia currently recycles 10% of its lithium-ion battery waste, compared to 98% of lead acid batteries. The CSIRO is confident that lithium-ion batteries are highly recyclable (CSIRO, 2024) and has developed a pilot program to test the dry shredding of lithium-ion batteries to recover valuable materials. These materials could then be used to manufacture new batteries in the future as the demand for these batteries increases (CSIRO, 2024). B-Cycle is a government backed scheme which is run by the Battery Stewardship Council and authorised by the Australian Competition and Consumer Commission (ACCC) to promote the safe use and disposal of batteries including LFP batteries.

In 2025, there are 10 B-Cycle accredited, EPA - permitted and licensed recyclers of mixed batteries including LFP batteries in Australia that are collecting, sorting and processing batteries. There is one processor currently recycling commercial sized LFP batteries. The number of recycling plants with these accreditations is anticipated to grow with demand.

Other State Significant Developments have identified opportunities for reuse of construction waste within local communities:

- Men’s sheds

- TAFE, high schools and trade schools
- Day care centres
- Sporting grounds
- Local farmers
- Garden centres.

This is an emerging opportunity for the Renewable Energy Sector and energy storage developers to demonstrate coordinated reuse options within local communities. Community and business initiatives could see substantial benefits from Project waste streams that lead to:

- Timber and metal supplied to trade schools and local craft workshops

Composted materials supplied to local gardeners and farms.

7.1.2. Potential impacts

The NSW Waste and Avoidance and Resource Recovery Act 2001 sets out to encourage the most efficient use of resources to reduce the environmental harm. Resource management options should be considered in the following order:

- Avoidance of unnecessary resource consumption
- Resource recovery (including reuse, reprocessing, recycling and energy recovery)
- Disposal, as a last option.

Figure 7-1 Waste hierarchy, Source: (NSW EPA, 2025)

Construction

The estimated bulk material requirements of the Project are set out in Section 3.4 for construction, operation and decommissioning. The final volumes of waste materials would not be known until the detailed designs are completed and a construction contractor is appointed. As such details in this assessment are estimates only and would be formalised in a Waste Management Plan (WMP) in the post approvals stage.

The materials required for the BESS (batteries, cabling and quarry materials) are expected to have adequate supply stores available. Where materials are required that are in short supply, alternative materials may be sought to meet timelines and reduce costs. In considering the volumes required, the Project is unlikely to

place significant pressure on the availability of local or regional resources. The use of the required resources is considered reasonable in light of the benefits of supporting renewable electricity generation.

Wastes that are likely to be generated from the Project during construction include:

- Vegetation from site clearing – this is expected to be limited to grasses
- Surplus spoil from earthworks required for the Project – excess spoil would be reused onsite to fill in trenches and stabilise cleared areas
- General construction waste e.g. concrete, steel, timber – this is expected to be minimal with quantities of building materials required to be accurately estimated
- Domestic waste materials including plastics, packaging materials, putrescible waste generated by construction personnel
- Chemicals and oils
- Wastewater generated at construction compounds
- Waste from onsite amenities i.e. septic disposal.

All waste would be transported and disposed of in accordance with the *Waste Classification Guidelines* (NSW EPA, 2014).

The impact from waste generation, on regional waste facilities is assessed to be moderate without the implementation of any recycling or reuse measures. It is critical that all waste stream end locations are identified prior to construction and any limitations of facilities is communicated through updated to the Waste Management Plan.

With the implementation of detailed Waste Management Plan and identification of recycling waste facilities in the LGA, the impacts from construction waste disposal on regional landfills, the biological environment and social environment is assessed to be minor.

Table 7-1 provides a summary of expected construction waste stream types and operation for reducing, reusing and recycling.

Table 7-1 Expected waste streams and waste options

Components	Waste stream details	Waste hierarchy options		
		Reduce/Avoid	Reuse	Recycle
Construction				
Excavated soils	Greatest during construction for BESS hardstand. Other activities will better achieve cut and fill balance. It's expected that mostly fill would be required for this Project due to borrow pit depression.	☑ Minimise disturbance areas, ensure cut and fill balance.	☑ Soil to be retained and reused onsite.	✗ N/A
Excess construction materials: Concrete aggregates Timber products Masonry products	Greatest during construction.	☑ Reduce water consumption by installing water saving appliances	☑ Offer to local TAFE and high schools	☑ Recyclable material to be sorted and disposed at appropriate facilities
Paper and cardboard	Life of project.	✗ N/A	✗ N/A	☑ Recycled at appropriate facility
Packaging timber: Pallets, timber cable drums	Greatest during construction.	✗ N/A	☑Offer to local TAFE, High School and Art community, local contractors	☑ Recycled at appropriate facility
Packaging (plastics)	Greatest during construction when highest volume of staff onsite.	☑ Packaging is minimised	✗ N/A	☑ Sort and recycle at appropriate facility

Components	Waste stream details	Waste hierarchy options		
		Reduce/Avoid	Reuse	Recycle
Packaging (ferrous and non-ferrous metals)	Greatest during construction.	✗ N/A	✗ N/A	☑ Sort and recycle at appropriate facility
Putrescible waste: Food waste, food packaging	Greatest during construction when highest volume of staff onsite.	☑ Avoid plastic	✗ N/A	☑ Sort on site (glass, plastic, green) 90% recycle
Bio waste (septic) / black water	Greatest during construction when highest volume of staff onsite.	☑ Install water saving appliances. Install bio-septic tank or worm farm waste composting septic (or similar) tank to reduce volume of biohazard black water.	☑ Utilise local composting facilities to incorporate into their activities for end use to be on farm (associated land) soil improvement.	☑ Treated and disposed of by appropriately licensed contractor

Operation/decommissioning

The average life of the LFP batteries is assumed to be 15 to 20 years based on normal operating conditions (Najera, Arribas, de Castro, & Nunez, 2023) . The batteries may require replacement 1–2 times during the life of the BESS.

LFP batteries are classified as hazardous waste under the Commonwealth *Hazardous Waste Act 1989*, and Dangerous Goods under the Australian Code for the Transport of Dangerous Goods by Road and Rail (ADG Code). The code has a special provisions and packaging instructions for LFP batteries transported for disposal or recycling.

Any spent batteries would be recycled at a B-Cycle accredited, EPA permitted and licensed recycler of LFP batteries. Batteries would be handled, stored, and transported according to manufacturer's guidelines and the ADG Code.

Given the rapid rise of LFP battery use in Australia, including in renewable energy Projects and electric cars, cost-effective local recycling may be available at the time of battery replacement or decommissioning. AEMO (2015) predict strong growth in the consumption of LFP batteries for both electric vehicles and PV solar over the next 20 years. This growth would begin to significantly affect the waste stream from 2025 (Randell Environmental Consultancy, 2016).

Table 7-2 Provides a summary of expected operation and decommissioning waste stream types and options for reducing, reusing and recycling.

Table 7-2 Estimated waste streams during operation and decommissioning

Components	Quantification		Waste hierarchy options		
			Reduce/Avoid	Reuse	Recycle
Decommissioning					
Ancillary buildings and structures	Greatest during decommissioning	Battery containers, O&M buildings, fences etc.	✗ N/A	☑ Option to reuse on other infrastructure projects depending on the condition of the infrastructure at the time of decommissioning.	☑ Recycled at licensed and approved metal recycling facility
LFP batteries	During operation (component failure) but greatest during decommissioning when the battery is disassembled and removed. Components may also require disposal during operation as they reach the end of their life span.	Approximately 3,200 tonnes	✗ N/A	✗ N/A	☑ Recycled at approved recycling facility
Electrical cables Recovered electrical cables	Greatest during decommissioning	Approximately 150 tonnes (subject to detailed design); some may be retained in situ where dependant on disturbance risks and recovery costs.	✗ N/A	✗ N/A	☑ Recycled at licensed and approved metal recycling facility

7.1.3. Mitigation measures

Mitigation number	Mitigation measure	Project Stage
RR01	A Waste Management Plan (WMP) would be developed in consultation with Council to minimise waste, including: • Identification of opportunities to avoid, reuse and recycle, in accordance with the waste hierarchy. • Quantification and classification of all waste streams. • Confirmation and evidence of waste management agreements with waste facilities prior to the disposal of any waste product. • Defining appropriate lines of communication for each waste stream so any restrictions can be identified. • Provision for recycling management on-site. • Provision of toilet facilities for on-site workers and identify that sullage would be disposed of (i.e., pump out to local sewage treatment plant). • Tracking of all waste leaving the site. • Disposal of waste at licenced facilities permitted to accept the waste. • Requirements for hauling waste (such as covered loads).	Construction and operation
RR02	A septic waste management system would be installed and operated according to the Berrigan Shire Council regulations.	Construction Operation
RR03	Where possible, waste would be removed on a daily basis, or as soon as reasonably practical, to maintain the Development Footprint being litter free.	Construction
RR04	LFP Batteries would be kept, stored, managed and transported according to manufacturer's instructions and the ADG Code. Any spent batteries would be recycled at a B-Cycle accredited, EPA permitted and licensed recycler of LFP batteries.	Construction Operation Decommissioning
RR05	Develop a Decommissioning Waste Management Plan, when the project is planned for decommissioning.	Decommissioning

7.2. Air quality and climate

7.2.1. Existing environment

Air quality

The air quality in South Coree is generally expected to be good and typical of that found in a rural setting in NSW due to low population numbers. Existing sources of air pollution in such a location is expected to comprise of dust from agricultural practices and some road-based emissions from vehicles travelling on nearby local roads. During colder months, there may be a minimal increase in air contaminants due to some emissions from the operation of solid fuel heating. Daily air quality (particulate matter only) forecasts are reported on the air quality NSW website (NSW Govt, 2024).

A search of the National Pollutant Inventory (NPI) on 17 July 2025 indicated that there are two listed site in the Berrigan LGA that reports emissions. These are the Claremont Intensive Piggery and Aero Refuellers Tocumwal. Neither are in close proximity to the site. These emissions are not expected to affect the Project.

Climate

Meteorology in the area surrounding the site is affected by multiple factors such as terrain and land use. Rainfall, temperature and wind averages are recorded at the Deniliquin Airport (being the closest Bureau station) and are summarised in Table 7-3.

Wind speed and direction are largely affected by topography at the small scale, while factors such as synoptic scale winds affect wind speed and direction on the larger scale. Wind speed and direction are of great importance while assessing potential air quality impacts, as they dictate the direction and distance air pollutant plumes travel. The Deniliquin Airport weather station's wind data notes that wind speeds are generally highest during the spring and summer months and drop off in winter.

Table 7-3 South Coree climate data sourced from Deniliquin Airport weather station (AWS #074258) for 1997 – 2025 ((BOM, 2024)

Aspect	Annual mean	Mean minimum range	Mean maximum range
Temperature	23.7 °C maximum 9.5 °C minimum	16.7 °C (January) to 3.3 °C (July)	33.3 °C (January) to 14.4 °C (July)
Rainfall	373.9mm	24.7mm (January)	48.8mm (November)

The context of climate change is relevant to rural locations. Climate change refers to the long-term shift in climate over many decades which may occur as a result of natural variations of human activities which causes change in the composition of the atmosphere.

In 2014, the NSW OEH published climate change projection snapshot reports for the NSW and ACT governments as part of the NSW and ACT Regional Climate Modelling (NARCliM) Project and in 2024 this was updated with the completion of NARCliM 2.0 by AdaptNSW.

NARCliM 2.0 provides historical and projected climate data from 1951 to 2100. The two main scenarios in the NARCliM 2.0 Riverina Murray snapshot are a low-emissions future with a global transition towards sustainable and equitable development and a high-emissions future of regional conflict and development where countries do not collaborate on tackling climate change and do not focus on sustainable and equitable development (Department of Climate Change, Energy, the Environment and Water, 2024).

Figure 7-2 below is the projected changes summary for the Riverina Murray under the low and high emissions scenario. The key takeaways for the region are that hot days are expected increase while cold nights are expected to decrease under both scenarios, severe fire weather is also expected to increase. However, it should be highlighted that changes would be vastly reduced under the low emission scenario. In terms of rainfall in the region the snapshot does predict an overall reduction in rainfall under both scenarios, which could impact agriculture productivity, water security and native species' (e.g. eucalypt woodland) reproductive cycles.

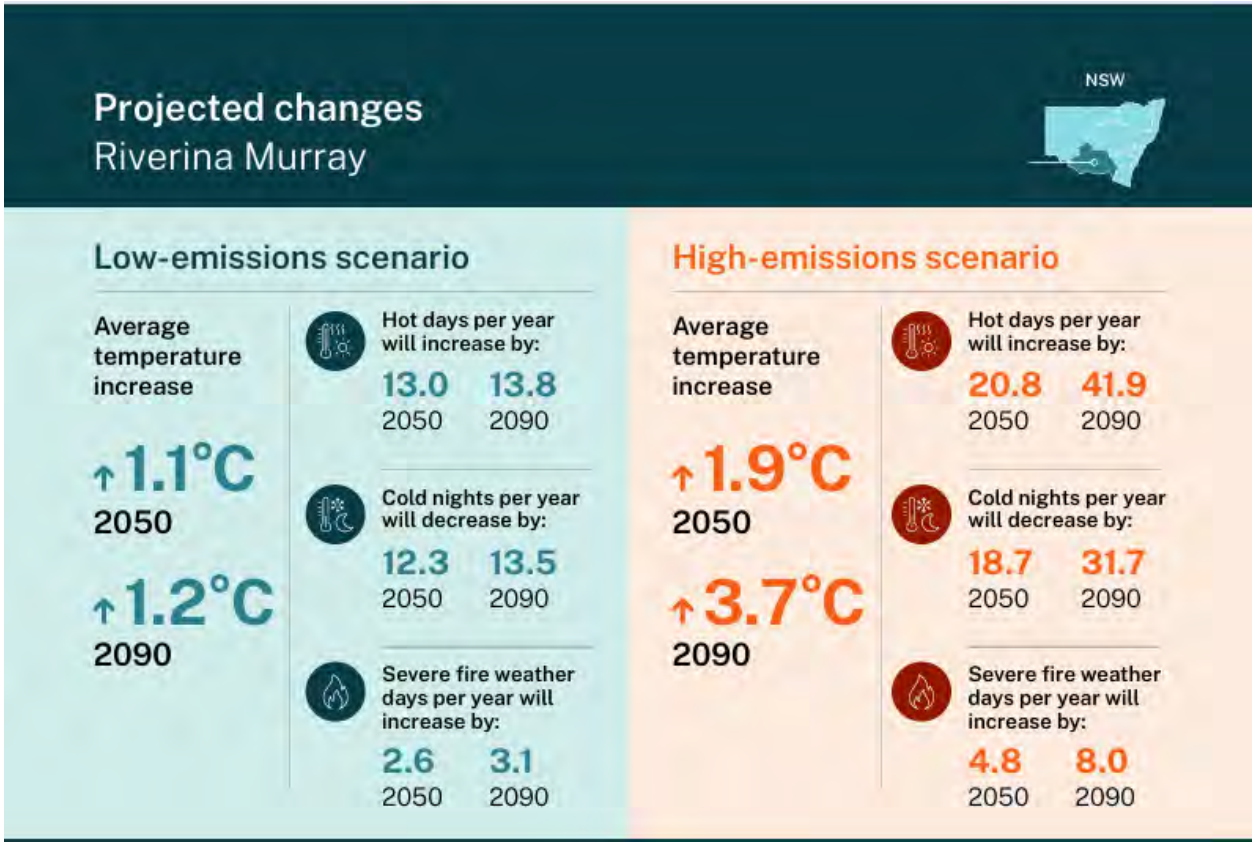

Figure 7-2 Projected climate change impacts for the Riverina Murray region (source: (Department of Climate Change, Energy, the Environment and Water, 2024)

7.2.2. Potential impacts

Construction and decommissioning

The Project would require earthworks/excavation expected to be limited to ground-breaking, levelling (cutting and filling), and trenching of the Project Site. These works have the potential to adversely impact on local air quality through generation of dust and vehicle emissions.

The primary potential emission generated during the construction phase is dust. Dust emission from the Project, potentially from material handling including skid modules, battery storage and machinery, transport

of batteries into the Development Footprint, sand, and other construction materials. Emission would occur when bulk material is transferred from loaded vehicles to the Development Footprint. Overall, the potential impact on the air quality is not expected to be significant, nor impact on the nearby receivers with the recommended mitigations in place (refer to Section 7.2.3).

Other potential source of minor discharge into the air during construction phase would be the products of fuel combustion emitted as a result of transport and construction vehicle movements which include site personnel commute, delivery and removal of both construction and waste materials.

These would be short term, and most noticeable during the construction and decommissioning peak periods.

Potential impacts would be similar during the decommissioning phase with the omission of clearing vegetation and earthworks that are required for construction. Therefore, air quality impacts during decommissioning would be minimal.

Operation

Air quality impacts during operation would be limited and likely less than existing industrial and agricultural operations. They would be limited to activities such as combustion emissions arising from light vehicles accessing site during maintenance periods and dust emissions arising from vehicle movements along unsealed roads. Large vehicles may occasionally be required to access site to deliver replacement parts or additional equipment. These vehicles and equipment operation would result in minor emission and dust generation.

A project such as the South Coree BESS would support a broader transition to renewable energy through firming the grid, add storage for renewable generation during high generation/low demand and discharge during periods of low generation/high demand. This is discussed in Section 2 and is backed by NSW energy policy aimed at reducing emissions to assist in the states global obligation to mitigate climate change.

7.2.3. Mitigation measures

This Project and BESS generally, can be seen to be at low risk of impacting air quality. They are considered important part of the transition to a reduced emission future overall. Standard safeguards would be employed as set out below.

Mitigation Number	Mitigation measures	Project stage
A1	Management protocols in the EMS will include measures to minimise impacts on air quality including: • Identification of high-risk construction activities with potential to generate dust, and control measures for the activities • A process for monitoring dust on-site and weather conditions, as well as procedures for altering management measures where required, and periods where dust generating works should not take place (eg during high winds) • A map identifying locations of nearby receivers • Notification of relevant stakeholders to hours of work and duration of work • An accessible complaints process with a timely response protocol.	All stages
A2	Dust generation by vehicles accessing the site and earthworks at the site will be suppressed using water applications or other means as required, using visual cues. • Covering dirt, sand, soil, or any lose material while in transport • Clean-up of any material spillage on the roads • Limiting construction vehicle speeds on unsealed roads • Checking of weather conditions (such as wind strength and direction) prior to major potential dust emitting activities	Construction Decommissioning
A3	Stockpiles will be covered or stored in areas not subject to high wind, and vehicle loads of material which may create dust would be covered while using the public road system.	Construction Decommissioning
A4	All vehicles and machinery used at the site will be in good condition, fitted with appropriate emission controls and comply with the requirements of the POEO Act, relevant Australian standards and manufacturer's operating	All stages

Mitigation Number	Mitigation measures	Project stage
	recommendations. Plant will be operated efficiently and turned off when not in use.	
A5	Fires and material burning is prohibited on site.	All stages

7.3. Cumulative impacts

7.3.1. Approach

Cumulative impacts are the amalgamated impacts caused by the combination of past, present and reasonably foreseeable future actions. Cumulative impacts can accumulate over time and can be positive, negative or benign.

This EIS addresses the NSW Government's *Cumulative Impact Assessment Guidelines for State Significant Projects* (DPHI, 2024). It considers Strategic and Project-level Cumulative Impact Assessment (CIA).

Strategic-level CIA

The strategic-level CIA has been identified as predominantly positive cumulative impacts and are detailed in Section 2. In summary, they include the Project's cumulative contribution to:

- Federal and state regional renewable energy and storage policies
- Regional and local land use plans
- Potential contribution in a reduction in energy costs
- Understanding and protecting the site's unique environmental and social context
- Community benefits.

Project-level CIA

The Project-level cumulative impact risks exist where the Project may interact with other large developments in the region. The cumulative impact study area has been considered based on significant development projects outside of the Project in the following LGAs:

- Edward River
- Murray River
- Murrumbidgee
- Berrigan Shire.

Significant development projects are considered as the following in alignment with Section 3.4 of the *Cumulative Impact Assessment Guideline for State Significant Projects*:

- Other SSD and State significant infrastructure (SSI) projects
- Projects that are classified as designated development and require an EIS
- Projects that have been declared to be controlled actions under the Commonwealth Environment Protection and Biodiversity Conservation Act 199 (EPBC Act)
- Projects that require assessment under division 5.1 of the EP&A Act that are likely to significantly affect the environment and require and EIS
- Any major greenfield and urban renewal developments that are scheduled for the area (e.g. new areas zoned for urban development).

Being located south of the declared South-West Renewable Energy Zone, local cumulative impacts could be relevant for several nearby utility scale renewable facilities in that REZ. However, there is a significant level of uncertainty regarding which project will ultimately be constructed due to the competition over grid capacity. As such, for the purposes of this project, in the South-West RES has been included as one project.

The Key environmental considerations considered in this EIS include:

- Mandated by the Project SEARs
    - Biodiversity (refer to Section 6.1)
    - Traffic (refer to Section 6.3)
    - Noise (refer to Section 6.6)
- Project identified or guideline prescribed impacts
    - Social (refer to Section 6.11).

7.3.2. Existing environment

Table 7-4 below lists the significant developments in the study area (i.e. within ~50km) currently proposed as of 18 June 2025 within their brief description, distance from Project Site, their anticipated construction timeline and a statement on the key potential cumulative impacts. The distribution of these Projects is shown on Figure 7-3.

As stated in the Project Description, the South Coree BESS existing timeline is expected to take 12-15 months starting Q2 2026, the key cumulative impact interactions would be expected in the construction phase within the exception of noise which has the potential to extend into operation.

Table 7-4 Significant developments in the study area

Project	Stage	Status	Distance from Project (km)	Indicative timeframe	Specific cumulative impacts to consider	Project overlap
Finley BESS: A battery energy storage system (BESS) with a capacity of 100MW/200MWh and associated infrastructure	Planning	Response to Submission	325m west	Construction 2026 Operational period 20-25 years	Social and economic Landscape and visual Noise and vibration Access and traffic Air quality	Construction, operation and decommissioning overlap
Berrigan BESS: Construction, operation, and decommissioning of a battery energy storage system (BESS) with a capacity of 400MW/1600MWh and ancillary infrastructure	Planning	Prepare EIS	1500m west	Construction not listed Operational period 25-20 years	Social and economic Landscape and visual Noise and vibration Access and traffic Air quality	Construction, operation and decommissioning overlap
Finley Solar Farm Development of a 170 MW solar farm and associated infrastructure	Approved	Operational	600m south	Determined 2018 Operational 2019 Operational period 40 years	Social and economic Landscape and visual Noise and vibration	Operation overlap
Finley South Solar Farm	Withdrawn	Withdrawn	9km south east	N/A	Nil	N/A
Tarleigh Park Solar Farm: Development of a 90 MW solar farm and associated	Approved	Preconstruction	26.54km west	Determined 2018 Construction unknown Operation unknown	Social and economic Access and traffic	Construction and operation stage unknown

Project	Stage	Status	Distance from Project (km)	Indicative timeframe	Specific cumulative impacts to consider	Project overlap
infrastructure				Operational period 20 years		Potential construction and operation overlap
Currawarra Solar Farm: Development of a 195 MW solar farm and associated infrastructure	Approved	Preconstruction	30km north west	Determined 2018 Construction unknown Operation unknown Operational period 20 years	Social and economic Access and traffic	Construction and operation stage unknown Potential construction and operation overlap
Yanco-Delta Wind Farm: Development of a wind farm with up to 208 wind turbines, energy storage and associated infrastructure	Approved	Approved	42km north west	Determined 2024 Construction 2024/25 Operational 2025/26 Operational period 20 years	Social and economic Access and traffic	Potential construction overlap Operation overlap
Deniliquin East BESS: Development of a 100 MW BESS facility with associated infrastructure and battery storage	Planning	Response to Submissions	45km west	Construction 2027 Operational 2028 Operational period 25 years	Social and economic Access and traffic	Potential construction overlap Operation and decommissioning overlap
Deniliquin BESS: Construction, operation, and decommissioning of a battery energy storage system (BESS) with a capacity of	Planning	Assessment	45km west	Construction 2027 Operational 2028 Operational period 35 years	Social and economic Access and traffic	Potential construction overlap Operation and decommissioning overlap

Project	Stage	Status	Distance from Project (km)	Indicative timeframe	Specific cumulative impacts to consider	Project overlap
120MW/480MWh and ancillary infrastructure						
Mulwala Solar Farm: Development of an 80 MW solar farm and associated infrastructure	Approved	Preconstruction	53km south east	Determined 2018 Operation unknown Operational period unknown	Social and economic Access and traffic	Construction and operation stage unknown Potential construction and operation overlap

1500 MW
Yanco
Delta WF
and BESS

Newell Highway

Jerilderie

195 MW
Currawarra
SF

Deniliquin

Riverina Highway

90 MW
Tarleigh
Park SF

Berrigan BESS

Finley
BESS

175 MW
Finley SF

Finley

Riverina Highway

Berrigan

140 MW
Finley
South SF

Newell Highway

Riverina Highway

Tocumwal

Cobram

Barooga

100 MW
Marulan SF
and BESS

LEGEND

Towns

Highway

Finley substation

Major Projects

BESS in NSW

Planning

Wind Projects in NSW

Approved

Solar Projects in NSW

Operational

Withdrawn

Approved

Datum: GDA2020 / MGA Zone 55

0 10 20 km

South Coree BESS

Figure 7-3 Nearby Major Projects

Ref: 240316 South Coree BESS Planning_20250306 \ Major Projects Author: Amanda Comley Date created: 21 07 2025 © NGH 2025 © ESRI 2022

7.3.3. Potential impacts

Biodiversity

An assessment of proposed development of projects within 5km of the subject land has been carried out to provide a summary of potential cumulative impacts to Biodiversity. Four developments were identified through the major projects portal and listed in the BDAR.

Impacts resulting from the project are largely consistent with impacts that are considered to occur at other nearby projects. The summary of biodiversity impacts from publicly available information was reviewed to gain an understanding of the main biodiversity impacts and how these may contribute to cumulative impacts when considering the development of the project. The proposed South Coree BESS has taken steps to avoid and minimise native vegetation in accordance with the relevant guidelines and initial site selection. Despite this, some residual impacts will occur. As such the project will add a negligible increase to cumulative impact of vegetation clearing within the assessed 50km buffer, but is considered manageable with the mitigation measures proposed in Section 6.1.7.

Noise

Existing and/or proposed surrounding operations (at time of assessment (June 2025)) that may operate concurrently with the South Coree BESS include the following:

- Finley Substation – Existing and no noise assessment available
- Finley Solar Farm – Proposed and noise assessment is available
- Finley BESS – Proposed and in planning stage. No noise assessment is available
- Berrigan BESS – Proposed and in planning stage. No noise assessment available.

As Finley BESS and Berrigan BESS are in the Planning stage, it is expected that these projects will be designed so that cumulative noise to surrounding receivers will be compliant.

As there is no noise assessment available for the Finley Substation, the exact noise impact from this operation is unknown. Cumulative noise from this operation will be addressed qualitatively.

An assessment of the cumulative operational noise from the South Coree BESS and Finley BESS Farm It is not expected that the noise contribution from these two projects will result in an exceedance of the recommended amenity noise levels, for all time periods, with the addition of noise impacts of the existing Finley Substation and the future Finley BESS and Berrigan BESS.

Noise impacts to the associated receiver R1 are subject to the landowner agreement and detailed design. This may include implementation of a noise wall along the site boundary at property treatment or other compensatory measures in accordance with the agreement.

Therefore, no further reasonable and feasible noise mitigation measures are required to reduce cumulative noise impacts.

Traffic

In order to determine the traffic impact generated during the construction of the Project, an analysis of the operation of the Riverina Highway / Canalla Road intersection was carried out using the SIDRA

intersection modelling program. The assessment also included review of the cumulative traffic on the road network generated by other major projects in the surrounding area at the EIS stage or further progressed. Overall, the construction traffic is expected to have a minimal impact on the operation of the road network. Accordingly, it is concluded that the road network is able to accommodate the traffic generated by the development during the construction period.

Visual

The occurrence of large-scale renewable energy projects within a region has the potential to alter the perception of the overall landscape character irrespective of being viewed in a single viewshed, as these projects could become part of the existing landscape. It is essential to determine whether the effect of multiple projects and other major infrastructure within the region would combine to become the dominant visual element, altering the perception of the general landscape character.

Within the Study Area, there are five infrastructure projects associated with large scale energy production and reticulation:

Within 1km:

- Berrigan BESS,
- Finley BESS
- Finley Solar Farm

Within 2km

- Finley Solar Project
- Carawatha Solar Farm

Due to the low scale of the Project, low accessibility from public viewpoint locations and intervening vegetation, the cumulative visual impacts are confined to the immediate surrounds and are considered low.

Social

The assessment of social and economic impacts centres on the combined effect of the Project on local community values and resources. Excluding the issues already addressed above, it identified the key positive cumulative residual significant for the Project as (high to very high residual significance):

- Diversification of household incomes
- Increase in economic activity to local businesses
- Increased economic benefit through community investment
- Increase in training opportunities
- Increased local employment opportunities.

The key negative cumulative residual significant for the Project as (medium residual significance):

- Potential impacts to property values
- Increased pressure on housing and accommodation

Land

Nearby proposed developments include

Table 7-5 Nearby proposed developments

Development	Stage	Size (ha)
Finley BESS	Planning	10ha
Finley Solar Farm	Operational	500ha
Berrigan BESS	Planning	18ha

Operationally, the area of land required for the development of South Coree BESS is less than 5 hectares and would not impede or fragment any agricultural assets or activities. The assessment of the cumulative impact of this Project or in the event that all of the nearby BESS projects were constructed would be negligible in the context of the wider agricultural landscape being less than 35 hectares impacted in total and all within close proximity of the existing substation and operational Finley Solar Farm.

Hazards

The specialist PHA assessed the cumulative impacts of nearby developments for the south west renewable energy zone, specifically for the nearby Projects to the South Coree BESS.

The report identified that the SWREZ will include two new transmission projects and additional BESS's including but not limited to:

- Finely BESS
- Berrigan BESS
- South Coree BESS (this project)
- Dinawan Energy Hub

As the Project does not pose a significant off-site risk, other BESS's in the SWREZ would not pose a significant off-site risk and there is an absence of credible mechanisms for interaction between them. The cumulative risk of BESS in the SWREZ is considered negligible.

7.3.4. Key uncertainties

In the absence of certainty, this cumulative impact assessment chapter has considered that it is possible that all of the projects listed in Table 7-4 will progress to completion and be developed within the general parameters described therein. This is considered as 'worst-case' scenario as a number of the projects are only proposed. Not all of these will be approved, and if approved, not and if approved, not all will be developed to their full scope.

Projects which may be proposed after this EIS will be required to take into account this Project (in addition to other relevant projects)

7.3.5. Mitigation measures

The chapters above have considered each Project impact in isolation and provided mitigation strategies where required to address impacts. No additional mitigation measures are proposed for the Project. It is considered that all mitigation measures included in each impact chapter and summarised int will work together to minimise the risk of cumulative impacts with other projects.

