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Submissions Report

Wagga North Battery Energy Storage System

Wagga Wagga LGA, Bomen, NSW

April 2026

Project Number: 230683

Submissions Report

Wagga North Battery Energy Storage System



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

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Acronyms and Abbreviations

APC	Activation Precinct Certificate
BAL	Basic Auxiliary Left
BESS	Battery Energy Storage System
BOM	Australian Bureau of Meteorology
CEMP	Construction environmental management plan
DA	Development Application
DPHI	Department of Planning, Housing and Infrastructure (NSW) (formerly DPE)
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i> (NSW)
kV	kilovolt
LFP	lithium-iron phosphate
MW	Megawatt
PCS	Power Conversion Systems
SAP	Special Activation Precinct
SEE	Statement of Environmental Effects

1. Introduction

1.1. Project overview

The Wagga North Battery Energy Storage System (BESS) (the proposal), a New South Wales (NSW) state Development Application (DA26/353) is currently under consideration on the NSW Planning Portal. The Project was exhibited on the portal from 3 February 2026 to 17 February 2026. During this time, the public and state agencies were able to comment on the proposal.

An Activation Precinct Certificate (APC) (APC 433) was issued for the DA on behalf of the Regional Growth NSW Development Corporation on 9 May 2025. It was determined the development, in accordance with Schedule 1, is consistent with the Wagga Wagga Special Activation Precinct Master Plan and Wagga Wagga Special Activation Precinct Delivery Plan, subject to reasons for determination in Schedule 1.

A Statement of Environmental Effects (SEE) (NGH, 2025) was prepared to support the Development Application (DA) seeking consideration from the Department of Planning, Housing and Infrastructure (DPHI) of the proposed 120 megawatt (MW)/480 megawatt-hour (MWh) Lithium-Iron Phosphate (LFP) Battery Energy Storage System (BESS) at Bavin Road, Bomen.

The proposal would connect to the national electricity market via underground connection to the Transgrid Wagga North Zone Substation, located immediately north of the subject land.

The proposal overview, as exhibited in Section 1.1 of the SEE, includes:

- Approximately 126 LFP battery containers, housing battery cells in modules and associated cooling systems.
- Approximately 42 associated Power Conversion Systems (PCS) comprising of:
 - The inverters, which convert direct current to alternating current
 - The medium-voltage transformer, which converts the inverter output voltage to the medium-voltage of the system (33 kilovolt (kV)); and
 - The medium voltage switchgear, which contains the medium voltage circuit breakers and disconnectors for the PCS
- A control room, which will contain battery-monitoring equipment and allows operators to control the plant remotely.
- An underground transmission cable which would connect the BESS to the neighbouring Transgrid Wagga North Zone Substation. Transgrid considered several potential options and has advised the intended route would be from the proposed BESS, entering the zone substation from the south-western corner, adjacent to the existing water tank, and connecting with a new 132kV bay
- A switching substation, which collects all the individual medium voltage cables from the PCS units in one location, including:
 - 33kV switchgear.
 - One 33/132kV transformer.
 - A 132kV circuit including busbars, circuit breakers, disconnectors, isolators, surge arresters, etc.
 - A plant auxiliary transformer and diesel generator.
- An Operations and Maintenance building.
- A water tanks for static firefighting water supply.
- Bulk earthworks (cut and fill generally balanced) and stormwater management infrastructure such as diversion banks and a detention basin.
- Security fencing around the BESS perimeter and around the internal substation perimeter
- Landscape screening to the northern, western and southern side of the BESS area

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- Temporary and/or permanent laydown area.
- Basic Left (BAL) turn, from Byrnes Road to Bavin Road.
- The sealing of Bavin Road, from the end of the existing seal to the Project driveway/access point.
- Access track from the existing Transgrid substation access to the east of the site, for Transgrid only access to their transmission assets/easement.

Despite being shown on Project plans and mapping, and detailed within Sections 2.2 and 2.4.7 of the SEE and the stormwater management plan (Appendix K of the SEE), for clarity and removal of doubt the description of the proposal has been updated to include:

- Gravel access track, from Bavin Road to the BESS area.



Figure 1-1 The Wagga North BESS proposal, as exhibited

1.2. Previous exhibition period and outcomes

The proposal was previously exhibited on the NSW Planning Portal from 29 September 2025 to 13 October 2025 under a different DA (DA25/13226). During this period, two public submissions were received and nine state government agencies provided comments.

Following the end of the exhibition period, advice was received from the Department of Planning, Housing and Infrastructure (DPHI). It noted that an amendment to Schedule 3, Section 50 of the Environmental Planning & Assessment (EP&A) Regulation 2021 was underway, to clarify the planning pathway for BESS developments within the Wagga Wagga Special Activation Precinct (SAP) as non-designated development. This required the DA to be withdrawn, re-lodged as a new DA (see Section 1.1 above) and re-exhibited for 14 days, following the amendment being finalised.

As part of the new DA lodgement, the SEE was updated to address all submissions received previously. It is understood that all previous submissions from the public and state agencies have now been closed out. All submissions arising from the new DA are addressed in this Submissions Report (refer to Section 1.3 onwards).

1.3. Submissions report

This Submissions Report responds to the issues raised in agency and public submissions and assists the consent authority to evaluate the merits of the proposal.

As the Wagga North BESS is being assessed under a new planning pathway and no set guidelines are available for Submissions Reports, this report has been prepared generally in accordance with the *State Significant Development Guidelines including Appendix C - Preparing a Submissions Report* (DPHI, 2024).

This Submissions Report is structured as follows:

- Chapter 2 - summarises the amendments made to the proposal since the exhibition of the SEE.
- Chapter 3 - summarises the actions taken by the Applicant since the exhibition of the SEE.
- Chapter 4 - details the Applicant's responses to agencies
- Chapter 5 – details the Applicant's response to the public
- Chapter 6 – details the proposal justification and conclusion.

Appendices include:

- Appendix A– Updated specialist reports
 - Appendix A.1– Updated development design plans
 - Appendix A.2– Comparative noise memo
- A.1– An updated consolidated table of mitigation measures that forms commitments of the proposal, pending approval

1.4. Breakdown of submissions

Submissions were received from 11 state agencies and the public. Submissions are summarised overleaf in Table 1-1.

