

Prepared for Samsung C&T Renewable Energy Australia

Amendment Report

South Coree Battery Energy Storage System

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Table of contents

1.	Introduction.....	1
1.1.	Location and Project outline.....	1
1.2.	Applicant details.....	1
1.3.	EIS preparation and exhibition.....	2
1.4.	This report.....	2
1.4.1.	Submissions Report.....	3
1.5.	Proposed amendments summary.....	3
1.5.1.	Justification of amendments.....	4
2.	Strategic context	7
2.1.	Regional context	7
2.2.	Policy context	9
2.3.	Consideration of alternatives.....	9
2.4.	Project agreements	9
3.	Description of amendments.....	11
4.	Statutory context.....	13
5.	Consultation.....	17
5.1.	Agencies and other stakeholders	17
5.2.	Community consultation	19
5.2.1.	Pre-EIS exhibition.....	19
5.2.2.	Post-EIS exhibition.....	19
6.	Assessment of impacts	20
6.1.	Cultural heritage.....	20
6.2.	Noise.....	20
6.3.	Access and traffic	21
6.4.	Biodiversity	25
6.5.	Hazards	27
6.6.	Other impacts.....	27
7.	Justification.....	29
7.1.	Updated assessment and outcomes achieved	29
7.2.	Benefit and cost of the Project.....	30

7.2.1.	Justification for the amendments.....	30
7.2.2.	Cost of not proceeding.....	31
7.3.	Ability to be approved	32
8.	References	33
A.1	Project description	A-I
A1.1	Project overview	A-I
A.2	Permanent infrastructure	A-IV
A2.1	Layout and specification of components.....	A-IV
A2.2	Batteries and inverters	A-IV
A2.3	Transmission lines and connections	A-VI
A2.4	Substation, switch room and control building.....	A-VII
A2.5	Operation and maintenance buildings	A-VII
A2.6	Noise wall	A-VIII
A2.7	Landscaping	A-VIII
A2.8	Security measures.....	A-IX
A2.9	Site access, tracks and vehicle movements	A-X
A.3	Temporary facilities.....	A-XI
A.4	Resource requirements.....	A-XII
A4.1	Material requirements	A-XII
A4.2	Earthworks	A-XIII
A4.3	Water demand and supply.....	A-XIII
A4.4	Labour, machinery and equipment	A-XIII
A.5	Phases and timing of the Project	A-XIV
A5.1	Phases.....	A-XIV
A5.2	Site-establishment	A-XIV
A5.3	Construction	A-XV
A5.4	Operation	A-XVI
A5.5	Decommissioning and rehabilitation	A-XVI
A.6	Proposed subdivision and land acquisition	A-XVI
A.7	Estimated development cost (EDC).....	A-XVIII
A.8	Flexibility in development.....	A-XVIII
A8.1	OEM supplier	A-XIX
A8.2	Transmission connection.....	A-XIX

A8.3 Development Footprint	A-XIX
A8.4 Water extraction.....	A-XIX
A8.5 Noise Wall	A-XX
D.1 Addendum Aboriginal Cultural Heritage Assessment.....	D-I
D.2 Technical Noise Memo.....	D-II

Figures

Figure A-1 Project as amended	5
Figure A-2 Development Footprint from EIS to RTS	6
Figure A-1 Concept intersection design for the Riverina Highway and Canalla/Martenellis Roads	24
Figure A-1 Indicative Tesla Pack configuration (source Tesla.com).....	A-V
Figure A-2 Battery module and inverter example (source Tesla.com).....	A-V
Figure A-1 Example of switch room infrastructure	A-VII
Figure A-2 Example of the operations and maintenance facility	A-VIII
Figure A-3 Artist impression of the proposed vegetative screening.....	A-IX
Figure A-1 Proposed subdivision	A-XVIII

Tables

Table 1-1 Applicant Details.....	2
Table 2-1 Key feature summary of the South Coree BESS	7
Table 4-1 Summary of statutory context.....	13
Table 6-1 Predicted operational noise levels at sensitive receivers dB(A)	21
Table 6-2 Predicted construction noise levels at receiver locations dB(A)	21
Table 6-3 Traffic generated during the construction period	22
Table 6-4 Summary of Development Footprint changes and implications to BDAR V2.0	26
Table 6-5 Additional impacts assessed in the EIS with no change	27
Table 7-1 Updated impacts assessed	29
Table 8-1 Key components of the Project	A-I
Table 8-2 Vehicle movements during construction.....	A-XI
Table 8-3 Estimated materials volumes	A-XII
Table 8-4 Indicative timeline.....	A-XIV

Appendices

Appendix A Updated Project description A-I

Appendix B Statutory Compliance Tables..... B-I

Appendix C Consolidated mitigation measures..... C-I

Appendix D Specialist studies..... D-I

Acronyms and Abbreviations

AR	Amendment Report
BAM	Biodiversity Assessment Method
BAL	Basic Left Treatment
BAR	Basic Right Treatment
BDAR	Biodiversity Development Assessment Report
BESS	Battery Energy Storage System
BSC	Berrigan Shire Council
DA	Development Application
DPHI	Department of Planning, Housing and Infrastructure (NSW) (formerly DPE)
EIS	Environmental impact statement
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cth)
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i> (NSW)
ha	hectares
LFP	Lithium-iron phosphate
LGA	Local government area
m	metres
MW	Megawatt
NEM	National Energy Market
PCT	Plant Community Type
PHA	Preliminary Hazards Assessment
RAP	Registered Aboriginal Party
SEPP	State Environmental Planning Policy
SIG	Special Interest Group
SSD	State Significant Development
SR	Submissions Report
TfNSW	Transport for NSW
VPA	Voluntary planning Agreement

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.
Maximum energy discharge capacity	The rated output active power is around 86 MW
Maximum energy storage capacity	The effective energy storage capacity at the beginning of service life is around 345 MWh
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 Pty Ltd as Trustee of the South Coree BESS Trust
Involved Lands	All lots and road reserves that are intersected by the Project Site
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.
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 11.46ha (including proposed works at the Riverina Highway/Canalla Road intersection).
Indicative Layout	The Indicative Layout refers to the current concept layout of the Project that is presented in the Project Description
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

Samsung C&T Renewable Energy Australia Pty Ltd on behalf of South Coree BESS Pty Ltd as trustee of the South Coree BESS Trust (The Applicant) is proposing the development of the South Coree Battery Energy Storage System (The Project). 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) at the point of connection. It would supply electricity to the National Electricity Market (NEM) during peak periods.

Amendments to the Project involve an increase in the Development Footprint, to support Transgrid enabling works within their substation, amendments to the Riverina Highway / Canalla Road intersection in response to Transport for NSW (TfNSW), and minor Indicative Layout refinement to address the Department of Planning, Infrastructure and Housing (DPHI) – Hazards Team concerns on separation distances:

- Extension of Development Footprint to the southern boundary of Lot B DP961693
- Greater intersection treatment than existing at the intersections of Canalla Road, Marantellis Road and the Riverina Highway
- Decrease in light traffic requirements, facilitated by the use of shuttle busses
- Design refinements to increase the separation distances between battery units.

In addition to the above, the Applicant has committed to the construction of the noise wall.

The proposed amendments have resulted in an increase of Development Footprint, from 9.37ha to 11.46ha. As a result, credit obligations have increased as follows:

Offset Entity	Credit obligation
PCT 76: Inland Grey Box Woodland	24+16
Southern Myotis (<i>Myotis macropus</i>)	25+15
Sloane's Froglet (<i>Crinia sloanei</i>)	+13
Spear Grass (<i>Austrostipa wakoolica</i>)	+21
Slender Darling Pea (<i>Swainsona murrayana</i>)	+9
Silky Swainson-pea (<i>Swainsona sericea</i>)	+9

The strategic and statutory context remains consistent with the EIS.

The justification and benefit of the amended project also remain consistent with the EIS. The amendments improve constructability and safety.