8. Project justification

8.1. Responsive design and mitigation

The South Coree BESS is appropriately located to support grid firming in a region transitioning to renewable generation sources. The Project strategically located adjacent to an existing substation and is nearby the South West REZ. The feasibility of alternatives is considered in Section 2.3, which concludes that the benefits of the BESS would out-weigh the impacts.

The Project has been designed to be responsive to the site's environmental features and community concerns. Specifically, the Development Footprint is designed in such a way that the impact on woodland is avoided and impacts to remaining biodiversity values is minimised, and impacts to neighbours are reduced. Remaining environmental and social impacts have been identified in this EIS and are considered manageable.

If constructed the Project will address the following key issues identified in Section 4:

- Assisting Australia's energy transition from fossil fuels to renewable energy. Contribute to achieving net-zero emissions by 2050 by providing storage and discharge of renewable energy during time of high generation/low demand, and high demand/low generation.
- Provide system strength services to the transmission (and distribution) networks in the area; therefore, providing security of supply and safeguard the energy network.
- Increased economic activity locally and more broadly though grid investment, influx of construction personnel spending in the local community during the construction period.
- Delivering direct employment and labour opportunities during construction, operation, decommissioning and rehabilitation. The direct labour and employment opportunities would be from a variety of skill sets.

8.2. Alignment with government policies and statutory requirements

The South Coree BESS is appropriately located to support grid firming in a region transitioning to renewable generation sources. The Project strategically located adjacent to an existing substation and is nearby the South West REZ. If constructed the Project would have a contribution to storing power and stabilising the grid for an estimated 35 years.

As detailed in Section 2, the Project generally aligns with local, state and Australian government policies related to this transition, including:

- 2024 Integrated System Plan (ISP)
- *Climate Change (Net Zero Future) Act 2023*
- NSW Net Zero Plan
- NSW Electricity Infrastructure Roadmap (2020)
- NSW Transmission Infrastructure Strategy (2018)
- NSW Electricity Strategy (2019)

- Riverina Murray Regional Plan 2041
- *Berrigan Local Environmental Plan 2013*
- Berrigan Shire Local Strategic Planning Statement 2020 - 2040
- Berrigan Shire Community Strategic Plan 2040
- Berrigan Shire Council Energy Strategy 2021

The Project has demonstrated it is permissible in Section 4. As a State Significant Development, the Project has been assessed in accordance with Environmental Planning and Assessment Act 1979 (EP&A Act). It is permissible in accordance with State Environmental Planning Policy (Transport and Infrastructure) 2021. Mandatory matters have been considered including biodiversity, hazards and native title.

8.3. Community views and benefits

The engagement activities undertaken throughout the EIS phase are detailed in Section 5. Overall, the engagement program indicates that concern around the Project is low, with a high level of support and encouragement from the wider community when considering the benefits that are proposed to be received by the community.

The location of the proposed South Coree BESS has produced minimal concern from the community due to its position within close proximity to the existing substation.

The concerns expressed by stakeholders were primarily focused on the following topics:

- Construction impacts
- Fire Management
- Visual impacts
- Community benefits
- Property value
- Prime agricultural land
- Economic stimulation
- Decommissioning
- Location.

The key benefits of the Projects are considered to overwhelm the impact of the development. These benefits are summarised below:

- ✓ Builds on the aims of the NSW Electricity Infrastructure Roadmap to transition away from coal fired energy, towards greater levels of renewable energy.
- ✓ Stabilises and secures the supply of electricity for residents, business owners and service providers.
    - o It estimated that the Project would have the capacity to power approximately 90,000 households for a 4 hour period during a full discharge.
- ✓ Assists to drive down the wholesale electricity prices for energy consumers
- ✓ Generates local employment, economic stimulus and other local economic benefits

- ✓ Includes broader benefits to the community through a Community Benefit Fund (CBF) established via a Voluntary Planning Agreement (VPA) developed in consultation with Berrigan Shire Council.

8.4. Environmental impacts, and uncertainty

Potential environmental impacts that would result from development of the South Coree BESS have been investigated through specialist investigations and the resulting mitigation strategies are considered feasible to address the impacts identified.

Key uncertainties of the assessment activities are acknowledged below. Overall, the results of obtained in this EIS can be considered with moderate to high confidence, given the limited nature of the impacts. To ensure flexibility in the final consent, where required, conservative considerations have been given to all potential impacts.

Similarly, while an indicative Infrastructure Layout is provided to provide a clearer understanding of what would be constructed, the delineation of a broader Development Footprint at this stage provides the assessment and approval some resilience to minor layout changes in the final design. Together this 'upper limit' or 'worst case' approach ensures that all impacts of construction, as well as operation and decommissioning are captured in the environmental assessment section of this EIS and that any recommendations and mitigation strategies would be appropriate to the final detailed design.

Regarding uncertainty, the investigation of key environmental matters found:

- Biodiversity field surveys are a snapshot of a dynamic ecological system and cannot hope to capture all site values with total accuracy. However, the biodiversity assessment has followed the prescriptive NSW Biodiversity Assessment Method, developed to address this issue, with its focus on 'candidate species' for targeted assessment during appropriate time, aiming to maximise detection of these species.
- There may be some impacts to biodiversity that cannot be predicted; if this occurs, they can be addressed using an adaptive management strategy.
- Hazards including bushfire ignition risks; the final layout of bushfire management infrastructure such as water storage tank locations has not been confirmed. The final design would be confirmed in consultation with NSW RFS and FRNSW and would take on recommendations from these agencies. This is a commitment of the Project.
- Detailed soil nutrient surveys have not been undertaken to date but would be contracted pending Project approval to inform a rehabilitation for areas disturbed during construction and upon which to base a rehabilitation plan to ensure the site is left safe, stable, non-polluting and with the capacity to return the site to the appropriate LSC capability.
- Recycling options at this time are not well developed for decommissioning stage, however, BESS development is a key growth industry progressing rapidly to meet state and federal energy targets. As such, this is not considered a limiting factor for the Project.

The Project demonstrates responsiveness to the findings of the specialist assessments. Project outcomes in terms of impacts on key social and environmental values of the site are summarised as follows in Table 8-1.

Table 8-1 Project impact summary

Feature	Impact
Biodiversity	The BDAR has determined that this is a low risk project. Minimal native vegetation would be impacted, and only one threatened species, the Southern Myotis, was recorded on the site. .
Aboriginal heritage	Aboriginal heritage surveys have found this to be a highly disturbed Project Site. No previously recorded Aboriginal sites are located within the Project Site and no new Aboriginal objects or sites were identified during the ACHA assessment. Given this there will be no impacts to know Aboriginal objects or sites within the Project Site.
Access and traffic	A number of projects are expected to generate additional vehicle traffic around the Project Site. The vehicles would be distributed on the surrounding road network and are expected to have a minimal cumulative impact on the operation of the road network. It should be noted that all approved projects listed above currently don't provide any information on construction timelines and as such come with a low risk of conflicting peak construction periods. Potential cumulative impacts of these projects are best considered as part of a future Traffic Management Plan.
Hazards – Preliminary Hazards Assessment	Preliminary risk screening found that the Project is not considered as 'potentially hazardous industry' Electric and Magnetic Fields created from the Project will not exceed the International Commission on Non-Ionizing Radiation Protection (ICNIRP) Guidelines reference level. The designated land area can accommodate the BESS units to meet the proposed capacity, as verified by detailed general arrangement drawings. No off-site impact is expected as the BESS would be situated in a rural area and there is a large separation distance to the nearest sensitive receptor.
Bushfire	Asset Protection Zones are included in the Development Footprint to ensure a defendable space is provided and to manage heat intensities at the infrastructure interface.
Visual amenity	Four non-associated receivers would potentially have a moderate visual impact. The Project commits to planting landscaping screening on the

Feature	Impact
	eastern side and southern side of the Development Footprint.
Noise amenity	No notable exceedances are relevant to construction or operation. No vibration or road traffic noise impacts warrant mitigation.
Non-Aboriginal heritage	No potential impacts to the heritage values would be impacted due to the construction of the Project.
Cumulative impacts	While most cumulative impacts are best mitigated on a project-by-project basis, traffic impacts may be more significant and are more uncertain. The Applicants' best understanding of timing is presented in this EIS as well as the stated timing of nearby projects which may coincide. While the chance of overlap cannot be known with certainty at this time, the period of overlap of peak construction traffic is not considered significant in terms of the ability of the local road network to handle this overlap. Cumulative traffic impacts will require more accurate data, closer to construction with regard to managing overlapping construction schedules.

8.5. Compliance and monitoring

All commitments and mitigation measures would be managed through the implementation of a Project Environmental Management Strategy (EMS). The EMS would comprise a Construction Environmental Management Plan (CEMP), an Operation Environmental Management Plan (OEMP) and a Decommissioning Environmental Management Plan (DEMP). These plans would be prepared sequentially, prior to each stage of works by the contractor (CEMP, DEMP) and Applicant (OEMP). Operating within these overarching plans will be a number of sub-plans, these are all included in Table 8-2.

The EMS would include performance indicators, timeframes, implementation and reporting responsibilities, communications protocols, a monitoring program, auditing and review arrangements, emergency responses, induction and training and complaint/dispute resolution procedures. A monitoring and auditing program would clearly identify any residual impacts following mitigation.

The plans would incorporate all of the specific protocols and mitigation measures contained in this EIS and any additional applicable requirements from the DPHI's Conditions of Consent. They would be submitted to DPHI for endorsement prior to commencement of works.

In addition to the Project specific management plans, in line with other State Significant Development consents, it is expected that the DPHI would condition the following in relation to this Project:

- Detailed plans of the final layout, showing comparison to the approved layout, prior to commencing construction.

- Incident and non-compliance notification requirements.
- Independent environmental audits.

Key plans identified in this EIS, and which would be prepared in consultation with relevant stakeholders are summarised in Table 8-2.

Table 8-2 Specific management plans required for the South Coree BESS project

Management plan	Project phase
Environmental Management System (EMS)	Prior to construction
Construction Environmental Management Plan (CEMP)	Prior to construction
Biodiversity Management Plan (BMP)	Prior to construction
Stormwater Management Plan (SMP)	Prior to construction
Erosion and Sediment Control Plan (ESCP)	Prior to construction
Traffic Management Plan (TMP)	Prior to construction
Fire Safety Study (FSS)	Prior to construction
Fire Water Management Plan (FWMP)	Prior to construction
Emergency Response Plan (ERP)	Prior to construction
Bush Fire Emergency Management and Operations Plan (BFEMOP)	Prior to construction
Landscape Management Plan (LMP)	Prior to construction
Noise Management Plan (NMP)	Prior to construction
Soil and Water Management Plan (SWMP)	Prior to construction
Community and Stakeholder Engagement Strategy (CSES)	Prior to construction
Accommodation and Employment Strategy (AES)	Prior to construction
Community Benefit Sharing Program (CBSP)	Prior to construction
Waste Management Plan (WMP)	Prior to construction
Operation Environmental Management Plan (OEMP)	Prior to commissioning

Management plan	Project phase
Decommissioning Environmental Management Plan (DEMP)	Prior to decommissioning
Revegetation and Rehabilitation Plan (RRP)	Prior to decommissioning
Decommissioning Waste Management Plan (DWMP)	Prior to decommissioning

8.6. Ecologically sustainable development - Conclusion

The Precautionary Principle

The Precautionary Principle states that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. This EIS has been prepared utilising the precautionary principle. That is, if threats are perceived as possibly leading to serious or irreversible environmental damage, then either the non–development of the Project would occur, or the development modified to ensure that such threats do not exist.

This EIS assesses the environmental and social impacts associated with the Project. A conservative approach was adopted for the assessments, which were often based on the worst-case scenarios. This has been the approach in relation to the recommended mitigation measures. No threat of serious or irreversible environmental damage is considered likely as a result of this Project. Section 6 and Section 7 detail the ongoing management measures to minimise environmental and social impacts.

Inter-generational equity

The present generation should ensure that the health, diversity and productivity of the environment is maintained or enhanced for the benefit of future generations. The Project would not impact on natural or cultural features to a level that would compromise the health, diversity or productivity of the environment to a level that would impact on future generations. Furthermore, this Project would provide stability and reliability to the renewable energy supply in the area. This would help facilitate the transition to low carbon energy generation and help to reduce greenhouse gas emissions to minimise climate change implications for future generations.

Conservation of biological diversity and ecological integrity

The Project would disturb areas of highly degraded agricultural land and previously disturbed habitat. The assessment has identified that the works would not impact significantly on the biological diversity and ecological integrity of the locality. Furthermore, safeguards have been developed in assisting to protect aquatic habitats if required.

Iterations of the design of the Project has incorporated avoidance, minimisation and mitigation of impacts. The Project does not impact on any trees.

Environmental management measures have been identified to reduce the severity of impacts of the Project on biodiversity. Impacts to native vegetation and habitat would be offset in accordance with the Biodiversity Offset Scheme under the BC Act. This would ensure that improvements to biodiversity and conservation outcomes would be achieved.

Appropriate evaluation of environmental matters

The principle relates to giving monetary values to environmental resources. These matters ensure that the development would conform to the principles of ecologically sustainable development. Environmental matters were considered during the iterative design of this Project to ensure environmental impacts were avoided or minimised through design and / or mitigation measures.

Environmental management safeguards and mitigation measures will be implemented during the construction, operation and decommissioning of this Project that will ensure impacts are manageable.

8.7. Where to from here?

During the public exhibition of this EIS, the community, local council and government agencies are invited to make informed submissions in relation to the Project. The consent authority will consider any formal submissions made during the exhibition period. The Applicant's response to all matters raised in submissions will also be exhibited as DPHI commence preparation of their own assessment of the Project's impacts and its merits and make a recommendation regarding its ability to be approved.

You are encouraged t take the opportunity to make a submission directly to the DPHI and to participate in the future engagement activities planned prior to the Project's determination.

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Appendix A Secretary's Environmental Assessment Requirements

The following cross reference table is provided to demonstrate the EIS has addressed the Project-specific Secretary's Environmental Assessment Requirements (SEARs) issued for the Project.

Issue summary	Addressed in this EIS
The Environmental Impact Statement (EIS) for the development must meet the minimum form and content requirements in Part 8 of the Environmental Planning and Assessment Regulation 2021 (the Regulation) and must have regard to the *State Significant Development Guidelines*, and any relevant planning circulars. In particular, the EIS must include:	
• A stand-alone executive summary.	Provided following the table of contents
• A full description of the development, including: o details of construction, operation and decommissioning, including any staging of the development; o the Project Area (as per Table 1 of the SSD guidelines – preparing an environmental impact statement) and Development Footprint (disturbance area including but not limited to areas for infrastructure, road works, access tracks, defendable space, fencing and temporary o a high quality site plan at an adequate scale showing all infrastructure and facilities (including any infrastructure that would be required for the development, but the subject of a separate approvals process); o a high quality detailed constraints map identifying the key environmental and other land use constraints that have informed the final design of the development; and o confirmation if the project is designated development in accordance with the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the Regulation;	Descriptions and indicative designs provided in Section 3. Key Features map included as Figure 2-1 The Project is not designated development as it is classified as a State significant development. State significant development is excluded from designated development classification under Section 4.10 of the EP&A Act.
• consistency in information presented in the EIS and all technical reports, including distances, development footprint, project design and infrastructure proposed, construction time frames and receiver numbers;	Noted and checked

Issue summary	Addressed in this EIS
• a table of commitments including mitigation measures;	Consolidated mitigation measures are included in Section Appendix E lists all management commitments
• a strategic justification of the development focusing on site selection and the suitability of the proposed site with respect to potential land use conflicts with existing and future surrounding land uses (including existing land use, other proposed or approved energy facilities, major projects, rural/residential development, Crown lands within and adjacent to the project site and subdivision potential);	The project justification is included in Section 8. Potential land use conflict is assessed in Section 6.9.
• a risk assessment of the potential environmental impacts of the development, identifying the key issues for further assessment;	Section 6 and Section 7
• an assessment of the likely impacts of the development on the environment, and any other significant issues identified in this risk assessment, focusing on the specific issues identified below, including: o a description of the existing environment likely to be affected by the development using sufficient baseline data; o an assessment of the likely impacts of all stages of the development (which is commensurate with the level of impact), including any cumulative impacts of the site and existing, approved or proposed developments in the region and impacts on the site and any road upgrades, taking into consideration any relevant legislation, environmental planning instruments, guidelines, policies, plans and industry codes of practice including the *Cumulative Impact Assessment Guideline* (DPIE); o a description and assessment if staging of the project is proposed, including any site mobilisation or pre-construction works; o a description of the measures that would be implemented to avoid, mitigate and/or offset the impacts of the development (including draft management plans for specific issues as identified below); and o a description of the measures that would be implemented to monitor and report on the environmental performance of the development;	Impact assessment chapters are included as Section 6 and Section 7. Monitoring and performance is covered in Section 8.5
• a consolidated summary of all the proposed environmental management and monitoring measures, identifying all the commitments in the EIS; and	A list of all management plans to be completed is included in Section 8.5, the summarised mitigation commitments

Issue summary	Addressed in this EIS
	of the EIS are included in
• a detailed evaluation of the merits of the project as a whole having regard to: o the requirements in Section 4.15 of the Environmental Planning and Assessment Act 1979 (EP&A Act), and how the principles of ecologically sustainable development have been incorporated in the design, construction and ongoing operations of the development; o the suitability of the site with respect to potential land use conflicts with existing and future surrounding land uses; o feasible alternatives to the development and its key components, including siting and project design alternatives to avoid areas of biodiversity value, opportunities for shared infrastructure with proposed developments in the region, and the consequences of not carrying out the development; and o a detailed consideration of the capability of the project to contribute to the security and reliability of the electricity system in the National Electricity Market, having regard to local system conditions and the Department's guidance on the matter.	Principles of ecologically sustainable development are discussed in Section 8.6 Site suitability, alternatives and consideration of the capability of the project to contribute to the security and reliability of the electricity system in the National Electricity Market are discussed in Section 8.2
Estimated Development Cost and Employment • Provide the Estimated Development Cost (EDC) of the development prepared in accordance with the relevant planning circular using the Standard Form of EDC Report; • Provide an estimate of the retained and new jobs that would be created during the construction and operational phases of the development, including details of the methodology to determine the figures provided; • The development application must also be accompanied by: o the consent of the owner/s of the land (as required in Section 23(1)of the EP&A Regulation); and o a declaration from a Registered Environmental Assessment Practitioner that the EIS includes the information specified in the *Department's Registered Environmental Assessment Practitioner Guidelines*.	EDC report supplied directly to DPHI. Job estimates are discussed in Section 3.4.4 and included in Section 5 Landowner consents have been provided directly to DPHI. Registered Environmental Assessment Practitioner declaration is included following the table of contents.
Key Issues	
Biodiversity	

Issue summary	Addressed in this EIS
• an assessment of the biodiversity values, and the likely biodiversity impacts of the project in accordance with Section 7.9 of the Biodiversity Conservation Act 2016 (NSW) (BC Act), having regard to the Biodiversity Assessment Method (BAM) 2020 and documented in a Biodiversity Development Assessment Report (BDAR). The BDAR must: o be prepared using the approved BDAR template; o document the application of the avoid, minimise and offset framework including assessing all direct, indirect and prescribed impacts in accordance with the BAM; o assess the impacts associated with all ancillary infrastructure, including the transport route road upgrades; o include an assessment for serious and irreversible impacts (SAII) in accordance with Section 9.1 of the BAM; o include a strategy to offset any residual impacts of the development in accordance with the BC Act; and o be finalised by an accredited assessor as BAM-compliant within 14 days of submission; • an assessment of the likely impacts on listed aquatic threatened species, populations or ecological communities, scheduled under the Fisheries Management Act 1994, and a description of the measures to minimise and rehabilitate impacts; • a cumulative impact assessment of biodiversity values in the region from nearby developments; and • if an offset is required, details of the measures proposed to address the offset obligations.	Summarised in Section 6.1. Appended in full, Appendix F.1
Heritage	
• An Aboriginal Cultural Heritage Assessment Report (ACHAR) prepared in accordance with the Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW (OEH, 2011) and the Code of Practice for the Archaeological Investigation of Aboriginal Objects in NSW (DECCW, 2010), identifying, describing, and assessing any impacts to any Aboriginal cultural heritage sites or values associated with the site (including impacts from any proposed earthworks, construction works, and road works), and including results of archaeological test excavations (where required), undertaken in accordance with the relevant standards and requirements; • evidence of adequate and ongoing consultation with Aboriginal communities in determining and assessing impacts, identifying and selecting options for avoidance of Aboriginal cultural heritage and identifying appropriate and mitigation measures (including the final proposed measures), having regard to the Aboriginal Cultural Heritage	Aboriginal cultural heritage summarised in Section 6.2 Appended in full, Appendix F.2 Historic heritage included in Section 6.10

Issue summary	Addressed in this EIS
Consultation Requirements for Proponents (DECCW, 2010) including the consultation process outlined within; and • assess the impact to historic heritage having regard to the *NSW Heritage Manual.*	
Land	
• a detailed justification of the suitability of the site and that the site can accommodate the proposed development having regard to its potential environmental impacts, land contamination, permissibility, strategic context and existing site constraints; • an assessment of the potential impacts of the development on existing land uses on the site and adjacent land, including: o agricultural land, flood prone land, nearby drinking water catchments, Crown lands, mining, quarries, mineral or petroleum rights (if relevant); o a soil survey to determine the soil characteristics and consider the potential for erosion to occur; and o a cumulative impact assessment of nearby developments; • an assessment of the compatibility of the development with existing land uses, during construction, operation and after decommissioning, including: o consideration of the zoning provisions applying to the land, including subdivision in consultation with Council (if proposed); o completion of a Land Use Conflict Risk Assessment in accordance with the Department of Industries Land Use Conflict Risk Assessment Guide; and o an assessment of impact on agricultural resources and agricultural production on the site and region; and • a summary of any measures proposed to maintain or rehabilitate the pre-existing productive capacity of the site.	Section 6.9 for Land use compatibility and LUCRA. Section 6.8 for soils and capability for rehabilitation with detailed assessment in Appendix F.9 Section F.8 for water resources and flooding Section 6.8 for soil survey Cumulative impacts, refer Section 7.3 Mitigation measures Section Appendix E.
Visual	
• including a detailed assessment of the likely visual impacts (including night lighting) of all components of the project (including transmission lines, substations and any other ancillary infrastructure) on surrounding residences (including approved developments, lodged development applications and dwelling entitlements) and key locations, scenic or significant vistas and road corridors in the public domain and provide	Summarised in Section 6.5. Appended in full, Appendix F.5.

Issue summary	Addressed in this EIS
• details of measures to mitigate and/or manage potential impacts (including a draft landscaping plan for on-site perimeter planting, with evidence it has been developed in consultation with affected landowners).	Appendix F.6
Noise	
including an assessment of the construction noise impacts (including impacts from proposed road upgrades) of the development in accordance with the Interim Construction Noise Guideline (ICNG), operational noise impacts in accordance with the NSW Noise Policy for Industry (2017) and cumulative noise impacts (considering other developments in the area), including (where appropriate): • identification of impacts associated with construction, site emission and traffic generation at noise affected sensitive receivers, including the provision of operational noise contours; • details of noise monitoring survey, background noise levels and amenity details of manufacturer specifications for plant and equipment and noise source inventory (demonstrating worst-case modelling of plant and equipment); • an assessment of 'worst case' noise emission scenarios; • consideration of annoying characteristics of noise and prevailing meteorological conditions in the study area; and • details and analysis of the effectiveness of proposed management and mitigation measures to adequately manage identified impacts, including a clear identification of residual noise and vibration impacts following application of these mitigation measures and details of any proposed compliance monitoring programs.	Summarised in Section 6.6. Appended in full, Appendix F.7 Operational noise contours were deemed not necessary due to full compliance with zero operational exceedances
Transport	
• an assessment of the peak and average traffic generation, including over-dimensional vehicles/heavy vehicles requiring escort and construction worker transportation; • an assessment of the likely transport impacts to the site access route(s), site access point(s), any Crown land, particularly in relation to the capacity and condition of the roads, road safety and intersection performance; • a cumulative impact assessment of traffic from nearby developments (including mining operations); and • provide details of measures to mitigate and / or manage potential impacts (developed in consultation with the relevant road authorities) o a schedule of all required road upgrades (including resulting from heavy vehicle and over mass / over dimensional traffic haulage routes),	Summarised in Section 6.3. Appended in full, Appendix F.3

Issue summary	Addressed in this EIS
o clear figures of proposed road upgrades (including the site access point), and o road maintenance contributions, and any other traffic control measures.	
Water	
• an assessment of the likely impacts of the development (including flooding and flood modelling) on surrounding watercourses (including their Strahler Stream Order), groundwater resources and surface water movements, and measures proposed to monitor, reduce and mitigate these impacts including water management issues; • a site water balance for the development; • details of water requirements and supply arrangements for construction and operation (including consultation with suppliers); • a description of the erosion and sediment control measures that would be implemented to mitigate any impacts in accordance with Managing Urban Stormwater: Soils & Construction (Landcom, 2004) and Managing Urban Stormwater: Soils and construction - Volume 2A manual (Landcom, 2008); • assessing the impacts of the development, including any changes to flood risk and overland flows on-site or off-site, and detail design solutions and operational procedures to mitigate flood risk where required; and • where the project involves works within 40 metres of any river, lake or wetlands (collectively waterfront land), identify likely impacts to the waterfront land, and how the activities are to be designed and implemented in accordance with the DPI Guidelines for Controlled Activities on Waterfront Land (2018) and (if necessary) Why Do Fish Need to Cross the Road? Fish Passage Requirements for Waterway Crossings (DPI 2003), and Policy & Guidelines for Fish Habitat Conservation & Management (DPE, 2013); • identification of any flood risk on site having regard to adopted flood studies, the potential effects of climate change and any relevant provisions of the NSW Flood Risk Management Manual; o where the development could alter flood behaviour, affect flood risk to the existing community or expose its users to flood risk, provide a flood impact and risk assessment (FIRA) prepared in accordance with the Flood Impact and Risk Assessment – Flood Risk Management Guide LU01; and o detailed design solutions and operational procedures to mitigate flood risk where required.	Summarised in Section 6.7 Flooding assessment appended in Appendix F.8 A description of the erosion and sediment control measures that would be implemented is included in the measures of Section 6.8 Site water balance Appendix G Flood impacts Appendix F.8
Hazards	

Issue summary	Addressed in this EIS
• **Battery Energy Storage System** - a Preliminary Hazard Analysis (PHA) prepared in accordance with *Hazardous Industry Planning Advisory Paper No. 6 – Guideline for Hazard Analysis* (DoP, 2011) *and Multi-Level Risk Assessment* (DoP, 2011). The PHA must consider all recent standards and codes and verify separation distances to on-site and off-site receptors to prevent fire propagation and compliance with the Department's *Hazardous Industry Advisory Paper No. 4, 'Risk Criteria for Land Use Safety Planning* (DoP, 2011). The PHA must consider the effect of bushfires on batteries or other components of the BESS. The PHA must also consider nearby proposed/approved BESS's and verify the cumulative impacts on surrounding land use. • ***Health*** – an assessment of potential hazards and risks including but not limited to fires, spontaneous ignition, electromagnetic fields or the proposed grid connection infrastructure against the *International Commission on Non-Ionizing Radiation Protection* (ICNIRP) *Guidelines for limiting exposure to Time-varying Electric, Magnetic and Electromagnetic Fields;* • ***Bushfire*** - identify potential hazards and risks associated with bushfires / use of bushfire prone land including the risks that a BESS would cause a bush fire and demonstrate compliance with the *RFS Planning for Bush Fire Protection 2019*; and • ***Dangerous Goods*** – a preliminary risk screening completed in accordance with the State Environmental Planning Policy (Resilience and Hazards).	The PHA covers health and dangerous goods and is summarised in Section 6.4. Provided in full in Appendix F.4 Bushfire impacts are summarised in chapter with detailed assessment in Appendix F.4
Social	
• including an assessment of the social impacts or benefits of the project for the region and the State as a whole in accordance with the Social Impact Assessment Guideline (DPE, 2023), including consideration of any increase in demand for community infrastructure services, consideration of construction workforce accommodation	Summarised in Section 6.11 Detailed assessment in Appendix F.11
Economic	
• including an assessment of the economic impacts or benefits of the project for the region and the State as a whole and provide details of any proposed voluntary benefit sharing, having regard for the BenefitSharing Guideline 2024 and Private Agreement Guideline 2024.	Section F.11
Waste	
• identify, quantify and classify the likely waste stream to be generated during construction, operation, and decommissioning, and describe the measures to be implemented to manage, reuse, recycle and safely	Section 7.1

Issue summary	Addressed in this EIS
dispose of this waste (in consultation with waste facilities, including Council); and • provide a waste management plan (as appropriate).	
Plans and Documents	
• The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Part 8 of the Regulation. Provide these as part of the EIS rather than as separate documents. • In addition, the EIS must include high quality files of maps and figures of the subject site and proposal.	Provided throughout the EIS in the appropriate sections where required.
Legislation, Policies and Guidelines	
The assessment of the key issues listed above must take into account relevant guidelines, policies, and plans as identified. While not exhaustive, a list of some of the legislation, policies and guidelines that may be relevant to the assessment of the project can be found at: • https://www.planning.nsw.gov.au/Policy-and-Legislation/Planning-reforms/Rapid-Assessment-Framework/Improving-assessment-guidance • https://www.planningportal.nsw.gov.au/major-projects/assessment/policies-and-guidelines ; and • http://www.environment.gov.au/epbc/publications#assessments	Applicable guidelines for each environmental parameter are stated in Sections 2 and 4
Consultation	
During the preparation of the EIS, you should consult with the relevant local, State or Commonwealth Government authorities, infrastructure and service providers, community groups, affected landowners and any exploration licence and/or mineral title holders. In particular, you must undertake detailed consultation with affected landowners surrounding the development, relevant government agencies, including the relevant local Council. The EIS must: • detail how engagement undertaken was consistent with the *Undertaking Engagement Guidelines for State Significant Projects* (DPIE); and • describe the consultation process and the issues raised, and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, an explanation should be provided.	Section 5

Issue summary	Addressed in this EIS
Expiry Date	
• If you do not lodge a Development Application and EIS for the development within 2 years of the issue date of these SEARs, your SEARs will expire. If an extension to these SEARs will be required, please consult with the Planning Secretary 3 months prior to the expiry date.	

Appendix B Statutory Context

B.1 Section 4.15 (1) of the EP&A Act

Matter	Section addressed
(a) the provisions of: (i) any environmental planning instrument, and (ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and (iii) any development control plan, and (iiia) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and (iv)the regulations (to the extent that they prescribe matters for the purposes of this paragraph),	(i) Section 4 (ii) Section 4 (iii) Not applicable to SSD's under the provisions of the Planning Systems SEPP (iiia) Section 2.4 (iv)Appendix B.2
(b)the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,	Section 6 and Section 7.
(c)the suitability of the site for the development,	Section 2 and Section 8
(d)any submissions made in accordance with this Act or the regulations,	Facilitated by public exhibition on the DPHI planning portal.
(e) the public interest.	Section 5 and the NSW SSD process.