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Table 1-1 Submissions summary

Public agencies	Summarised submissions
Department of Planning, Housing and Infrastructure	Further information requested on: • Amenity impacts and safety risks ○ Visual impacts and loss of privacy ○ Dust impacts • Traffic and access ○ Left-in Left-out construction access ○ Bavin Road pavement upgrades ○ B-double access ○ Transgrid access and easement • Development design plans • Noise impacts ○ Noise data
Wagga Wagga City Council	Further information requested on: • Traffic and access • Section 138/Integrated Development • Landscaping
Department of Primary Industries and Regional Development - Agriculture	Recommended the following be incorporated in the conditions of consent and management plans: • Key proposed decommissioning activities • Rehabilitation plan • Agricultural biosecurity management plan
Fire + Rescue NSW	Further information requested on: • Fire Safety Study • Emergency Plan Emergency Services Information Package
NSW Rural Fire Service	Advisory notes and recommended general conditions
Transgrid	Further information requested on: • Access and maintenance requirements for Transgrid assets
Transport for NSW	No objection to the proposal as exhibited
NSW Environment Protection Authority	No further comments on the proposal
Conservation Programs, Heritage and Regulation Group	• No additional advice on flood risk management • No further assessment on biodiversity impacts is required.

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Public agencies	Summarised submissions
Heritage – NSW	No objection to the proposal as exhibited. No further archaeological assessment is required.
APA Group	No objection to the proposal as exhibited.

2. Amendments to the proposal

No amendments to the proposal are required as a result of the additional information provided in this report.

3. Actions taken since exhibition of the proposal

3.1. Consultation with agencies

Department of Planning, Housing and Infrastructure

Consultation with the Department was undertaken throughout the response to submissions process, by NGH and the Applicant, regarding the suitable approach for additional assessments and the updated measures that would be implemented by the proposal.

3.2. Consultation with non-associated receivers

Following the initial exhibition period, the proposal received an objection submission from the nearest non-associated receiver (R1). In response to the submission, the Applicant and a representative from NGH – A Fyfe Company, arranged a meeting to discuss their concerns and to share more information regarding the proposal, potential impacts and mitigating factors. The meeting was held on the morning of Friday 28th November 2025.

At the time of the second exhibition period, on the 12 February 2026, the Applicant contacted R1 via email, to inform them that the proposal was on exhibition again and that they have an opportunity to make a submission if they want to, based on the updated SEE. A revision table was also provided to show how their original concerns were addressed in the updated SEE.

R1 contacted the Applicant via email on the 11 March 2026, to discuss neighbour benefits and get a proposal update. The Applicant responded via phone call on the 13 March 2026 and further calls on the 17 March 2026.

The Applicant has also been in contact with R2 on the 25 February 2026. has agreed to an in-person meeting at a future date, which is yet to be determined but would be soon after the response to submissions.

3.3. Additional supporting documentation

3.3.1. Updated development design plans

Updated development design plans have been sought, in response to advice received from the DPHI during the SEE exhibition period. The updated design plans have been appended as Appendix A.1 of this report.

3.3.2. Comparative noise memo

A comparative noise memo was sought by Marshall Day Acoustics, who prepared the noise and vibration assessment as part of the SEE. This memo was prepared in response to advice received during the SEE exhibition period. A summary of the findings is provided below, with the memo appended as Appendix A.2 of this report.

Noise data comparison

The noise modelling for the Gotion model set out in the Section 4.3 and Appendix C of the SEE adopted the worst-case noise levels set out in the Gotion noise datasheet. It is noted that the Applicant intends to install

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noise control kits (described as sound covers by CATL) to the batteries. The worst-case noise levels set out in the CATL noise datasheet with the sound covers was adopted for a conservative comparison.

The comparison indicated that, generally, the CATL battery is quieter than the Gotion battery, with the exception of a low-mid-frequency region where the CATL battery ranges from 2dB to 5.5dB higher than the Gotion. Given the mid-frequency rise in noise levels for the CATL battery, further comparison was required.

Revised noise modelling

The Gotion noise data was substituted with the CATL noise data to conduct the revised noise modelling. It is noted that all other aspects of the noise modelling are unchanged from that set out in the Appendix C of the SEE.

The revised noise modelling indicated that noise outcomes at receivers are the same or lower, i.e. quieter where the CATL battery is adopted. Differences range from 0dB for the closer receivers to 2dB for receivers further away.

Receivers closer to the proposal would experience increased high and mid frequency energy due to limited propagation distance and therefore air absorption effects. The greater amount of high frequency energy evident in the Gotion noise data is balanced against the greater mid frequency energy in the CATL scenario. Closer receivers are therefore subject to small differences in the predicted noise levels.

For receivers further away, the high and mid frequencies are more attenuated by air absorption during propagation and the significantly greater low frequency energy for the Gotion battery. The reduced low frequency energy for the CATL battery means predicted noise level differences are more pronounced by the Gotion battery for receivers further away.

Conclusion

Predicted noise levels by the CATL battery at receivers are indicated to be less than that presented in Section 4.3 and Appendix C of the SEE by the Gotion battery, and below the applicable noise limits by a margin of 2dB or more.

The adoption of the CATL battery is therefore indicated to give equal, or for some receiver's lower noise impacts than for the Gotion battery.

4. Public submissions and Applicant response

4.1. Submission overview

One public submission was received for the proposal during the exhibition period. An overview of the submission ID, category of submission and key points are provided below. Each key point and the Applicant's response is provided in full in Table 4-1 below.

Submission ID: SUB-14958 (4/2/25) *

Submission Category: Objection

Key points:

- Objection to the proposal
- Failure to Protect Neighbouring Land Uses
- Road Safety and Access – Non-Compliant Use of Bavin Road
 - Bavin Road Is Not Fit for Purpose
 - School Bus and Child Pedestrian Safety
- Dust, Visibility, and Environmental Non-Compliance
- Biosecurity, Rubbish, and Property Protection
- Water Supply, Easements, and Services
- Visual Impact, Privacy, Lighting, and Long-Term Amenity
- Failure to Consider Strategic Alternatives and Cumulative Impacts
- Neighbour Consultation and Compensation
- Required Conditions and Actions
- Conclusion

**The Applicant notes that this submission received was the same submission received during the previous exhibition period. Following the exhibition period, the SEE was updated to address the key points listed above. As such, the Applicant's response below is to provide clarification and transparency to where and how each key point was addressed.*