On balance, the amended Project is considered appropriate:

- To the site's environmental constraints, avoiding high value areas and including long reaching mitigation strategies that will benefit the broader area in the longer term
- To the site's location where it will supply nearby population centres
- To meeting global state and local policy targets to reduce in global greenhouse gas emissions

- To the community's expectations.
- It meets all relevant planning provisions and guidelines and is considered justifiable and acceptable.

1. Introduction

1.1. Location and Project outline

Samsung C&T Renewable Energy Australia Pty Ltd on behalf of South Coree BESS Pty Ltd as Trustee for South Coree BESS Trust (The Applicant) is proposing the development of the South Coree Battery Energy Storage System (The Project). 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) at the point of connection. It would supply electricity to the National Electricity Market (NEM) during peak periods.

The Project is located at **384 Broockmanns Road** approximately 39.2 km south southeast of the nominated South-West Renewable Energy Zone (SWREZ), and approximately 5km west of the township of Finley (NSW). 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.

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.

Construction of the Project would occur over approximately 12 months limited to Monday to Friday 7am to 6pm, Saturday 8am to 3pm and no work on Sunday's or public holidays. The expected operation life of the Project is approximately 35 years with refurbishment at 20 years. The Project would primarily be operated remotely with two full time staff undertaking periodic site maintenance.

The proposed access and haulage routes are currently utilised for heavy vehicle movements and uses B-Double approved roads.

Access to the existing Transgrid substation is also required. The Transgrid substation lot, transmission route and access point has been assessed as part of the EIS.

1.2. Applicant details

The Project is being developed by Samsung C&T Renewable Energy Australia Pty Ltd on behalf of South Coree BESS Pty Ltd as Trustee for South Coree BESS Trust (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.

Table 1-1 Applicant Details

Applicant Details	Detail
The Applicant	South Coree BESS Pty Ltd as Trustee for South Coree BESS Trust
Office Address	Suite 8.04, Level 8 227 Elizabeth Street Sydney, 2000
ABN	19 311 239 640
ACN	684 502 805

1.3. EIS preparation and exhibition

The South Coree BESS Environmental Impact Statement (EIS) (NGH, South Coree BESS Environmental Impact Statement, 2025) was prepared in accordance with the Project Specific Secretary's Environmental Assessment Requirements (SEARs), the State Significant Development Guidelines (DPHI, State Significant Development Guidelines 2024, 2024a) (the Guideline) and Appendix B to the Guideline – Preparing and Environmental Impact Statement (DPHI, 2022). The key environmental issues investigated in the EIS were biodiversity, Aboriginal heritage, access and traffic, hazards, visual amenity, noise and vibration, water resources and flooding, land use compatibility, and social and economic. Cumulative impacts were considered relevant to many of these areas. Detailed safeguards and mitigation measures were developed and included as commitments of the Project.

The Project EIS and supporting appendices was placed on public exhibition from 7 November until 5 December 2025.

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

During this time, members of the public, Special Interest Groups (SIG), organisations and government agencies were invited to review the proposal and its assessment of impacts in full and make submissions.

1.4. This report

This Amendment Report has been prepared to set out in full, and assess where required, changes made to the project since the exhibition of the EIS. Proposed amendments are summarised in Section 1.5 and further detailed in Section 3 of this Amendment Report.

The report is guided by the *State significant development guidelines – preparing an amendment report* (DPIE, 2022), and is structured as follows:

- Sections 1.5 and 3 details the amendments
- Section 2 summarises the updated strategic context
- Section 4 described the updated statutory context

- Section 5 details the community engagement relevant to the amendments taken since the exhibition of the EIS
- Section 6 provides an updated assessment of impacts based on all proposed amendments
- Section 7 provides an updated project justification.

Appendices include:

- Appendix A Updated Project Description
- Appendix B Statutory compliance table
- Appendix C Consolidated mitigation measures
- Appendix D Specialist studies:
 - Appendix D.1 Addendum Aboriginal Cultural Heritage Assessment
 - Appendix D.2 Noise memo

The following specialist studies as part of the Response to Submissions are also relevant to the Amendment Report:

- Preliminary Hazards Assessment (Appendix D1.2)
- Biodiversity Development Assessment Report (Appendix D1.3)
- Traffic Impact Assessment (Appendix D1.5)

1.4.1. Submissions Report

The Submissions Report has been completed and lodged concurrent with this Amendment Report. The Submissions Report contains the detailed responses to all submissions received during the EIS public exhibition and includes supporting information, where required. It also details further consultation undertaken since the EIS exhibition. The report includes a:

- Specific response to each issue raised in the public and organisations submissions
- Specific response to each government agency issue raised.

1.5. Proposed amendments summary

The proposed amendments to the Project involve an increase in the Development Footprint, to support Transgrid enabling works within their substation, amendments to the Riverina Highway / Canalla Road intersection in response to Transport for NSW (TfNSW), and minor Indicative Layout refinement to address the Department of Planning, Infrastructure and Housing (DPHI) – Hazards Team concerns on separation distances:

- Extension of Development Footprint to the southern boundary of Lot B DP961693, to encompass future potential 132kV underground cable connection and bench extension
- Greater intersection treatment than the existing at the intersection of Canalla Road and the Riverina Highway, to support construction vehicles
 - Upgrade to bring the intersection in-line with current Austroads /TfNSW standards for a BAR/BAL treatment
 - Provision for a 26m B-double vehicle to/from Canalla Road
 - Provision for a 19m articulated vehicle to/from Marantellis Road
 - Realignment of bus parking bay
- Decrease in light traffic requirements, facilitated by the use of shuttle busses
- Design refinements to increase the separation distances between battery units

- Increase in separation distance to 3.05m between battery units
- The BESS layout and associated Development Footprint has not increased.

In addition to the above, the Applicant has committed to the proposed noise wall.

The proposed amendments have resulted in an increase of Development Footprint, from 9.37ha to 11.46ha.

As a result, credit obligations have increased as follows:

Offset Entity	Credit obligation
PCT 76: Inland Grey Box Woodland	24+16
Southern Myotis (<i>Myotis macropus</i>)	25+15
Sloane's Froglet (<i>Crinia sloanei</i>)	+13
Spear Grass (<i>Austrostipa wakoolica</i>)	+21
Slender Darling Pea (<i>Swainsona murrayana</i>)	+9
Silky Swainson-pea (<i>Swainsona sericea</i>)	+9

1.5.1. Justification of amendments

The proposed amendments are not a result of the public submissions received on the EIS, rather a result of additional consultation by the Applicant with Transgrid, and additional TfNSW and DPHI – Hazards Team requirements.

The proposed amendments are required to support the Transgrid enabling works within the existing substation and further increase road and fire safety management.

Additional credit obligation for all fauna and flora (excluding PCT 76) are based on the assumption of presence within additional disturbance areas, due to lack of survey in suitable survey periods.

This Amendment Report concludes there are no major increase in impact, and the project remains consistent with the findings of the EIS. It meets all relevant planning provisions and guidelines and is considered justifiable and acceptable.

Figure A-1 and Figure A-2 illustrate the amended Indicative Layout and Development Footprint compared to the EIS submission.

As such, the amendments are justifiable.

Ref: 240316 South Core BESS Planning_RTS_20217\ Figure 1-1 Project as amended Author: Sarah Hillis Date created: 17.02.2026 © NGH 2026



Ref: 240316 South Core BESS Planning_RTS_20217 \ Figure 1-2 Development Footprint from EIS to RTS Author: Sarah Hillis Date created: 18.02.2026 © NGH 2026



Datum: GDA2020 / MGA Zone 55



South Core BESS
Figure 1-2 Development Footprint from EIS to RTS

2. Strategic context

2.1. Regional context

The regional context for the Project remains consistent with Section 2 of the EIS, with a minor increase in the Development Footprint and access arrangements. A key feature summary of the Project as amended is detailed in Table 2-1 below. Amendments to the summary are highlighted in **bold red**.