B.2 Division 5 Environmental Planning and Assessment Regulation 2021

Matter	Section addressed
Section 190 Form of an environmental impact statement	
(1) An environmental impact statement must contain the following information— (a) the name, address and professional qualifications of the person who prepared the statement, (b) the name and address of the responsible person, (c) the address of the land— (i) to which the development application relates, or (ii) on which the activity or infrastructure to which the statement relates will be carried out, (d) a description of the development, activity or infrastructure, (e) an assessment by the person who prepared the statement of the environmental impact of the development, activity or infrastructure, dealing with the matters referred to in this Division.	(a) REAP certification page (b) REAP certification page, Author Qualifications and Section 1.4 (c) Section 1.5.1 (d) Section 2.6 (e) Certification page
(2) The person preparing the statement must have regard to— (a) for State significant development—the State Significant Development Guidelines, or ~~(b) for State significant infrastructure—the State Significant Infrastructure Guidelines.~~	REAP certification page
(3) An environmental impact statement must also contain a declaration by a relevant person that— (a) the statement has been prepared in accordance with this Regulation, and (b) the statement contains all available information that is relevant to the environmental assessment of the development, activity or infrastructure, and (c) the information contained in the statement is not false or misleading, and (d) for State significant development or State significant infrastructure—the statement contains the information required under the Registered Environmental Assessment Practitioner Guidelines.	REAP certification page
Section 191 Compliance with environmental assessment requirements	

Matter	Section addressed
The environmental impact statement must comply with the environmental assessment requirements notified under section 176 or the Act, section 5.16(4).	Appendix A
Section 192 Content of environmental impact statement	
(1) An environmental impact statement must contain the following— (a) a summary of the environmental impact statement, (b) a statement of the objectives of the development, activity or infrastructure, (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, (d) an analysis of the development, activity or infrastructure, including— (i) a full description of the development, activity or infrastructure, and (ii) a general description of the environment likely to be affected by the development, activity or infrastructure and a detailed 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 (iv) a full description of the measures to mitigate adverse effects of the development, activity or infrastructure on the environment, and (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, (e) a compilation, in a single section of the environmental impact statement, of the measures referred to in paragraph (d)(iv), (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.	(a) Executive summary (b) Section 1.3 (c) Section 2.3 (d) (i) Section 2.6 (ii) Section 3, Section 6 and Section 7. (iii) Section 6 and Section 7 (iv) Section 6 and Appendix E (v) Section 8.4 and Appendix B (e) Appendix E (f) Section 2 and Section 8

B.3 Statutory compliance list

Statute	Section addressed
Commonwealth statutes	
Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)	Section 1.8, Section 4, Section 6.1 and Appendix F.1
Native Title Act 1993	Section 4
NSW statutes	
Environmental *Planning and Assessment Act 1979* (EP&A Act)	Section 1.8, Section 3.1, Section 4 and Appendix D
Environmental Planning and Assessment Regulation 2021	Section 1.8, Section 4 and Appendix D
Environment Protection and Biodiversity Conservation Regulations 2000	Section 4 and Appendix F.1
Roads Act 1993 (Roads Act)	Section 4
Protection of the Environment Operations Act 1997 (POEO Act)	Section 4
Crown Lands Management Act 2016 (CLM Act)	Section 4
Conveyancing Act 1919	Section 4
Fisheries Management Act 1994 (FM Act)	Section 4
Heritage Act 1977	Section 4
National Parks and Wildlife Act 1974 (NPW Act)	Section 4
Rural Fires Act 1997	Section 4
Water Management Act 2000 (WM Act)	Section 4
Biodiversity Conservation Act 2016	Section 4 and Section 6.1
NSW planning policies and local provisions	
State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)	Section 4
State Environmental Panning Policy (Transport and Infrastructure) 2021 (TISEPP),	Section 4, Section 6.4and Appendix F.4
State Environmental Planning Policy (Resilience and Hazards) 2021	Section 4, Section 7.2 and Appendix F.7
State Environmental Planning Policy (Biodiversity and Conservation) 2021	Section 4, Section 6.1 and Appendix F.1

State Environmental Planning Policy (Primary Production and Rural Development) 2021	Section 4, Section 6.8 and Appendix F.9
Berrigan Local Environmental Plan 2013	Section 4

Appendix C Community engagement strategy

Prepared for Samsung C&T Renewable Energy Australia Pty Ltd (SREA)

Community and Stakeholder Engagement Strategy

South Coree Battery Energy Storage System - EIS

November 2024

Project Number: 240676

Document verification

Project Title:	South Coree Battery Energy Storage System - EIS
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Draft 2	27/11/2024	Amy Mahon	Bree Schubach
Final	02/12/2024	Amy Mahon	Stephan Mitchell (SREA)

NGH Pty Ltd is committed to environmentally sustainable practices, including fostering a digital culture and minimising printing. Where printing is unavoidable, NGH prints on 100% recycled paper.

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

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Acronyms and abbreviations

ACHA	Aboriginal Cultural Heritage Assessment
BESS	Battery Energy Storage System
BSC	Berrigan Shire Council
CBS	Community Benefit Scheme
CSES	Community and Stakeholder Engagement
CSP	Community Strategic Plan
DPE	(Former) Department of Planning and Environment (NSW) (now DPHI)
DPIE	(Former) Department of Planning, Industry and Environment (NSW) (now DPHI)
DPHI	Department of Planning, Housing and Infrastructure (NSW)
EIS	Environmental impact statement
ES	Engagement strategy
ha	hectares
km	kilometres
LALC	Local Aboriginal Land Council
LEP	Local Environment Plan
LGA	Local government area
m	metres
MW	Megawatt
NEM	National Energy Market
NSW	New South Wales
REDS	Regional Economic Development Strategy
REZ	Renewable Energy Zone
SSD	State Significant Development
VIA	Visual Impact Assessment

1. Introduction

1.1. Purpose

This Community and Stakeholder Engagement Strategy (CSES) has been developed to support the development of the South Coree BESS (the Project) through the Environmental Impact Statement (EIS) phase of the state significant development (SSD) development application process. In the interest of simplicity and to avoid using unnecessary acronyms, all activities recommended are rolled under the broad banner of engagement.

The CSES identifies the engagement approach and targeted objectives for the development of the Project and aligns with relevant NSW Government requirements for SSDs, utilising best practice tools and techniques in line with industry and community expectations.

This strategy encompasses proposed community and stakeholder engagement, communications, liaison, and consultation activities. It has been informed by previous activities and outcomes of the engagement phase of the Project's Scoping Report. Activities outlined within this CSES will look to continue to strengthen relationships in the region and work towards identifying further opportunities, challenges, and any potential mitigation measures that could be implemented.

The strategy is a 'live' document and will be updated progressively throughout the Project. It will also continually be informed by community feedback and will ensure that the communication and engagement activities remain:

- True to the core underlying principles of the Project
- Relevant to the outcomes required by the Project
- Creative and adaptive to respond to the community's needs
- Responsive to the needs of the Finley community
- Tailored to best reach, consult, and communicate with the Finley community.

Clear communication and consultation with the local community as well as key stakeholders is vital to the success of this Project.

2. Engagement approach

2.1. NGH Principles and priorities

NGH prides itself on delivering well considered, objective and meaningful communications and engagement to support major projects and the communities and regions they occur in. Engagement activities for the South Coree BESS will be led by NGH in conjunction with Samsung C&T Renewable Energy Australia Pty Ltd (SREA).

2.2. Principles

Our work in this field is built on the following NGH Communications and Engagement Principles.

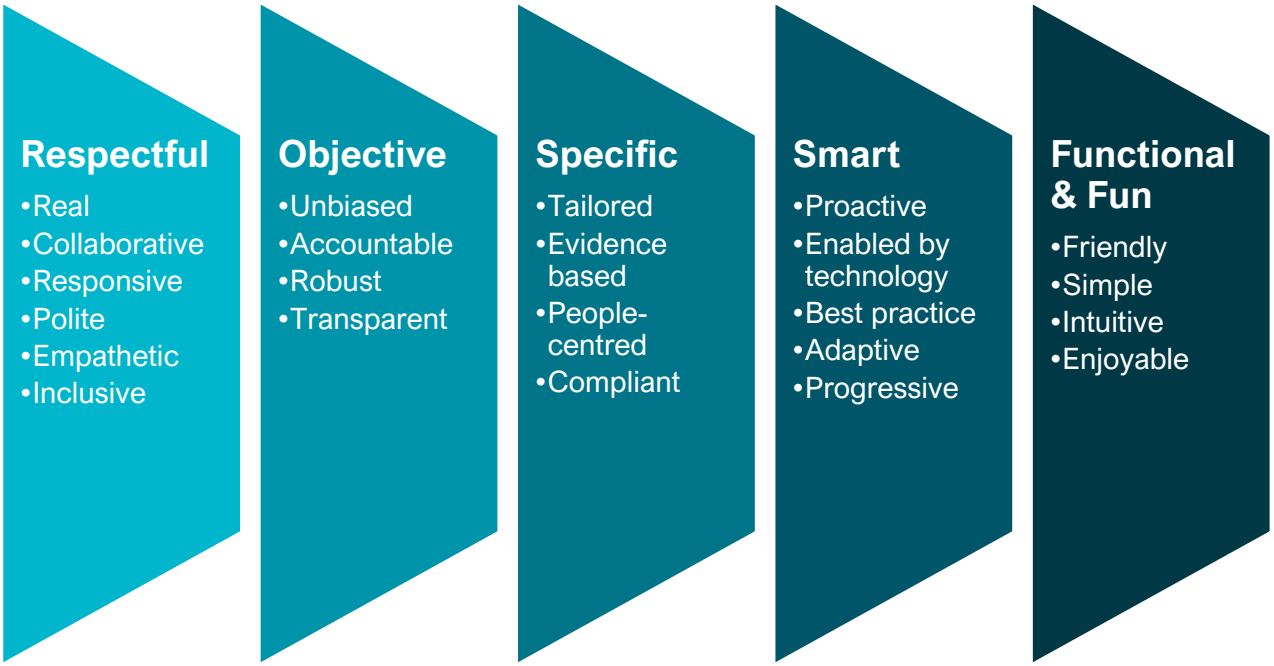


Figure 2-1 NGH Communications and Engagement Principles

2.2.1. Priorities

With this in mind, we help our clients to achieve these priorities:

- Provide clear and concise information about the Project and its impacts
- Deliver activities that encourage participation
- Work in partnership with stakeholders to understand and address issues
- Facilitate informed decision making
- Deliver projects that improve the resilience of the regions they are delivered in.

2.3. IAP2 Core Values

We subscribe to the International Association for Public Participation (IAP2) Core Values, which state that public participation:

- Is based on the belief that those who are affected by a decision have a right to be involved in the decision-making process
- Includes the promise that the public's contribution will influence the decision
- Promotes sustainable decisions by recognising and communicating the needs and interests of all participants, including decision-makers
- Seeks out and facilitates the involvement of those potentially affected by or interested in a decision
- Seeks input from participants in designing how they participate
- Provides participants with the information they need to participate in a meaningful way
- Communicates to participants how their input affected the decision.

2.4. Relevant guidelines and their requirements

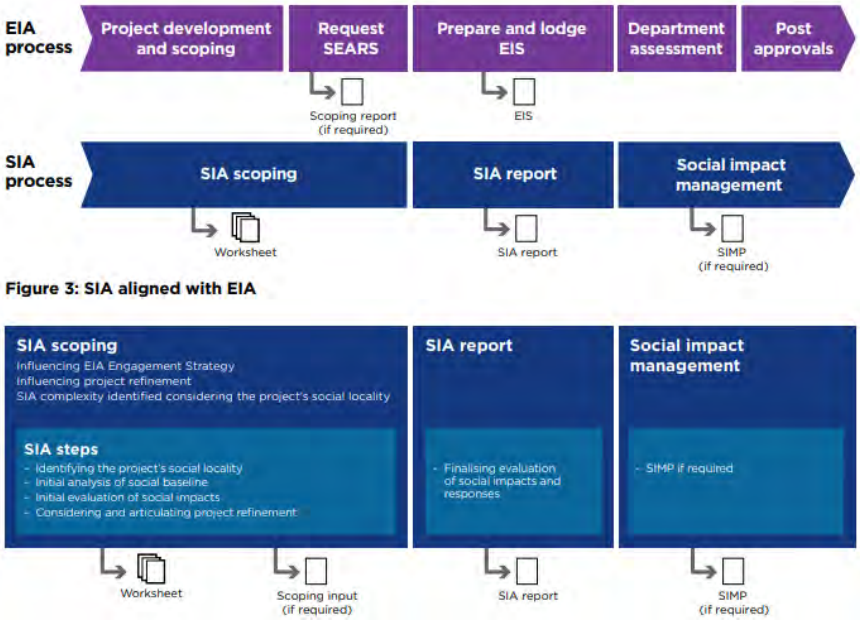
2.4.1. DPHI SSD guidelines

The NSW Department of Planning, Housing and Infrastructure (DPHI, formerly known as the Department of Planning and Environment (DPE)) has developed a range of guidelines to inform engagement around the assessment of SSDs. These guidelines for SSDs provide insight into the engagement and social impact considerations that DPHI will use to review this Project and therefore, the requirements that we need to keep in mind in building this strategy.

Table 2-1 DPHI SSD Guidelines

Guidelines	Requirements
SSD Engagement Guidelines *March 2024*	Effective engagement underpins a transparent and fair environmental assessment. Careful consideration of diverse viewpoints can help achieve good planning outcomes and avoid unintended negative impacts on communities, the environment, the economy or the government. The proponent is required to engage with the community, councils and government agencies on SSD projects. Engagement must be: • Open and inclusive • Easy to access • Relevant • Timely, and • Meaningful. To facilitate effective engagement, proponents will be expected to: • Provide clear and concise information about the Project and its impacts • Implement activities that encourage and facilitate participation • Report back on what was heard, what has or hasn't changed, and why.

Renewable Energy Planning Framework *November 2024*	Applicants are encouraged to engage with relevant stakeholders at all stages of the environmental impact assessment of State significant solar energy development, from scoping through to post-approval. While it is noted that this project is not a solar project and its scale is much smaller, SREA will consider and attempt to align with these guidelines where reasonable and applicable. Within the Assessment Issues section of this guide, the following relevant items are included: • **Visual impacts**: The impacts on landscape character and values and the visual amenity of landholders and communities. • **Land use conflicts:** While this is typically informed by zoning, it may be considered through the lens of community concerns regarding conflicts with lifestyle blocks in addition to concerns regarding impacts on 'prime agricultural land'. • **Social and economic impacts:** Impacts, both positive and negative (including how they are distributed), of the proposed development on potentially affected people and groups. This includes workforce accommodation, job creation opportunities, and flow-on economic impacts to local communities. • **Public interest**: including the public interest in renewable energy, the objects of the EP&A Act and the principles of ecologically sustainable development. • **Cumulative impacts:** Any cumulative impacts from any other developments (proposed, approved and operating), especially biodiversity, visual impacts, socio-economic and construction traffic impacts. This needs to be considered in light of the multiple solar Projects in the area.
Social Impact Assessment Guideline for SSD Projects *July 2021*	The new guideline (July 2021) provides a rigorous framework to identify, evaluate and respond to social impacts. Taking effect in October 2021, it focuses on predicting impacts; refining the Project to avoid negative impacts and enhance benefits; minimising then mitigating negative impacts and maximising benefits; and finally managing impacts. Importantly, it notes the need to engage early to identify issues that can inform the social impact assessment and work to identify reasonable and achievable mitigations for these (which may include Project modifications) prior to submitting the EIS Report (Figure 2-2). In our experience, DPHI prefers to see issues that are identified early in the process (such as visual impacts) resolved (in terms of identifying practical mitigations) to the extent possible ahead of submitting the EIS report. This allows the detailed social impact analysis to consider mitigated impacts of the Project.

	 **Figure 3: SIA aligned with EIA** Figure 2-2 DPE SIA process
Office of Energy and Climate Change First Nations Guidelines *August 2022*	The First Nations Guidelines were developed to set expectations for meaningful engagement, building capacity, and increasing employment and income opportunities for First Nations Peoples and communities in the construction and operation of new energy infrastructure projects in NSW. Best practice engagement has been outlined to involve: • Identifying First Nations stakeholders • Engaging with First Nations stakeholders with an understanding of free, prior, informed consent • Ongoing participation throughout the Project to completion • Maintaining the relationship even after the immediate project has been completed • All participants being treated with dignity and respect. The Central-West Orana guideline is the first region-specific guideline to have been finalised. The guideline was developed in close consultation with a working group representing local Aboriginal communities in and around the Central-West Orana Renewable Energy Zone and was first published in August 2022 and finalised in October 2023. Whilst the Project is not located within the Central-West Orana REZ, aligning engagement activities with First Nations guidelines developed for the area is highly important to ensuring the success of the Project.
Benefit-Sharing Guideline *November 2024*	The Benefit Sharing Guideline was developed by the NSW Government to provide clear advice on integrating benefit-sharing practices into the planning and delivery of large-scale renewable energy projects. The guideline outlines: • A policy approach, objectives, and implementation strategy for benefit-sharing.

	• Mechanisms for sharing benefits at the neighbourhood, local, and regional levels. • A proposed model offering guidance on the expected value of benefit-sharing for individual projects. The policy ensures that communities receive proportionate benefits from renewable energy developments in their regions. Incorporating benefit-sharing as standard practice is encouraged to help applicants enhance their social licence to construct and operate projects. Applicants are expected to offer rates consistent with the values prescribed in the guideline. Benefit-sharing funds should prioritise individuals and communities most likely to be affected by the proposed development. To ensure effective distribution, the DPHI recommends that local community benefit schemes be administered primarily through the councils of the relevant local government areas. It is advised that councils manage at least 85% of the relevant portion of the total benefit-sharing value. The benefit-sharing rates relating to BESS projects currently stipulate: • $150 per megawatt hour per annum for battery storage developments.

2.4.2. Other industry guidelines

The following guidelines were developed by industry and advocacy bodies to help guide the planning and delivery of community benefits and establishment of trust for large scale renewable energy projects, including transmission corridors. A snapshot of their recommendations is included below.

Table 2-2 Industry and advocacy group guidelines for renewable energy infrastructure

Publication	Relevant inclusions
Clean Energy Council A Guide to Benefit Sharing Options for Renewable Energy Projects *2019*	Includes methods for developing a benefit sharing strategy and working in partnership with local communities. It outlines ways to: • Calculate a benefit sharing budget • Develop a theory of change to deliver the desired impact • Undertake social feasibility to refine and test the strategy in the community • Implement, monitor, and evaluate the Project in the community.
Re-Alliance Community Benefits Handbook *September 2021*	The purpose of this handbook is to equip local community leaders with information and ideas to get started thinking big about how to leverage the renewables boom into local opportunities that address local needs and desires. It covers what kinds of benefits regional communities are already seeing in different parts of the country from large-scale renewables and begins to picture what these might look like on a bigger scale with industry investment concentrated across a region.
Clean Energy Council	The purpose of the guide is to assist industry in facilitating the adoption and

Leading Practice Principles for First Nations People and Renewable Energy Developments, *February 2024*	implementation of the ten (10) leading best practice principles, as well as providing guidance on how to always appropriately and effectively engage with First Nations peoples and communities. The ten guiding principles include: • Principle 1: Engage respectfully • Principle 2: Prioritise clear, accessible and accurate information • Principle 3: Ensure cultural heritage is protected • Principle 4 Protect Country and environment & • Principle 5: Be a good neighbour • Principle 6: Ensure economic benefits are shared • Principle 7: Provide social benefits for the community • Principle 8: Embed land stewardship • Principle 9: Ensure cultural competency • Principle 10: Implement, monitor and report back.

2.5. Engagement objectives for the EIS phase of the Project

The CSES aims to achieve the following objectives to support the Project and the communities surrounding it.

Table 2-3 Engagement Objectives for the Project

Objectives	Measures
• Continue to produce clear information on the Project, provide updates on its progress, and outline potential impacts (positive and negative) and benefits for the environment, community, and the wider Finley region.	• Delivery of high-quality communications across all targeted channels that are suitable and localised to the region. • Circulate technical assessment results and information across all stakeholder groups; both those engaged during Scoping engagement activities, and beyond.
• Ensure the Project has a positive impact on the region.	• Continuing to demonstrate shared local and broader regional social, economic, and environmental benefits within the EIS Report.
• Continue to assist in the development of a sense of local ownership in the Project, aiming for a broad sense of social licence.	• Continue to identify local advocates and communicate the benefits that solar and BESS developments can have on the community (i.e. employment opportunities, broader economic benefits, community benefits etc.).
• Work together with the Finley and Berrigan Shire community in a collaborative way.	• Work together with the Berrigan Shire Council (BSC) to identify issues and likely mitigations throughout EIS based on activities undertaken in the Scoping phase, and addressing concerns in an open, transparent and collaborative way.
• Support an uplift in the regional economy and level of local	• Identify and communicate the economic benefits the Project will bring to the BSC LGA community; discuss local

prosperity.	procurement policies, the economic input the Project will bring through ancillary services, and more.
• Demonstrate a clear intention of implementing a Community Benefit Scheme (CBS) or Voluntary Payment Agreement (VPA) in consultation with BSC.	• Establish ideas for a successful community-led CBS or community-focused VPA with the BSC, both of which address community-led initiatives discovered through engagement activities and community information sessions. • Aim to establish the governance arrangements of the CBS during EIS and develop a list of potential initiatives agreed to (in principle) by BSC.
• Support and engage local capabilities in the BVS region.	• Identify a number of local suppliers, including Aboriginal-owned suppliers, who would have the capacity to support the Project throughout the development and operational phases. Continue consultation with these groups. • Prioritisation of the use of local professionals as early as possible throughout the development. Potentially facilitate information evening for contractors in the region. • Examples of capabilities include local vocational and workforce providers, local ancillary providers (such as food suppliers for the workforce), local accommodation work camps (in line with accommodation strategy), local electricians, and more.
• Maintain a positive corporate image for SREA and the renewable energy industry.	• Develop relationships to encourage social licence to operate in the BSC area through strengthening relationships. • Management of social and reputational risks that are relevant and localised to the area, i.e., focus on agricultural discussions surrounding renewables etc.

3. Project outline

3.1. Project snapshot

SREA is proposing to develop a new Battery Energy Storage Systems (BESS) at 384 Broockmanns Road, Finley NSW 2713. The proposed BESS is located within the Berrigan Shire Council Local Government Area (LGA) in the Riverina region of NSW and is zoned Rural Primary Production (RU1) under the Berrigan Regional Local Environmental Plan 2013.

The expected capacity and storage duration for the BESS would be approximately 80 MW/320 MWh (4-hour storage) and would connect directly into the Finley Electrical Substation via an underground or overhead 132 kV transmission line, that will run along the southern boundary of Broockmanns Road reserve and potentially Canalla Road, before entering the TransGrid lot (B//961693)

The Project would include the following key built form features:

- BESS including battery enclosures, inverters, transformers, switchgear and control room
- Onsite substation including transformer switch bays and switchgear housed in portable substation
- containers
- Underground or overhead 132 kV transmission lines to connect the BESS to the Finley substation
- Finley substation upgrade works to facilitate connection with the BESS
- Permanent office, operation and maintenance (O&M) buildings, hardstands and Project signage
- Site access to the BESS from Broockmanns Road, internal site access tracks and parking
- Stormwater management infrastructure, lighting, fencing and security.

Temporary infrastructure, including construction facilities, site offices and amenities, tool and material storage sheds, construction staff car parking, component laydown areas and truck parking and unloading would also be required.

The Project would support approximately 60 jobs during its construction peak period (averaging 20-30 jobs during the entire construction timeline). It would also diversify income and increase revenue to local service providers such as food, lodging, and tourism operators in the local area. Should the Project be approved, we will be reaching out to local businesses and service providers about opportunities to participate in the Project.

Once operational, it is anticipated that there would up to 1-2 ongoing full time equivalent roles as the site would be largely remotely operated. The Project will also significantly contribute toward the NSW Government's aim of reaching net-zero emissions by 2050, by supplying clean renewable energy to the grid.

It is noted that two other BESS developments are proposed around the Finley substation, including:

- Finley BESS | Planning Portal - Department of Planning and Environment (100MW/200MWh)
- Berrigan Battery Energy Storage System (BESS) | Planning Portal - Department of Planning and Environment (400MW/1600MWh)

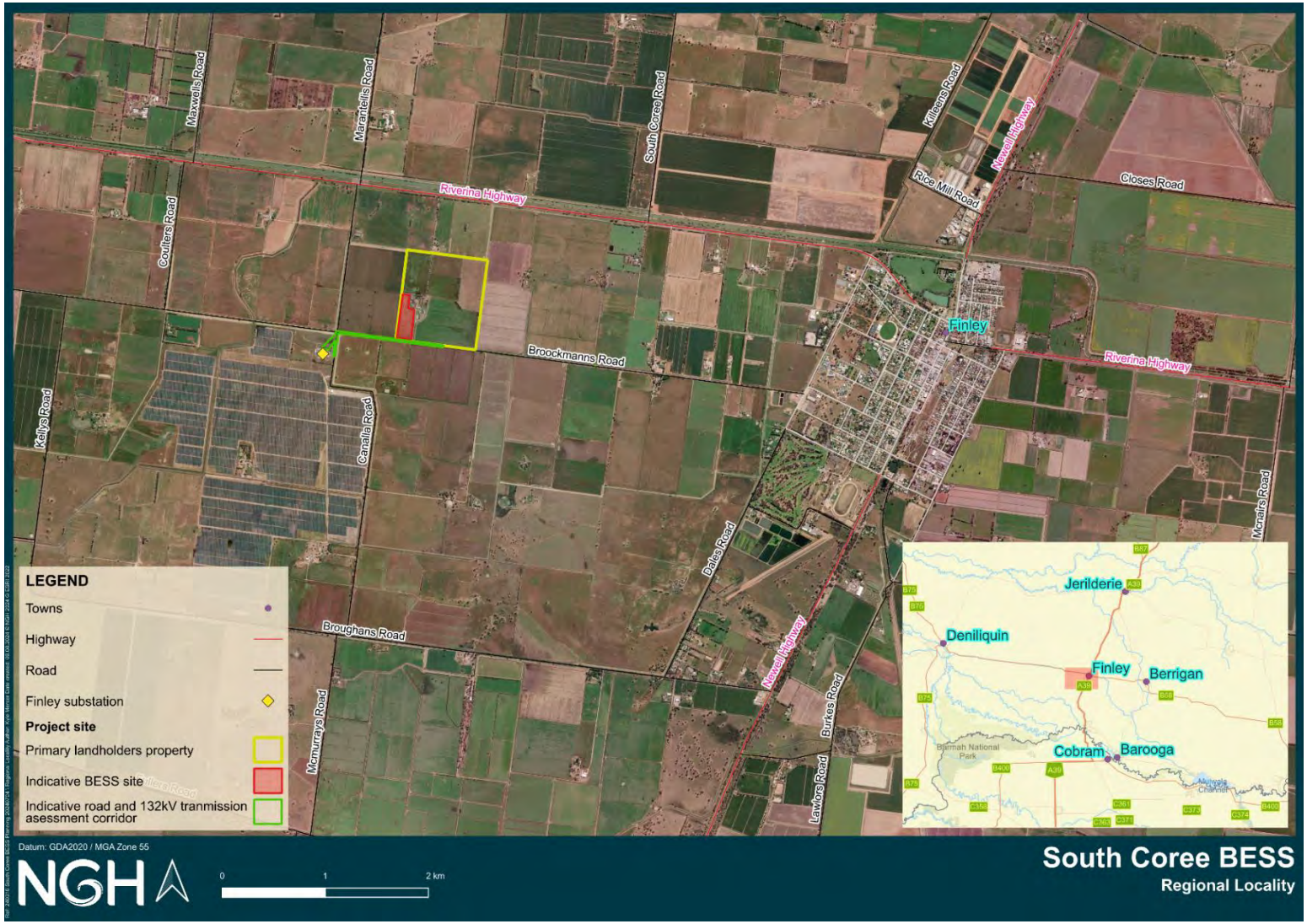


Figure 3-1 Regional locality

3.2. The Applicant

Samsung C&T Renewable Energy Australia Pty Ltd (SREA) began operations in Australia in 2022 and has solar and storage project interests across New South Wales, Victoria, and Queensland. SREA currently operates out of offices in Sydney and Brisbane, with personnel working remotely in Victoria.

To meet the needs of clients aiming to diversify their energy mix amid stringent carbon emissions requirements, SREA strives to become a full-spectrum energy provider in the clean energy sector. The company is committed to deploying sustainable energy resources with a vision to create value globally.

Over the past two decades, Samsung has completed several renewable projects worldwide, including the world's largest wind and solar power cluster in Ontario, continuously delivering solutions that enable customers to fully leverage renewable resources.

3.3. Non-associated receivers

There are approximately 470 non-associated receivers within 4 kilometres (km) of the proposed site – this includes both industrial and residential addresses. Within 2 km of the proposed site location of the BESS there are 11 non-associated receivers. The proximity of receivers can be seen on the following page in Figure 3-1.

The *Technical Supplement - Landscape and Visual Impact Assessment guidelines* (2022) recommend that applicants consult with the community, including Traditional Owners, local councils, and potentially affected landowners as early as possible and throughout the visual assessment process. This helps to confirm the assessment results, discuss any proposed measures to reduce visual impacts, and identify and establish the importance of specific landscape values and characteristics.

This process involves identifying public and private viewpoints within 4 km of the proposed development. It requires engaging with stakeholders to understand their views, assessing the existing scenic quality, identifying potential impacts, and seeking permission if viewpoints or photo montages need to be made from their properties.

In conducting consultations, applicants must follow the approaches and objectives outlined in the *NSW Government's Undertaking Engagement Guidelines for State Significant Projects.*

It is therefore considered best practice and recommended that NGH and SREA, rather than visual consultants, be the first to contact sensitive receivers within 4 km from the Project site, following the guidelines mentioned above.