Table 4-1 Public submission and Applicant's response

Submission	Applicant's response	Reference location
1. Objection to the proposal		
I write as the closest directly impacted neighbour to the proposed Wagga North Battery Energy Storage System (BESS). My property at [REDACTED] will experience the greatest cumulative impacts arising from construction, operation, traffic movements, environmental disturbance, visual intrusion, and long-term amenity loss. This submission objects to the DA in its current form on the grounds that it fails to comply with NSW planning legislation, State and Federal transport safety policies, environmental protection obligations, and best-practice neighbour consultation standards	The Applicant notes the submissions objection and appreciates the feedback regarding the proposal. Refer to Sections 1.5 and 5 of the SEE that details the legislative context of the Project in relation to its development within the SAP.	N/A
2. Failure to Protect Neighbouring Land Uses		
Under Section 4.15 of the Environmental Planning and Assessment Act 1979 (NSW), the consent authority must consider impacts on the natural and built environment and the social impacts on surrounding landowners. The DA does not adequately assess or mitigate impacts on my property, including: - Road safety risks - Loss of privacy and amenity - Dust, noise, and lighting intrusion - Biosecurity weed contamination - Visual impacts over a 20-year operational life - Interference with lawful easement access and water supply	Section 5.2.1 (p.86) of the SEE states that the application for development consent for this proposal would be assessed under Section 4.2 of the <i>Environmental Planning and Assessment Act 1979</i> (EP&A Act). Furthermore, the SEE and supporting documentation addresses all relevant matters to be considered under Section 4.15 of the Act. In response to the listed impacts, the Applicant believes the below key points and responses adequately address the concerns. Section 3.5 (p22) of the SEE also details a response to each of the concerns as previously raised.	Section 5.2.1 (p.86) of the SEE This table
3. Road Safety and Access – Non-Compliant Use of Bavin Road		
3.1 Bavin Road Is Not Fit for Purpose		
Bavin Road is not a gazetted heavy vehicle route. it is a dirt road and a no through road. Turning of Bavin Road is on a double line that is a gazetted HV route and does not meet the required standards under: - Transport for NSW Freight Network Policy - National Heavy Vehicle Regulator (NHVR) standards - Austroads Guide to Road Design - Roads Act 1993 (NSW). The DA proposes the use of Bavin Road for: - Approximately 140 B-Double truck deliveries (battery containers) - Concrete agitators and fabrication vehicles - Cranes and heavy plant - Ongoing light vehicle movements for workers and subcontractors over 6–9 months. Grading alone will not bring Bavin Road to a standard suitable for these vehicles	Sections 2.4.8 (p.13), 3.5 (p.22), 4.7.4 (p.54) and 4.14.3 (p.78) of the SEE includes that the Applicant is committed to sealing the length of the current un-sealed section of Bavin Road up to the proposal site access. Refer to Figure 1-2 of the SEE. It is a requirement and commitment of the proposal to prepare a Construction Traffic Management Plan (TMP) (see Section 4.7.4 (p54) of the SEE), in consultation with Wagga Wagga City Council and Transport for NSW. The Construction Traffic Management Plan will ensure compliance with legal road safety and vehicle access standards. Traffic will be restricted to the proposed haulage route – use of other private driveways will not be permitted. The Applicant has committed to providing landholders on Bavin Road fencing, demarcations and signage during the construction period, to deter construction traffic from utilising private driveways.	Sections 2.4.8 (p.13), 3.5 (p.22), 4.7.4 (p.54) and 4.14.3 (p.78) of the SEE Figure 1-2 (p. 5)

Submission	Applicant's response	Reference location
	Construction access does not always need to follow a gazetted heavy vehicle route, as it is a temporary impact and access isn't always affordable. In these instances, a permit from the NVHR would be required for B-double movements along Bavin Road.	
3.2 School Bus and Child Pedestrian Safety		
My children catch the school bus at the corner of Byrnes Road and Bavin Road and walk home along Bavin Road daily. This DA fails to address: School bus safety obligations under the Passenger Transport Act 2014 (NSW) - Child pedestrian exposure under the NSW Road Safety Plan 2026. Our kids walk this road from our house to Byrnes Road bus stop on the corner. How the amount of cars and trucks per day be safe for a child when there is no sectioned off walkway along the road. The morning and afternoon sun, the distraction of the kangaroos and wildlife. - The lack of footpaths, safe verges, speed enforcement, or visibility controls Afternoon traffic coincides with: - Western sun glare - Heavy dust clouds - Workers finishing shifts - Mixed heavy and light vehicle traffic This creates a foreseeable and unacceptable risk to children, which the DA does not mitigate.	The SEE detailed that it is a requirement of the proposal to prepare a Construction Traffic Management Plan, in consultation with Wagga Wagga City Council and Transport for NSW. It is standard practice of a Construction Traffic Management Plan to explore bus and landholder safety, which includes coordinating vehicle movements outside of school bus arrival/departure times. In addition, as part of the TMP, the Applicant is committed to managing heavy vehicle movement as to reduce overall conflict on Bavin Road. In this way, only one heavy vehicle movement will be permitted at a time on Bavin Road. The sealing of Bavin Road will also alleviate any potential dust clouds created by construction vehicles which can impair visibility.	Sections 2.4.8 (p.13), 3.5 (p.22), 4.7.4 (p.54) and 4.14.3 (p.78) of the SEE
4. Dust, Visibility, and Environmental Non-Compliance		
The DA's dust control measures are inadequate. Dust plumes travel up to 400 metres from passing vehicles. A water truck 1–3 times per day is insufficient. [REDACTED] residence is only 50 metres from the road. Dust combined with sun glare eliminates driver visibility This fails to meet: - Protection of the Environment Operations Act 1997 - Work Health and Safety Act 2011 - EPA best-practice dust management guidelines	As detailed above, it is now a project commitment to seal Bavin Road up the proposal site access. Refer to Figure 1-2 of the SEE. The proposal has also committed to grading the internal access road off Bavin Road with blue stone or similar (to be determined during detailed design) to further reduce dust impacts, in addition to the proposed water trucks.	Sections 2.4.8 (p.13), 3.5 (p.22), 4.7.4 (p.54) and 4.14.3 (p.78) of the SEE Figure 1-2 (p. 5) This table
5. Biosecurity, Rubbish, and Property Protection		
There is no enforceable strategy addressing: - Biosecurity weeds entering adjoining paddocks - Flagging tape and materials left in grazing areas - Rubbish dispersal during construction - Protection of livestock and agricultural land	The SEE detailed that a Waste Management Plan was prepared in accordance with the relevant Acts and guidelines, as part of the DA and was attached as Appendix I of the SEE.	Section 3.5 of the SEE (p.22-23) Appendix I of the SEE