Table 2-1 Key feature summary of the South Coree BESS

Feature	Description
Site details and land tenure	
Street address	384 Brookmanns Road
Involved Lands	- Lot 4 DP470920 (Primary Landowner) - Lot B DP961693 (Transgrid) - Brookmanns Road (Council) Riverina Highway (TfNSW) Canalla Road (Berrigan Shire Council) Marantellis Road (Berrigan Shire Council)
Local Government Area (LGA) Zoning	Berrigan Shire
Catchment	Riverina Murray
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	Preparation of an existing 132kV bay

Feature	Description
substation	• 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 • Access to Transgrid substation from existing site access off Canalla Road • Upgrade to Canalla Road / Martenellis Road / Riverina Highway intersection
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) • Onsite car parking • Internal access tracks • Noise wall
Development footprint	The Development Footprint (all areas that may be disturbed by the Project) covers a total area of 11.46ha
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

Feature	Description
	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

2.2. Policy context

The strategic policy context of the Project remains consistent with Chapter 2 (Strategic context) in the EIS (NGH, South Coree BESS Environmental Impact Statement, 2025).

2.3. Consideration of alternatives

No alternatives have been considered since the exhibition of the EIS. The site location, access, technology, scale and layout of the Project remains consistent with Chapters 2 (Strategic context) and 3 (Project description) of the EIS (NGH, South Coree BESS Environmental Impact Statement, 2025).

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).

BSC noted that the VPA was consistent with the Council's definitions, and if successful financial contributions would be implemented similar to the Council Small Business Grant Program.

The formal VPA was sent by the Applicant in February 2026, with minor amendments suggested. Following this, the VPA was accepted March 16, 2026.

The proposed contribution are 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).

3. Description of amendments

The proposed amendments to the Project involve an increase in the Development Footprint, to support Transgrid enabling works within their substation, amendments to the Riverina Highway / Canalla Road intersection in response to Transport for NSW (TfNSW), and minor Indicative Layout refinement to address the Department of Planning, Infrastructure and Housing (DPHI) – Hazards Team concerns on separation distances.

A summary of feedback is as follows:

- Transgrid Group requests that the development footprint be extended further south to the southern boundary of its land parcel (Lot B DP961693) to encompass the 132kV underground cable connection and potential bench extension
- The existing turn treatments at the Riverina Highway/Canalla Road intersection are deficient as they do not comply with Austroads. The proponent is to provide strategic concept designs demonstrating compliance with Austroads Guide to Road Design Part 4A
- Provide justification for the proposed separation of the batteries by 2.44 metres. Re-examine the area allocated for the batteries and demonstrate that the layout allows for adequate spacing to minimise the risk of fire propagation.

As such, the Applicant has committed to the following Project amendments:

- Extension of Development Footprint to the southern boundary of Lot B DP961693, to encompass future potential 132kV underground cable connection and bench extension
- Greater intersection treatment at the intersection of Canalla Road and the Riverina Highway, to support construction vehicles
 - Upgrade to bring the intersection in-line with current Austroads /TfNSW standards for a BAR/BAL treatment
 - Provision for a 26m B-double vehicle to/from Canalla Road
 - Provision for a 19m articulated vehicle to/from Marantellis Road
 - Realignment of bus parking bay
- Decrease in light traffic requirements, accommodated by the use of shuttle busses
 - Decrease in average construction movements of light vehicle trips per day from 40 to 28
 - Decrease in peak construction movements of light vehicle trips per day from 120 to 58
- Design refinements to increase the separation distances between battery units
 - Increase in separation distance to 3.05m between battery units
 - The BESS layout and associated Development Footprint has not increased.

The proposed amendments have resulted in an increase of Development Footprint, from 9.37ha to 11.46ha. As a result, credit obligations have increased as follows:

Offset Entity	Credit obligation
PCT 76: Inland Grey Box Woodland	24+16
Southern Myotis (<i>Myotis macropus</i>)	25+15

Sloane's Froglet (<i>Crinia sloanei</i>)	+13
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Slender Darling Pea (<i>Swainsona murrayana</i>)	+9
Silky Swainson-pea (<i>Swainsona sericea</i>)	+9

Additional credit obligation for all fauna and flora (excluding PCT 76) are based on the assumption of presence, due to lack of survey in suitable survey periods.

For project certainty and mitigation of potential noise exceedances at the associated landholders residence, the Applicant has also committed to the noise wall as a Project commitment rather than a provisional item.

4. Statutory context

The statutory context of the Project remains consistent with Section 4 and Appendix B of the EIS (NGH, South Coree BESS Environmental Impact Statement, 2025), as summarised below. DPHI has also requested further information on how the relevant LEP / SEPP provisions have been addressed for the Project.

Table 4-1 Summary of statutory context

Provision	Requirement	Addressed
Environmental Planning and Assessment Act 1979 (EP&A Act)	Development assessment provisions are contained in Part 4 of the Act. Section 4.36 of the EP&A Act provides that a development would be SSD if it is declared to be SSD by a State Environmental Planning Policy (SEPP). The <i>State Environmental Planning Policy (Planning Systems) 2021</i> declares the Project to be SSD as it is development for the purpose of electricity generating works with a capital investment value of greater than \$30 million (Section 2.6(1)(b), Schedule 1, Clause 20(a)). The RU1 zoning has a prescribed minimum lot size of 120 hectares according to the provisions of the <i>Berrigan Local Environmental Plan 2013</i> (LEP). A subdivision of Lot 4 DP740920 may be required to separate the intended Transgrid assets from the remaining agricultural holding. The Project would involve subdivision of land resulting in the creation of allotments being less than the prescribed minimum lot size. Despite the provisions of the LEP, the provisions of the EP&A Act provide that the subdivision may be approved by the consent authority, given that the subdivision forms part of a SSD project. According to section 2.6(2) of the <i>State Environmental Planning Policy (Planning Systems) 2021</i>, where a development application comprises development that is only partly SSD, the remainder of the development is also declared to be SSD. Furthermore, under section 4.38(3) of the EP&A Act, consent may be granted to SSD despite being partly prohibited by an environmental planning instrument.	Section 4 of the EIS This table

State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)	Clause 20 of Schedule 1 of the Planning Systems SEPP defines SSD as including: Development for the purpose of electricity generating works or heat or their cogeneration (using any energy source, including gas, coal, biofuel, distillate, waste, hydro, wave, solar or wind power) that: a) has a capital investment value of more than \$30 million b) Has a capital investment value of more than \$10 million and is located in an environmentally sensitive area of State significance.	Sections 2.3.6 and 4 of the EIS
State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP)	Section 2.36(1b) of the Transport and Infrastructure SEPP provides that 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 Subject Land is zoned as RU1 Primary Production under the <i>Berrigan Local Environmental Plan 2013</i>. Accordingly, the Project is permissible with consent. 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 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 4, 6.3.4 and Appendix F.3 of the EIS

State Environmental Planning Policy (Resilience and Hazards) 2021	Consideration must be given to current circulars or guidelines published by DPHI 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 and Appendix F.4 of the EIS
State Environmental Planning Policy (Biodiversity and Conservation) 2021 (Biodiversity and Conservation SEPP 2021)	The Biodiversity and Conservation SEPP 2021 aims to • Protect the biodiversity values of trees and other vegetation in non-rural areas of the State, • Preserve the amenity of non-rural areas of the State through the preservation of trees and other vegetation, • Regulate clearing of native vegetation on primary production land zones R5, C2, C3 and C4 • Encourage the proper conservation and management of areas of natural vegetation that provide habitat for koalas to ensure a permanent free-living population over their present range and reverse the current trend of koala population decline • Conserve and enhance the riverine environment of the River Murray for the benefit of all users • Conserve water quality and quality in regulated catchments The Project is not located in a non-rural area, is not on land zones R5, C2, C3 and C4, does not contain habitat or feed trees suitable to the Koala, is not located on the Murray and is not in a listed regulated catchment.	This Amendment Report Section 6.1 and Appendix F.1 of the EIS
State Environmental Planning Policy (Primary Production and Rural Development) 2021 (Primary Production and Rural Development SEPP)	The Primary Production and Rural Development SEPP aims to manage primary production and rural development, including supporting sustainable agriculture for the protection of prime agricultural land of state and regional significance. Reduction of land use conflict, additional dwelling entitlements and agriculture in general are detailed within the EIS. However, the following are not relevant to the Project: • State significant agricultural land • Farm dams • Livestock industries • Aquaculture.	Section 6.9 of the EIS