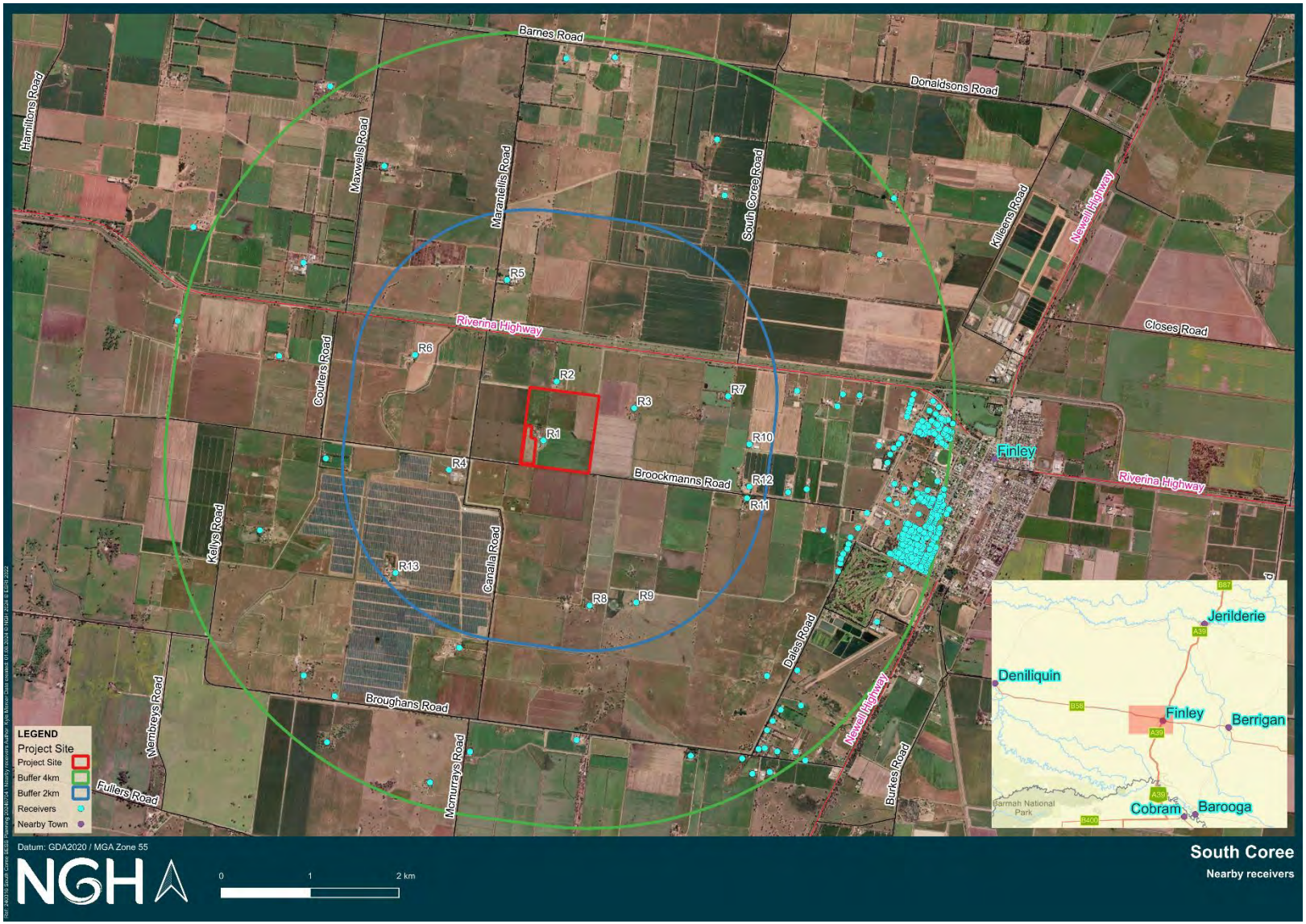


Figure 3-2 Non-associated receivers

3.4. Strategic context

Understanding the region's economic, developmental, planning and community values is vital to developing renewable infrastructure in the Finley region. The information outlined within these documents will assist in formulating the considerations outlined within the engagement action plan.

3.4.1. Berrigan Shire Strategic Plan (SP) 2040

This plan highlights the partnerships, advocacy and coordination with other tiers of government to help ensure everyone in the community thrives into the future. It also recognises the vital role Council plays in achieving the aspirations set out in the SP, noting that it will take working collaboratively with state agencies, businesses, industry groups, community groups and individuals to make them happen.

The Berrigan Shire CSP consists of five themes and strategic objectives:

- ***Our community:*** An inclusive, resilient community with a strong sense of belonging and pride.
- ***Our economy:*** A resilient and prosperous economy that supports employment and learning opportunities.
- ***Our environment:*** Our natural assets are protected and enhanced for future generations
- ***Our infrastructure:*** Reliable and efficient infrastructure that meets the growing needs of our community.
- ***Our civil leadership:*** Transparent and responsible leadership that actively engages with and serves the community's interests.

Specifically, the Project directly aligns with Strategic Plan's environmental aspirations, specifically to:

"Mitigate the impacts of climate change through renewable energy and water conservation measures and encourage sustainable living." (p. 15).

3.4.2. Berrigan Shire Council Energy Strategy 2021

The document "100% Renewables" was commissioned by the NSW Department of Planning, Industry & Environment to create an Energy Strategy with Berrigan Shire Council. This strategy aims to help the Council increase the use of renewable energy at its facilities in a cost-effective manner, reduce energy demand, and lower costs. The focus is on stationary energy-related emissions from the Council's operations, demonstrating to the community that emissions reduction is both feasible and cost-effective, thereby positioning the Council as a leader in community climate action.

The Council's broader climate response can extend beyond this strategy to include transport for Council operations, emissions from landfill and other waste managed by the Council, climate resilience and adaptation measures, as well as emissions from the community's stationary energy use, transport, agriculture, and other land use.

Although the South Coree BESS does not play a driving role in this strategic goal, it is clear from the Energy Strategy that the Council is supportive and committed to contributing to the net-zero emissions goal for the Shire, NSW, and Australia by 2050.

3.4.3. Riverina Murray Regional Plan 2041

The Riverina Murray Regional Plan 2041 is an update to the Riverina Murray Regional Plan 2036 and is the product of extensive consultation with councils, stakeholders, and the wider community, and will guide the

NSW Government's land use planning priorities and decisions over the next 20 years. The updated regional plan has a targeted delivery focus on the next five years.

The Plan provides an overarching framework to guide subsequent and more detailed land use plans, development Projects and infrastructure funding decisions, and includes a series of priority actions. These medium-and longer-term actions have also been identified to coincide with population and economic change (NSW Department of Planning, Industry and Environment, 2023).

The South Coree BESS Project will adhere to directives outlined in the Plan including:

Objective 13: Support the transition to net zero by 2050

- 75% of NSW's coal-powered electricity will reach the end of its technical life within 15 years, requiring a shift to renewable energy sources.
- The NSW Government aims for net-zero emissions by 2050, emphasising renewable electricity generation, transmission, and storage.
- The transition will require changes in electricity generation, transport, storage, and usage, with careful management to ensure employment and industry benefits.
- The Riverina Murray region is well-positioned to contribute to the net-zero target, with strong resources and infrastructure connections.

4. Community and stakeholder analysis

4.1. Scoping phase engagement

In mid-2024, the Applicant began engaging with the community and key stakeholders to complete the initial stages of a NSW SSD planning application, known as a Scoping Report.

The Scoping Report was submitted to the NSW DPHI in October 2024. DPHI and relevant agencies assessed the report, and Secretary's Environmental Assessment Requirements (SEARs) were issued on 20 November 2024. SEARs outline the information and detailed specialist assessments required for the EIS phase of the application.

The Scoping phase involved an attempt at broad community and stakeholder engagement with the aim to gather as much information as possible, with feedback received informing the design and assessments of the Project. Information was gathered through phone calls, physical mail, electronic direct mail (EDM), an online survey, and face-to-face meetings. It is important to acknowledge that the small dataset from minimal community interest limits the ability to draw definitive conclusions, and more comprehensive insights are expected with further engagement during the EIS process.

The Preliminary SIA indicated that the Finley community generally supports this type of development. Key concerns identified include visual amenity, potential health impacts, haulage routes, and decommissioning.

Key perceived benefits include potential local job creation, increased business opportunities from local transactions, accommodations, and service use, as well as a higher demand for skilled workers due to similar projects in the area. This demand may create opportunities for collaboration with TAFE and Country Universities Australia to offer short-term, tailored courses to build local capacity in which SREA has committed to supporting. Additionally, the community may benefit from a benefit sharing framework designed to support local interests.

4.1.1. How Scoping engagement feedback informs the EIS phase

The Scoping engagement has established a strong foundation for the EIS phase by gathering valuable insights from community members and stakeholders. This early engagement ensures that the EIS phase is not only well-informed and focused but also responsive to the concerns and opportunities identified during the Scoping phase.

The feedback collected has provided the Applicant with a deeper understanding of diverse community perspectives and general sentiments towards both the Project and renewable energy initiatives as a whole. This information will be instrumental in informing the key messaging of the Project, ensuring that communication is aligned with community priorities and concerns. Tailored mitigation measures can now be developed to address the specific feedback received, ensuring the project aligns with stakeholder expectations.

4.2. Community analysis

Understanding the makeup and values of a community is essential to finding effective ways to engage meaningfully and effectively throughout the Scoping phase. It is also important to understand ways the Project may impact the community. This may not be limited to the construction and operational stages of the Project but may also include the Scoping, EIS, and EIS exhibition.

4.2.1. Berrigan Shire Local Government Area (LGA)

The Berrigan Shire is located in the southwestern region of New South Wales, bordering Victoria with the Murray River as its natural divide. It is a 3.5-hour drive north of Melbourne and home to over 8,600 people, with a projected population growth to 10,000 by 2046 due to natural increase and migration.

The Shire is known for its spectacular natural environment and rich agricultural lands, encompassing the towns of Barooga, Berrigan, Finley, and Tocumwal. These towns serve as hubs for community life, local business, and leisure activities. The local economy is diverse, thriving on sectors such as agriculture, healthcare, construction, and education, which support a robust tourism industry.

Covering an area of 2,066 km² in the Southern Riverina, Berrigan Shire consists predominantly of irrigated rural land, with agriculture as the primary source of income. The Berrigan Shire region is renowned for its productivity in irrigation, contributing significantly to the local economy and employment market. In 2022/23, the agriculture, forestry, and fishing sectors generated $356 million in output. Cereal crops were the largest commodity, accounting for 37.3% of the Shire's total agricultural output in value terms and supporting 642 local jobs (economy.id, n.d.).

According to the latest ABS Census in 2021, 3% of the population identifies as Aboriginal and/or Torres Strait Islander (ABS, 2021).

There are currently two State Significant Projects in the pipeline in the LGA: the Finley 100 MW BESS (EIS stage) and the 170 MW Finley Solar Farm (determination stage).

4.2.2. Finley

Finley, located at the junction of the Newell and Riverina Highways, is the second-largest town in the Berrigan Shire and an integral part of the Riverina Food Bowl. With a population of 1,864 (ABS, 2021), Finley is approximately 140 kilometres west of Albury and 295 kilometres north of Melbourne via Shepparton and Tocumwal. The town is situated 20 kilometres from the Murray River and is a prime irrigation area. Over 22% of the population work in the agriculture, forestry and fishing sector (economy.id, n.d.).

Finley serves as a key service centre for the Berrigan Irrigation Area, supplying wool, wheat, lamb, rice, dairy products, vegetables, cereals, canola, cattle, and pigs to the Sydney and Melbourne markets. The district's productivity supports the local economy and contributes significantly to regional food supplies.

Historically, the area was known as "Carawatha" by the local Wiradjuri First Nations people, meaning "place of pines." The town was later named Finley after Surveyor F.G. Finley, who surveyed 1.2 million hectares in the 1870s.

The 175 MWp Finley Solar farm, owned by John Laing (previously owned by ESCO Pacific), has been operational since 2019. Originally a 170 MWp solar farm, the scale of the operation was increased once ownership had changed hands. The on-site team consists of local residents from the Finley township. The

farm employs sheep grazing for vegetation management, achieving effective results with over 2000 sheep currently present on the site.

The town is set to benefit from a $25 million redevelopment of the Finley hospital, part of the NSW Government's $45.3 million regional accommodation investment. This project aims to provide affordable and accessible housing for healthcare workers, with construction starting in mid-2024. New accommodation units are expected to be available to key workers by late 2024 or early 2025 (NSW Government, 2024).

A demographic snapshot from the Census 2021 data of Finley township is included below.

People	**1,864**
Male	48.3%
Female	51.7%
Median age	53
Families	**438**
Average number of children per family	
for families with children	1.9
for all households (a)	0.5
All private dwellings	**932**
Average number of people per household	2
Median weekly household income	$952
Median monthly mortgage repayments	$867
Median weekly rent (b)	$178
Average number of motor vehicles per dwelling	1.7

(a) This label has been updated to more accurately reflect the Census concept shown in this data item. The data has not changed.
(b) For 2021, median weekly rent calculations exclude dwellings being occupied rent-free.

Figure 4-1 Finley town community profile. Source: ABS, 2021

4.2.3. Traditional Owners

Berrigan LGA and Finley township sits proudly on Wiradjuri Country (Ngurambang). The Wiradjuri nation is the largest cultural footprint in NSW - from the Blue Mountains in the east, to Hay in the west, north to Nyngan and south to Albury in the Southwestern slopes region.

3% of the Berrigan LGA population and 5.6% of Finley township identify as Aboriginal and/or Torres Strait Islander.

4.3. Stakeholder analysis

It is important to identify key stakeholder groups and the relevant characteristics of each group so that engagement activities can be tailored to best suit them. Different levels of engagement will be appropriate for different groups, depending on the potential interest or impacts on those groups.

Given the nature of this ongoing engagement, the focus is on understanding, documenting, and assessing the scale and potential impact of community concerns for this development and preparing engagement tactics for the development application, construction and operational phases.

Relationships built within the Scoping phase of engagement will be developed further in the EIS, focusing on non-associated receivers located within a 2-4 km radius (Appendix B) and a targeted focus on properties within 2 km (Appendix A). There will be a continued focus on community stakeholder groups and agency stakeholders such as BSC and DPHI.

See below an outline of stakeholders, their interests, and relevant engagement tactics. Note: The engagement approach recommended for each stakeholder refers to the IAP2 Engagement Spectrum.

Table 4-2 Stakeholders, their interest and recommended engagement approach

Stakeholder group	Targeted stakeholders	Interests	Objectives and opportunities	Impact (H/M/L)	Engagement approach
Adjacent and near neighbours (including non-associated receivers as shown in Figure 3-2.	• Residential properties within a 4 km in the first instance and 2 km (pending Noise Assessment) radius of the proposed site.	• Property impacts • Noise impacts • Visual impacts • Access changes • Environmental changes • Commercial agreements • Community benefits • Governance and ownership of the developing entity • Impacts on agricultural outputs.	• Develop a strong partnership with the community • Keep neighbours informed about the Project from early in the planning phase • Identify impacts and mitigations through a collaborative process • Discuss neighbour benefit sharing options directly • Provide opportunities to raise issues and provide feedback.	H/M	**Inform, consult, involve, collaborate** Consultation with this group will involve phone calls, distributing letters/door knocks, invitations to the community drop-in session and a direct face-to-face meeting at their property. If they can't be reached, a letter will be left at the property asking the residents to contact us and discuss the Project.
Broader Community and region	• Finley township including residents, businesses, and organisations.	• Visual impacts • Noise impacts • Transport access impacts or changes • Environmental changes • Community benefits • Governance and ownership of the developing entity • Regional economic	• Develop an understanding of and opportunity to participate in the Project • Provide opportunities to raise issues and provide feedback • Discuss community benefit sharing options.	M	**Inform, consult, involve** This group should be engaged through broader communications during the development application phase through a community drop-in session, a public notice and communications through the council. Ideally, communications to this group would make use of the Project web page/site.

		development.			
Traditional Owners	• Cummeragunja Local Aboriginal Land Council) • Bangerang Aboriginal Corporation.	• Property impacts • Visual impacts • Access changes • Environmental changes • Commercial agreements • Community benefits • Governance and ownership of the developing entity • Impacts on agricultural outputs.	• Engage with the relevant Local Aboriginal Land Council and RAPs through the formal process • Look for opportunities to contribute to the local story of country and contribute to the local Aboriginal community. • Involve local community organisations in community benefit sharing initiatives.	H	**Inform, Involve, Collaborate and Empower** This group should be engaged through community drop-in sessions, meetings and project update emails. Ideally, communications to this group would make use of the Project web page/site and a direct contact.
Community organisations	• Apex • Rotary • Lions • Tourism groups • Sporting clubs like the Finley Football and Netball Club.	• Property impacts • Visual impacts • Access changes • Environmental changes • Commercial agreements • Community benefits • Governance and ownership of the developing entity • Impacts on agricultural outputs.	• Identify interests and opportunities to partner and contribute • Look for opportunities to address concerns in the CWA regarding impacts on productive land.	M	**Inform, consult** Outside of the sensitive receivers identified, this group should o be engaged through broader communications during the Scoping phase through a community open drop-in session, a public notice (print) and communications through council. Ideally, communications to this group would make use of the project web page/site.
Government Agencies/Utility owners	• DPHI and other agencies through the SEARs process (such as NSW Farmers	• Impacts on local infrastructure • Assessment process	• Develop and maintain a positive relationship • Build on previous	H	**Inform, consult, involve** This group should be engaged directly through phone calls,

	Association) • Berrigan Shire Council • Local/State/Federal MP • TransGrid • Department of Agriculture • Transport for NSW • NSW Fire & Rescue • NSW DCCEEW Water • Murray Irrigation.	• Consideration of impacts • Consideration and mitigation of concerns • Consultation process • Application of standards and frameworks.	discussions • Identify opportunities to support the local economy • Identify and leverage council communication channels.		distributing letters, invitation to the community drop-in session and a direct face to face meeting where possible. Ideally, communications to this group would make use of the project web page/site.
Schools, TAFEs and Universities	• TAFE • Public, private and Catholic schools: Finley High School, Finley Public School, and St Joseph's Primary School.	• Impacts on local infrastructure • Consideration of impacts • Community benefits.	• Ensure organisations are updated on education and vocational opportunities associated with the Project • Identify relevant community benefit scheme opportunities.	L	**Inform, consult** This group should be engaged through broader communications during the Scoping phase through a community open drop-in session, a public notice (print) and communications through council. Ideally, communications to this group would make use of the project web page/site.
Business groups/small businesses	• Finley Chamber of Commerce • Finley township businesses and those with a broader interest in the region • Construction companies that may contribute to the battery facility construction and installation.	• Property impacts • Visual impacts • Access changes • Environmental changes • Commercial agreements • Community benefits • Governance and ownership of the developing entity • Impacts on agricultural	• Work with the chamber to identify any local businesses that may be impacted by the Project (positive or negative) • Identify opportunities to develop or utilise local capability.	M	**Inform, consult** Outside of the sensitive receivers identified, this group should be engaged through broader communications during the scoping phase through a community open drop-in session, a public notice (print) and communications through the council. Ideally, communications to this

		outputs.			group would make use of the Project web page/site.
Advocates	• Finley Chamber of Commerce • Berrigan Shire Council.	• Regional growth • Community benefits • Governance and ownership of the developing entity.	• Consider opportunities for partnerships and community events • Consider advocacy opportunities • Potential for partnerships.	M	**Inform, consult** Outside of the sensitive receivers identified, this group should o be engaged through broader communications during the scoping phase through a community open drop-in session, a public notice (print) and communications through council. Ideally, communications to this group would make use of the project web page/site.
Groups of renewable objectors	• Country Women's Association	• Property impacts • Visual impacts • Access changes • Environmental changes • Commercial agreements • Community benefits • Governance and ownership of the developing entity • Impacts on agricultural outputs.	• Identify and address concerns as required • Prepare responses to known concerns based on previous projects • Manage issues constructively and efficiently • Ensure equity in the engagement (allow other stakeholders time to talk in information sessions).	M/L	**Inform, consult** Outside of the sensitive receivers identified, this group should o be engaged through broader communications during the scoping phase through a community open drop-in session, a public notice (print) and communications through council. Ideally, communications to this group would make use of the project web page/site.

5. Engagement overview

5.1. Applying a mix of engagement tools

It is always important to apply a mix of engagement tools and techniques to allow for a range of inputs and participation opportunities (see Appendix C for examples). There is a growing emphasis and uptake of digital tools, which are becoming more sophisticated in terms of providing integrated tools to capture conversations, analyse sentiment and issues, and generate reports in a very efficient way.

For this Project, it is recommended that a mix of traditional face-to-face methods and innovative digital tools are used to support the energy storage component planning.

SREA currently hosts the website https://www.southcoreebess.com/ to mobilise information and feedback tools to support meaningful engagement and to provide timely project development updates, information on community events and targeted marketing.

Content updates throughout the EIS will be continually made at they become available and as the Project progresses.

Figure 5-1 South Coree BESS website

5.2. Engagement approach

5.2.1. Engagement activities

A mix of targeted and broad engagement approaches is recommended for the Project as it will help build awareness and engagement in the wider community and region.

The activities are broken into four types as outlined in Figure 5-22 and is coordinated through an Engagement Action Plan (EAP) in Section **Error! Reference source not found.**.

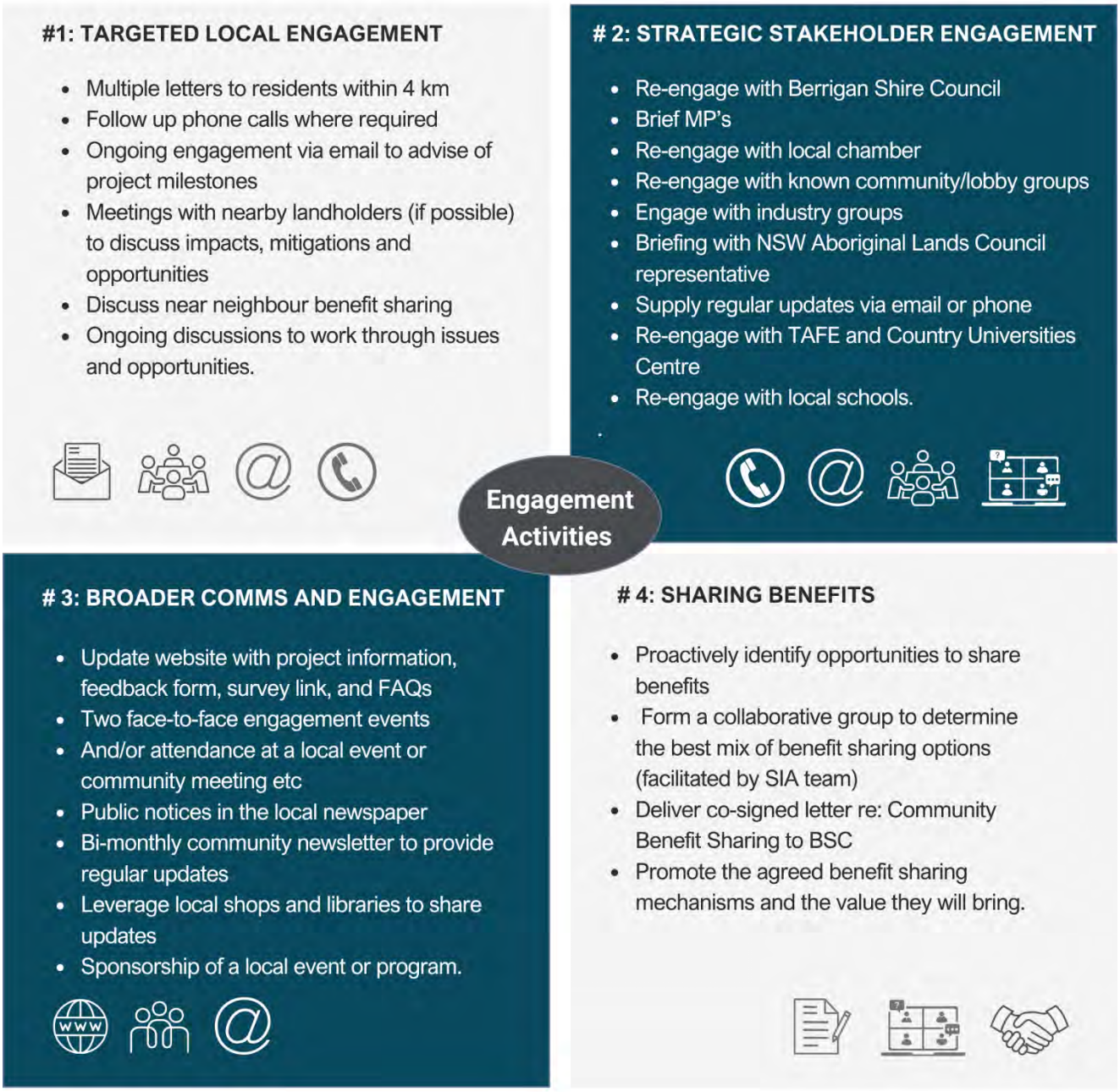


Figure 5-2 South Coree BESS EIS engagement approach

5.2.2. Content development steps

To deliver on this range of activities, the following content development steps would be required:

Table 5-1 Content development steps

Order of priority	What	Details
1	Update image library	Update the image library with indicative site designs, images of the site, and images of similar BESS installations that can be used for collateral.
2	Develop an updated suite of collateral	Including an updated fact sheet, comprehensive FAQ document, community newsletter, letters, emails, and corflutes for community engagement sessions. All materials to include project website link, contact information, and community feedback survey link.
3	Develop and launch EIS Survey	Hosted through SurveyMonkey and included in all relevant materials. To inform the EIS SIA and VIA.
4	Relaunch Project website	The new Project website is to include: • Community feedback survey • Maps of the proposed site • Feedback and submission forms/tools • Project timeline (where possible) • FAQ, fact sheet and newsletters • Project contact information.
5	Develop a script for the Project hotline	The script is to be Project-specific and includes a clear call-to-action.
6	Develop and grow stakeholder record management (SRM) system (Consultation Manager)	We recommend a web-based system that allows for entering data in the field, in addition to sentiment analysis, segmentation and streamlined reporting. Previous stakeholder details from Scoping will be transitioned into Consultation Manager.

5.2.3. Advocates and influencers

Prior to EIS engagement, it is also useful to determine the best advocates and influencers for the Project. An ideal advocate has aligned interests, a useful network and carries influence in the community. A recommended advocate is Rick Shaw from the Finley Chamber of Commerce.

6. Engagement action plan

A draft action plan for the EIS has been created and is outlined below. Please note that the timing for delivery is contingent on the overall Project schedule.

Table 6-1 Community and Stakeholder Engagement Action Plan

Activity	Indicative Timing	Delivered by
CONTENT AND CAMPAIGN PREPARATION:		
Goals for this phase: • Prepare all communications materials for the initial engagements • Activate interactive tools • Identify key advocates and coordinate briefing times	November - December 2024	NGH Engagement Team & Samsung
Update or develop core materials for the Project, including: • Website content • Project Fact Sheet • FAQ • Key maps • Newsletters • Letters/emails to residents within 4 km and key stakeholders. **Optional for this stage (outside of scope):** • Develop animated video or video collateral to be housed on website, linked to materials and email correspondence. • Develop a media release to continue cementing deliberate and positive messaging within the community.	November - December 2024	NGH Engagement Team & Samsung

Build and activate online survey tool aimed at capturing queries, concerns and opportunities related to the Project that can be used to inform content development and social impact analysis.	November - December 2024	NGH Engagement Team
Activate the stakeholder record management system (including sentiment tracking).	November - December 2024	NGH Engagement Team
Develop a list of targeted community events to attend, such as a sporting event, local market, and Business Chamber meetings to introduce the Project.	December 2024	NGH Engagement Team
EIS PHASE		
Goals for this stage: • Reintroduce the Project and set the foundation for ongoing positive relationships • Where possible, lock in dates for in-person meetings and venues for in-person engagement activities • Begin with targeted engagements with near neighbours • Engage meaningfully and regularly across the community to identify issues and opportunities and discuss mitigation measures • Continue building a broad stakeholder database that can be used for updates, segmentation, and analysis • Identify risks and mitigations in coordination with the SIA team • Discuss and agree on benefit sharing with BSC.	November 2024 – May 2025	NGH Engagement Team
Ensure the Project website is up-to-date and launch the agreed communications/feedback tools (Project overview, survey, interactive map).	January 2025	NGH Engagement Team/ Samsung
Letter 1: It is proposed that a printed letter goes to residents living within a 2 km radius of the Project Site, reintroducing the project and providing key milestones updates.	December 2024	NGH Engagement Team
Newsletter 1: Distribute emails to strategic stakeholders and community members with a newsletter reintroducing the Project, providing key milestones and way to get in touch, and wishing everyone a	December 2024	NGH Engagement Team

Merry Christmas. Note: this is a prelim EIS update only.		
Letter 2: Distribute second printed letter to residents living within a 4 km radius of the Project Site inviting them to attend the face-to-face engagement activities.	February – March 2025	NGH Engagement Team
Newsletter 2: Distribute second round of emails with newsletter inviting strategic stakeholders and community members to attend the face-to-face engagement activities.	February – March 2025	NGH Engagement Team
Engage with Berrigan Shire Council to discuss planning and engagement requirements and next steps, as well as community issues and opportunities.	January – March 2025	NGH Engagement Team
Brief local MPs and send information on the Project to the elected representatives and other strategic stakeholders, such as the Business Chamber and targeted community groups. Follow up with briefings where required.	February – March 2025	NGH Engagement Team
Advertise the information sessions via the local newspaper.	March 2025	NGH Engagement Team
Hold targeted meetings with agreed stakeholders such as Council, MPs, and Traditional Owners to provide an overview of the Project, while focusing on the community's view on issues and opportunities.	**W/C 17 March 2025**	Whole Project Team
Options for face-to-face engagement: • Organise and hold community information sessions at suitable venues or locations, such as: o **Top suggestion:** A local café (offer free coffees to anyone who speaks to us), o A private room at the Country Club (ideal for PM event), o At a community event, o Outside a shopping centre, o Streetside. • Suggested timings (on concurrent days): o 1 x 5 hr PM session o 1 x 5 hr AM session	**W/C 17 March 2025**	Whole Project Team

• These sessions will provide an overview of the Project and share data from the EIS assessments (where available), highlighting how identified issues and opportunities are being addressed.		
Send out an EDM (group email) to thank people for participating in the information sessions and summarise the items discussed and next steps.	April 2025	NGH Engagement Team
Optional – Identify and participate in local sponsorship opportunities. Example: a donation to a community group/program or local event.	April – June 2025	SREA (support from NGH Engagement team)
Newsletter 3: Distribute third round of emails with newsletter providing a summary of the information sessions, any available outcomes of technical assessments, and project updates	May 2025	
Coordinate co-signed letter re: benefit sharing plan to BSC.	April – June 2025 (prior to submission)	SREA (support from NGH SIA and Engagement Team)
Summarise engagement activities and feedback into Chapter 5 of the EIS report.	April – May 2025	NGH Engagement Team

7. Community benefit sharing options

A CBS can ensure benefits are shared with the community in a way that enhances its resilience. From an industry best practice standpoint, several principles are seen as being helpful guides in developing or assessing a benefit sharing strategy, as outlined below[1]:

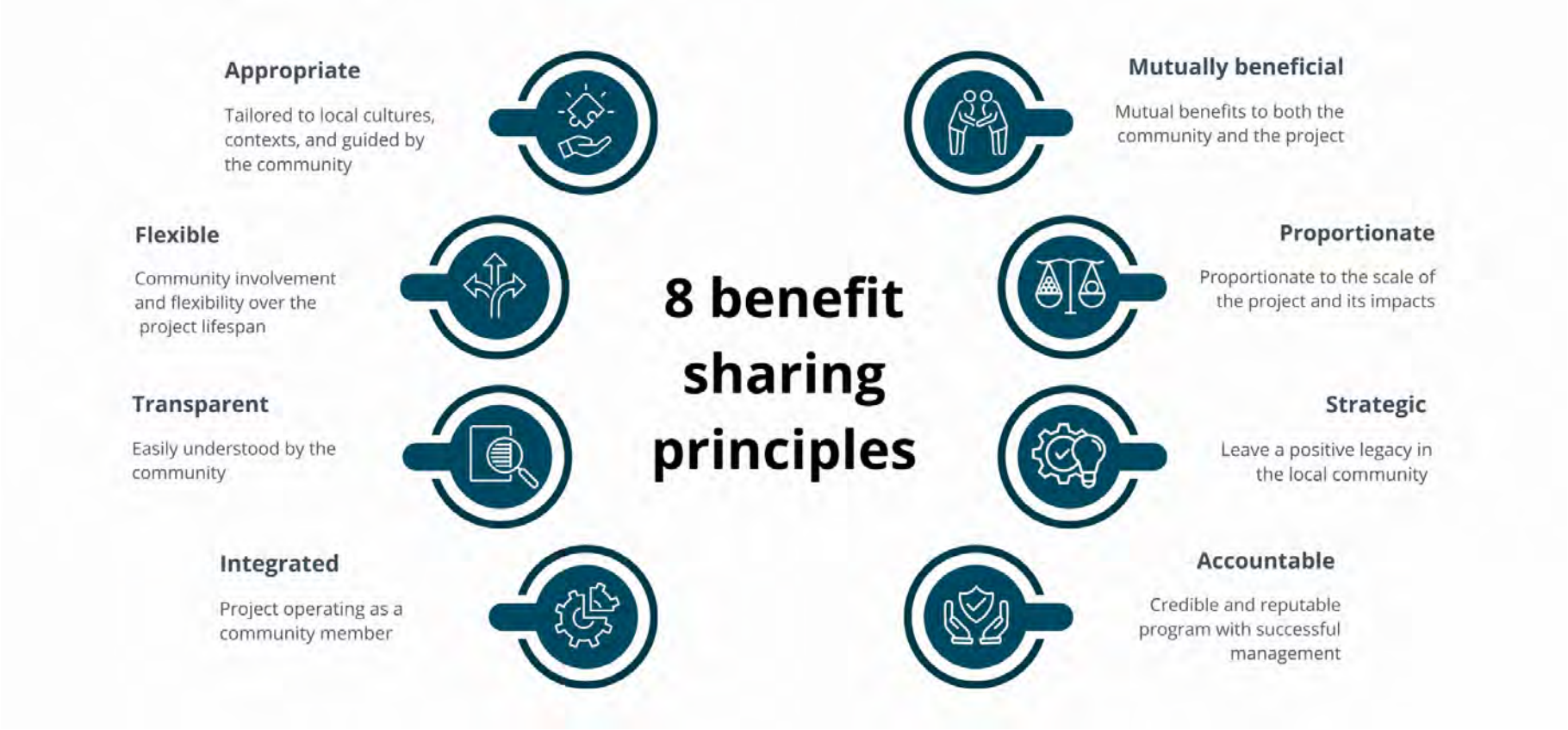


Figure 7-1 CEC community benefit sharing principles

[1] Lane, T & Hicks, J, (forthcoming) Benefit Sharing Options for Renewable Energy, 2019, Clean Energy Council

7.1. Typical Community Benefit Scheme (CBS) scope

A successful CBS is typically a mix of benefit-sharing mechanisms, including:

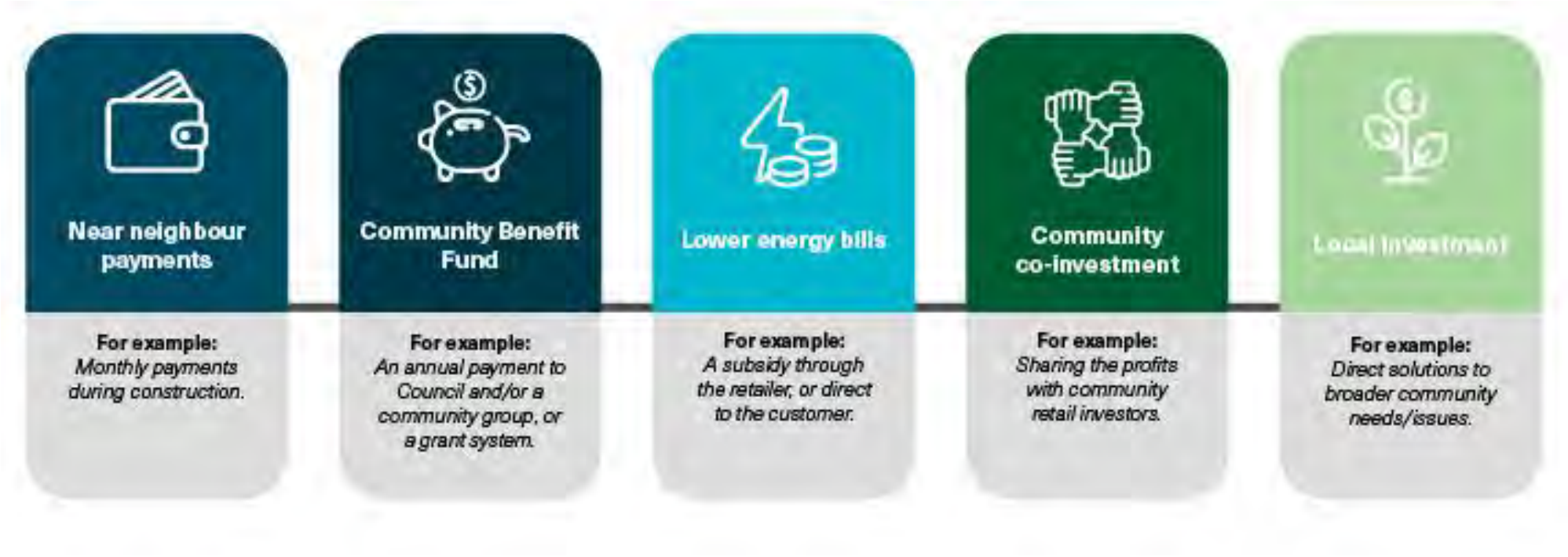


Figure 7-2 Typical mix of benefit sharing mechanisms

It is important to note that a CBS does not include:

- Required activities under our permit conditions such as visual screening
- Annual council rates payments or fire levies (where applicable)
- Host landowner payments
- The value of local jobs and investment.

7.2. Example CBS/VPA figures for NSW approved projects

The DPHI released its formalised Benefit-Sharing Guidelines in November 2024. The purpose of these guidelines is to provide developers with an understanding of the purpose of CBS programs, various implementation methods that could be used, and guidance on the financial amount that should be included within the CBS.

The table below shows BESS development projects of a similar scale listed on the Major Projects portal that received determination in the past 18 months. Please note that the contribution amounts are now expected to shift in line with formalised benefit sharing guidelines as time continues to progress.

Table 7-1 Example contribution figures for NSW approved projects (provided by SREA)

Project Name	Storage Capacity	Date Approved	Council	Recorded CIV	Community Contributions (estimate)	% of CIV
Awaba BESS	50MW/100MWh	22-Dec-23	Lake Macquarie City Council	$57 million	$200,000	0.35
Apsley BESS	120MW / 240MWh	2-Jun-23	Dubbo Regional Council	$123 million	$350,000	0.28
Muswellbrook BESS	150MW/300MWh	7-Jul-23	Muswellbrook Shire Council	$157 million	$1.2 million	0.76
Woodland BESS	200MW/800MWh	7-Jun-24	Murrumbidgee Council	$370 million	$1.523 million	0.41

7.3. Benefit sharing for South Coree

The proposed development is wholly within the Berrigan Shire LGA. The effects of the development will be experienced by a small number of landholders located near the development and the nearest town (Finley, which is located 5 km west). Other nearby towns include Tocumwal (located 18 km south), Berrigan (located 21 km east) and Barooga (located 32 km south).

The Benefit-Sharing Guidelines (November 2024) states:

- The total funding for benefit-sharing should be $150 per megawatt hour per annum for battery storage developments. For the South Coree BESS, this would equate to $48,000 per annum ($150 per megawatt hour per annum x 320 megawatt hours)
- The total value of benefit-sharing should not exceed the $150 per megawatt hour per annum rate
- As a general guide, council (in this case Berrigan Shire) should administer no less than 85% of the relevant portion of the total benefit-sharing value.

An indicative breakdown of the administration of benefit-sharing funds for the Project is provided in Table 7-2. The total value of benefit-sharing and administrator stakes would be confirmed through ongoing consultation with Berrigan Shire council, the local community, and other stakeholders.

Table 7-2 Benefit-sharing administration

Administrator	Percentage (at a minimum)	Benefit-sharing value
Berrigan Shire Council	85%	$40,800/year
Community (Finley)	15%	$7,200/year
Total	100%	$48,000/year

8. Messages and tools

The following messages will be utilised throughout the EIS engagement phase:

8.1. Project-specific key messages

- Samsung C&T Renewable Energy Australia Pty Ltd (SREA) is developing an Environmental Impact Statement (EIS) Report for the proposed South Coree Battery Energy Storage System (BESS)
- At the start of 2024, SREA commenced engagement with the community and key stakeholders to complete the initial stages of a NSW SSD planning application, called a Scoping Report.
- The Scoping Report was submitted to the NSW Department of Planning, Housing and Infrastructure (DPHI) in October 2024.
- DPHI and relevant agencies assessed the Report, and Secretary's Environmental Assessment Requirements (SEARs) were issued on the 20 November 2024.
- SEARs list the information and detailed specialist assessments that need to be undertaken in the EIS phase of the application.
- The South Coree BESS is currently undertaking technical assessments as part of the EIS phase of the State Significant Development (SSD) development application process.
- The objective of an EIS is to outline how a proposed project may affect various factors (such as environment, cultural heritage, social etc.) and allows the NSW Department of Planning, Housing and Infrastructure (DPHI) to assess the viability of a project.
- The Project is not affiliated in any way with the Berrigan BESS (about to receive SEARs/prepare EIS) or Finley BESS (prepare EIS phase).
- The Project Site is located at 384 Broockmanns Road, Finley NSW 2713, approximately 5 km west of the Finley township.
- The expected capacity and storage duration for the BESS would be approximately 80 MW/320 MWh (4-hour storage).
- The Project Site was chosen due to the proximity to the existing Finley 132Kv Electrical Substation.
- The BESS is expected to be located on a development footprint of around 4 hectares (ha) (note this include the footprint required for the transmission line connection or Finley Electrical Substation upgrades)
- The anticipated construction period is 12 months total.
- The Project has a capital investment of approximately $150 million and is deemed a SSD.
- The Project would include the following key built form features:
    - BESS including battery enclosures, inverters, transformers, switchgear and control room
    - Onsite substation including transformer switch bays and switchgear housed in portable substation
    - containers
    - Underground or overhead 132 kV transmission lines to connect the BESS to the Finley substation
    - Finley substation upgrade works to facilitate connection with the BESS
    - Permanent office, operation and maintenance (O&M) buildings, hardstands and Project signage
    - Site access to the BESS from Broockmanns Road, internal site access tracks and parking
    - Stormwater management infrastructure, lighting, fencing and security.
- Temporary infrastructure, including construction facilities, site offices and amenities, tool and material storage sheds, construction staff car parking, component laydown areas and truck parking and unloading would also be required.

- The Project would bring direct employment opportunities, with 60 full-time equivalent (FTE) construction jobs at peak construction, and approximately 1-2 FTE during operations annually.

8.2. Scoping feedback for key messaging consideration

Feedback during the Scoping phase of the Project was gathered and analysed, and concerns and opportunities were identified.

The key points of support were:

- **Employment opportunities:** BSC, neighbours, and the Bangerang Aboriginal Corporation emphasised the importance of creating employment opportunities for the local community, particularly during the construction phase.
- **Inclusion of First Nations workers:** The Bangerang Aboriginal Corporation expressed a strong interest in being directly involved in the project's workforce procurement, especially in securing employment opportunities for First Nations workers. They highlighted their interest in engaging First Nations people in roles that would contribute to the project.
- **Consultation feedback:** The consultation process was well-received, particularly with BSC, with local stakeholders valuing the opportunity to voice their perspectives. They appreciated the focus on delivering community benefits, local employment, and efforts to minimise any potential disruptions that could affect the day-to-day lives of residents.
- **Skills training:** Discussions with BSC and the Country Universities Centre emphasised the importance of educational opportunities to upskill the local workforce.

The key concerns were

- **Visual amenity:** The nearest non-associated receiver (R1) expressed concerns about the impact of the BESS on their view. This led to discussions on visual mitigation measures, including the potential for vegetation screening which will be investigated as part of the visual impact assessment for the Project.
- **Health impacts:** R1 also raised concerns about potential health impacts associated with the project. The Applicant responded by discussing the available information on health impacts and directing R1 to the FAQ documentation, which provides more detail on these matters.
- **Decommissioning:** The Chamber of Commerce raised the issue of decommissioning, seeking reassurance and clarity on the requirements and plans in place for safely decommissioning the project at the end of its lifecycle. This included discussions on compliance with the SSD approval process.
- **Road access and haulage routes:** BSC brought attention to the importance of road access and suitable haulage routes, referencing a key route used during the construction of the Finley Solar Farm. They were concerned about managing traffic effectively to minimise disruption to the community.
- **Poor experiences with past Community Benefit Schemes (CBS):** BSC voiced dissatisfaction with the CBS of the Finley Solar Farm, as it failed to deliver the expected benefits to the local area. They advised the Applicant to take steps to avoid similar issues and ensure that any promised community benefits are delivered.

8.3. Project benefits

- The Project improves the stability and reliability to the electricity network by storing energy during periods of low demand, including those from intermittent renewable sources (residential solar and grid scale solar/wind projects), and dispatching energy during periods of peak demand. The Project would support energy storage development in regional Australia.
- Direct employment opportunities during the construction period (expecting approximately 60 construction jobs during peak construction period).
- Once operational, it is anticipated that there would be up to 1-2 permanent jobs available for its operation as the site would be largely remotely operated.
- This project will help Australia to reduce its emissions, improve national resilience in energy supply and support affordable energy for Australians.
- The Project would provide an opportunity for optimising the management and security of energy for use in peak periods, particularly in a time of change when Australia begins to experience shortages due to population growth and coal fired power station closures.
- SREA is committed to establishing long-term relationships within the local community and contributing to economic and social growth through a benefit sharing scheme. SREA provides it full support for the establishment of the Country University Centre Southern Riverina (CUCSR) initiative and is working with council for its inclusion in the Regional University Study Hub Funding Program. SREA welcomes any feedback from the community how the Project could provide local benefits.
- The Project is also consistent with the current goals and targets for renewable energy generation in NSW. These include:
    - Contribute to the national renewable energy target [i.e., 20% renewable energy supply] by promoting energy security through a more diverse energy mix, reducing coal dependence, increasing energy efficiency, and moving to lower emission energy sources.
    - Contributing to achieving the NSW target of zero net emissions by 2050.

8.4. Messaging around issues

The following content would be used as FAQs in the Project to inform communication.

Table 8-1 Anticipated questions and proposed answers

Question	Response
What is being proposed?	SREA is pursing development approval for a 80 MW battery energy storage system (BESS) located approximately 5 km west of the Finley township.
Who is Samsung C&T Renewable Energy Australia Pty Ltd?	SREA commenced operations in Australia in 2022 and has solar and storage project interests across NSW, VIC and QLD. SREA is currently based on out of offices in Sydney and Brisbane, with personnel working remotely in VIC.
What is the Project status?	The South Coree BESS is in the Environmental Impact Statement (EIS) phase of a NSW State Significant Development (SSD) development application. The Project received Secretary's Environmental Assessment Requirements (SEARs) on the 20 November 2024. SEARs list the information and detailed specialist assessments that need to be undertaken in the EIS.

	Technical assessments are currently underway. Once complete, the EIS will be submitted to the Department of Planning, Housing and Infrastructure (DPHI). It will be placed on public exhibition for a minimum of 28 days for community and agency comment. A Response to Submissions Report will be completed following the exhibition period addressing comments received. Following this, DPHI will determine the outcome of the project.
Who approves the project?	As a state significant development, the Project will be reviewed by the NSW Department of Planning, Housing and Infrastructure (DPHI).
Why is this Project needed? Isn't there enough solar energy being produced in the area?	NSW has a roadmap to reduce emissions by 70% by 2035 compared to 2005 levels and increase NSW's update in renewable energy generation. This statewide initiative will create 6,300 construction and 2,800 ongoing jobs in regional Australia and will reduce electricity prices in the state by $130 per year for households, $430 for small businesses and reduce NSW's carbon emissions by approx. 90million tons (NSW Government 2020). Currently, the renewable energy penetration in NSW is 53% (Energy NSW 2024), which includes large scale solar, rooftop solar, hydro power stations, wind, and biomass power stations. This Project in NSW will contribute to filling this target and will contribute to electricity price reduction and carbon emissions reduction.
What is a BESS?	A BESS is an energy storage system that uses a group of batteries to store electrical energy from a variety of sources The system compensates for the intermittency of sources, providing back up power to address certain constraints such as weather conditions and lack of grid space. They are crucial to the increased adoption of de-centralised power infrastructure models.
Will this have a big visual impact?	The BESS cubicles are unlikely to emit glare or reflection. The BESS structures will only be approx. 2.6m in height and screening vegetation and fencing to mitigate any visual impacts will be investigated as part of the Environmental Impact Statement (EIS).
Are there health risks associated with EMF's and living near a BESS?	EMFs (electro-magnetic fields) are naturally present in the environment. They are present in the earth's atmosphere as electric fields, while static magnetic fields are created by the earth's core. EMF are also produced wherever electricity or electrical equipment is in use (e.g. household appliances like fridges, and powerlines). The use of electricity in daily life exposes us to low frequency EMF and are not considered a risk to human health (NSW Government 2022). Your kitchen stove has an EMF range of 2-30 milligauss (mG) and your hairdryer 1-70mG. Standing at the edge of a transmission powerline easement would be in the

	range of 10-50mG, and under a transmission powerline 20-200mG. The current international standard for human exposure to limit EMF set up the International Commission of Non-Ionizing Radiation Protection (ICNIRP) is 2000mG (NSW Government 2022). EMFs from a BESS are typically less than household appliances and are not distinguishable from background levels at the site boundary. Technical and engineering experts, including the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA), have found no known or documented electromagnetic radiation impacts associated with big batteries.
Do batteries increase fire risk?	The Project would be designed in accordance with the relevant Australian and international Standards, with fire mitigation incorporated into the design to ensure its safe operation and minimise risk to adjacent properties. The Project will be equipped with a Supervisory Control and Data Acquisition (SCADA) and a Battery Management System (BMS) to monitor for faults in real-time, including smoke and system temperatures. The BMS main role is to prevent damage to the battery cells from over-charging and over-discharging and to maintain the charge within the cells in the optimal performance range. If the BMS detects any abnormal conditions, it shuts the battery down. This protects the cells from damage. Importantly, the BMS can act to shut a battery down before it reaches a point where it becomes a safety hazard. Design solutions would be provided to support the BMS, including gas detection and fire protection measures. Details of these solutions depend on the selected battery provider and would be detailed in a Fire Safety Study (FSS). The FSS would be approved by Fire and Rescue NSW prior to construction. Additionally, the Project would: • Develop and implement an Emergency Response Management Plan to outline the protocols and requirements for fires and other risks • Select a reputable Original Equipment Manufacturer with a track record in Australia • Ensure project equipment is subject to quality assurance testing (such as Factory Acceptance Testing) prior to commissioning • Ensure qualified commissioning /licensed workforce undertakes the work
Is the site affected by flooding?	Assessments completed to date indicate that the site is not flood prone. In the unlikely event of storm water flooding, where water may pool from heavy rainfall events, BESS infrastructure is expected to remain stable.

How will power supply be affected in the local area – will there be outages during construction?	There will be no outages expected during the construction phase. Once the BESS is built and operational, it will help to increase the grid stability.
How will construction traffic and road impacts be managed?	During the anticipated 12-month total construction period, construction vehicles would range from light vehicles to 26m B-Doubles. Light vehicles would arrive during AM/PM peaks with heavy vehicle deliveries to be spaced out during the day.
Why did Samsung choose this site for the potential BESS?	Careful consideration is needed to select the most appropriate site for a BESS facility. There are many factors to consider including: • Access to the electricity grid • Current land use • Environmental impacts • Proximity to residents.
Will this battery technology still be relevant once it is constructed?	Yes. The BESS can be adapted to utilise updates in technology closer to the construction and operation period. BESS equipment manufacturers are global leaders in battery research and development and are well placed to make these adaptations.
What is happening with the residual land?	The residual land will continue be used by the landowner.
What will happen with the BESS once it reaches its end of life?	The life span of a BESS is up to 30 years and once the BESS reaches its end of life, it will be decommissioned, and the land will return to its original condition, or reenergised. This will involve removing the BESS and related infrastructure and restoring the site. The decommissioning requirements will be set out within contracts with the landowner and within the approvals process.
What does a BESS look like?	BESS's are container like modular systems that are configured based on site and capacity obligations. As technology improves, the systems are becoming increasingly efficient and more compact. An example of a BESS can be found in the image gallery section of the website.
Will I be able to hear the BESS?	Like all large-scale developments, BESS facilities may generate noise, however, due to the NSW Noise Policy for Industry 2017 and the BESS's location, it is not expected to be heard by nearby residents or the community. The main source of the sound includes: • Inverter station and unit transformer • HV transformer in voltage step-up substation

	• Cooling fans required to regulate the operating temperature of the individual battery cells. The inverter stations are built in a containerised cabinet to reduce noise level naturally. The sound of HV transformers at fully loading conditions is lower than the existing transformer at Finley Electrical Substation. The sound of the battery cooling load is like an air conditioning unit or a dull whirring noise. The noise level will decrease with distance and can be further reduced by the installation of acoustic enclosures or barriers. Studies are ongoing to assess noise levels, the impact this may have on the area, and clear mitigation recommendations.
Are batteries recyclable?	Battery manufacturing has greatly improved in efficiency and scale in the past decade, driven by the critical growth phase of battery recycling. Nearly all materials in a lithium-ion battery, including nickel, cobalt, graphite, copper, aluminium, iron, and lithium, can be recycled, with up to 95% recovery rate. CSIRO is actively involved in supporting lithium-ion battery recycling through research on metal and material recovery processes, new battery materials development, and fostering a circular economy for battery reuse and recycling. Australia's lithium battery recycling industry, though in its early stages, is already demonstrating progress towards a cleaner and more sustainable future, with operational recycling facilities like Envirostream in Victoria. The Ecocycle Group of companies has also announced the largest and most advanced lithium battery recycling plant in Australia will commence operation in late 2025.

8.5. Media Liaison

Given the location of the Project, it will be worth applying a proactive media strategy, where local media are proactively briefed to help provide balanced coverage. Such a strategy would help to build awareness of the Project, proactively explain management of issues, and promote benefit sharing activities.

This liaison should focus on the proactive management of issues, the benefits the Project would bring to the area (including the CBS) and the everyday people stories – the people planning, building, supporting, and supplying the Project. The relevant media outlets are listed in Table 8-2.

Table 8-2 Media types and outlets

Media type	Outlets
Local media	• Local newspaper (Southern Riverina News) • Local radio (102.5 Edge FM) • Local television news (NBN, Prime 7, ABC) • Social media (Facebook, Instagram)
Digital / owned media	• Facebook • Instagram • Website • LinkedIn

Samsung would need to develop story ideas and suitable content and image opportunities to support local media in developing the story. The spokesperson may vary, starting with the Project Director.

Potential stories could be cultivated around these topics:

- Start of the EIS and continued engagement
- Community information sessions
- Partnerships with local community-based organisations
- Creation and launch of the CBS (in consultation with SIA team).

9. Evaluation

The strategy will be evaluated once the summary is completed in the context of the primary objectives.

9.1. Next steps

- Review and revise the draft strategy
- Develop the supporting materials
- Continue adjusting the strategy as the Project develops and proceeds through approval phases
- Finalise the strategy to reflect the engagement activities and timings
- Submit the strategy as an appendix to the final EIS report.

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Appendix A Non-associated receivers within 2 km of the Project Site

Receiver	Address	Distance to the site (m)
R1	384 Broockmanns Road, Finley NSW 2713	N/A Landowner
R2	16731 Riverina Highway, Finley NSW 2713	102
R3	276 Broockmanns Road, Finley NSW 2713	408
R4	168 Canalla Road, Finley NSW 2713	N/A Substation
R5	56 Marantellis Road, Finley NSW 2713	1236
R6	16891 Riverina Highway, Finley NSW 2713	1343
R7	16529 Riverina Highway, Finley NSW 2713	1450
R8	311 Broockmanns Road, Finley NSW 2713	1488
R9	231 Broockmanns Road, Finley NSW 2713	1549
R10	16503 Riverina Highway, Finley NSW 2713	1746
R11	137 Broockmanns Road, Finley NSW 2713	1803
R12	138 Broockmanns Road, Finley NSW 2713	1810
R13	198 Canalla Road, Finley NSW 2713	1861

Appendix B Non-associated receivers within 2-4 km of the Project Site

Receiver	Address	Distance (m)
R14	402 Canalla Road	2177
R15	589 Broockmanns Rd	2187
R16	16457 Riverina Hwy	2227
R17	92 Broockmanns Rd	2252
R18	Broockmanns Road	2455
R19	251 South Coree Rd	2665
R21	16409 Riverina Hwy	2683
R22	61 Broockmanns Rd	2718
R23	16407 Riverina Hwy	2742
R24	17031 Riverina Hwy	2844
R25	49 Maxwells Road	2909
R26	16381 Riverina Hwy	2930

Receiver	Address	Distance (m)
R27	164 Maxwells Road	2982
R28	58 Dales Road	2997
R29	52 Dales Road	3004
R30	299 Broughans Road	3007
R31	70 Dales Road	3008
R32	78 Dales Road	3014
R33	107 Kellys Road	3021
R34	40 Dales Road	3030
R35	50 Dales Road	3032
R36	38 Dales Road	3032
R37	194 Dales Road	3037
R38	143-155 Hamilton St	3093

Receiver	Address	Distance (m)
R39	125 Hamilton St	3163
R42	49 Hamilton St	3191
R44	33 McMurrays Road	3286
R45	75-85 Hamilton St	3316
R46	69-73 Hamilton St	3334
R47	578 Broughans Rd	3343
R48	67 Hamilton St	3365
R51	167 Broughans Rd	3382
R52	60 Scoullar St	3387
R53	1/60 Scoullar St	3387
R54	2/60 Scoullar St	3387
R55	3/60 Scoullar St	3387
R56	4/60 Scoullar St	3387

Receiver	Address	Distance (m)
R57	5/60 Scoullar St	3387
R58	6/60 Scoullar St	3387
R59	7/60 Scoullar St	3387
R60	8/60 Scoullar St	3387
R61	9/60 Scoullar St	3387
R62	10/60 Scoullar St	3387
R63	11/60 Scoullar St	3387
R64	12/60 Scoullar St	3387
R65	13/60 Scoullar St	3387
R66	14/60 Scoullar St	3387
R67	15/60 Scoullar St	3387
R68	16/60 Scoullar St	3387
R69	17/60 Scoullar St	3387
R70	18/60 Scoullar St	3387

Receiver	Address	Distance (m)
R71	19/60 Scoullar St	3387
R72	20/60 Scoullar St	3387
R73	21/60 Scoullar St	3387
R74	22/60 Scoullar St	3387
R75	23/60 Scoullar St	3387
R76	24/60 Scoullar St	3387
R77	25/60 Scoullar St	3387
R78	26/60 Scoullar St	3387
R79	27/60 Scoullar St	3387
R80	28/60 Scoullar St	3387
R81	29/60 Scoullar St	3387
R82	30/60 Scoullar St	3387
R83	31/60 Scoullar St	3387
R84	32/60 Scoullar St	3387

Receiver	Address	Distance (m)
R85	33/60 Scoullar St	3387
R86	36/60 Scoullar St	3387
R87	37/60 Scoullar St	3387
R88	38/60 Scoullar St	3387
R89	39/60 Scoullar St	3387
R90	40/60 Scoullar St	3387
R91	41/60 Scoullar St	3387
R92	42/60 Scoullar St	3387
R93	43/60 Scoullar St	3387
R94	44/60 Scoullar St	3387
R95	45/60 Scoullar St	3387
R96	46/60 Scoullar St	3387
R97	47/60 Scoullar St	3387
R98	48/60 Scoullar St	3387

Receiver	Address	Distance (m)
R99	49/60 Scoullar St	3387
R100	50/60 Scoullar St	3387
R101	18/104 Hamilton St	3387
R102	19/104 Hamilton St	3387
R103	20/104 Hamilton St	3387
R104	21/104 Hamilton St	3387
R105	16/104 Hamilton St	3387
R106	17/104 Hamilton St	3387
R107	34/60 Scoullar St	3387
R108	35/60 Scoullar St	3387
R280	618 Broughans Road	3405
R281	127-141 Hamilton St	3409
R282	51-57 Hamilton St	3410
R284	26 Dawe Avenue	3427

Receiver	Address	Distance (m)
R285	247 Dales Road	3430
R286	37-47 Hamilton St	3438
R287	23 Hamilton St	3471
R288	257 Dales Road	3472
R403	21 Hamilton St	3482
R404	17 Hamilton St	3494
R405	13 Hamilton St	3506
R406	87 Tongs St	3508
R407	9 Hamilton St	3519
R408	271 Dales Road	3521
R409	85 Tongs St	3528
R410	South Coree Road	3538
R411	1 Hamilton St	3540
R412	233 Dales Road	3542

Receiver	Address	Distance (m)
R413	24 Dawe Avenue	3544
R414	83 Tongs St	3547
R415	13 Burke St	3562
R416	80 Tongs St	3573
R417	83 Wells St	3573
R418	79-81 Tongs St	3577
R420	11 Burke St	3583
R421	36 Hamilton St	3585
R422	11 Norman Lee Ct	3594
R423	13 Quirk St	3599
R424	17 Quirk St	3603
R425	82 Wells St	3604
R426	9 Burke St	3604
R427	15 Quirk St	3605

Receiver	Address	Distance (m)
R428	11 Quirk St	3605
R429	1 Norman Lee Ct	3606
R430	22 Burke St	3608
R431	9 Quirk St	3611
R432	44 Mcnamara St	3612
R434	7 Quirk St	3616
R435	75 Tongs St	3617
R436	5 Quirk St	3622
R437	80 Wells St	3623
R438	7 Burke St	3624
R439	2 Norman Lee Ct	3626
R440	9-10 Norman Lee Ct	3626
R441	4/9 Norman Lee Ct	3626
R442	3/9 Norman Lee Ct	3626
R443	1/10 Norman Lee Ct	3626
R444	2/10 Norman Lee Ct	3626
R495	20 Burke St	3628
R496	40 Mcnamara St	3632
R497	1 Quirk St	3632
R500	78 Wells St	3642
R501	285 Dales Road	3645
R502	14-22 Hamilton St	3646
R505	3 Norman Lee Ct	3647
R506	105 Broughans Rd	3647
R507	18 Burke St	3647
R508	16 Quirk St	3649
R509	73 Tongs St	3649
R510	3 Burke St	3650
R511	217 Edwards Road	3650
R517	5 Burke St	3653
R518	8 Norman Lee Ct	3653
R519	50 Scoullar St	3662
R520	2/50 Scoullar St	3662
R521	3/50 Scoullar St	3662
R522	1/50 Scoullar St	3662
R547	76 Wells St	3662
R548	21-29 Dawe Avenue	3662
R549	29 Dawe Avenue	3662
R550	27 Dawe Avenue	3662
R551	25 Dawe Avenue	3662
R552	21-23 Dawe Avenue	3662
R593	14 Quirk St	3662