Submission	Applicant's response	Reference location
This contradicts the NSW Biosecurity Act 2015 and landholder protection principles.	The Waste Management Plan details the expected construction, operational and decommissioning waste streams generated by the proposal. The plan provided appropriate waste and recycling facilities that may be utilised. Appropriate biosecurity management measures for handling weeds and minimising impact on surrounding land uses will be included in the Construction Environmental Management Plan, as detailed within Section 4.10.3 of the SEE.	Section 4.10.3 of the SEE (p.67)
6. Water Supply, Easements, and Services		
My property holds the water meter located at the Transgrid substation, and we legally supply water to 116 Bavin Road. The proposed building footprint overlaps this infrastructure - this has not been addressed by the developer. We need access to it. We have a legal easement right of access. This access must be maintained pre-construction, during works, and post-construction. Our water supply must not be used for construction at any stage. These matters are inadequately addressed in the DA.	The Applicant has committed to truck all water for the proposal and not connect to the Riverina Water network. As such, the proposal can confirm it will not impact or have access to neighbouring landholders water supply at any stage of the proposal.	Sections 2.5 (p.13) and 3.5 (p.23) of the SEE Appendix B of the SEE
7. Visual Impact, Privacy, Lighting, and Long-Term Amenity		
The eastern boundary of the site looks directly into our bathroom and bedroom. We request: • Manchurian Pear trees planted along the eastern and southern boundaries • Trees to remain for the entire 20-year life of the project • Weekly watering and maintenance • Screening around the battery site • Lighting to be timed off at dusk, consistent with Transgrid practice These measures are essential to protect residential amenity under NSW planning principles.	It is understood broken views will be affordable from the closest receiver, as well as views of vehicle movements along the internal access road. It is a proposal commitment to screen the western side of the BESS facility, to reduce views. Additionally, the Applicant has also committed to providing the impacted landholder with private landscaping to supplement their existing landscaping. This is to be maintained by the non-associated landholder. The proposal will implement timed lighting shut off, to be consistent with the adjacent substation operations.	Section 3.5 of the SEE (p.23) Section 4.11.3 of the SEE (p. 72)
8. Failure to Consider Strategic Alternatives and Cumulative Impacts		
The DA ignores safer and more appropriate alternatives, including: • The subdivision DA at 330 Byrnes Road (DA 2510636) • Existing Transgrid and Riverina Water access tracks • Byrnes Road as a compliant access route • With another BESS planned adjacent to this land, the cumulative impacts are substantial and not assessed, contrary to State Significant Development assessment principles.	It is noted that there is an approved DA for subdivision at 330 Byrnes Road, Bomen (DA 2510636). This is however a private development, and access to the proposal site has not been, nor is required to be considered. Transgrid has a right of way on private property at 280 Byrnes Road to access the Wagga North Substation and will use the access road for the substation works associated with the Project that Transgrid are responsible for. The Applicant does not have rights to use the access road. Transgrid also have a right of way easement to the substation via their existing access. As such, the Applicant cannot use this access for the construction of the BESS (excluding substation works). Transgrid always require unobstructed access to their own asset. This is further enforced by the Transgrid submission:	Section 3.5 of the SEE (p.23) This table Section 5.6 of this report

Submission	Applicant's response	Reference location
	<i>“The proposal is not to impact on Transgrid access to the Substation, the easement & structures or the ability to undertake any maintenance activities on the Transgrid transmission lines.</i> <i>- The works are to be designed so that during construction phase Transgrid is not restricted from undertaking normal maintenance & inspection activities and,</i> <i>- At completion of works, access to the Substation, Transmission Lines & structures shall be available at all times for Transgrid plant & personnel - to access and to be able to carry out any required works.”</i> The proposal, being within the Wagga Wagga Special Activation Precinct, is not subject to the same requirements as the State Significant Development guidelines and practices. As an area designated for industrial growth for the region, a level of cumulative impacts arising from multiple developments is considered acceptable and is below the precinct scale targets set out in the Wagga Wagga Special Activation Precinct Master Plan (NSW Government, 2021) Furthermore, the details of the BESS planned adjacent to the proposal are not known in full. The Applicant can only assess impacts based on publicly available information (i.e. a traffic impact assessment or noise and vibration impact assessment).The proposal understands there are areas of uncertainty with potential cumulative impacts and will ensure any potential impacts that may arise will be mitigated appropriately through the Construction Environmental Management Plans and sub-plans.	
9. Neighbour Consultation and Compensation		
As the adjoining landholder experiencing disproportionate impacts, I note the guidance of the Australian Energy Infrastructure Commissioner regarding Neighbour Consultation Agreements, which recognise that: Where neighbouring landowners experience significant impacts, compensation or formal agreements may be appropriate. If this project proceeds, I expect: • Equivalent consideration to that afforded to the host landholder • A formal neighbour agreement • Compensation or mitigation measures commensurate with long-term impact	As detailed through this response, the Applicant has addressed the concerns of the public submission of the adjoining neighbour. As such, the expected impacts are considered to be low: • Dust concerns have been addressed by the sealing of Bavin Road, and grading and gravel pavement of the private access • Traffic safety, concerns and conflict through the TMP • Vegetation screening of the BESS itself • Trucking water to site. In addition to this, the Applicant has committed to: • Additional screening on the adjoining landowners property • A once off payment via a Neighbour Undertaking, delivered as a “Letter of Undertaking”. This will be a formal commitment from the Applicant to immediate neighbours to the proposal. • An infrastructure contribution to Wagga Wagga City Council via Section 7.12 (EP&A Act), with the Applicant committed to paying an upfront levy	This report

Submission	Applicant's response	Reference location
	of 1% of the construction cost (estimated at over \$2M) which is more than 40% above the \$150 per MWh per annum (over 20 years) recommendation in the NSW Benefit Sharing Guideline (DPHI, 2024) for large-scale BESS projects. All of the above is determined to compensate or mitigate impacts commensurate with the long-term impacts. The host landholder will receive rent for lease of their land. And as such are not afforded any additional mitigations or neighbour agreements. No land will be leased from the neighbouring landholders, and as such cannot be given equivalent consideration.	
10. Required Conditions and Actions		
I respectfully request that the Department: Refuse the DA in its current form, or Require: - Prohibition of Bavin Road for construction access - Redirection of traffic via Byrnes Road - Full Road Safety Impact Assessment - Enforceable dust, speed, and pedestrian controls - Long-term landscape screening - Guaranteed easement and water access - Formal neighbour consultation and compensation agreement	The Applicant notes the requirements requested. Through the above responses for each submission point, the Applicant will ensure that the proposal appropriately mitigates, minimises or avoids the issues raised through the implementation of the proposal commitments and management plans.	N/A
11. Conclusion		
This DA places unacceptable risks on children, neighbours, and rural road users, and conflicts with NSW planning law, State and Federal transport policy, and environmental protection standards. As the closest impacted neighbour, I strongly object to approval unless these matters are fully resolved.	The Applicant notes the submissions objection and appreciates the feedback regarding the proposal. The Applicant is committed to ongoing consultation with the affected landholder to resolve all issues raised during the submission.	N/A

5. Agency submissions and Applicant response

As detailed in Section 1.4 of this report, the following agencies cited no further comment:

- Transport for NSW
- NSW Environment Protection Authority
- Conservation Programs, Heritage and Regulation Group
- Heritage – NSW
- APA Group

As such, further commentary has been excluded from the following section. Below details the responses to agencies requesting further information