<i>Berrigan Local Environmental Plan 2013</i> (Berrigan LEP)	The objectives of development in the RU1 Primary Production zone under the Berrigan LEP is addressed in Section 2.2.3 of the EIS. It is noted in the EIS that subdivision may be proposed for the Project substation if required by the utility operator (Transgrid). Despite the provisions of the LEP, the provisions of the EP&A Act provide that the subdivision may be approved by the consent authority, given that the subdivision forms part of a SSD project (see above). Part 5 Miscellaneous provisions • 5.10 Heritage conservation: The objective of this clause is to conserve environmental heritage, heritage significance, archaeological sites and Aboriginal objects. No items of significance were found within the Project Site, as detailed within the Aboriginal Cultural Heritage Assessment Report (ACHA) and Section 6.10 of the EIS. • 5.21 Flood planning: The objective of this clause is to minimise flood risk to life, allow development on land that is compatible with flood function, avoid adverse or cumulative impacts on flood behaviours and enable safe occupation and efficient evacuation. This has been detailed within the updated Flood Impact Assessment (FIA). Part 6 Additional local provisions • 6.1 Earthworks: The objective of this clause is to ensure earthworks will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features surrounding the land. This has been addressed in the Project Biodiversity Development Assessment Report (BDAR), ACHA, and FIA of the EIS. • 6.3 Terrestrial biodiversity: The objectives of this clause is to maintain terrestrial biodiversity. This has been addressed in the Project BDAR.	Sections 2.2.3, 6.1, 6.2, 6.7 and 6.10, and Appendices F.1, F.2 and F.8 of the EIS Appendix D1.5 of the Response to Submissions
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5. Consultation

During the preparation of the response to submissions, the following consultation was undertaken with agency stakeholders. Copies of relevant correspondence (where relevant) is included in within the relevant Specialist Reports.

5.1. Agencies and other stakeholders

During the preparation of the response to submissions, the following consultation was undertaken with agency stakeholders.

Agency stakeholder	Date	Consultation comments
Transgrid	05/12/2025	Transgrid requested the development footprint be extended further south to the southern boundary of its land parcel (Lot B DP961693) to encompass the 132kV underground cable connection and potential bench extension.
Essential Energy	10/12/2025	The Applicant received an in-principal agreement for 132kV transmission line connection along Broockmanns Road (proposed underground), encroaching into the essential energy easements.
TfNSW	12/02/2026	The Applicant, NGH and Amber facilitated a meeting with members from TfNSW, BSC and DPHI to discuss the proposed upgrade requirements to the Riverina Highway/Canalla Road/Marantellis Road intersection. Clarification was sought on the Finely BESS proposal, as not to over or under-scope the intersection treatment put forward for the Project. No resolution was made on the day of meeting. The OSOM route and conflict with the light-post was discussed with BSC and resolved.
TfNSW Special Permits Unity	06/02/2026	Amber requested guidance on the anticipated bridge and culvert assessment for the proposed OSOM route. Results are pending. The application was sent on 6 February 2026 and the assessment reference number is PT3076. Follow up emails have been sent in March and May and at the time of writing (19 May 2026) the assessment is yet to be provided.

Agency stakeholder	Date	Consultation comments
Berrigan Shire Council (BSC)	12/02/2026	The Applicant, NGH and Amber facilitated a meeting with members from TfNSW, BSC and DPHI to discuss the proposed upgrade requirements to the Riverina Highway/Canalla Road/Marantellis Road intersection. See above for further detail. In addition to the above, Council confirmed they had no issue with the use of B-doubles on Canalla Road.
	07/01/2026 – 16/03/2026	The Applicant reached out to BSC in January 2026, to seek feedback on the proposed Voluntary Planning Agreement (VPA) following the October 2025 Ordinary Council Meeting. BSC noted that the VPA was consistent with the Council's definitions, and if successful financial contributions would be implemented similar to the Council Small Business Grant Program. The formal VPA was sent by the Applicant in February 2026, with minor amendments suggested. Following this, the VPA was accepted March 16, 2026.
	11/03/2026	Council provided an updated Letter of Consent to lodge the Development Application to the Applicant, which included the proposed intersection upgrade with the Riverina Highway/Canalla Road/Marantellis Road.
	27/03/2026	Council confirmed water supply via standpipe or private service supplier, should the Mulwala Canal shutdown period impact construction water supply.
Murray Irrigation	25/03/2026	Murray Irrigation had confirmed in the EIS, and again on 25 March 2026, that they could supply the water in principal, subject to formal application, operational review, and approval closer to the required supply date. The Engineering, Procurement and Construction (EPC) contractor would be required to comply with the Murray Irrigation Works Policy for water access. See Section 5.2.3 of the Response to Submissions for further detail on consultation outcomes.

Agency stakeholder	Date	Consultation comments
CPHR/BOS Helpdesk	06/02/2026	NGH reached out to CPHR and the BOS Helpdesk to confirm habitat suitability and species excluded from the BAM-C. A response from the BOS Helpdesk was received February 6 2026, confirming the exclusion of listed species based on habitat constraints.

5.2. Community consultation

5.2.1. Pre-EIS exhibition

Prior to the EIS being published on the Major Projects Portal, the Applicant posted a letter to all residences within 2km of the Project and stakeholders who registered their interest with the Project. The letter notified all residences and registered stakeholders that the EIS would soon be published on the Portal, with a link and instructions on how to view and make a submission.

One neighbour responded to the Applicant via email, seeking further clarification on assessment. The Applicant responded personally to the neighbour. No further correspondence was received.

No local objections were received in the submission period, as such further consultation with the community was not necessary.

5.2.2. Post-EIS exhibition

The Registered Aboriginal Parties (RAPs) who registered their interest with the Project were invited to comment on the Addendum Aboriginal Cultural Heritage Assessment Report (ACHA), that was required to support the amendments to the Project (Appendix D.1).

A copy of the draft addendum ACHA report was provided to all the RAPs for comment on 27th February 2026 with comments requested by close of business on 27th March 2026. A reminder email was sent a week prior to the end of the comment period. One response was received thanking NGH for providing the draft addendum for review but no comments were received on the draft addendum ACHA.

6. Assessment of impacts

6.1. Cultural heritage

NGH undertook an addendum Aboriginal Cultural Heritage Assessment (ACHA) for the Project (Appendix D.1), to consider and address impacts on potential Aboriginal heritage for areas outside the boundary of the Project Site as previously described in the ACHA presented in the EIS.

The additional Project Site areas assessed in the addendum ACHA included the intersection of the Riverina Highway, Canalla Road and Marantellis Road, to support a proposed intersection upgrade.

The addendum ACHA notes that the additional works required for the intersection upgrade have been subject to a number of historical disturbances that have modified the land. The road reserve corridor is noted to be highly disturbed by the construction of the highway and other road construction. Subsequent maintenance activities along the Riverina Highway, Canalla Road and Marantellis Road also contribute to the ongoing disturbance of this area. The construction and maintenance activities for the adjacent man-made Mulwala Canal has also highly disturbed the road reserve area on the northern side of the Riverina Highway.

The area for the intersection upgrade area has also been previously assessed as part of an ACHA for the proposed Finley Battery Energy Storage System (Premise Australia 2026). This assessment included a survey undertaken in September 2025 which identified this area as highly modified and disturbed with generally low visibility but patches of brown clay evident in exposures. No sites or areas of potential were identified within this Riverina Highway intersection upgrade area.

Given the existing disturbances, and consideration that it has been assessed recently for a different project, it was determined that further field survey is not warranted. The areas are considered highly disturbed, with very low archaeological sensitivity and negligible potential for subsurface cultural deposits or Aboriginal objects.