Receiver	Address	Distance (m)
R594	12 Quirk St	3664
R595	16 Burke St	3667
R596	10 Quirk St	3667
R597	14 Macdonald Ct	3667
R600	4 Norman Lee Ct	3669
R601	77 Wells St	3672
R602	92 Broughans Road	3674
R603	8 Quirk St	3676
R604	74 Wells St	3682
R605	70-78 Tongs St	3684
R606	7 Norman Lee Ct	3686
R607	112 Wollamai St	3687
R608	5 Norman Lee Ct	3687
R609	14 Burke St	3687

Receiver	Address	Distance (m)
R610	6 Quirk St	3688
R611	71 Tongs St	3689
R612	75 Wells St	3691
R614	38 Mcnamara St	3695
R616	4 Quirk St	3697
R617	2 Macdonald Ct	3698
R618	6 Norman Lee Ct	3698
R619	72 Wells St	3701
R620	110 Wollamai St	3705
R621	4 Burke St	3705
R622	6 Burke St	3709
R623	73 Wells St	3710
R624	69 Tongs St	3710
R625	1/69 Tongs St	3710

Receiver	Address	Distance (m)
R626	2/69 Tongs St	3710
R633	8 Burke St	3714
R634	3 Macdonald Ct	3717
R635	36 Mcnamara St	3718
R637	65-71 Tuppal St	3720
R639	12 Burke St	3721
R640	108 Wollamai St	3721
R641	10 Donaldson St	3722
R642	70 Wells St	3723
R643	11 Macdonald Ct	3724
R644	88 Mcmurrays Road	3724
R645	237 Barnes Road	3726
R646	10 Burke St	3729
R647	71 Wells St	3729

Receiver	Address	Distance (m)
R648	1 Forrest Ct	3730
R649	4 Macdonald Ct	3735
R650	2 Forrest Ct	3735
R651	34 Mcnamara St	3738
R653	8 Donaldson St	3738
R654	6 Donaldson St	3740
R655	79-97 Tocumwal St	3741
R657	68 Wells St	3742
R658	10 Macdonald Ct	3742
R659	47 Scoullar St	3742
R661	18 Dawe Avenue	3744
R662	102 Wollamai St	3746
R663	69 Wells St	3749
R664	5 Druitt Ct	3750

Receiver	Address	Distance (m)
R665	5 Macdonald Ct	3751
R666	105-107 Wollamai St	3751
R667	107 Wollamai St	3751
R668	105 Wollamai St	3751
R675	2-10 Hamilton St	3756
R676	6 Hamilton St	3756
R677	10 Hamilton St	3756
R684	4 Druitt Ct	3757
R685	32 Mcnamara St	3758
R687	45 Scoullar St	3760
R689	16 Dawe Avenue	3763
R690	66 Wells St	3763
R691	3 Forrest Ct	3765
R692	6 Druitt Ct	3765

Receiver	Address	Distance (m)
R693	9 Macdonald Ct	3768
R694	5 Forrest Ct	3773
R695	6 Macdonald Ct	3774
R696	8 Macdonald Ct	3775
R697	14 Dawe Avenue	3778
R698	43 Scoullar St	3778
R700	30 Mcnamara St	3778
R702	3 Druitt Ct	3782
R703	7 Macdonald Ct	3782
R704	4 Forrest Ct	3783
R705	64 Wells St	3783
R706	74 Broughans Road	3783
R707	100 Wollamai St	3785
R708	65-67 Wells St	3786

Receiver	Address	Distance (m)
R709	67 Wells St	3786
R710	65 Wells St	3786
R717	103 Wollamai St	3788
R718	57-59 Tuppal St	3793
R719	59 Tuppal St	3793
R724	12 Dawe Avenue	3795
R725	41 Scoullar St	3795
R727	7 Druitt Ct	3799
R728	28 Mcnamara St	3799
R729	98 Wollamai St	3799
R731	62 Wells St	3803
R732	101 Wollamai St	3803
R733	141 Coree St	3803
R734	63-67 Tocumwal St	3805

Receiver	Address	Distance (m)
R735	181 Barnes Road	3807
R736	139 Coree St	3807
R737	2 Druitt Ct	3807
R738	137 Coree St	3810
R739	577 Broughans Rd	3811
R740	10 Dawe Avenue	3812
R741	39 Scoullar St	3812
R743	63 Wells St	3813
R744	135 Coree St	3814
R745	26 Mcnamara St	3817
R747	8 Druitt Ct	3817
R748	96 Wollamai St	3820
R749	99 Wollamai St	3821
R750	60 Wells St	3824

Receiver	Address	Distance (m)
R751	28-32 Riverina Hwy	3825
R753	1 Druitt Ct	3827
R754	37 Scoullar St	3830
R756	111-115 Coree St	3833
R758	24 Mcnamara St	3834
R759	55 Tuppal St	3834
R761	6-8 Dawe Avenue	3839
R762	9 Druitt Ct	3839
R763	25 Mcnamara St	3840
R764	18 Close St	3840
R765	97 Wollamai St	3841
R766	59-61 Wells St	3843
R767	61 Wells St	3843
R768	1/59 Wells St	3843

Receiver	Address	Distance (m)
R769	3/59 Wells St	3843
R770	59 Wells St	3843
R771	2/59 Wells St	3843
R802	109 Coree St	3843
R803	123-125 Coree St	3845
R805	119 Coree St	3847
R806	3 Close St	3848
R807	117 Coree St	3852
R808	77 Tocumwal St	3852
R809	16 Vear Lane	3853
R810	94 Wollamai St	3853
R811	22 Mcnamara St	3853
R812	1 Close St	3854
R814	98 Tocumwal St	3855

Receiver	Address	Distance (m)
R815	75 Tocumwal St	3856
R816	53 Tuppal St	3859
R817	59 Tongs St	3861
R818	23 Mcnamara St	3863
R819	73 Tocumwal St	3863
R821	96 Tocumwal St	3866
R822	92 Wollamai St	3866
R823	107 Coree St	3870
R824	94 Tocumwal St	3870
R825	71 Tocumwal St	3871
R826	90 Wollamai St	3872
R827	92 Tocumwal St	3873
R828	69 Tocumwal St	3877
R829	57 Tongs St	3878

Receiver	Address	Distance (m)
R830	21 Mcnamara St	3879
R831	51 Tuppal St	3881
R833	105 Coree St	3882
R834	90 Tocumwal St	3882
R835	140 Coree St	3883
R836	138 Coree St	3884
R837	103 Coree St	3887
R838	88 Tocumwal St	3887
R839	2/88 Tocumwal St	3888
R840	1/88 Tocumwal St	3888
R841	136 Coree St	3888
R848	84 Tocumwal St	3890
R849	101 Coree St	3891
R850	88 Wollamai St	3892

Receiver	Address	Distance (m)
R851	134 Coree St	3893
R852	32 Scoullar St	3893
R853	86 Tocumwal St	3893
R855	55 Tongs St	3894
R856	132 Coree St	3896
R857	19 Mcnamara St	3896
R858	130 Coree St	3896
R860	95 Wollamai St	3899
R861	51 Tocumwal St	3899
R862	128 Coree St	3899
R863	60 Broughans Road	3903
R864	49 Tuppal St	3905
R865	124-126 Coree St	3905
R866	124 Coree St	3908

Receiver	Address	Distance (m)
R867	6 Close St	3908
R872	122 Coree St	3910
R873	30 Scoullar St	3913
R874	86 Wollamai St	3913
R875	95 Coree St	3914
R877	99 Coree St	3917
R878	97 Coree St	3919
R879	53 Tongs St	3920
R880	46-50 Tuppal St	3922
R881	93 Coree St	3922
R882	80 Tocumwal St	3922
R883	91 Coree St	3923
R884	78 Tocumwal St	3928
R885	8/116-118 Coree St	3929

Receiver	Address	Distance (m)
R886	116-118 Coree St	3929
R887	1/116-118 Coree St	3929
R888	2/116-118 Coree St	3929
R889	3/116-118 Coree St	3929
R890	4/116-118 Coree St	3929
R891	5/116-118 Coree St	3929
R892	6/116-118 Coree St	3929
R893	7/116-118 Coree St	3929
R894	28 Scoullar St	3929
R1096	91-93 Wollamai St	3929
R1098	93 Wollamai St	3929
R1099	114 Coree St	3929
R1102	93 Broughans Road	3933
R1103	89 Coree St	3933

Receiver	Address	Distance (m)
R1104	16 Riverina Highway	3933
R1105	76 Tocumwal St	3935
R1106	120 Coree St	3935
R1107	82-84 Wollamai St	3937
R1108	145 Denison St	3938
R1111	87 Coree St	3939
R1112	112 Coree St	3939
R1113	74 Tocumwal St	3941
R1114	143 Denison St	3942
R1115	91a Wollamai St	3942
R1116	91 Wollamai St	3945
R1117	85 Coree St	3945
R1120	141 Denison St	3945
R1121	26 Scoullar St	3946
R1122	110 Coree St	3946
R1123	51 Tongs St	3947
R1124	2/66-68 Tocumwal St	3947
R1125	139 Denison St	3948
R1128	70-72 Tocumwal St	3950
R1129	44 Tuppal St	3951
R1132	108 Coree St	3952
R1133	16 Mcnamara St	3952
R1134	137 Denison St	3954
R1136	83 Coree St	3954
R1137	1/66-68 Tocumwal St	3955
R1138	106 Coree St	3955
R1140	135 Denison St	3957
R1141	133 Denison St	3958
R1142	44 Ulupna St	3963
R1143	42 Tuppal St	3964
R1145	27 Scoullar St	3966
R1146	131 Denison St	3967
R1148	81 Coree St	3968
R1149	100 Coree St	3971
R1150	129 Denison St	3971
R1151	87-89 Wollamai St	3976
R1152	14 Mcnamara St	3976
R1154	66-68 Tocumwal St	3978
R1155	127 Denison St	3978
R1164	40 Tuppal St	3981
R1165	125 Denison St	3986

Receiver	Address	Distance (m)
R1166	45 Ulupna St	3986
R1167	1/45 Ulupna St	3987
R1168	2/45 Ulupna St	3987
R1169	58 Tocumwal St	3987
R1170	98 Coree St	3987
R1203	40 Ulupna St	3988
R1208	75 Coree St	3988
R1210	77-79 Coree St	3989
R1211	123 Denison St	3991
R1214	41-45 Tuppal St	3991
R1215	12/41-45 Tuppal St	3992
R1216	13/41-45 Tuppal St	3992
R1217	1/41-45 Tuppal St	3992
R1218	3/41-45 Tuppal St	3992

Receiver	Address	Distance (m)
R1219	4/41-45 Tuppal St	3992
R1220	5/41-45 Tuppal St	3992
R1221	6/41-45 Tuppal St	3992
R1222	8/41-45 Tuppal St	3992
R1223	9/41-45 Tuppal St	3992
R1224	7/41-45 Tuppal St	3992
R1225	11/41-45 Tuppal St	3992
R1226	2/41-45 Tuppal St	3992
R1227	10/41-45 Tuppal St	3992
R1228	96 Coree St	3992
R1803	13 Mcnamara St	3994
R1804	1/73 Coree St	3994
R1806	3/73 Coree St	3995
R1807	4/73 Coree St	3995

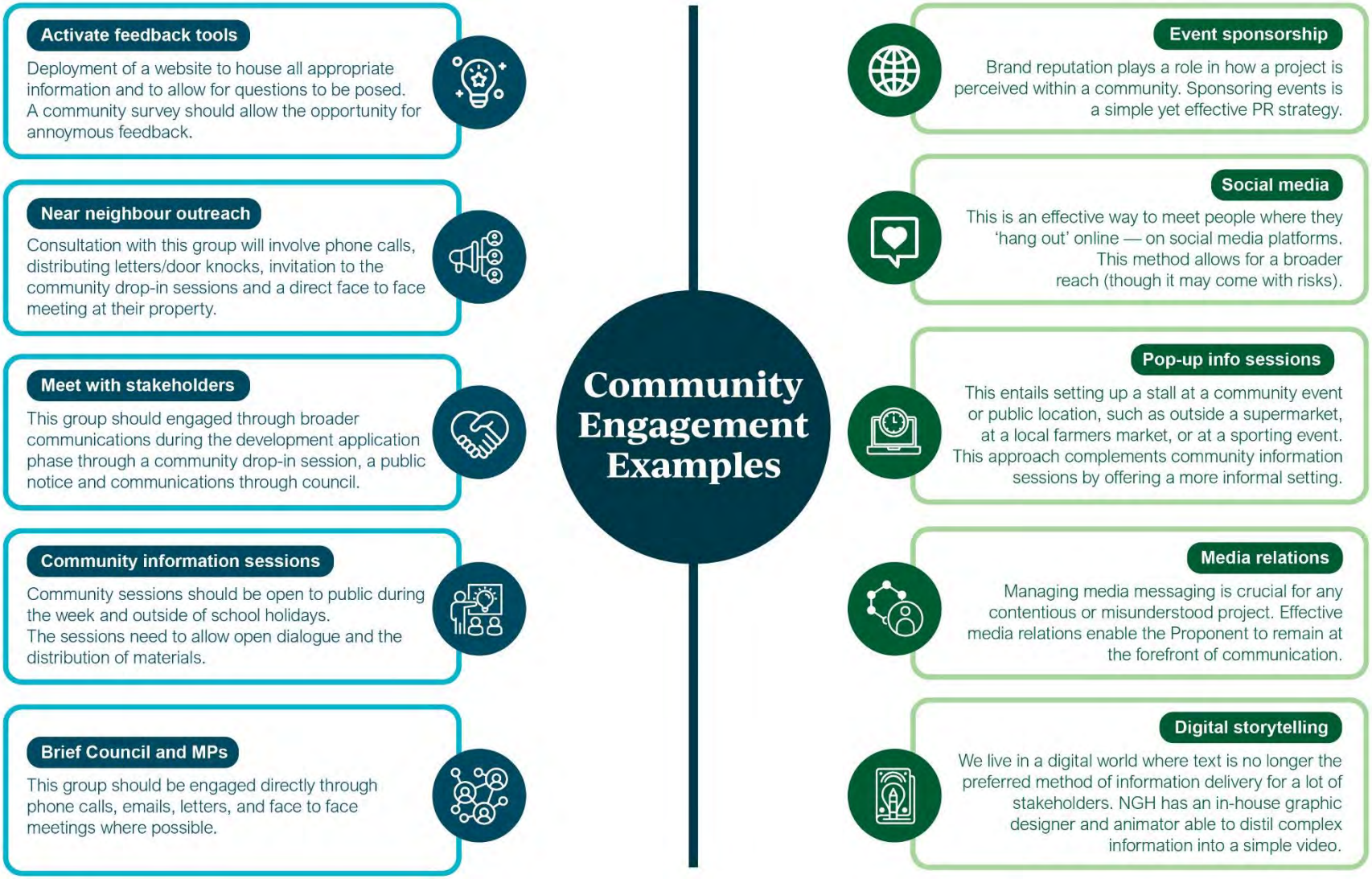
Receiver	Address	Distance (m)
R1808	5/73 Coree St	3995
R1809	73 Coree St	3995
R1810	6/73 Coree St	3995
R1811	2/73 Coree St	3995
R1812	121 Denison St	3995
R1855	192 South Coree Rd	3996
R1856	94 Coree St	3997
R1857	71 Coree St	4000
R1858	17155 Riverina Hwy	4002
R1859	3290 Broughans Rd	4035
R1860	80 Coree St	4049
R1861	57 Osborne St	4053
R1862	78 Coree St	4053
R1865	76 Coree St	4059

Receiver	Address	Distance (m)
R1866	241 Maxwells Road	4065

Receiver	Address	Distance (m)
R1867	74 Coree St	4068

Receiver	Address	Distance (m)
R1868	17196 Riverina Hwy	4072

Appendix C Engagement examples



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Appendix D Consultation evidence

D.1 Letter to non-associated receivers

SAMSUNG C&T RENEWABLE ENERGY AUSTRALIA

Samsung C&T Renewable Energy Australia Pty Ltd (SREA)

Suite 8.04, Level 8
227 Elizabeth Street
Sydney NSW 2000

<<Mail merge>>

Dear Resident,

RE: Proposed South Coree Battery Energy Storage System (BESS)

Following our previous communication in August 2024 about the proposed South Coree BESS, we are reaching out again to provide an update and gather your valuable feedback. The Project, being investigated by Samsung C&T Renewable Energy Australia Pty Ltd (SREA), is located approximately 5 km west of the Finley township, at 384 Broockmanns Road, Finley NSW 2713.

You are receiving this letter as you live within 4 km of the Project site. A map of the proposed site location is enclosed with this letter for your reference.

Your feedback is essential to shaping this Project, developing community initiatives for SREA to support, and informing the procedures related to the proposed BESS. We want to ensure that the local community has the opportunity to contribute meaningfully to the Project.

The expected capacity and storage duration for the BESS would be approximately 80MW/320MWh (4-hour storage) and its investment value will trigger the NSW State Significant Development (SSD) planning pathway through the Department of Planning, Housing and Infrastructure (DPHI).

It is important to note that the South Coree BESS Project is not affiliated with the Finley BESS or the Berrigan BESS (both at the Environmental Impact Statement [EIS] phase)

Project update

In mid-2024, SREA commenced engaging with the community and key stakeholders to complete the initial stages of a development application, called a Scoping Report.

The Scoping Report was submitted to the NSW Department of Planning, Housing and Infrastructure (DPHI) in October, and SREA subsequently received the SEARs on 20 November 2024. The SEARs list the information that must be included with a development application in the form of an EIS. The Scoping Report and SEARs can be found here at https://www.planningportal.nsw.gov.au/major-Projects/Projects/south-coree-battery-energy-storage-system.

The team is now working through the detailed assessments required for the EIS, which will accompany the development application.

The EIS and the associated community engagement activities are being managed by NGH – a leading Australian environmental, social, and planning firm. SREA is currently working with NGH to gather information from locals to help inform the EIS.

Environmental Impact Statement (EIS)

The EIS allows us to fully assess the merits of the proposed BESS while engaging with the local Finley community in more detail to better understand issues, shape the Project and inform opportunities to share benefits locally.

The EIS assessments have commenced and will continue over the coming months. The EIS will include specialist impact assessment reports, such as:

- Visual impact
- Noise
- Biodiversity
- Heritage
- Traffic and transport
- Social impact.

SREA aims to submit the EIS report to the DPHI in mid-2025. Community and stakeholder engagement over the coming months will be summarised within the EIS, along with the outcomes of the specialist reports outlined above.

Once the EIS is submitted, it will be placed on public exhibition. During this stage, the community and government agencies will be invited to provide feedback on the proposal. SREA will then respond to any issues, comments or concerns raised by the community and stakeholders within a Submissions Report. DPHI will then make a recommendation on whether the Project should be approved.

How to provide feedback

SREA is committed to engaging and collaborating with residents to support beneficial outcomes for both the environment as well as the local community. Communities are at the centre of what we do, and our team is proudly committed to genuine community engagement and strives to build positive relationships.

We are keen to receive your feedback, as it will play a vital role in shaping the Project and influencing the procedures related to the proposed BESS.

SREA and NGH are hosting two community information sessions/events that will be held on **12 March and 13 March 2025**. Members from NGH and the SREA team will be there to discuss the Project and answer questions. The details of the events are:

Wednesday, 12 March 2025 **1:30 pm – 6:30 pm** Finley Country Club 167-177 Murray Street Finley NSW 2713	**Thursday, 13 March 2025** **7:30 am – 12:00 pm** Finley Newsagency (outside) 143 Murray Street Finley NSW 2713

We would welcome the opportunity to meet with you and discuss the Project further if you are unable to attend the information sessions. If this would be of interest, please advise a day and time that would be suitable, and our team will organise an in-person meeting (or online, if preferred). To do this, please contact us via the methods at the end of this letter.

We also encourage you to complete the community feedback survey through the QR code, or by visiting https://www.surveymonkey.com/r/SouthCoreeBESSEIS.

Local benefits

Community Benefit Schemes play a key role in State Significant Developments in NSW. These schemes are designed to ensure that the broader community benefits from the development beyond job creation and associated services.

We welcome your input on local priorities and ideas for sharing the benefits of the Project, as we explore ways to invest in the community.

During peak construction, the development will support approximately 60 jobs, with an average of 20-30 jobs throughout the entire construction period. Additionally, it will help boost the local economy by diversifying income and increasing revenue for businesses such as food providers, lodging, and tourism operators. If the Project is approved, we will engage with local businesses and service providers to explore opportunities for participation.

Once operational, the site will be largely remotely managed, with an estimated 1-2 full-time equivalent roles. The Project will also make a significant contribution to the NSW Government's goal of reaching net-zero emissions by 2050 by supplying clean, renewable energy to the grid.

About Samsung C&T Renewable Energy Australia Pty Ltd (SREA)

SREA began operations in Australia in 2022 and has solar and storage Project interests across New South Wales, Victoria, and Queensland. SREA currently operates out of offices in Sydney and Brisbane, with personnel working remotely in Victoria.

To meet the needs of clients aiming to diversify their energy mix amid stringent carbon emissions requirements, SREA strives to become a full-spectrum energy provider in the clean energy sector. The company is committed to deploying sustainable energy resources with a vision to create value globally.

Over the past two decades, SREA has completed several renewable Projects worldwide, including the world's largest wind and solar power cluster in Ontario, continuously delivering solutions that enable customers to fully leverage renewable resources.

Get in touch

SREA will always look for ways to invest in the local community to help support local initiatives and improvements. We would also love to hear your ideas on how to share Project benefits locally, so if

you have any suggestions on initiatives or programs that would support the local community, please reach out.

If you have any questions about the Project, please contact us via any of the following methods:

W: https://www.southcoreebess.com/

E: engage@nghengage.com.au

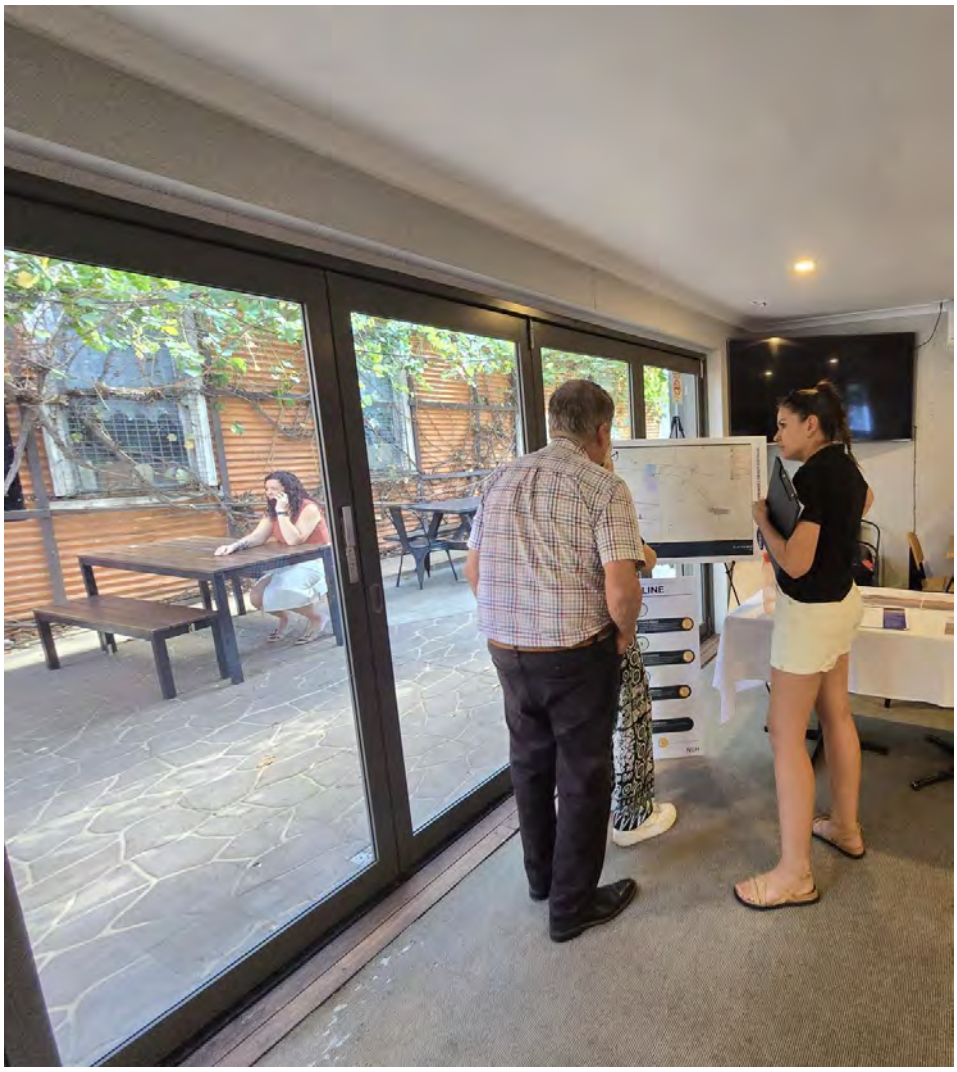
P: 1800 607 484.

Kind regards,

Stephan Mitchell
Development Manager

Samsung C&T Renewable Energy Australia Pty Ltd (SREA)

D.2 Information sessions



TIMELINE

D.3 Fact sheet

Fact Sheet

SAMSUNG C&T RENEWABLE ENERGY AUSTRALIA

South Coree Battery Energy Storage System (BESS)

Overview

Samsung C&T Renewable Energy Australia Pty Ltd (SREA) is proposing to develop a 80 Megawatts (MW) / 320MWh (4hr) Battery Energy Storage System (BESS) in Finley NSW, located 5 km west of the township, on Broockmanns Road.

The purpose of the development is to assist the national electrical grid at times of peak demand.

About SREA

SREA began operations in Australia in 2022 and has solar and storage project interests across New South Wales, Victoria, and Queensland. SREA is a fully owned subsidiary of Samsung C&T Corporation.

To meet the needs of clients aiming to diversify their energy mix amid stringent carbon emissions requirements, SREA strives to become a full-spectrum player in the clean energy sector. The company is committed to deploying sustainable energy resources with a vision to create value globally.

Over the past two decades, the Energy Division of Samsung has completed several renewable projects worldwide, including one of the world's largest wind and solar power cluster in Ontario, continuously delivering solutions that enable customers to fully leverage renewable resources.

The Project

The South Coree BESS will utilise the latest technology in the sector, complying with all safety and hazard parameters that are highly regulated by the Australian Government. Design and layout of the project will be compliant with local planning laws and will specifically aim to minimise any potential environmental, cultural heritage and neighbour impacts.

The Project would include the following key built form features:

- BESS including battery enclosures, inverters, transformers, switchgear and control room
- Onsite substation including transformer switch bays and switchgear housed in portable substation containers
- Underground or overhead 132 kV transmission lines to connect the BESS to the Finley Substation
- Finley Substation upgrade works to facilitate connection with the BESS
- Permanent office, operation and maintenance (O&M) buildings, hardstands and Project signage
- Site access to the BESS from Broockmanns Road, internal site access tracks and parking
- Stormwater management infrastructure, lighting, fencing and security

Project update

In mid-2024, SREA began engaging with the community and stakeholders to complete a Scoping Report for a development application which was submitted to the NSW Department of Planning, Housing and Infrastructure (DPHI) in October. SREA received the Secretary's Environmental Assessment Requirements (SEARs) on 20 November 2024. The SEARs outline the necessary information for an Environmental Impact Statement (EIS), which SREA is now preparing.

The EIS will fully assess the proposed BESS, considering community input and specialist reports on visual impact, noise, biodiversity, heritage, traffic, transport, and social impact. SREA plans to submit the EIS to DPHI in mid-2025. After submission, the EIS will be publicly exhibited for feedback. SREA will address community and stakeholder concerns in a Submissions Report, after which DPHI will decide whether or not to approve the project.

The benefits

Income for local area

Diversify income and increase revenue to ancillary services such as food and accommodation to the local area.

Creates jobs

Approximately 60 full time equivalent (FTE) peak construction jobs and 1-2 FTE operational jobs.

Increases energy storage

The BESS improves the stability and reliability of the electricity network by storing energy during periods of low demand, and dispatching energy during periods of peak demand and emergency events.

South Coree BESS site map

The project site (light grey box) is 384 Broockmanns Road, Finley NSW 2713. Its location makes for an easy connection to the existing Finley substation.

Questions and feedback

Your ongoing input is important to us and your feedback will help formulate the EIS. For more information and to register to receive project updates, please contact us via any of the following methods:

E:
P: 1800 607 484
W:
Or complete the feedback survey

D.4 Newspaper advertising

SOUTHERN RIVERINA NEWS WEDNESDAY, MARCH 5, 2025 7

More buybacks announced

Treated with 'disdain'

Community and farming groups have expressed "total disbelief" at the latest attempt by the Albanese Government to "destroy regional communities".

Leading the charge is Murray Regional Strategy Group, whose chair Geoff Moar says the latest announcement of more water buybacks on the eve of a Federal election was "beyond comprehension".

The Albanese Government has announced a second buyback tender in the southern Murray-Darling Basin in 2024-25, wanting to buy another 100 gigalitres on top of the 70 gigalitres announced last year and not yet finalised.

"For the past 15 years we have been lied to, led up the garden path and now ignored by Sydney-based politicians who break promises and refuse any effort at collaboration, for what appears to be a sole focus on winning marginal city-based seats.

"It is difficult to hide our anger at the disdain for rural communities, let alone the way in which the decision ignores the obvious future impact on cost of living.

"Less water for production means a further reduction in growing staple foods for Australian tables. So we import more and pay more at the supermarket.

"This makes a mockery of the government's claims that it wants to address the cost of living crisis."

Mr Moar added it was particularly frustrating for rural communities when there are viable alternatives to buybacks, yet Minister Plibersek continually refuses invitations to come to the region, get a better understanding of the impact of buybacks and look with an open mind at these alternatives.

"On top of all this, communities were promised these buybacks would not occur if there was proven social and economic damage. What more evidence do you want than thousands of job losses, schools with significantly reduced student populations, sporting club closures and a plethora of empty shops?

"We are sick and tired of broken government promises that sacrifice rural Australia in an attempt to win city votes, generally at the hands of city-based politicians like Minister Plibersek who won't even communicate with us."

Mr Moar said what makes the decision to continue with buybacks so totally incomprehensible are the words of Minister Plibersek's Cabinet colleague Tony Burke, when he was Water Minister.