5.1. Department of Planning, Housing and Infrastructure

Submission	Response	Reference Location
1. Amenity Impacts and Safety Risks		
<u>Visual Impacts and Loss of Privacy:</u> The Department acknowledges that the Applicant has committed to installing screening around the perimeter of the BESS and additional screening along the northern and eastern boundary of the residential property to the south-west of the site to mitigate visual impacts. Details of the proposed screening at the residential property has not been provided. • Further details and plans are required to clarify the extent of screening to be installed at this residential lot, as described in 4.11 of the Statement of Environmental Effects.	The Applicant is not seeking development consent for private screening at the non-associated impacted landholders dwelling. The view from the bathroom and bedroom as detailed within the public submission is not the eastern boundary of the BESS site itself, rather the access road from Bavin Road to the site. It is understood the main concern from the eastern side of the dwelling was from site access, not the BESS itself. The non-associated dwelling is not in line with the BESS. For clarity, a map (Figure 5-1) has been produced to show the location of the	Figure 5-1

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Submission	Response	Reference Location
Figures/plans are to be provided to clarify the extent and type of screening to be installed. Figure 4-18 and Figure 4-19 are to be updated to illustrate the pre- and post-development visual impacts, with and without the proposed screening.	non-associated dwelling in relation to the BESS and access road, with proposed screening. As detailed in the SEE, the Applicant has committed to providing the impacted landholder with private landscaping to supplement their existing landscaping. This is to be maintained by the non-associated landholder, and will consist of the requested Manchurian Pears (in line with their existing landscaping). The screening will form part of a once off neighbour benefit in addition to the proposed neighbour payments, and will suitably screen the access road from the east, and the BESS to the north. Screening on the southern boundary was not discussed and is not deemed necessary. As mentioned, the private screening forms part of a neighbour benefit. Viewpoints and montages of the proposal were not collected from the private dwelling, and as such it is not appropriate to create visual montages showing proposed private screening. Views of the proposed BESS and the existing Transgrid substation are already limited by existing vegetation, as detailed in Figure 4-19 of the SEE. With the proposed BESS screening, this will be significantly reduced.	
<u>Dust Impacts:</u>	Section 4.14.3 of the SEE stated that soil polymer will be used on the unsealed sections of the internal access track.	Section 4.14.3 of the SEE.

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Wagga North Battery Energy Storage System

Submission	Response	Reference Location
The proposal includes an access track from Bavin Road to the BESS site. The SEE does not provide sufficient details on the design of this track, in particular, it does not confirm if this track is to be sealed or unsealed, which has implications for dust generation. Additionally, the assessment of air quality does not address the dust impacts on adjoining residential land from the use of the access track by heavy vehicles during construction. - Further details are required on the design of the proposed access track, including whether this track is to be sealed or unsealed. - A more detailed consideration of potential dust impacts from the access track, and details of any additional management and mitigation measures is required.	The proposal has now committed to grading the internal access road off Bavin Road with blue stone or similar (to be determined during detailed design) to further reduce dust impacts, in addition to the proposed water trucks. The implementation of the graded surface would minimise any dust clouds occurring due to vehicle movements along the internal access road.	This table
2. Traffic and Access		
<u>Left-in Left-out Construction Access</u> The Department may request additional information on the left-in left-out construction access arrangements following the receipt of advice from Wagga Wagga City Council, the relevant roads authority for Byrnes Road and Bavin Road. This includes the need for any pavement load bearing capacity assessment for Bavin Road.	The Applicant notes that upon receiving the advice from Wagga Wagga City Council, Council is satisfied with the left-in left-out basic auxiliary left intersection turn treatment. The Applicant will ensure compliance of the proposed enforcement measures through implementation and monitoring of the Construction Traffic Management Plan.	Section 4.7.4 of the SEE. Section 5.2 of this report
<u>Bavin Road Pavement Upgrades</u> The SEE states that the Applicant will extend the road sealing on Bavin Road from Byrnes Road to the proposed site access.	The updated development design plans for the proposal include the road sealing on Bavin Road. Refer to Appendix A.1	Appendix A.1

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Wagga North Battery Energy Storage System

Submission	Response	Reference Location
A drawing/plan is required illustrating the proposed extent of the Bavin Road pavement upgrade works (this is to be referenced in the consent, should the DA be approved). This may be included in the overall site plan, rather than a separate plan, as appropriate.		
<u>B-Double Access</u> The development is predicted to generate up to 40 heavy vehicles (26 metre B-doubles) per day during construction, including up to four heavy vehicles in the morning and afternoon peak periods. The swept path diagrams in Appendix A of the Traffic Impact Assessment (TIA) illustrate how 26 m B-doubles will be able to pass each other at the Byrnes Road / Bavin Road intersection, however, the plans indicate that the width of Bavin Road would only allow one B-double to travel on this road. It is not clear how incoming and outgoing vehicles will be managed along Bavin Road, at the Bavin Road / site access intersection and along the internal access road, to prevent conflicts between incoming and outgoing vehicles. Additional information is required to explain how construction traffic will be managed to ensure there will be no conflicts with incoming and outgoing B-doubles, including what traffic control measures will be implemented to ensure there will be no queuing on the public road network, including Byrnes Road or Bavin Road.	The following measures will be included in the Construction Traffic Management Plan, and have been included in the final mitigation measures: - Strict traffic control measures in the way of radio communications between construction vehicles at all times. - Outgoing heavy vehicles will be stored within the international access road to allow passage of any incoming construction vehicles. This will ensure that only one heavy vehicle travels along Bavin Road at any given time. This will also ensure no queuing occurs on Byrnes Road from incoming heavy vehicles.	Appendix A.1
<u>Transgrid Access and Easement</u> Transgrid has provided conditional authorisation to the proposal, as outlined in its correspondence dated 23 February 2026 (attached). Transgrid has advised the	The Applicant notes that the development design plans uploaded with the SEE were not the most up to date plans. However, access to structure 606 was included in a proposed access road off the Transgrid substation access within the	Appendix A.1

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Wagga North Battery Energy Storage System

Submission	Response	Reference Location
proposal will impact access to structure 606. It is unclear if the development has been designed to address this conflict. A response to the matters raised by Transgrid is required, including how the conflict with the access to structure 606 has been addressed and details (plans/figures) demonstrating that the recommendations made by Transgrid have been incorporated into the development design and layout.	Stormwater Management Plan (Appendix K of the SEE) and the Project overview (Section 1.1 of the SEE and this report). The updated development design plans, included as Appendix A.1, demonstrate that an access road is included to provide access by Transgrid to their easement and Structure 606.	
3. Development Design Plans		
Site plans must include details of all components of the development, including extent of the proposed road upgrade, stormwater infrastructure and car parking. The location and number of car parking spaces is not identified. The site plan and landscape plan include a possible secondary basin, that is not included in the stormwater management plan or associated drawings. - The site plan must include details of all components of the development, as described in the SEE. The secondary stormwater basin is either to be removed from the site plan or incorporated into the stormwater management plan and drawings if it is required for the development. Location of car parking and extent of the Bavin Road upgrade are to be identified. - Refer to recently approved BESS developments, such as the Moree BESS, Callala BESS and Deniliquin BESS.	The development design plans have been updated to include the requested details and is provided in as Appendix A.1 of this report.	Appendix A.1
4. Noise		