The proposed impacts to the additional areas required to facilitate intersection works for the Project will not impact any known Aboriginal sites, objects, or areas of Potential Archaeological Deposits (PAD).

The previous recommendations noted in the Project ACHA (see NGH 2025) remain valid and warranted.

6.2. Noise

Renzo Tonin reviewed and re-modelled the concept design for the Project, with the updated separation distances and layout inclusive of the noise wall.

It was determined in a Technical Memo (Appendix D.2) that remodelling of the updated concept design showed that the predicted LAeq 15min operational noise levels complies with the nominated Project noise trigger levels for all receivers (Table 6-1).

Table 6-1 Predicted operational noise levels at sensitive receivers dB(A)

Receiver Location	Project Noise Trigger Levels			Predicted Operational Noise Levels					Comply? (Yes/No)
				Day ¹		Evening & Night ¹			
	Day	Evening	Night	Calm & Isothermal Conditions	Slight to Gentle Breeze	Calm & Isothermal Conditions	Slight to Gentle Breeze	Moderate Temperature Inversion ²	
Receiver R1 (associated receiver)	40	35	35	36	39	32	35	35	Yes
Receiver R2	40	35	35	<20	20	<20	<20	<20	Yes
Receiver R3	40	35	35	<20	20	<20	<20	<20	Yes
Receiver R4	40	35	35	<20	<20	<20	<20	<20	Yes
Receiver R5	40	35	35	<20	20	<20	<20	<20	Yes
Receiver R6	40	35	35	<20	<20	<20	<20	<20	Yes
Receiver R7	40	35	35	<20	<20	<20	<20	<20	Yes
Receiver R8	40	35	35	<20	<20	<20	<20	<20	Yes
Receiver R9	40	35	35	<20	<20	<20	<20	<20	Yes
Receiver R10	40	35	35	<20	<20	<20	<20	<20	Yes
Receiver R11	40	35	35	<20	<20	<20	<20	<20	Yes
Receiver R12	40	35	35	<20	<20	<20	<20	<20	Yes

Notes: 1. Based on Tesla Megapack units operating at 100% Battery Fan Duty & 60% Power Electronics Fan Duty during the day and at 50% Battery Fan Duty & ~30% Power Electronics Fan Duty during the evening and night periods
 2. Applicable for the night time period only

Predicted construction noise levels from the intersection upgrade and existing substation extension (i.e. the amended Development Footprint) were found to comply with the Construction Noise Management Level for all receivers (Table 6-2). Therefore, no further noise mitigation is required for these works.

Table 6-2 Predicted construction noise levels at receiver locations dB(A)

Plant Item	Plant Description	Predicted $L_{eq,15\text{ min}}$ Construction Noise Levels											
		R1 (associated receiver)	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12
Noise Management Level		45	45	45	45	45	45	45	45	45	45	45	45
1	Crane	<20-51	<20-33	<20-28	<20-23	<20-27	<20-20	<20-23	<20-22	<20	<20	<20	<20-27
2	Drum roller	<20-50	<20-32	<20-27	<20-22	<20-26	<20	<20-22	<20-21	<20	<20	<20	<20-26
3	Padfoot roller	<20-50	<20-32	<20-27	<20-22	<20-26	<20	<20-22	<20-21	<20	<20	<20	<20-26
4	Wheeled loader	<20-50	<20-32	<20-27	<20-22	<20-26	<20	<20-22	<20-21	<20	<20	<20	<20-26
5	Dump truck	<20-49	<20-31	<20-26	<20-21	<20-25	<20	<20-21	<20-20	<20	<20	<20	<20-25
6	30t Excavator	<20-48	<20-30	<20-25	<20-20	<20-24	<20	<20-20	<20	<20	<20	<20	<20-24
7	Grader	<20-48	<20-30	<20-25	<20-20	<20-24	<20	<20-20	<20	<20	<20	<20	<20-24
8	Chain trencher	<20-45	<20-27	<20-22	<20	<20-21	<20	<20	<20	<20	<20	<20	<20-21
9	Water truck	<20-45	<20-27	<20-22	<20	<20-21	<20	<20	<20	<20	<20	<20	<20-21
10	Telehandler	<20-39	<20-21	<20	<20	<20	<20	<20	<20	<20	<20	<20	<20
11	Forklift	<20-31	<20	<20	<20	<20	<20	<20	<20	<20	<20	<20	<20
Up to 3 (noisiest) plant operating concurrently		<20-55	<20-37	<20-32	<20-27	<20-31	<20-24	<20-28	<20-26	<20-23	<20-22	<20-22	<20-31

6.3. Access and traffic

The following feedback on the Traffic Impact Assessment was received from Transport for NSW (TfNSW):

“adequately assess the ‘worst case scenario’, the traffic volumes used must be the peak construction traffic at peak construction time (plotted on the x axis) and the peak background traffic at peak network time, i.e. the 6am – 7am construction traffic volumes plus 8am – 9am background traffic volumes (plotted on the y axis)”

In response to the feedback, the TIA traffic model was updated to assess coinciding construction traffic and network traffic peaks.

In response to the following feedback from TfNSW:

“ The strategic concept designs for the intersection of Riverina Highway/Canalla Road will need to be revised if a higher-order intersection treatment, beyond what is currently proposed (BAR/BAL), is warranted based on the revised turn-warrant assessment or provide alternative mitigation measures (i.e shuttle bus etc) to ensure that the project construction traffic volumes for the peak of construction can comply with the BAR/BAL intersection treatment”

Due to the potential impact of cumulative construction with other SSD Projects in the area and increased traffic volumes in the 8am to 9am period, a shuttle bus service was introduced to reduce the volume of traffic accessing the key intersections during peak hours. The final traffic numbers proposed are detailed below in Table 6-3.

Table 6-3 Traffic generated during the construction period

Vehicle Type		Average Construction Periods		Peak Construction Period	
		Vehicle Trips per Day (vpd)	Peak Hour Trips (vph)	Vehicle Trips per Day (vpd)	Peak Hour Trips (vph)
Light Vehicles (LV)	Light Vehicle (car/4wd)	28	14	54	27
	Shuttle Buses	0	0	4	2
	<i>LV Subtotal</i>	28	14	58	29
Heavy Vehicles (HV)	Rigid Trucks	12	1	12	1
	Truck and Dog	16	1	24	2
	Semitrailers	4	0	8	1
	B-Doubles	4	0	8	0
	Special Purpose Vehicles	4	0	4	0
	Non High Risk OSOM	4	0	8	0
	<i>HV Subtotal</i>	44	2	64	4
Total		72	16	122	33

The decrease in light traffic requirements, accommodated by the use of shuttle busses, has resulted in a:

- Decrease in average construction movements of light vehicle trips per day from 40 to 28
- Decrease in peak construction movements of light vehicle trips per day from 120 to 58.

A decrease in light traffic was required, to maintain the proposed Basic Right Turn (BAR) / Basic Left Turn (BAL) arrangements.

Shuttle buses have been proposed to transport workers to and from the Project from Berrigan and Finley. Details of the employee shuttle bus service, including pick up and drop off points and associated parking arrangements for construction workers, will be outlined in the final Traffic Management Plan (TMP) on consultation with Council post approval. Bus companies will also be contacted pre-construction to determine availability.

Measures to ensure the shuttle bus program can be practically achieved and monitored will be included within the Construction Environmental Management Plan and/or TMP. Recommended measures include:

- Limiting car parking for light vehicles on-site.
- Regular toolbox meeting sessions identifying method of travel to work and strongly encouraging use of the shuttle buses.
- Identifying the bus drop off/pick up locations and clearly communicating these locations with the workforce.
- Allocating a team member to be responsible for enforcement and management of the shuttle buses.
- Identifying mechanisms to be put in place for shuttle buses so that the peak light vehicle numbers do not exceed the estimates in the TIA and final Conditions of Consent.

Mitigation measure **TA01** has been updated to include additional measures for shuttle bus arrangements in the TMP.