When the original water recovery target of 2,750 gigalitres was established, Mr Burke said: "There is a reason why the 2,750 is the number recommended. And that is that once you go beyond 2,750 with the constraints that are currently in the system (with) the extra gigalitres of water you don't get a significant environmental improvement."

And throughout the Basin Plan development process, communities were promised 'triple bottom line' outcomes, equally caring for people, economies and the environment.

"We all entered into the process in good faith, and it is extremely disappointing when a Water Minister like Tanya Plibersek, with so little experience in water policy and management, breaks all the promises and treats rural communities in this manner.

"The minister will attempt to recover the water, hoping it will win city votes. But what will happen then? As Tony Burke has stated, we will then have constraints issues, leading to more frequent flooding at massive expense to taxpayers.

"Surely, the most recent 2022 floods would raise alarm bells at the consequences of storing too much water in our dams."

Mr Moar said he hopes Australians, wherever they live try to get an understanding of this latest decision and its future impact.

"For the future of our nation, we must realise that governments cannot be allowed to support policy that restricts our ability to grow fresh, clean food in a sustainable way, especially when our population continues to grow,."

Race to buy exposed

The Labor government's race to open another round of water buybacks before completing the last "exposes the lie that consideration will be given to social and economic impacts", Senator Perin Davey said.

The Department of Climate Change Environment Energy and Water (DCCEEW) this week announced they would proceed to purchase a further 100GL of water identified through the expressions of interest process while they still have not finalised all the contracts for the 70GL purchase held last year.

The Albanese government claims its approach to recovering the 450GL is focussed on three guiding principles: enhanced environmental outcomes, minimising socio-economic impacts and achieving value for money.

As Shadow Water Minister, Senator Davey said it was impossible for Minister Plibersek to be able to say they have considered the social and economic impacts of water buybacks when they haven't completed one process before proceeding with another.

"It is little wonder people are so cynical about the Albanese government's

Senator Perin Davey

motives when they are trying to rush through another round of open tender water buybacks before the election, despite not even knowing from which communities the water will come from or what environmental outcomes will be achieved.

"We now know that Minister Plibersek doesn't read documents that come across her desk, which is the only explanation as to how she could sign off on water buybacks meeting the government's three guiding principles when they can't even tell us where they bought water from, for what environmental outcomes and at what price.

"We know the Albanese government's water buybacks are having a major impact on the water market, with the government paying a premium our farmers can't compete on price.

"Taxpayers are also being taken for a ride with the Albanese government refusing for the first time since water buybacks began in 2008 to come clean on how much taxpayers funding has been allocated to water buybacks."

Senator Davey said it was time Minister Plibersek visited the southern basin and answered communities concerns that the Albanese government was ignoring its own guiding principles.

SAMSUNG C&T RENEWABLE ENERGY AUSTRALIA

South Coree Battery Energy Storage System

Community Drop-in Sessions

Come and meet the team

Samsung C&T Renewable Energy Australia Pty Ltd (SREA) is developing a planning application for the South Coree Battery Energy Storage System (BESS), to be located approximately 5 km west of Finley. The project has now moved to the Environmental Impact Statement (EIS) stage which allows SREA to fully assess the merits of the proposed BESS.

SREA invites you to attend a community drop-in session where you can learn more about the project, meet the team, and provide valuable feedback. Details are:

Wednesday, 12 March 2025
1:30 pm – 6:30 pm
Finley Country Club
167-177 Murray Street
Finley NSW 2713

Thursday, 13 March 2025
7:30 am – 12:00 pm
Finley Newsagency (outside)
143 Murray Street
Finley NSW 2713

For more information, visit https://www.southcoreebess.com/

We also welcome feedback from interested community members via our online survey at *https://www.surveymonkey.com/r/SouthCoreeBESSEIS* or scan the QR code.

LIONS V DISTRICTS CANCER FOUNDATION INC

FREE SKIN CANCER CHECKING

Tocumwal & District Lions Club

In a joint project with

The Lions V Districts Cancer Foundation Inc.

Foundation volunteers will conduct a ***FREE*** Skin Cancer Checking in the Skin Check and Awareness Unit at:

Tocumwal
On March 18 and 19
At Lions Function Rooms, Adams Street

To book a free skin check appointment - Phone: 0417 868 498

D.5 FAQS

FAQs

SAMSUNG C&T RENEWABLE ENERGY AUSTRALIA

South Coree Battery Energy Storage System (BESS)

GENERAL

What is proposed?

The Project would be located within the Berrigan Shire Local Government Area (LGA), approximately 5 kilometres (km) west of the township of Finley, New South Wales (NSW) and approximately 26km west of Berrigan and 52km southeast of Deniliquin. The site address is 384 Broockmanns Road, Finley NSW 2713.

Who is Samsung C&T Renewable Energy Australia Pty Ltd (SREA)?

SREA began operations in Australia in 2022 and has solar and storage project interests across New South Wales, Victoria, and Queensland. SREA is a fully owned subsidiary of Samsung C&T Corporation.

To meet the needs of clients aiming to diversify their energy mix amid stringent carbon emissions requirements, SREA strives to become a full-spectrum player in the clean energy sector. The company is committed to deploying sustainable energy resources with a vision to create value globally.

Over the past two decades, the Energy Division of Samsung has completed several renewable projects worldwide, including one of the world's largest wind and solar power cluster in Ontario, continuously delivering solutions that enable customers to fully leverage renewable resources.

What is a Battery Energy Storage System?

A BESS is an energy storage system that uses a group of batteries to store electrical energy from a variety of sources. The system compensates for the intermittency of sources, providing backup power to address certain constraints such as weather conditions and lack of grid space. They are crucial to the increased adoption of dispersed energy sources and infrastructure.

BESS's serves as a crucial type of generator, alongside synchronous machines, for maintaining system strength during both normal operation and contingencies to ensure network security.

Where is the Proposal up to?

The Scoping Report for the proposed South Coree BESS was submitted to the Department of Planning, Housing and Infrastructure (DPHI) in October of 2024, and obtained Secretary's Environmental Assessment Requirements (SEARs) on 20 November 2024. The SEARs list the requirements that must be addressed. The Project is now working through the detailed assessment for the EIS.

What is an Environmental Impact Statement (EIS)?

An EIS is a detailed, comprehensive report that evaluates the potential adverse effects of a development, and outlines strategies for mitigating them. An EIS assists the Proposal in proceeding in an environmentally and socially responsible manner and helps the DPHI to determine the outcome of the Proposal appropriately.

How long will this project operate for? What happens after that?

The operational life of the project is expected to be 20-30 years. At the end of operational life, this may be extended subject to the replacement and/or refurbishment of components and market conditions. It is expected that with improved technology, the battery enclosures could be upgraded and be maintained to extend the life of the BESS. Any wholescale repowering would seek to make use of the existing foundations, connections and substation and would generally comprise swapping out and recommissioning the BESS modules.

If a battery enclosure faults and is beyond repair, the unit would be removed and recycled for materials, where practicable.

Once the BESS reaches its end of life, it will be decommissioned, and the land will return to its original condition. This will involve removing the BESS and related infrastructure and restoring the site. The decommissioning requirements will be set out within contracts with the landowner and within the approvals process.

When will construction commence and how long will construction take?

The construction start date is dependent on a variety of factors, including development approval, selecting a construction company, receiving grid connection approvals, negotiation of a Power Purchase Agreement (PPA) and completion of the Financial Close process. Currently construction is estimated to commence in 2027. Once construction contractors are appointed, works on site are to take approximately 12-15 months.

What will happen to the residual land?

The residual land will continue to be used by the landowner.

Why is this proposal needed? Isn't there enough renewable energy being produced in the area?

NSW has a roadmap to reduce emissions by 70% by 2035 compared to 2005 levels and increase NSW's update in renewable energy generation. This statewide initiative will create 6,300 construction and 2,800 ongoing jobs in regional Australia and will reduce electricity prices in the state by $130 per year for households, $430 for small businesses and reduce NSW's carbon emissions by approx. 90 million tonnes (NSW Government 2020). Currently, the renewable energy penetration in NSW is 53% (Energy NSW 2024), which includes large scale solar, rooftop solar, hydro power stations, wind, and biomass power stations.

This Proposal in NSW will contribute to fulfilling this target and will contribute to electricity price reduction and carbon emissions reduction.

How do I contact the project team if I have any questions?

If you have any questions about the Project, please contact us via any of the following methods:

E: **engage@nghengage.com.au**
P: **1800 607 484**
W: **www.southcoreebess.com**

DESIGN CONSIDERATIONS

What does a BESS look like?

BESS's are container-like modular systems grouped with multiple inverter stations that are configured based on site and capacity obligations and can be compared to shipping container-like objects. The containerised form of the BESS will decrease installation and maintenance duration, enhance the electrical and environmental safety of the entire plant, and minimise the impact on the original landscape. As technology improves, the systems are becoming increasingly efficient and more compact.

The Project would include the following key built form features:

- BESS including battery enclosures, inverters, transformers, switchgear and control room
- Onsite substation including transformer switch bays and switchgear housed in portable substation containers
- Underground or overhead 132 kV transmission lines to connect the BESS to the Finley substation
- Finley substation upgrade works to facilitate connection with the BESS
- Permanent office, operation and maintenance (O&M) buildings, hardstands and Project signage
- Site access to the BESS from Broockmanns Road, internal site access tracks and parking
- Stormwater management infrastructure, lighting, fencing and security.

Will there be any visual impact?

Inevitably, the installation of a BESS will have some effect on the current look of the landscape, though the BESS cubicles are unlikely to emit glare or reflection. The development application process consists of independent technical assessments, and visual impact will be assessed as part of this. If required, BESS facilities can be screened (by either vegetative or artificial means) to minimise any potential visual impacts.

SREA is committed to working closely with the local community to address any concerns and encourages the community to approach them with any issues that may arise.

Why did SREA choose this site for the proposed BESS??

The site was selected following careful consideration of planning, environmental, community, grid and commercial criteria. The site was selected for the following reasons:

- Sufficient levels of available capacity on the grid distribution system
- Proximity to a grid connection, being the Finley 132kV substation
- Suitable planning context
- Low potential impacts to biodiversity and heritage
- Good road access
- Low land use conflict

Will I be able to hear the BESS?

Like all large-scale developments, BESS facilities may generate noise, however, due to the NSW Noise Policy for Industry 2017 and the BESS's location, it is not expected to be heard by nearby residents or the community. The main source of the sound includes:

- Inverter station and unit transformer,
- HV transformer in voltage step-up substation,
- Cooling fans required to regulate the operating temperature of the individual battery cells.

The inverter stations are built in a containerised cabinet to reduce noise level naturally. The sound of HV transformers at fully loading conditions is lower than the existing transformer at the Finley substation. The sound of the battery cooling load is like an air conditioning unit or a dull whirring noise.

The noise level will decrease with distance and can be further reduced by the installation of acoustic enclosures or barriers. Studies are ongoing to assess noise levels, the impact this may have on the area, and clear mitigation recommendations.

TECHNICAL

What type of Battery Energy Storage System units will be used?

The design is still to be finalised; but lithium-ion is the preferred electrical storage technology because it is cost-effective and a proven technology which is readily available for broad scale deployment at the site. During detailed design, the Original Equipment Manufacturer (battery supplier) will be confirmed through commercial tendering and procurement processes to ensure the Project is optimised in terms of yield and efficiency, within the parameters of the approval.

How high will the units be?

BESS units will be installed on low-lying structures and are expected to not exceed 5.5m above the natural ground level. It is expected that the project area will be at the same height or lower than other existing features in the landscape.

How will construction traffic and road impacts be managed?

During the anticipated 12-month total construction period, construction vehicles would range from light vehicles to 26m B-Doubles. Over mass and oversize vehicles would be required for transportation of large BESS infrastructure, such as the HV transformer.

Light vehicles would arrive during AM/PM peaks with heavy vehicle deliveries to be spaced out during the day.

Will there be outages during construction?

There will be no outages expected during the construction phase. Once the BESS is built and operational, it will help to increase the grid stability.

Are there health risks associated with EMF's and living near a BESS?

EMFs (electro-magnetic fields) are naturally present in the environment. They are present in the earth's atmosphere as electric fields, while static magnetic fields are created by the earth's core. EMF are also produced wherever electricity or electrical equipment is in use (e.g. household appliances like fridges, and powerlines).

The use of electricity in daily life exposes us to low frequency EMF and are not considered a risk to human health (ARPANSA, n.d). Your kitchen stove has an EMF range of 2-30 milligauss (mG) and your hairdryer 1-70mG. Standing at the edge of a transmission powerline easement would be in the range of 10-50mG, and under a transmission powerline 20-200mG.

The current international standard for human exposure to limit EMF set up the International Commission of Non-Ionizing Radiation Protection (ICNIRP) is 2000mG (EnergyCo, 2022).

EMFs from a BESS are typically less than household appliances and are not distinguishable from background levels at the site boundary.

Technical and engineering experts, including the Australian Radiation Protection and the Nuclear Safety Agency (ARPANSA) have found no known or documented electromagnetic radiation impacts associated with big batteries.

ENVIRONMENTAL

Do batteries increase fire risk?

The Project would be designed in accordance with the relevant Australian and international standards, with fire mitigation incorporated into the design to ensure its safe operation and minimise firs risk.

The Project will be equipped with a Supervisory Control and Data Acquisition (SCADA) and a Battery Management System (BMS) to monitor for faults in real-time, including smoke and system temperatures.

The BMS main role is to prevent damage to the battery cells from over-charging and over-discharging and to maintain the charge within the cells in the optimal performance range.

If the BMS detects any abnormal conditions, it shuts the battery down. This protects the cells from damage. Importantly, the BMS can act to shut a battery down before it reaches a point where it becomes a safety hazard.

Design solutions would be provided to support the BMS, including gas detection and fire protection measures. Details of these solutions depend on the selected battery provider and would be detailed in a Fire Safety Study (FSS). The FSS would be approved by Fire and Rescue NSW prior to construction.

Additionally, the Project would:

- Develop and implement an Emergency Response Management Plan to outline the protocols and requirements for fires and other risks
- Select a reputable Original Equipment Manufacturer with a track record in Australia
- Ensure project equipment is subject to quality assurance testing (such as Factory Acceptance Testing) prior to commissioning
- Ensure qualified commissioning /licensed workforce undertakes the work.

What happens in the case of a chemical spill?

BESS facilities are designed to manage chemicals and avoid chemical spills on site. The liquid-cooled bottom plate of a battery pack can prevent a spill and the container is sealed from bottom side to avoid any leak. The Environmental Management Strategy, SCADA and BMS will also help to identify, address, and manage dangerous goods and chemical hazards.

Design solutions would include reviewing site hydrology and changes as a result of the development and ensuring sufficient drainage capacity and mechanisms to prevent chemical spills from leaving the site.

Is the site affected by flooding?

Assessments completed to date indicate that the site is not flood-prone. In the unlikely event of stormwater flooding, where water may pool from heavy rainfall events, BESS infrastructure is expected to remain stable.

Are batteries recyclable?

Battery manufacturing has greatly improved in efficiency and scale in the past decade, driven by the critical growth phase of battery recycling. Nearly all materials in a lithium-ion battery, including nickel, cobalt, graphite, copper, aluminium, iron, and lithium, can be recycled, with up to 95% recovery rate.

CSIRO is actively involved in supporting lithium-ion battery recycling through research on metal and material recovery processes, new battery materials development, and fostering a circular economy for battery reuse and recycling.

Australia's lithium battery recycling industry, though in its early stages, is already demonstrating progress towards a cleaner and more sustainable future, with operational recycling facilities like Envirostream in Victoria.

The Ecocycle Group of companies has also announced the largest and most advanced lithium battery recycling plant in Australia will commence operation in late 2025.

SOCIAL AND ECONOMIC

How many jobs will be created by the construction and operation of the project?

Employment opportunities will range from skilled to manual labour, with an estimated 60 full time equivalent (FTE) peak construction jobs at peak construction, and up to 1-2 operation roles annually.

Using qualified local contractors is a key element for SREA who will work with local service and product suppliers to boost the local economy.

What other benefits will the community receive?

As the project will be operating for 30 years, SREA is committed to delivering long-term investment in the regions and the communities in which we operate. Engaging with your community is essential to us and ensures that our project offers mutually beneficial economic and social outcomes.

SREA will be continuing to engage and update all stakeholders that have an interest in - or may be impacted by - the project and will use information gathered to develop the most appropriate community benefit programs that foster positive outcomes and provides value to the local community.

Will there be always a contact onsite in case of emergency?

The BESS would operate 24 hours a day, seven days a week and be monitored remotely, with infrastructure maintenance undertaken on-site. The project will also be monitored continuously by CCTV.

What is a Power Purchase Agreement (PPA)?

A power purchase agreement or a PPA is simply a contract to buy power at a specific price. The 'Seller' in this type of agreement is usually a utility-scale generator e.g. solar, BESS and wind farms. The 'Purchaser' in this type of agreement will have significant electricity requirements which allow them to purchase all or some of the output of a project.

Examples of buyers include utilities, governments, and major corporates. Examples of companies that have entered into PPAs across Australia include Telstra, Mars, Blue Scope Steel, Snowy Hydro, UNSW, and Coles, with many others considering this option.

D.6 Newsletter 1

SAMSUNG C&T RENEWABLE ENERGY AUSTRALIA

Newsletter | December 2024

South Coree Battery Energy Storage System (BESS)

Samsung C&T Renewable Energy Australia Pty Ltd (SREA) is proposing to construct, operate, and decommission a Battery Energy Storage System (BESS) in Finley NSW, located 5 km west of the township, on Broockmanns Road.

The Project is expected to have a capacity of 80MW/320MWh.

Who is SREA?

SREA began operations in Australia in 2022 and has solar and storage project interests across New South Wales, Victoria, and Queensland. SREA is a fully owned subsidiary of Samsung C&T Corporation.

To meet the needs of clients aiming to diversify their energy mix amid stringent carbon emissions requirements, SREA strives to become a full-spectrum player in the clean energy sector. The company is committed to deploying sustainable energy resources with a vision to create value globally.

Over the past two decades, the Energy Division of Samsung has completed several renewable projects worldwide, including one of the world's largest wind and solar power cluster in Ontario, continuously delivering solutions that enable customers to fully leverage renewable resources.

Project update

In mid-2024, SREA commenced engaging with the community and key stakeholders to complete the initial stages of a development application, called a Scoping Report.

The Scoping Report was submitted to the NSW Department of Planning, Housing and Infrastructure (DPHI) in October, and SREA subsequently received the Secretary's Environmental Assessment Requirements (SEARs) on 20 November. The SEARs list the information that must be included with a development application in the form of an Environmental Impact Statement (EIS).

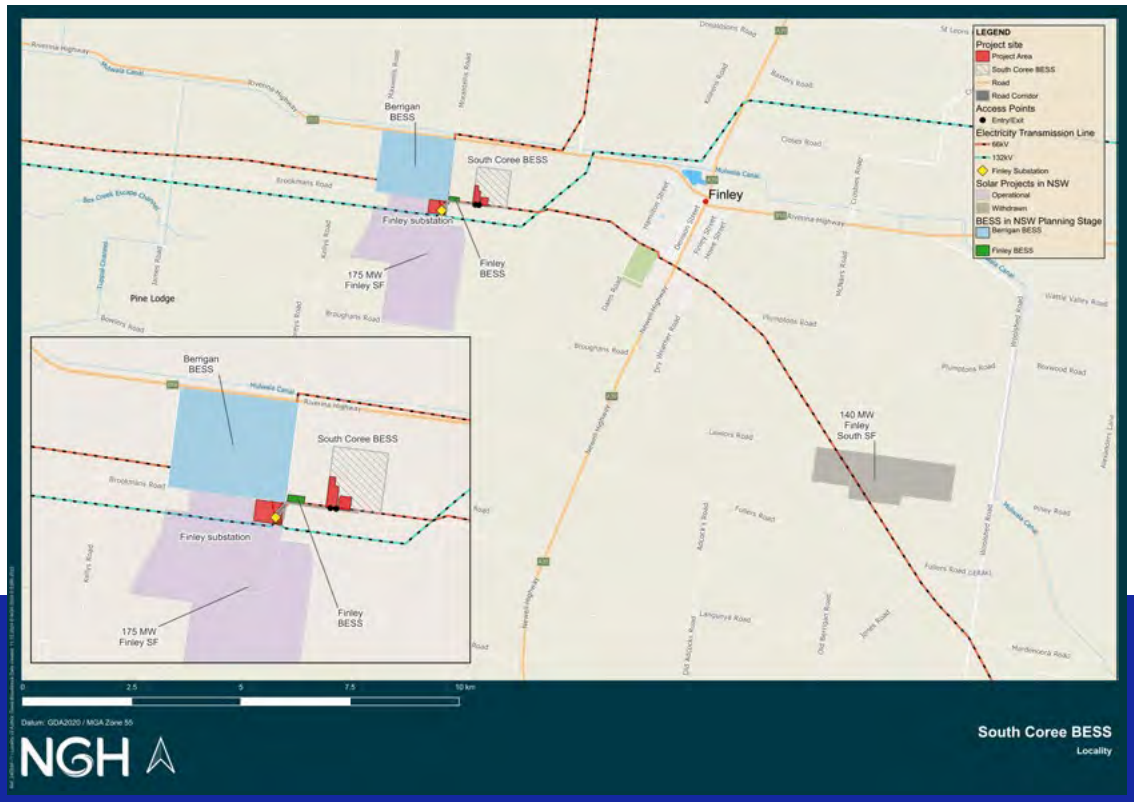
The project team is now working through the detailed assessment required for the EIS, which will accompany the development application.

For more details, please visit:
Scoping Report
SEARs

Project benefits

The South Coree BESS would bring significant investment to the local area during construction and would create jobs, diversify income and increase revenue in local service providers such as food, fuel, and accommodation operators in the local area.

In addition, SREA is committed to supporting the local community through a Community Benefit Scheme, designed to ensure the positive impacts are widely shared for the lifetime of the BESS. The value of these annual contributions, along with administrative arrangements, will be determined in close consultation with the Berrigan Shire Council, local residents, and other key stakeholders to strengthen community resilience and well-being.



Environmental Impact Statement (EIS)

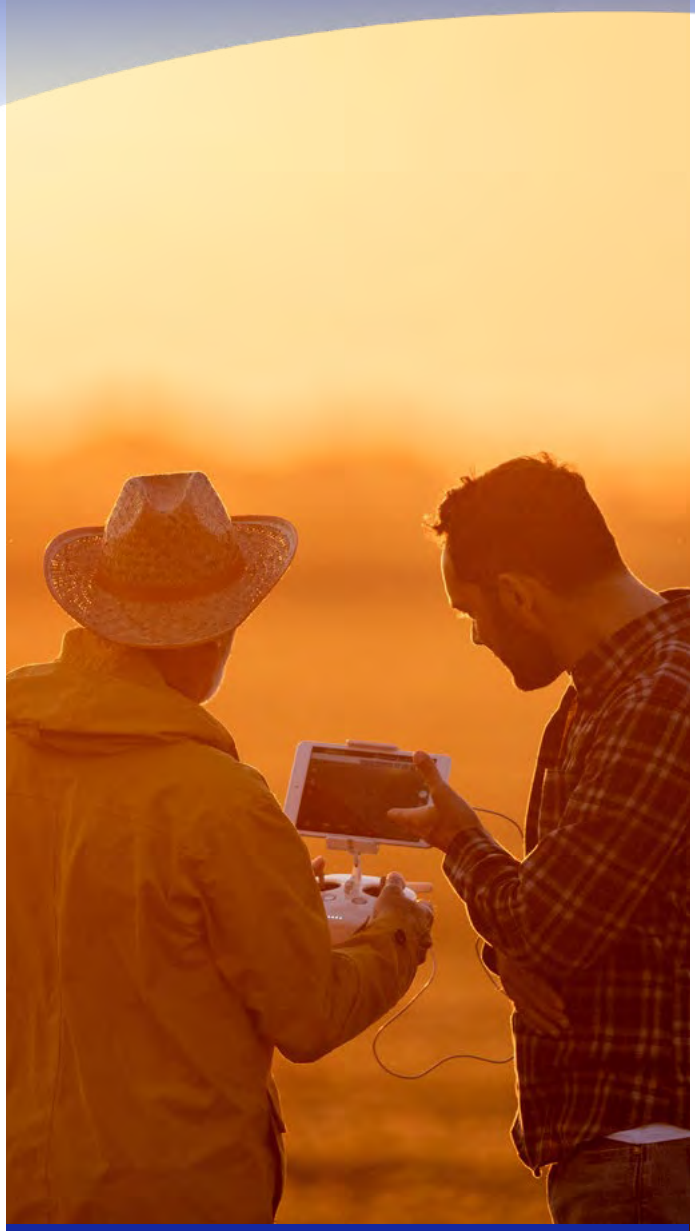
The EIS allows us to fully assess the merits of the proposed BESS. In parallel, the local Finley community will be engaged to better understand issues, shape the project and identify opportunities to share benefits locally.

The EIS assessments have commenced and will continue over the coming months. The EIS will include specialist impact assessment reports, such as:

- Visual impact
- Noise
- Biodiversity
- Heritage
- Traffic and transport
- Social impact

SREA aims to submit the EIS report to the DPHI in mid-2025. Community and stakeholder engagement over the coming months will be summarised within the EIS, along with the outcomes of the specialist reports outlined above.

Once the EIS is submitted, it will be placed on public exhibition. During this stage, the community and government agencies will be invited to provide feedback on the project. SREA will then respond to any issues, comments or concerns raised by the community and stakeholders within a Response to Submissions Report. DPHI will then make a recommendation on whether the project should be approved.



Merry Christmas

From all of us at SREA, we wish you a Merry Christmas and a happy holiday season. Thank you for your continued support, and we look forward to seeing the Finley community in 2025.

Contact Us

Community engagement is an important part of development application and allows us to understand any concerns the community may have.

If you are interested in learning more about South Coree BESS, we encourage you to email us at **engage@nghengage.com.au** visit the website **https://www.southcoreebess.com/**, or call us on 1800 607 484.

Next steps

The SREA team are busy planning their next visit to Finley to host community drop-in sessions in March 2025, providing interested community members with the opportunity to come along and meet the team.

Keep your eye on your inbox for further updates.

Community Feedback Survey

Community feedback is important to the development of the South Coree BESS, and your input will help formulate the EIS.

You can complete the community information survey **here** or via the QR code.

D.7 Newsletter 2

Newsletter | March 2025

SAMSUNG C&T RENEWABLE ENERGY AUSTRALIA

South Coree Battery Energy Storage System (BESS)

Samsung C&T Renewable Energy Australia Pty Ltd (SREA) is proposing to construct and operate a Battery Energy Storage System (BESS) in Finley NSW, located 5 km west of the township, on Broockmanns Road.

The purpose of the development is to support the Australian and New South Wales Government's commitment to reliable electricity supply by storing excess energy from the grid during periods of low demand and discharging this stored energy during times of peak demand. This will enhance the community's energy resilience and contribute to the country's clean energy targets, whilst also sharing the Project benefits with the local community. The Project is expected to have a capacity of 80MW and 4-hour storage.

The South Coree BESS has progressed to the Environmental Impact Statement (EIS) phase under the State Significant Development (SSD) pathway. This phase enables SREA to conduct a detailed assessment of the Project's potential impacts while engaging more closely with the Finley community. Through this process, SREA aims to better understand local concerns, refine the Project design, and explore opportunities to share benefits with the community.

Have your say

SREA invites residents and the wider community members to learn more about the Project and provide their insight into their community and feedback for the Project by attending a community drop-in session.

The two sessions provide interested community members with the opportunity to come along and talk to our Project team at a time that suits you.

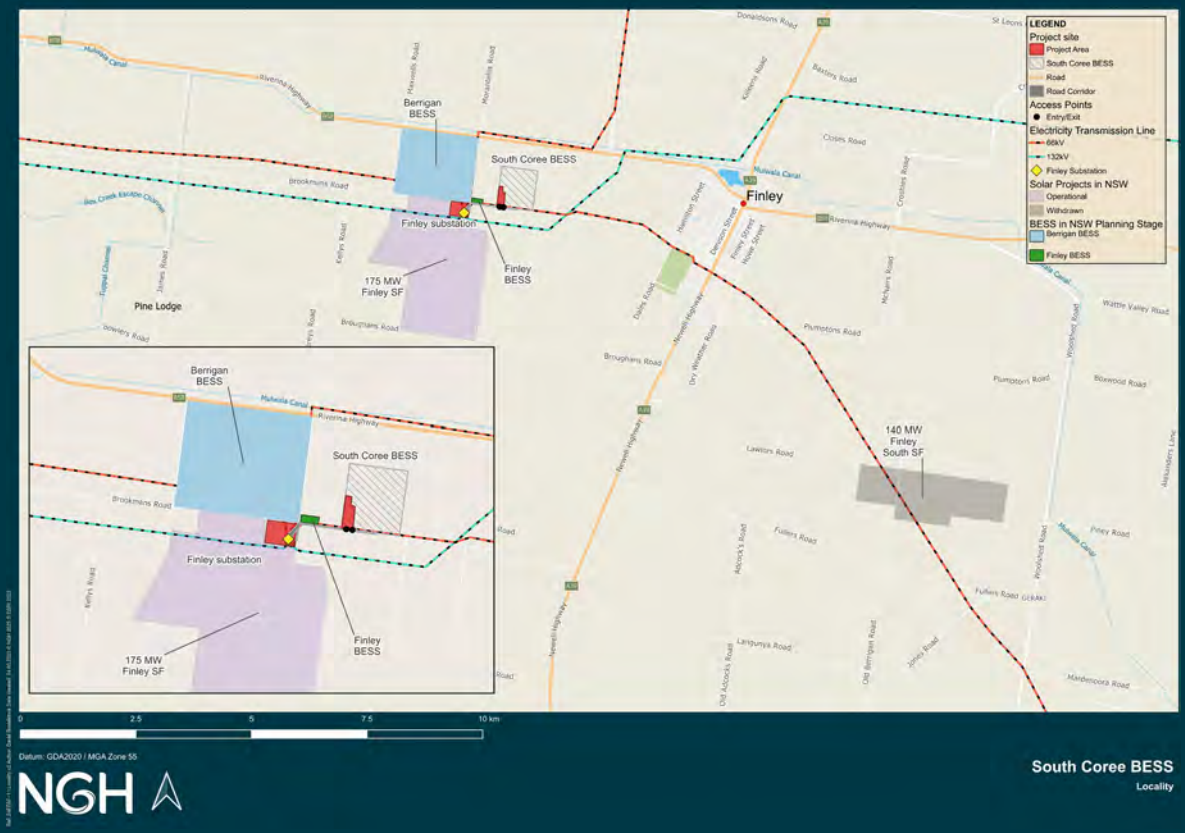
The community drop-in sessions will be hosted at:

Wednesday, 12 March 2025
1:30 pm - 6:30 pm

Finley Country Club
167-177 Murray Street, Finley NSW 2713

Thursday, 13 March 2025
7:30 am - 12:00 pm

Finley Newsagency (outside)
143 Murray Street, Finley NSW 2713



Landscape and Visual Impact Assessment

The Landscape and Visual Impact Assessment (LVIA) is currently being conducted, incorporating multiple private and public viewpoints. The findings will be compiled into a report and will be submitted alongside the EIS. A lot of work goes into an LVIA, with many different assessment methods and techniques applied. The LVIA includes photomontages and an artist impression, which will visually depict what the BESS would look like from different viewpoints.