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Submission	Response	Reference Location
<u>Noise Data</u> It is unclear if the BESS technology relied upon for the noise data used in the Noise and Vibration Impact Assessment (NVIA) is the same technology as that used for the data inputs in the Preliminary Hazard Analysis (PHA). All assumptions for technical assessments must be consistent. Confirmation that the technology relied upon for the data used in the NVIA and PHA are comparable and that the technology reflects that proposed for the development.	A comparative noise memo has been prepared by Marshall Day Acoustics to assess the predicted noise impacts by the CATL battery against the previously proposed Gotion battery. The memo concluded that Predicted noise levels by the CATL battery at receivers are indicated to be less than that presented in Section 4.3 and Appendix C of the SEE by the Gotion battery, and below the applicable noise limits by a margin of 2dB or more. The adoption of the CATL battery is therefore indicated to give equal, or for some receiver's lower noise impacts than for the Gotion battery. The noise modelling undertaken for the CATL technology now aligns with the Preliminary Hazard Analysis prepared assessing the CATL technology.	Section 3.3.2 Appendix A.2

5.2. Wagga Wagga City Council

Submission	Response	Reference Location
Traffic and Access		

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Wagga North Battery Energy Storage System

Submission	Response	Reference Location
Council has reviewed the proposed traffic arrangements for the development, including the treatment of the Byrnes Road/Bavin Road intersection. Based on the information provided in the Statement of Environmental Effects, Council is satisfied with the proposed left-in/left-out Basic Auxiliary Left (BAL) intersection treatment at this location. Council considers that the proposed treatment will not have a long-term restrictive impact on surrounding landowners. Council also notes the proposal to monitor compliance with the left-in / left-out arrangement through traffic cameras, which would assist with enforcement of the approved access arrangements. Notwithstanding the above, Council recommends that the following matters be addressed through conditions of consent: • A Traffic Management Plan (TMP) and Construction Traffic Management Plan (CTMP) are to be prepared and submitted to Council for approval prior to commencement of construction. • The upgrade, sealing and maintenance of Bavin Road associated with the development should be conditioned. • Any works within the road reserve, including intersection works and road upgrades, will require approval under Section 138 of the Roads Act 1993, with Council acting as the Roads Authority. Council also reiterates its previous advice that arrangements regarding the upkeep and maintenance of Bavin Road during construction activities should clearly identify responsibility for funding and ongoing maintenance.	The Applicant acknowledges that Wagga Wagga City Council are satisfied with the proposed left-in/left-out Basic Auxiliary Left (BAL) intersection treatment at the Byrnes Road/Bavin Road intersection. The proposal is committed to ensuring compliance of the left-in/left-out arrangement through camera monitoring and enforcement, to be implemented through the Construction Traffic Management Plan. The Applicant accepts the conditions recommended by Council.	Section 4.7 of the SEE Appendix G of the SEE This table
Section 138/Integrated Development		

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Wagga North Battery Energy Storage System

Submission	Response	Reference Location
Council notes that the proposal constitutes Integrated Development as approval will be required under Section 138 of the Roads Act 1993 for works within the road reserve. As the Roads Authority, Council will need to issue General Terms of Approval in relation to these works and may require additional information to properly assess the Section 138 component of the proposal.	The Applicant will apply for a Section 138 permit, issued through Council, during detailed design, should the proposal be approved.	Section 5.2.3 of the SEE
Landscaping		
Council notes that the Landscape Plan identifies several plant species that are not listed within the Southwest Slopes Revegetation Guide. Council recommends that plant species be reviewed and aligned with the Southwest Slopes Revegetation Guide where appropriate. Council also notes that a wider vegetation screen would assist with visual mitigation where site constraints allow.	It is noted that in the previously exhibited DA (DA25/13226), the planting schedule in the Landscaping Plan were in line with the Southwest Slopes Revegetation Guide. At the time of exhibition, DPHI requested that the planting schedule be updated within the SAP Delivery Plan planting palette. Being within the Wagga SAP, the most appropriate planting schedule should remain in line with the SAP Delivery Plan.	N/A

5.3. Department of Primary Industries and Regional Development – Agriculture

Submission	Response	Reference Location
The key decommissioning activities provided in the SEE are supported along with returning the site to its pre-existing use and land and soil capability per the Land and Soil Capability Assessment Scheme (LSC) (Second Approximation) Classes as identified.	Section 4.6.3 of the SEE detailed that the Applicant has committed to returning the site to its pre-existing use. This will be detailed within the proposal Decommissioning Plan. However, baseline soil studies and LSC verification were not complete for this Project. As such, the Applicant can only commit to returning the site to its pre-existing, stable, safe and non-polluting productive state.	Section 4.6.3 of the SEE (p.43-44)
Rehabilitation plans for all infrastructure during construction and operations should incorporate appropriate groundcover management with local endemic species to mitigate dust and other land -use conflict issues.	Section 4.6.3 of the SEE detailed that the Applicant has committed to a Rehabilitation Plan to incorporate appropriate groundcover management and land-use conflict mitigation measures.	Section 4.6.3 of the SEE (p.43) A.1 of this report
Development of an agricultural biosecurity management plan. Refer to the Biosecurity Risk Management in Land Use Planning and Development Guide for further information and resources.	The Applicant accepts the Department's recommendation and is committed to including appropriate biosecurity safeguards and measures in accordance with the Biosecurity Risk Management in Land Use Planning and Development Guide. The mitigation measures included in Section 4.10.3 has been updated in A.1 of this report.	This table A.1 of this report