In response to the following feedback from TfNSW:

“The Basic Right Turn treatment on Riverina Highway, which facilitates the right turn into Canalla Road, does not comply with Austroads. The increased traffic and proposed design vehicles will exacerbate the current safety issues with the non-compliant BAR. Strategic concept designs will be required to be submitted that demonstrate the scope of the upgrades necessary to the existing BAR to achieve compliance with Austroads and TfNSW requirements. The strategic concept designs will need to address the following specific non-compliances with the existing BAR”

To comply with the Austroads Guide, the intersection would require an upgrade due to the requirement for B-Double vehicles to use Canalla Road to access the site. Therefore, a BAR/BAL turn treatment upgrade that permits B-Double vehicle movements to/from Canalla Road has been proposed and a concept design is provided in Appendix E of the updated Traffic Impact Assessment.

In order to confirm the intersection can accommodate B-Double vehicles and the OSOM vehicle, a swept path assessment has also been provided within using the Autodesk Vehicle Tracking software. The assessment demonstrates that the vehicle is able to suitably turn to/from Riverina Highway.

Furthermore, as part of the detailed design and future approval of the intersection, a design stage Road Safety Audit (RSA) is to be undertaken. This would consider the safety and impacts of the presence of the informal rural school bus stops near the intersection (although it is noted that the risks are likely very low given only one or two buses per day would be expected to use the areas, refer Section 2.4).

Accordingly, it is concluded that the intersection upgrade would suitably accommodate the vehicles expected to access the Project Area. The intersection already has Basic Left Turn (BAL) and Basic Right Turn (BAR) treatments. Bus bays are also provided on the departure side of each local road. To comply with the Austroads Guide, the intersection will require an upgrade due to the requirement for B-Double vehicles to use Canalla Road to access the site.

An upgraded BAR/BAL concept design has been provided allowing the B-Double design vehicle to store to undertake a right turn allowing other road users to navigate around in the left lane. Consideration of the Martenellis Road has also been considered as part of the design. The BAR/BAL design demonstrates that intended road users of each local road can safely enter/exit the state road network. This is presented in Appendix E of the updated TIA, and detailed below in Figure A-1.

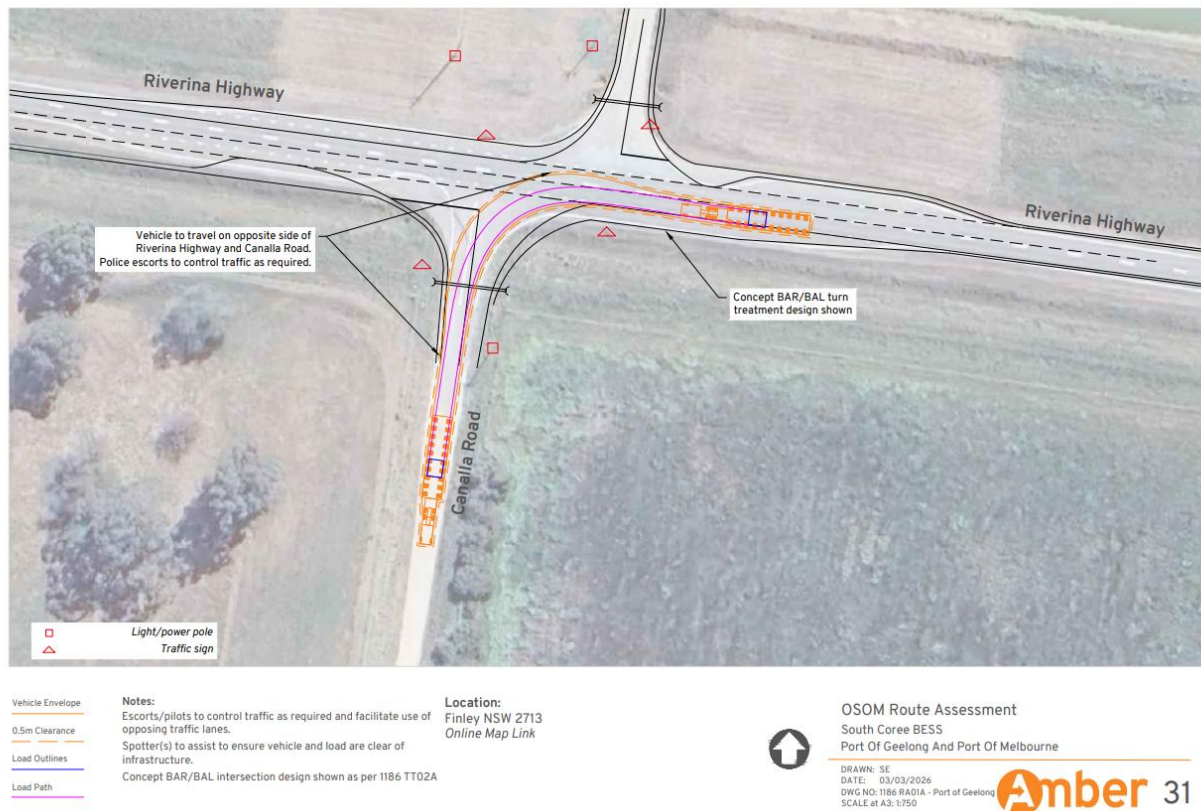


Figure A-1 Concept intersection design for the Riverina Highway and Canalla/Martenellis Roads

A Cumulative Project Impact Assessment is recommended to be undertaken at the Riverina Highway / Canalla Road intersection prior to commencement of construction to ensure that the intersection carries a safe and compliant level of traffic.

Schedule of Road upgrades

A slight change in the Schedule of road upgrades is highlighted in **bold** below.

In addition to the above traffic management measures, it is proposed to provide road upgrades as part of the Project which are to be constructed prior to construction commencing. A schedule of the road upgrades is provided below:

- Minor road works (comprising temporary roadside hardstands) are proposed to accommodate the largest OSOM vehicle combination as outlined in Section 6.4 of the updated TIA.
- BAR/BAL upgrade at the intersection of Riverina Highway and Canalla Road to accommodate B-Double vehicles as shown in Appendix E of the updated TIA. **A design stage Road Safety Audit (RSA) will be undertaken prior to construction.**

- Dilapidation surveys and necessary road maintenance of Canalla Road and Broockmanns Road on the project access route, should road maintenance be required.

The inclusion of the proposed upgrades is suitable to accommodate the future traffic volumes to and from the project.

6.4. Biodiversity

As detailed above, TfNSW noted the following feedback:

“The Basic Right Turn treatment on Riverina Highway, which facilitates the right turn into Canalla Road, does not comply with Austroads... The strategic concept designs will need to address the following specific non-compliances with the existing BAR”

In response, the Applicant has committed to an upgraded BAR/BAL concept design.

In addition to the request from TfNSW, Transgrid requested the following:

“for the avoidance of doubt and ultimate flexibility, Transgrid Group requests that the development footprint be extended further south to the southern boundary of its land parcel (Lot B DP961693) to encompass the 132kV underground cable connection and potential bench extension”

In response, NGH have updated the BDAR for the Project (Appendix D), to consider and address impacts on biodiversity for areas outside the boundary of the Project Site and assessed Development Footprint as previously described in the original BDAR presented in the EIS. This includes the intersection of the Riverina Highway with Canalla and Martenellis Road, and the southern portion of the Transgrid substation.

In this BDAR, biodiversity impacts have been assessed through comprehensive mapping and assessment completed in accordance with the Biodiversity Assessment Method (BAM). Using state vegetation mapping and on-ground vegetation stratification, one Plant Community Type (PCT) was identified within the updated Project Site and assessed Development Footprint being:

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

PCT 76 meets the criteria for listing under the *BC Act (2016)* as a Threatened Ecological Community (TEC): *Inland Grey Box Woodland in the Riverina, NSW South Western Slopes, Cobar Penepine, Nandewar and Brigalow Belt South Bioregions*. It does not meet the criteria for the EPBC Act listed TEC *Grey Box (Eucalyptus microcarpa) Grassy Woodlands and Derived native Grasslands of south-eastern Australia*.