Cultural Heritage surveys

The Aboriginal Cultural Heritage Assessment (ACHA) is currently in progress, undertaken in collaboration with local Registered Aboriginal Party (RAP). This important survey assesses whether the Project may impact heritage artifacts or culturally significant sites.

The ACHA is a thorough and detailed process that involves extensive site investigations, consultation with Traditional Owners, and careful analysis of historical records. The goal is to ensure that any culturally significant elements within the Project area are identified, respected, and appropriately managed.

Biodiversity surveys

Biodiversity surveys are in progress, including the identification of microbat species within the Project area. These surveys are part of a broader environmental assessment that will contribute to the Biodiversity Development Assessment Report (BDAR).

The BDAR is a detailed report that evaluates the potential impacts of the proposed development on local biodiversity. It helps identify measures to avoid, minimise, or offset any environmental impacts. The findings from these surveys, along with other ecological assessments, will play a key role in shaping the final report.

So far, it has been determined that the area is primarily covered by exotic grasses, contains no significant habitats, and does not require the removal of any trees.

Preliminary Hazard Analysis (PHA)

The Preliminary Hazard Analysis (PHA) is currently being conducted to assess potential risks associated with the BESS before construction and operation begin. This process identifies key hazards, including thermal runaway, electrical faults, fire risks, chemical leaks, and mechanical failures.

The PHA will also determine the necessary controls to mitigate bushfire risk.

By addressing these risks early, the PHA ensures that preventative measures—such as fire suppression systems, emergency shutdown protocols, and safety monitoring—are in place. This helps to minimise risks while ensuring the facility operates safely and reliably.

Other assessments

Other supplementary assessments currently underway include hydrology, which examines potential impacts on surface water, drainage, and flood risks, and traffic, which assesses how the project may affect local roads, traffic flow, and transport infrastructure.

Community benefit sharing

SREA is actively engaged in discussions with Council and community members to explore a Community Benefit Sharing option, ensuring that the development provides tangible benefits to the local community. These discussions have and will continue to be shaped by feedback received from residents, insights from the Social Impact Assessment, and recommendations from relevant agencies. SREA is committed to aligning the Project with the needs and interests of the community, aiming to create long-term positive outcomes.

EIS submission and next steps

SREA aims to submit the EIS report to the DPHI in mid-2025. Community and stakeholder engagement over the coming months will be summarised within the EIS, along with the outcomes of the specialist reports outlined above.

Community feedback survey

Community feedback is important to the development of the South Coree BESS, and input from the community will help formulate the EIS.

You can complete the community information survey here https://www.surveymonkey.com/r/SouthCoreeBESSEIS or via the QR code.

Contact us

Community engagement is an important part of development application and allows us to understand any concerns the community may have.

If you have any questions about the Project, please contact us via any of the following methods:

W: https://www.southcoreebess.com/
E: engage@nghengage.com.au
P: 1800 607 484.

D.8 Community feedback survey

SAMSUNG C&T RENEWABLE ENERGY AUSTRALIA

South Coree BESS - EIS Survey

Share your thoughts on the South Coree Battery Energy Storage System (BESS) proposal

Community Survey

Samsung C&T Renewable Energy Australia Pty Ltd (SREA) is proposing to develop a Battery Energy Storage System (BESS), approximately 5 km west of Finley, NSW.

This survey aims to help us gain a better understanding of community values, benefits and opportunities, and perceptions about the proposed South Coree BESS. Your responses will help to inform the Social Impact Assessment (SIA) as part of the proposed project's broader Environmental Impact Statement (EIS). All survey information is stored securely and survey responses in the SIA Report will remain anonymous.

If you provide contact details, they will only be used to engage with you about this proposal. For any questions, please email us at engage@nghengage.com.au or visit the project website here.

The survey has 20 questions and will take around 5-10 minutes to complete. **Survey closes 4:00 PM, Wednesday 23 April 2025.**

Thank you for your feedback and for completing the survey.

SAMSUNG C&T RENEWABLE ENERGY AUSTRALIA

South Coree BESS - EIS Survey

About you

* Gender identification

- ◯ Female
- ◯ Male
- ◯ Gender neutral
- ◯ Prefer not to say

* Age

- ◯ Under 19
- ◯ 20-24
- ◯ 25-34
- ◯ 35-44
- ◯ 45-54
- ◯ 55-64
- ◯ 65-74
- ◯ 95-84
- ◯ 85 and over

* Where best describes where you live?

- ◯ Less than 1km from the proposed project site
- ◯ 1km - 5km from the proposed project site
- ◯ 5km - 10km from the proposed project site
- ◯ More than 10km from the proposed project site but still within Berrigan Shire Council
- ◯ I don't live here but I own land/property
- ◯ I don't live here but visit the area for recreation
- ◯ I don't live here but visit the area for work
- ◯ Other (please specify)

* What is your highest level of education?

- ◯ Did not go to school
- ◯ Year 8 or below
- ◯ Year 9 or equivalent
- ◯ Year 10 or equivalent
- ◯ Year 11 or equivalent
- ◯ Year 12 or equivalent
- ◯ TAFE / Vocational education and training (VET)
- ◯ University

SAMSUNG C&T RENEWABLE ENERGY AUSTRALIA

South Coree BESS - EIS Survey

Community

* In what way are you involved in the community? Choose all that apply.

- [ ] I live here
- [ ] I attend school or work locally
- [ ] I am a member of a local club or community organisation
- [ ] I am involved in agriculture
- [ ] I am involved in the university
- [ ] I am involved in tourism
- [ ] I am a near neighbour to the proposed development
- [ ] I own a business
- [ ] I work for an agency/organisation that is focused on this area
- [ ] I am not involved in the community
- [ ] Other (please specify)

What do you value most about the local area? Choose all that apply

- [ ] Cultural heritage
- [ ] Community/family ties
- [ ] Community safety and resilience
- [ ] Historic values
- [ ] Landscape and views
- [ ] Health and wellbeing
- [ ] Natural values, including biodiversity, ecosystems, etc.
- [ ] Recreation opportunities including sporting, fishing, nature based, etc.
- [ ] Work opportunities
- [ ] Other (please specify)

Please describe the attributes you are most proud of within your local community.

* What, if any, do you see as the major challenges that the Finley community is currently facing?

SAMSUNG C&T RENEWABLE ENERGY AUSTRALIA

South Coree BESS - EIS Survey

The Project

* Please rate your overall level of support for the proposed project.

- [ ] Strongly oppose
- [ ] Oppose
- [ ] Somewhat oppose
- [ ] Neutral
- [ ] Somewhat support
- [ ] Support
- [ ] Strongly support
- [ ] Undecided/I don't know enough about it

What are the main reasons you're interested in the proposed project? Choose all that apply.

- [ ] I have a business and I would like to seek potential work or business opportunities with the project
- [ ] The proximity to my residence
- [ ] The potential adverse impacts on the local area
- [ ] I want to build my understanding of the project
- [ ] Other (please specify)

SAMSUNG C&T RENEWABLE ENERGY AUSTRALIA

South Coree BESS - EIS Survey

Visual amenity

* What landscape characteristics in local area are important to you? [best lookouts/public viewing locations]

* Please rate the scenic value of the following landscape features:

	Low	Moderate	High	Not applicable
Grazing land	◯	◯	◯	◯
Cropped farmland	◯	◯	◯	◯
Bushland areas	◯	◯	◯	◯
Rivers/creeks	◯	◯	◯	◯
Vegetation	◯	◯	◯	◯
Hills	◯	◯	◯	◯
Ridgelines	◯	◯	◯	◯
Townships	◯	◯	◯	◯

SAMSUNG C&T RENEWABLE ENERGY AUSTRALIA

South Coree BESS - EIS Survey

Important factors

* What concerns do you have (if any) about the proposed South Coree BESS?

	Very concerned	Concerned	Neutral	Not concerned	
Potential for visual impacts for near neighbours	◯	◯	◯	◯	◯
Potential for noise impacts for near neighbours	◯	◯	◯	◯	◯
Transportation planning and the use of local roads	◯	◯	◯	◯	◯
Temporary construction impacts (i.e., noise, traffic, dust)	◯	◯	◯	◯	◯
Temporary construction workforce impacts (i.e., local housing/accommodation, services)	◯	◯	◯	◯	◯
Temporary construction workforce impacts on services (health and other facilities)	◯	◯	◯	◯	◯
Effects on agricultural land use within the region	◯	◯	◯	◯	◯
Effects on land values	◯	◯	◯	◯	◯
Effects on natural areas or habitats	◯	◯	◯	◯	◯
Perceived health risks	◯	◯	◯	◯	◯
Fire management practices	◯	◯	◯	◯	◯
Potential for impacts to waterways	◯	◯	◯	◯	◯
Potential for impacts cultural heritage	◯	◯	◯	◯	◯
Size and scale	◯	◯	◯	◯	◯
Waste	◯	◯	◯	◯	◯

Other (please specify)

* Please identify your level of importance in terms of **social and economic** considerations

	Not important	Somewhat important	Important	Very important	
Potential for diversification of land use/income streams	◯	◯	◯	◯	◯
Securing employment or business from the project	◯	◯	◯	◯	◯
Potential impacts to property values	◯	◯	◯	◯	◯
Cultural heritage	◯	◯	◯	◯	◯
Engagement with near neighbours	◯	◯	◯	◯	◯
Disruption to community cohesion	◯	◯	◯	◯	◯
Reduction of greenhouse gas emissions & help to combat climate change	◯	◯	◯	◯	◯
Community benefit opportunities from the project	◯	◯	◯	◯	◯

Other (please specify)

SAMSUNG C&T RENEWABLE ENERGY AUSTRALIA

South Coree BESS - EIS Survey

Decision making process

* In terms of the potential for South Coree BESS to invest in community initiatives, what do you think they could invest in on an annual basis [Also suggest ways to manage]

Thinking about the company, SREA, and the proposed project, please indicate your agreement with the following statements.

	Strongly disagree	Disagree	Slightly disagree	Not sure	Slightly agree	Agree	Strongly agree
People in my community will have opportunities to participate in the decision-making process.	◯	◯	◯	◯	◯	◯	◯
The project team will be interested in knowing what I think about the proposed project.	◯	◯	◯	◯	◯	◯	◯
I think the project team will listen to and respect my opinions.	◯	◯	◯	◯	◯	◯	◯

In your opinion, what would good community engagement in this community look like?

SAMSUNG C&T RENEWABLE ENERGY AUSTRALIA

South Coree BESS - EIS Survey

How would you like the Project Team to engage with you going forward?

- ◯ Follow up phone call
- ◯ I would like a meeting at my residence
- ◯ I would like to subscribe to email updates
- ◯ I would like a regular newsletter in the post
- ◯ I will visit the website if I need extra information
- ◯ No further contact necessary
- ◯ Other (please specify)

Contact details

Name	
Organisation name (if applicable)	
Address	
Postcode	
Email Address	
Phone Number	

Is there anything else that you would like to tell us or feel that is important to say?

D.9 Social media tile

D.10 Project poster

SAMSUNG C&T RENEWABLE ENERGY AUSTRALIA

SOUTH COREE BESS

Community Information Drop-In Sessions

Samsung C&T Renewable Energy Australia Pty Ltd (SREA) is proposing to construct and operate a Battery Energy Storage System (BESS) in Finley NSW, located 5 km west of the township, on Broockmanns Road.

The project has now moved to the Environmental Impact Statement (EIS) stage which allows us to fully assess the merits of the proposed BESS.

We invite to you come along to our drop-in information sessions to discuss the proposed South Coree BESS in further detail.

Wednesday
12 March 2025
1:30 pm - 6:30 pm

Finley Country Club
167-177 Murray Street
Finley NSW 2713

Thursday
13 March 2025
7:30 am - 12:00 pm

Finley Newsagency (outside)
143 Murray Street
Finley NSW 2713

engage@nghengage.com.au 1800 607 484 https://www.southcoreebess.com/

Appendix E Mitigation measures (consolidated)

Mitigation number	Mitigation measure	Project Stage
Biodiversity		
B01	A biodiversity Management Plan (BMP) would be prepared prior to construction to include all recommendations of the BDAR. It will include but not be limited to: • Unexpected Threatened Species Finds Procedure will include: o Stop work procedures, where relevant o Further surveys to delineate the population o AoS or liaison with appropriate agencies. • Implementation of hygiene protocols for plant and equipment entering and exiting the construction site. • Management of wastewater to the receiving environment • Clear physical demarcation of the boundary between areas to be retained and areas slated for clearing • Waste Management protocols • Weed and pathogen management plan and protocols • Clearing limits (refer Appendix F.1) • Trained ecologist on site during clearing events	All Stages
B02	As part of the overall Environmental Management System (EMS) to ensure protection of waterways: • Preparation of a Stormwater Management Plan (SWMP) and Erosion Sediment Control Plan (ESCP) in accordance with the 'Blue book' (Landcom, 2004).	Prior to construction
B03	Adaptive management strategy to prevent trampling of unexpected threatened flora. • All plans will be progressively reviewed and updated throughout all stages • All adaptive management strategy plans including the BMP will form part of an overall Environmental management strategy.	All Stages
B04	Retire the offsets as calculated by the BDAR in accordance with the Biodiversity Offsets Scheme	Prior to construction

Mitigation number	Mitigation measure	Project Stage
Aboriginal Heritage		
AH01	The Environment Management System (EMS) would incorporate safeguards and mitigation relevant to Aboriginal heritage, including an unexpected finds protocol for Aboriginal objects (refer Appendix B1, of Appendix F.2) Aboriginal heritage should also be included in any induction for the Project.	All stages
AH02	If unexpected Aboriginal objects are identified during works the relocation of the objects should be undertaken by a qualified archaeologist with a representative of the RAPs, as selected by the Proponent/Project Owner, and be consistent with Requirement 26 of the *Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW*. The relocation area must be within the Subject Lots in an area that will not be disturbed into the future. If an alternative relocation area outside the Subject Lots for the Project is required due to unforeseeable reasons, additional consultation with the RAPs must occur.	All stages
AH03	In the unlikely event that human remains are discovered during the development works, all work must cease in the immediate vicinity and the unexpected find protocol followed. The local NSW police must be notified. Further assessment would be undertaken to determine if the remains were ancestral Aboriginal or not. In the event that any remains are determined to be ancestral Aboriginal in origin Heritage NSW must be notified.	All stages
AH04	Further archaeological assessment would be required if the proposed development activity extends beyond the area assessed. This would include consultation with the RAPs and may include further field survey.	All stages
Access and Traffic		
TA01	A Traffic Management Plan will be developed to minimise the impact of construction traffic and would include: • Neighbours of the Project to be consulted and notified regarding the timing of major deliveries which may require additional traffic control and disrupt access • Heavy vehicles will avoid travel during peak bus operating times (7:30am – 8:30 and, and 3:00pm – 4:00pm)	Pre construction

Mitigation number	Mitigation measure	Project Stage

	• All haulage vehicles are to use the access route via:
	  o Riverina Highway
	  o Canalla Road
	  o Left turn onto Broockmanns Road
	• Requirement for site specific TMP's that include appropriate safety signage manage traffic and guide road users including regulatory signs that dictate rules and restrictions, warning signs alerting to potential hazards, guide signs for navigation, and temporary signs for events or road works.
	• Mitigation measuresTA01 to TA04.	

TA02	Implement a community information and awareness program to inform the community of traffic disruptions. This would include; • Press releases in local newspapers. • Specific emails, newsletters and individual letter drops to neighbouring residents along the access route to the Project. • Provision of a website providing details of the status of works and contact details for complaints or enquiries. • Provide key contact personnel and contact details, including out of hours contact information to residents, schools, public activities and business operating alongside the local route. • Neighbours of the BESS would be consulted and notified regarding the timing of major deliveries which may require additional traffic control and disrupt access.	All stages
TA03	On-site mitigation measures would be included in the TMP and would include • On-site speed restrictions • Dust suppression • Loading and unloading would occur within the work area, not on streets or roads • All vehicles associated with the Project would park onsite • Carparking and loading areas to be designed in accordance with the relevant Australian.	All stages
TA04	Driver Protocols would be included in the TMP and would include • All vehicles would enter and exit the site in a forward direction • Heavy vehicles will avoid peak school bus times • Safety initiatives to minimise risk and disruption to residential and or school bus zones would be implemented	All stages

Mitigation number	Mitigation measure	Project Stage
	• Vehicles would only utilise designated transport routes • Construction vehicle movements are to abide by finalised heavy vehicles schedules as agreed and permitted by the relevant authorities. • All permits for working within the road reserve must be received from the relevant authority prior to works commencing.	
TA05	Schedule of Road upgrades would be included in the TMP and would • Dilapidation surveys and necessary road maintenance of Canalla Road and Broockmanns Road on the Project access route (as required) • Minor roadworks where required (TIA Section 6.5) would be undertaken prior to works commencing.	All stages
Hazards		
H01	The results of the PHA should be incorporated as inputs into other safety studies, such as: • Fire safety study • Emergency response plan • Bush Fire Emergency Management and Operations Plan.	All stages
H02	APZs to be maintained in accordance with Appendix 4 of PBP for the life of the Project	Design
H03	The detailed design of the BESS will comply with the requirements of Sections 3.2 and 4.4 of the PHA, including separation distances, UL9540A test reports and OEM recommendations.	Design Construction Operation
H04	Dangerous or hazardous materials shall be stored and handled in accordance with AS1940-2004: The storage and handling of flammable and combustible liquids.	Design Construction Operation
H05	All recommendations from the Victorian Big Battery Fire Statement of Technical Findings – Victorian Government 2021 will be implemented.	Design
Visual amenity		

Mitigation number	Mitigation measure	Project Stage
VA01	Building design • Consider use of materials that integrate with the surrounding landscape • Where practicable use suitable colours and finishes for project infrastructure to minimise visual impacts • Where practicable Noise wall be painted in a neutral colour (not white)	Design
VA02	Dark Sky Planning guidelines and national light Pollution Guidelines for Wildlife will be considered during detailed design Cut off and direct light fittings (or similar technologies would be used where appropriate to minimise glare and light spill onto private property).	Design
VA03	Landscaping will be installed in accordance with the conceptual landscape plan, including screen planting along the east and south of the BESS facility. The final location and extent of landscaping will be determined during detailed design. During detailed design would consider the key principals: • Planting should remain in keeping with existing landscape character • Species selection is to be typical of the area • Planting layout should avoid screening views of the broader landscape • Avoid the clearing of existing vegetation. Where appropriate reinstate any lost vegetation • Allow native vegetation to regrow over any areas of disturbance	Design
Noise and vibration		
NV01	Establish a complaints procedure including signage and other means to advertise the contact number regarding complaints. Respond to complaints in a timely manner and keep relevant parties informed of progress.	All stages
NV02	Noise impacts to the associated receiver R1 are subject to the landowner agreement and detailed design. This may include implementation of a noise wall along the site boundary. at property treatment or other compensatory measures in accordance with the	All stages

Mitigation number	Mitigation measure	Project Stage
	agreement.	
NV03	For construction works conducted within close proximity to the dwelling / building of Receiver R1, potential noise exceedances to this receiver would be managed by implementing time restrictions and/or providing periods of repose for residents, where feasible and reasonable.	During construction
NV04	The following noise management measures should be considered as part of a Noise Management Plan. • Plant and equipment should be properly maintained • Avoid any unnecessary noise when carrying out manual operations and when operating plant • Any equipment not in use for extended periods during construction work should be switched off. • Good relations with people living and working in the vicinity of a construction site should be established at the beginning of a project and be maintained throughout the project • Keep people informed of progress and take complaints seriously • The person selected to liaise with the community should be adequately trained and experienced in such matters.	Prior to and during construction
Water resources and flooding		
FH01	Increase levels to maintain adequate freeboard of BESS infrastructure to ensure the site is constructed above the 1% AEP event to reduce risk from flooding.	All stages.
FH02	Develop Flood Emergency Response Plan (FERP)	Prior to construction
FH03	A Fire Water Management Procedure would be included within the Emergency Response plan in accordance with CFA guidelines, applicable Australian Standards for handling hazardous materials and EPA regulations.	Design
FH04	Erosion and sediment control measures will be implemented to mitigate any impact in accordance with Managing Uran Stormwater: Soils & Construction (Landcom, 2004), including for water access at any location.	Prior to construction Construction

Mitigation number	Mitigation measure	Project Stage
FH05	All staff would be appropriately trained in the minimisation and management of accidental spills.	All stages.
FH06	The refuelling of plant and machinery would be undertaken in impervious bunded areas on hardstand areas only.	All stages
FH07	Machinery would be checked daily to ensure there is no oil, fuel or other liquids leaking from the machinery. All staff would be appropriately trained through toolbox talks for the minimisation and management of accidental spills.	Construction Operation
FH08	An incident management procedure to address any spills and pollution incidents will be developed and implemented. The procedure would be incorporated into the Construction and Operation Environmental Management Plans and include a requirement to notify EPA for incidents that cause material harm to the environment (refer s147-153 Protection of the Environment Operations Act).	All stages
FH09	Prior to construction, an appropriate water access license will be obtained and temporary water allocations purchased from the water trade market. The Project will adhere to any licensing rules and regulations.	Prior to construction Construction Operation
FH10	Ensure appropriate drainage controls are incorporated into the design to minimise the area of disturbance, runoff and pollutant generation. This would include consideration of water used during and emergency fire event.	Design
Soils		
SO1	Progressive and adaptive Erosion and Sediment Control Plans (ESCP) and Soil and Water Management Plan (SWMP) will be prepared for the Project in accordance with Landcom Soils and Construction: Managing Urban Stormwater (Landcom, 2004) and include, but not be limited to: • Minimising the extent and duration of ground disturbance • Progressive rehabilitation of disturbed areas • Stockpile management of topsoil to prevent soil structural decline. Topsoil will be stripped and stockpiled separately. Stockpiles will be stabilised with a groundcover (i.e. geotextile or similar) if stockpiling is required for more than six weeks • Spill Response Procedure	All stages

Mitigation number	Mitigation measure	Project Stage
	• Unexpected Finds Procedure, for contaminated soil • Maintain at least 70% groundcover where applicable throughout the site during operation to reduce the risk of erosion	
SO2	A comprehensive agronomic nutrient soil survey sampling and analysis prior to construction to establish a baseline nutrient data set would be undertaken to: • Support rehabilitation of the Project Site land to Class 3 Agricultural land on decommissioning. • Support preparation of the vegetative screening area to provide a growing environment which is conducive to achieving a successful vegetative screen.	Pre construction Decommissioning
SO3	A Revegetation and Rehabilitation Plan for decommissioning will be prepared and include stabilisation and topsoil amelioration (e.g., incorporation of organic matter to improve soil structure or gypsum to improve structure, reduce hard-setting surfaces and reduce soil dispersion).	Decommissioning
SO4	Avoid altering the groundwater and surface water regime to prevent mobilisation of any salt stores, however low, in the soil.	All phases
SO5	Reference the soil survey results (this document), Australian Soil and Land Survey Handbook (CSIRO, 2009), Guidelines for Surveying Soil and Land Resources (CSIRO, 2008) and the Land and Soil Capability Assessment Scheme: second approximation (NSW OEH, 2012) when returning the site to the BESS farmland capability	Decommissioning
SO6	Development of a Pest and Weed Management Plan to manage: • Biosecurity • Pest animals • Weeds.	All stages
SO7	A post decommissioning PSI with supplementary soil testing would be undertaken with recommendation to a detailed site investigation if required. This would occur prior to significant soil disturbance.	Decommissioning
Land use compatibility		
LU01	A Revegetation and Rehabilitation Plan is to be prepared in consultation	Decommissioning

Mitigation number	Mitigation measure	Project Stage
	with NSW Department of Primary Industries prior to decommissioning to return the land to safe and productive agricultural land.	
LU02	All above ground and below ground cabling and infrastructure would be removed,	Decommissioning
LU03	An agronomic soil survey would be undertaken prior to construction and post decommissioning to inform soil nutrient amelioration prior to revegetation.	Decommissioning
LU04	Land forming would return the site to the preexisting slope and flat features suitable for flood irrigation practices draining to the south (existing drainage).	Decommissioning
Non-Aboriginal heritage		
NAH1	Should an item of historic heritage be identified, the Heritage NSW would be contacted prior to further work being carried out in the vicinity in accordance with the Non-Aboriginal Heritage unexpected finds procedure in the EIS.	All Stages
Social and economic impacts		
SIA01	Community and Stakeholder Engagement Strategy would be prepared. The following key engagement needs that have been identified for stakeholder and community engagement in the upcoming phases of the Project would be included in the strategy: • Ensure open, transparent, timely, and accessible communication of Project information to reduce uncertainty and address community concerns. • Proactively address both real and perceived concerns about potential amenity and safety impacts, including traffic, noise, visual changes, and environmental impacts. • Maintain regular engagement with local councils, particularly during the construction phase, to monitor, discuss, and adaptively respond to emerging concerns from the community and local businesses. • Develop accessible and responsive grievance and remedy mechanisms to ensure that community concerns and complaints	Prior to construction

Mitigation number	Mitigation measure	Project Stage
	are handled appropriately and fairly. • Clearly communicate accommodation arrangements for both construction and operational workforces, including their expected footprint and duration. • Provide robust engagement with the community to address and alleviate concerns based on perception as well as technical realities. • Collaborate with local councils and relevant regional stakeholders to support initiatives that promote regional economic and social development. • Engage economic development agencies to share and promote the Project's positive outcomes, showcasing the renewable energy industry's contribution to the region.	
SIA02	An Accommodation and Employment Strategy (AES) would be prepared. To mitigate potential impacts on housing and accommodation within the Project's social locality, it is recommended that the AES be developed in consultation with local Councils and key stakeholders. The AES should: • Propose measures to ensure an adequate supply and availability of accommodation for both construction and operational workforces. • Prioritise accommodation options that minimise adverse social impacts on local communities, particularly those related to housing affordability and availability for existing residents. • Collaborate with the Council and local stakeholders to undertake an inventory of under-utilised buildings that could be repurposed as temporary workforce accommodation. • Facilitate the employment of local residents wherever feasible, including through the use of locally registered contractors who may already employ a local workforce. This approach can reduce the need for importing labour and minimise accommodation pressure. • Engage with education and training providers such as TAFE to identify local skills gaps and sponsor upskilling or certification programs aligned with Project workforce needs, contributing to regional capacity building. • Develop and implement workforce behaviour and safety	Prior to construction

Mitigation number	Mitigation measure	Project Stage
	policies, including clear expectations for conduct while in transit, on-site, in accommodation, and when interacting with local communities. Where possible, coordinate with community liaison officers or representatives from other renewable energy or major infrastructure projects in the region to ensure a harmonised approach to workforce management and minimise cumulative impacts on local housing, services, and businesses.	
SIA03	A Community Benefit Sharing Program (CBSP) implemented as part of the Voluntary Planning Agreement (VPA) would be prepared with the aim to maximise benefits for local community members throughout the Project lifecycle. The Applicant has committed to entering into a VPA for the Project with the Council. The CPSP will: • Ensure initiatives offer ongoing opportunities for meaningful community involvement and decision-making. • Include representation from Traditional Owners and other key local Aboriginal stakeholders to uphold inclusive and culturally respectful engagement. In addition to the CBSP, the Applicant will explore opportunities to support local initiatives through community sponsorships. To ensure that both the CBSP and community sponsorships deliver meaningful and lasting impact, the Applicant could: • Continue to consult with local communities to identify needs and priorities and tailor CBSP initiatives accordingly over the life of the Project. • Collaborate with other renewable energy developers and industry stakeholders to ensure coordination and complementarity of benefit programs across the region, reducing the risk of duplication and improving effectiveness.	Prior to construction
Resource use and waste generation		
RR01	A Waste Management Plan (WMP) would be developed in consultation with Council to minimise waste, including: • Identification of opportunities to avoid, reuse and recycle, in accordance with the waste hierarchy. • Quantification and classification of all waste streams.	Construction and operation

Mitigation number	Mitigation measure	Project Stage
	• Confirmation and evidence of waste management agreements with waste facilities prior to the disposal of any waste product. • Defining appropriate lines of communication for each waste stream so any restrictions can be identified. • Provision for recycling management on-site. • Provision of toilet facilities for on-site workers and identify that sullage would be disposed of (i.e., pump out to local sewage treatment plant). • Tracking of all waste leaving the site. • Disposal of waste at licenced facilities permitted to accept the waste. • Requirements for hauling waste (such as covered loads).	
RR02	A septic waste management system would be installed and operated according to the Berrigan Shire Council regulations.	Construction Operation
RR03	Where possible, waste would be removed on a daily basis, or as soon as reasonably practical, to maintain the Development Footprint being litter free.	Construction
RR04	LFP Batteries would be kept, stored, managed and transported according to manufacturer's instructions and the ADG Code. Any spent batteries would be recycled at a B-Cycle accredited, EPA permitted and licensed recycler of LFP batteries.	Construction Operation Decommissioning
RR05	Develop a Decommissioning Waste Management Plan, when the project is planned for decommissioning.	Decommissioning
Air quality and climate		
A1	Management protocols in the EMS will include measures to minimise impacts on air quality including: • Identification of high-risk construction activities with potential to generate dust, and control measures for the activities and periods where dust generating works should not take place (eg during high winds) • A process for monitoring dust on-site and weather conditions, as well as procedures for altering management measures where required • A map identifying locations of nearby receivers • Notification of relevant stakeholders to hours of work and	All stages

	duration of work • An accessible complaints process with a timely response protocol.	
A2	Dust generation by vehicles accessing the site and earthworks at the site will be suppressed using water applications or other means as required, using visual cues. • Covering dirt, sand, soil, or any lose material while in transport • Clean-up of any material spillage on the roads • Limiting construction vehicle speeds on unsealed roads • Checking of weather conditions (such as wind strength and direction) prior to major potential dust emitting activities	Construction Decommissioning
A3	Stockpiles will be covered or stored in areas not subject to high wind, and vehicle loads of material which may create dust would be covered while using the public road system.	Construction Decommissioning
A4	All vehicles and machinery used at the site will be in good condition, fitted with appropriate emission controls and comply with the requirements of the POEO Act, relevant Australian standards and manufacturer's operating recommendations. Plant will be operated efficiently and turned off when not in use.	All stages
A5	Fires and material burning is prohibited on site.	All stages

Appendix F Specialist reports

F.1 Biodiversity Development Assessment Report

F.2 Aboriginal Cultural Heritage Assessment Report

F.3 Traffic Impact Assessment

F.4 Preliminary Hazards Assessment

F.5 Landscape and Visual Impact Assessment

F.6 Landscape Plan

F.7 Noise and Vibration Impact Assessment

F.8 Detailed water assessment

F.9 Soil Impact Assessment and Technical Report

F.10 Preliminary Site Investigation

F.11 Social Impact Assessment

Appendix G Site water balance

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