5.4. Fire + Rescue New South Wales

Submission	Response	Reference Location
It has been the experience of FRNSW that BESS Facilities present special problems of fighting fire and suitable additional provisions are likely to be required in accordance with E1D17 and E2D21 of the National Construction Code 2022. FRNSW therefore recommend the following conditions: 1. Prior to construction a Fire Safety Study (FSS) is developed in accordance with the requirements of the Hazardous Industry Planning Advisory Paper (HIPAP) No.22 and submitted to FRNSW for review. ○ The FSS is to be used to inform the design and as such it is FRNSW Position that the FSS be developed to the satisfaction of FRNSW prior to any further submission being made to FRNSW; this includes: an Initial Fire Safety Report (IFSR) and / or Performance-Based Design Brief/Fire Engineering Brief Questionnaire (FEBQ). ○ The FSS should be prepared consistent with the FRNSW Fire Safety Guideline Technical Information – Large scale external lithium-ion battery energy storage systems – Fire safety study considerations. 2. Prior to occupation or commissioning an Emergency Plan (EP) is developed for the site in accordance with HIPAP No.1. 3. Prior to occupation or commissioning an Emergency Services Information Package (ESIP) is developed for the site in accordance with FRNSW fire safety guideline – Emergency services information package and tactical fire plans.	As detailed within the Section 4.5.4 of the SEE, the Applicant had committed to the following: • Preparation of a Bush Fire Emergency Management and Operations Plan during the construction and operational phase of the BESS. • Prior to construction, preparation of a Fire Safety Study and Emergency Plan in accordance with the relevant Hazardous Industry Planning Advisory Paper (HIPAP) documents • Prior to construction, an Emergency Services Information Package will be developed for the site in accordance with FRNSW fire safety guideline.	Sections 4.5.4 of the SEE

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5.5. NSW Rural Fire Service

Submission	Response	Reference Location
General Conditions		
1. The recommendations are based on the documents/plans supplied via Councils referral to the NSW RFS. - The plan prepared by ib vogt reference AUS.0005.DEV.M2.022.0.E revision E dated 28/6/2025 - The bush fire assessment prepared by Ember Bushfire Consulting reference Bomen PH.49.25 dated 10/3/2025. Council is advised that where a minor amendment to the above-noted documents is proposed, Council may use its discretion to determine whether the minor amendment warrants further assessment by the NSW RFS.	The Applicant acknowledges that should the design plans or bushfire assessment require amending, further assessment by NSW Rural Fire Service may be required, at the discretion of Council.	N/A
2. From the commencement of construction and until the finalisation of decommissioning, the bush fire protection measures identified in Sections 3.1 - 3.7 and also Table 4 of the bush fire assessment report prepared by Ember Bushfire Consulting reference Bomen PH.49.25 dated 10/3/2025 shall be provided. The Emergency Management and Operations Plan identified in section 3.7 shall also adequately address hazards/risks and suitable controls during the decommissioning phase	The Applicant acknowledges the recommendation provided by NSW Rural Fire Service and is committed to implementing an Emergency Management and Operations Plan, should the proposal be approved.	N/A

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5.6. Transgrid

Submission	Response	Reference Location
Technical Engineering Team Review		
1. The proposed BESS work will be outside the 132kV Transgrid easement, but a very small section of the site earthworks may enter the Transgrid easement and the earthing exclusion of Pole 606. 2. The proposed BESS site will permanently block access to Pole 606. 3. The proposed fence crosses the easement two times, and a section of the fence is parallel to transmission lines 9R6 and 991 between structures 806 and 807. 4. It is not clearly specified in the site plan drawing, Appendix A - Site Plans_AI-2004118, but a welded-mesh steel gate may be installed on the south side of the property, inside the easement. 5. The proposed welded-mesh steel gate and galvanised wire-mesh fence shall be a minimum height of 2m and shall pass through the Transgrid easement. No earthing details were provided.	1. The Applicant notes that the development design plans uploaded with the SEE were not the most up to date plans. However, the Project infrastructure and pad was shifted west away from structure 606 and the batter steepened to 1:3 to reduce conflict within the Stormwater Management Plan (Appendix K of the SEE). 2. The Applicant notes that the development design plans uploaded with the SEE were not the most up to date plans. However, access to structure 606 was included in a proposed access road off the Transgrid substation access within the Stormwater Management Plan (Appendix K of the SEE) and the Project overview (Section 1.1 of the SEE and this report). 3. It is not clear if Transgrid assume the mapped forestry easements is fenced. It is confirmed these areas are not fenced and are marked as easements only. Points 1-3 have been made clearer in Appendix A.1. There will be no conflict with Structure 606, and no fences will cross the Transgrid transmission easements. 4. Appendix C.1. provides a clear plan of the proposal. There is no proposal for any fence in the Transgrid or Forestry easements.	Appendix A.1 This table

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Wagga North Battery Energy Storage System

Submission	Response	Reference Location
	5. Appendix C.1. provides a clear plan of the proposal. There is no proposal for any fence in the Transgrid easement. The Applicant notes that the access provided for Transgrid would not require a new gate. If deemed necessary by Transgrid during further consultation, the Applicant will install the proposed gate to Transgrid specifications.	
Access and Maintenance Team Review		
- The proposal is not to impact on Transgrid access to the Substation, the easement & structures or the ability to undertake any maintenance activities on the Transgrid transmission lines. - The works are to be designed so that during construction phase Transgrid is not restricted from undertaking normal maintenance & inspection activities and, - At completion of works, access to the Substation, Transmission Lines & structures shall be available at all times for Transgrid plant & personnel - to access and to be able to carry out any required works. - A clear area must be maintained around structures for the safe set-up of maintenance vehicles. - The Easement area shall not be used for the temporary storage of construction spoil, topsoil, gravel, or any other construction material. - Any slopes where travel is required by Transgrid's maintenance vehicles must not have a grade steeper than 1:6 (1:8 or less is preferred)	- The Applicant confirms that no access to the substation or any of Transgrid's assets will be obstructed during the construction, operation or decommissioning of the proposal. This has been achieved via a new access road off Bavin Road, as opposed to relying on the existing Transgrid substation access or alternative access to the North. The Applicant has considered alternative access arrangements for Transgrid as part of their design, and there are no construction conflicts with easements. - As above - The Applicant confirms that no construction laydowns or compound sites are located within any Transgrid easement. The updated development design plans, attached as Appendix A.1, provided details on the	This table Appendix A.1

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Submission	Response	Reference Location
5. Consideration shall be given in the design works for any proposed access ways/ roads to Transgrid's easement & structures to cater for the weight and size of Transgrid's maintenance vehicles – to withstand the 43- tonne load capacity of maintenance trucks. 6. If a proposed development prohibits access for Transgrid to undertake maintenance activities, a new access must be provided and agreed upon. - o Proponent is to confirm that the 'Indicative Vehicle Turning Path for Maintenance Access' is for Transgrid maintenance vehicle use & for access to the easement & Structure 606? 7. The subsoil stability and surface drainage are not to be adversely affected in the vicinity of a structure or where travel is required by Transgrid maintenance vehicles. • Any water flow is to be directed away from a structure or where travel is required by Transgrid maintenance vehicles	- location of the proposal's laydown and compound areas. 4. The Applicant acknowledges and will factor in the recommendation provided by Transgrid in regard to access roads into the detailed design, pending approval. 5. As above. 6. The Applicant confirms that access to the easement and Structure 606 will not be obstructed. Refer to point 1-4 of the previous response. 7. A Stormwater Management Plan has been provided as Appendix K of the SEE. The Applicant confirms that no additional Transgrid asset or access road would be impacted outside what is proposed by the proposal	



Figure 5-1 Proposed additional landscape screening for the near non-associated receiver

6. Updated Project justification

The updates to the proposal as a result of agency advice, has not altered the proposal as exhibited. It has taken on the advice and recommendations of the public agencies that provided comments and firmed its commitments and mitigation measures across several environmental aspects.