Three threatened species were recorded in the Project Site (species listed in **bold** are ecosystem credit species and do not generate credits):

- **Corben’s Long-eared Bat (*Nyctophilus corbeni*)**
- Southern Myotis (*Myotis macropus*)
- **Yellow-bellied Sheath-tail Bat (*Saccolaimus flaviventris*)**

The following species have presence assumed in the Road intersection at Riverina Highway and Canalla Road, as targeted surveys were unable to be undertaken in the correct survey period:

- A spear-grass (*Austrostipa wakoolica*)
- Silky Swainson-pea (*Swainsona sericea*)
- Slender Darling Pea (*Swainsona murrayana*)

- Sloane's Froglet (*Crinia sloanei*)
- Southern Myotis (*Myotis macropus*)

One species has presence assumed; A spear-grass (*Austrostipa wakoolica*), in the southern half of the substation area within the development footprint as threatened flora surveys were not completed for this species within the added area of the Development Footprint.

Based on the above, the credit requirement has been defined in Table 12-1 and Table 12-2 of the updated BDAR. Mitigation measures have been outlined to reduce the direct, indirect, and prescribed impacts to biodiversity. The credits will be retired in accordance with the Biodiversity Offset Scheme.

No species listed under the EPBC Act have been identified as having the potential to be significantly impacted by the development. As such, the proposal is not considered to require offsets in accordance with the EPBC Act Offsets Policy.

Table 6-4 Summary of Development Footprint changes and implications to BDAR V2.0

Development Footprint changes	BDAR V2.0 Update
Inclusion of land south of substation for transmission line connection	Increased impacts to PCT 76 - (0.74 ha), within Zone 3: 76_DG_Low • Increased credit obligation to PCT 76 (7 credits) • Increased credit obligation for Southern Myotis (6 credits) • Assumed presence for threatened flora – <i>Austrostipa wakoolica</i> (12 credits)
Inclusion of road upgrades at intersection of Riverina Highway and Canalla Road	New vegetation zone for PCT 76 (Zone 5: PCT 76 Roadside – Riverina Highway) • Increased impacts and credit obligation to PCT 76 (9 credits) Assumed presence for; • Southern Myotis (9 credits) • <i>Austrostipa wakoolica</i> (9 credits) • Sloane's Froglet (13 credits) • Silky Swainson-pea (9 credits) • Slender Darling Pea (9 credits)

The mitigation measures are consistent with the EIS and updated BDAR. However, a small refinement has been made to mitigation measure **B01**, to ensure fencing and pre-clearance surveys for Sloanes' Froglet are considered in the Biodiversity Management Plan.

6.5. Hazards

The Applicant has revised the BESS layout in response to feedback received from the DPHI - Hazards Team during the public exhibition of the EIS.

In its submission, DPHI advised that the previously exhibited BESS separation distance of 2.44 metres is inconsistent with the 3.05 metres recommendation provided in *National Fire Protection Association 855 Standard for the Installation of Stationary Energy Storage Systems* (NFPA 855), which is generally accepted by the DPHI – Hazards Team as a reasonable minimum separation distance.

In response, the Applicant has updated the BESS layout to increase the separation distances between BESS units such that the arrangement is consistent with the applicable requirements of NFPA 855. The PHA was revised on the basis of the compliant layout.

The conclusion of the PHA remains consistent with that of the EIS, with no additional risks resulting from the amendments.

6.6. Other impacts

All other impacts associated with the Project were reconsidered in light of the amendments now proposed. No change to the assumptions underpinning these assessments or to the anticipated impacts of the Project are expected. No additional or change to mitigation strategies or consultation to management impacts is considered warranted.

Table 6-5 Additional impacts assessed in the EIS with no change

Impact	Assessment	Reference location
Hazards - Bushfire	No amendments were made to the Project that would increase bushfire risk or change the recommendations of the Bushfire Impact Assessment (BIA). As such, the findings of the BIA within the EIS remains consistent.	EIS: Section 6.4 and Appendix F.4
Visual	No amendments were made that would change the findings of the Landscape and Visual Impact Assessment (LVIA). As such, the findings of the LVIA within the EIS remains consistent.	EIS: Section 6.5, Appendix F.5 and Appendix F.6
Noise and vibration	No amendments were made that would change the noise or vibration source/outputs from the BESS, therefore the findings of the Noise and Vibration Impact Assessment (NVIA). As such, the findings of the NVIA within the EIS remains consistent.	Appendix D-II

Impact	Assessment	Reference location
Water resources and flooding	The intention of early modelling and studies is to be conservative in the planning assessment stage. The Project will update the hydraulic model during detail design, which will also include the proposed intersection works. A new mitigation measure (F11) has been included, to commit to the updated hydraulic model and Flood Impact Assessment (FIA).	Appendix B
Soils	No amendments were made that would change the findings of the Soil Impact Assessment. As such, the findings of the Soil Impact Assessment within the EIS remains consistent.	EIS: Section 6.8, Appendix F.9 and Appendix F.10
Land use compatibility	The proposed amendments will not change the current or future proposed land use. As such, the findings within the EIS remain consistent.	EIS: Section 6.9
Non-Aboriginal heritage	No amendments were made that would change the findings of the heritage assessment. As such, the findings of the EIS remain consistent.	EIS: Section 6.10
Social and economic	No amendments were made or consultation undertaken that would change the findings of the Social Impact Assessment (SIA). As such, the findings of the SIA within the EIS remains consistent.	EIS: Section 6.11 and Appendix F.11
Additional issues	No amendments were made that would amend the findings within the EIS for resource use and waste generation, air quality and climate, or cumulative impacts. As such, the findings of the EIS remain consistent.	EIS: Section 7

7. Justification

7.1. Updated assessment and outcomes achieved

The proposed amendments to the Project involve an increase in the Development Footprint area, to support Transgrid enabling works within their substation and amendments in response to the TfNSW submission. This has resulted in an increase in the development footprint of 2.09ha and minor changes to the Project description (as detailed in Section 2.1 of this report).

The Development Footprint for the BESS layout has not increased due to increased separation distances.

The updated environmental assessment of the Project's key impacts is summarised below.

Table 7-1 Updated impacts assessed

Impact	Updated impact assessment
Biodiversity	Minor increase in Development Footprint, and minor increase in both ecosystem and species credit obligations. Mitigation measures are consistent with the EIS and updated BDAR. However, a small refinement has been made to mitigation measure B01, to ensure fencing and pre-clearance surveys for Sloanes' Froglet are considered in the Biodiversity Management Plan.
Aboriginal Heritage	Minor change from the EIS, with all risks manageable. No updates to/or additional mitigation measures included.
Access and traffic	Minor increase in development footprint, to support intersection works at the Riverina Highway and Canalla Road intersection. Decrease in light vehicles, and use of shuttle busses introduced. Mitigation measures TA01 and TA03 has been amended to include additional requirements in the TMP around shuttle bus movements, cumulative assessment and driver safety for school bus services. Mitigation measures TA06 has been included to commit to a Road Safety Audit.
Hazards – Preliminary Hazards Assessment	Minor change from the EIS, with all risks manageable. Mitigation measures H01 and H03 has been amended to address submissions.
Hazards - Bushfire	Minor change from the EIS, with all risks manageable. Mitigation measures H01 and H03 has been amended to address submissions

Impact	Updated impact assessment
Visual	Minor change from the EIS, with all risks manageable. No updates to/or additional mitigation measures included.
Noise and vibration	Minor change from the EIS, with all risks manageable. No updates to/or additional mitigation measures included.
Water resources and flooding	Minor change from the EIS, with all risks manageable. Mitigation measure FH01 has been amended, and FH11 has been included to address agency submissions.
Soils	Minor change from the EIS, with all risks manageable. Mitigation measure SO6 has been amended to address agency submissions.
Land use compatibility	Minor change from the EIS, with all risks manageable. Mitigation measure LU04 has been amended to address agency submissions.
Non-Aboriginal heritage	Minor change from the EIS, with all risks manageable. No updates to/or additional mitigation measures included.
Social and economic	Minor change from the EIS, with all risks manageable. No updates to/or additional mitigation measures included.
Additional issues	Minor change from the EIS, with all risks manageable. No updates to/or additional mitigation measures included.

7.2. Benefit and cost of the Project

7.2.1. Justification for the amendments

The justification and benefit of the amended project remain consistent with the EIS. The amendments improve constructability and safety.

The development objectives of the amendments remain consistent with the EIS, and 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. These objectives are considered achievable.

The development detailed within the EIS and as amended 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 through 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.

7.2.2. Cost of not proceeding

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, being:

- ✓ 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.
- ✓ 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;
 - Provides direct financial benefits to residents living near the project
 - Supports local initiatives that enhance community well-being and sustainability
 - Fosters collaboration between Applicant, Berrigan Shire Council, and local community groups
 - 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 the EIS is also one that responds appropriately to the site's context and community values.

The do-nothing option would not generate the environmental impacts required to construct and operate the BESS. However, no impacts were concluded to be substantive, or lead to long term negative impacts to the environment and community.

7.3. Ability to be approved

The Project as amended would result in numerous benefits, local and regional. At a time of crisis in the energy network, it forms an important part of NSW and Australia's transition to renewable energy generation, offering a more reliable and sustainable future.

The Project meets relevant planning requirements and is consistent with the principles of ecologically sustainable development (ESD), which have been incorporated in the design, and will be incorporated into construction, ongoing operations and decommissioning of the development.

It 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.

On balance, the amended Project is considered appropriate:

- To the site's environmental constraints, avoiding high value areas and including long reaching mitigation strategies that will benefit the broader area in the longer term
- To the site's location where it will supply nearby population centres
- To meeting global state and local policy targets to reduce in global greenhouse gas emissions
- To the community's expectations.

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

8. References

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Appendix B Statutory Compliance Tables

B.1 Section 4.15 (1) of the EP&A Act

Matter	Section addressed in EIS
(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 in EIS
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	REAP certification page

Matter	Section addressed in EIS
under the Registered Environmental Assessment Practitioner Guidelines.	
Section 191 Compliance with environmental assessment requirements	
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),	(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

Matter	Section addressed in EIS
(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.	

B.3 Statutory compliance list

Statute	Section addressed in EIS
Commonwealth statutes	
<i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act)	Section 1.8, Section 4, Section 6.1 and Appendix F.1
<i>Native Title Act 1993</i>	Section 4
NSW statutes	
<i>Environmental Planning and Assessment Act 1979</i> (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
<i>Roads Act 1993</i> (Roads Act)	Section 4
Protection of the Environment Operations Act 1997 (PEO Act)	Section 4
Crown Lands Management Act 2016 (CLM Act)	Section 4
<i>Conveyancing Act 1919</i>	Section 4
<i>Fisheries Management Act 1994</i> (FM Act)	Section 4
Heritage Act 1977	Section 4
<i>National Parks and Wildlife Act 1974</i> (NPW Act)	Section 4
<i>Rural Fires Act 1997</i>	Section 4
<i>Water Management Act 2000</i> (WM Act)	Section 4
<i>Biodiversity Conservation Act 2016</i>	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 Planning Policy (Transport and Infrastructure) 2021 (TISEPP),	Section 4, Section 6. and 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 Consolidated mitigation measures

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: ○ Stop work procedures, where relevant ○ Further surveys to delineate the population ○ 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 • Trained ecologist on site during clearing events • Exclusion fencing and pe-clearing surveys for Sloanes' Froglet	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	Prior to

Mitigation number	Mitigation measure	Project Stage
	Biodiversity Offsets Scheme	construction
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 the ACHA) 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 <i>Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW</i>. 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:	Pre construction

Mitigation number	Mitigation measure	Project Stage
	• 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) • All haulage vehicles are to use the access route via: ○ Riverina Highway ○ Canalla Road ○ 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 • Details of shuttle bus program including: ○ Limiting car parking for light vehicles on-site ○ Regular toolbox meeting sessions identifying method of travel to work and strongly encouraging use of the shuttle buses. ○ Identifying the bus drop off/pick up locations and clearly communicating these locations with the workforce. ○ Allocating a team member to be responsible for enforcement and management of the shuttle buses. ○ Identifying mechanisms to be put in place for shuttle buses so that the peak light vehicle numbers do not exceed the estimates in the TIA and final Conditions of Consent. • A Cumulative Project Impact Assessment for the Riverina Highway / Canalla Road intersection to verify construction timeframes and that the intersection carries a safe and compliant level of traffic. • 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	All stages

Mitigation number	Mitigation measure	Project Stage
	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.	
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 • Where required, additional traffic control measures, driver briefings, and communication protocols will be implemented to maintain the safety and reliability of school bus services and school children within the project area.	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 • 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 include • Dilapidation surveys and necessary road maintenance of Canalla Road and Broockmanns Road on the Project access route (as required)	All stages

Mitigation number	Mitigation measure	Project Stage
	Minor roadworks where required (TIA Section 6.5) would be undertaken prior to works commencing.	
TA06	A design stage Road Safety Audit (RSA) will be undertaken prior to construction.	Prior to construction
Hazards		
H01	The following plans are to be developed in consultation with Council and relevant emergency services prior to construction or occupation (as required): - Fire safety study - Emergency response plan - Bush Fire Emergency Management and Operations Plan - 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 - 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 - Emergency Services Information Package. - The results of the PHA should be incorporated as inputs into these plans.	Prior to construction Prior to occupation
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 the layout plans and Sections 2.7, 3.2 and 4.4 of the approved PHA, including separation distances, UL9540A test reports, relevant version of the Planning for Bushfire Protection Guideline, and OEM recommendations. During the early phase of detailed design, the Applicant will confirm the proposed fire-fighting strategy in consultation with relevant emergency	Design

Mitigation number	Mitigation measure	Project Stage
	services. The detailed design phase will also incorporate: - Provision for containment and management of contaminated fire-fighting water, including the design of impervious surfaces, bunding, sumps, or isolation valves to prevent release to stormwater or natural waterways - Early and ongoing consultation with relevant emergency services to review fire-fighting system design, access, containment measures, and emergency management arrangements, consistent with guidance in the FRNSW <i>Technical Information Sheet – Large-Scale External Li-BESS Fire Safety Study Considerations (2023)</i>.	
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		
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	Design

Mitigation number	Mitigation measure	Project Stage
	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	
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 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	Prior to and during construction

Mitigation number	Mitigation measure	Project Stage
	- 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.	
Water resources and flooding		
FH01	Increase levels to maintain adequate freeboard of BESS infrastructure to ensure the site is constructed above the 1% AEP and PMF 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 Urban 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	All stages

Mitigation number	Mitigation measure	Project Stage
	incidents that cause material harm to the environment (refer s147-153 Protection of the Environment Operations Act).	
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
FH11	Detailed design will be incorporated into the hydraulic model to investigate flood behaviour. The outcomes of the modelling will be documented in an updated Flood Impact Assessment, in consultation with Council and relevant emergency services. Flood impacts should not increase or significantly change as a result of the detailed design.	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 • 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	Pre construction Decommissioning

Mitigation number	Mitigation measure	Project Stage
	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.	
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 suitable for irrigated agriculture and the irrigation system to manage: - Biosecurity - Pest animals - Weeds. The management plan will incorporate: Vehicle hygiene and washdown procedures Targeted pest and vermin management procedures Targeted weed management plan (as required).	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 with NSW Department of Primary Industries prior to decommissioning to return the land to safe and productive agricultural land.	Decommissioning

Mitigation number	Mitigation measure	Project Stage
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), and will recognise historic irrigated land uses at the site and in the vicinity.	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 are handled appropriately and fairly.	Prior to construction

Mitigation number	Mitigation measure	Project Stage
	- 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.	Construction and operation

Mitigation number	Mitigation measure	Project Stage
	- 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).	
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	All stages

Mitigation number	Mitigation measure	Project Stage
	• 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.	
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 loose 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 D Specialist studies

D.1 Addendum Aboriginal Cultural Heritage Assessment

D.2 Technical Noise Memo

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