As such, the proposal remains justified against its objectives, as set out in the SEE.

6.1. Overall Project justification

As stated above, the proposal remains justified against its objectives, as set out in the SEE. The Applicant is committed to carrying out the proposal in accordance with the safeguards and mitigation measures outlined in this Submissions Report, the SEE, and supporting assessments.

Overall, the proposal is expected to have minimal environmental and amenity impact; it is suitably sited within the Rural Activity Zone of the Wagga Wagga Special Activation Precinct. The proposal would result in a positive impact for the community and local economy.

The proposed development would:

- invest over \$200 million into the precinct and crucially, provide temporary energy storage of excess energy in the grid as generated by numerous solar farms in the region that feed the Wagga North zone substation.
- The battery's operations would enable a higher proportion of locally generated renewable energy into the grid during off-peak times (when the battery is charging) and increase the amount of renewable energy available during peak times (when the battery is discharging), supporting the expected 40 years of industrial growth in the SAP area.

6.2. Conclusion

In addressing the agency submissions, several changes have been made to the mitigation measures required to manage the proposal. The updated commitments (attached as A.1) can adequately address all impacts identified to date.

No updates to the development site, beyond minor clarifications of the development design plans. Addressing the agency submissions did not alter the proposal, as detailed in the SEE and supporting documents.

This Submissions Report, and all supporting documents have shown that there are reasonable grounds to grant consent for the development. The safeguards and mitigation measures committed to by the Applicant would enable a development that avoids and minimises environmental, and amenity impacts and would support the objectives and aims of the Wagga Wagga SAP.

7. References

DPHI. (2024). *Benefit Sharing Guideline*. Sydney: November.

DPHI. (2024). *State significant development guidelines – preparing a submissions report*. Parramatta: DPHI.

NGH. (2025). *Wagga North BESS Statement of Environmental Effects*. Sydney: NGH Pty Ltd.

NSW Government. (2021). *Special Activation Precinct - Wagga Wagga Master Plan*. Sydney: NSW Government.

Appendix A Supporting documentation

A.1 Updated development design plans

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Wagga North Battery Energy Storage System



A.2 Comparative noise memorandum

Appendix B Consolidated mitigation measures table

A full set list of safeguards and mitigation measures are provided below. New mitigation measures and those that have been amended are shown in red.

Consolidated mitigation measures

Noise:

- A suitably qualified acoustic consultant to be engaged during detailed design to ensure that compliance with relevant criteria is achieved at nearby noise sensitive receptors
- Prepare a Construction Noise and Vibration Management Plan (CNVMP), in line with the recommendations in Section 8 of the NIA. The CNVMP will include:
 - Staff training
 - Equipment selection
 - Scheduling and respite
 - General noise reduction measures
 - Community engagement.

Fire, ignition and hazards

- It is recommended that the results of the PHA be used as inputs into other safety studies required including:
- Emergency response plan
- Fire safety study.
- In addition to the above it is required that:
- The detailed design of the BESS will be undertaken to comply with the requirements of section 3.2 of the PHA, including separation distances, UL9540A test reports and OEM recommendations.
- If the proponent chooses to use the Tesla Megapack, all recommendations from the Victorian Big Battery Fire Statement of Technical Findings – Victorian Government 2021 will be implemented.

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Consolidated mitigation measures

Bushfire risk

- Appropriate setbacks from adjacent unmanaged hazardous vegetation of minimum 10m (APZ), confirmed subject to detailed design.
- Within the 11m APZ, minimum 4m wide all-weather gravel perimeter road, generally in compliance with the PBP.
- Manage and maintain the APZ as an Inner Protection Area as per the requirements of the PBP.
- Inclusion of 200kL static water supply, in line with the requirements of Table 7.4a of the PBP.
- Electrical services in line with the requirements of Table 7.4a of the PBP.
- Constructed to the appropriate Bushfire Attack Level (BAL) as per AS3959:2018 - Construction of buildings in bushfire-prone areas.
- Preparation of a Bush Fire Emergency Management and Operations Plan during the construction and operational phase of the BESS.
- Prior to construction, preparation of a Fire Safety Study and Emergency Plan in accordance with the relevant Hazardous Industry Planning Advisory Paper (HIPAP) documents
- Prior to construction, an Emergency Services Information Package will be developed for the site in accordance with FRNSW fire safety guideline

Land use compatibility

- Land rehabilitation to be detailed as part of a Decommissioning Plan, in consideration of relevant NSW Department of Primary Industries guidelines and best practice.
- Dismantle and remove all above and below ground structures and ancillary infrastructure, including (but not limited to) all underground cabling, inverters, internal roads, fencing, footings, and concrete from the site. Recycle, reuse, or disposal of material and waste products/
- Returning the site to its pre-existing use.
- Disconnect the development from the electricity network
- Rehabilitation plans for all infrastructure during and after construction, incorporating appropriate groundcover management with local endemic species to mitigate dust and other land-use conflicts.
- Implementation of site landscaping in accordance with the accompanying Landscape Plan.

Access and traffic

Consolidated mitigation measures

- Provision of a BAL turn treatment at the Bavin Road/ Byrnes Road intersection and restriction to left in/ left out only movements at this intersection.
- Extension of road sealing on Bavin Road (west) to site entrance.
- Minor modifications to pinch points between Sturt Highway/ Elizabeth Avenue and the subject site as outlined in Table 4-8.
- Preparation and implementation of a Construction Traffic Management Plan (CTMP). The CTMP should be prepared in consultation with TfNSW and relevant councils and implemented in accordance with Australian Standard 1742.3 and the *Work Health and Safety Regulation 2017*. The CTMP will include:
 - Neighbours of the Project to be consulted and notified regarding the timing of major deliveries which may require additional traffic control and disrupt access
 - Heavy vehicles will avoid travel during peak bus operating times to limit the interaction of larger vehicles and vulnerable road users
 - 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.
 - Any OSOM vehicle trips be timed so they do not coincide with other OSOM vehicles within the surrounding area to limit the impact to the road network, which can be undertaken as part of the permit application
 - Requirements for clear fencing and signage to ensure construction traffic does not utilise private driveways
 - Details to ensure compliance with the left-in only arrangement, such as cameras, GPS tracking and employee contract requirements
 - **Strict traffic control measures in the way of radio communications between construction vehicles at all times.**
 - **Outgoing heavy vehicles will be stored within the international access road to allow passage of any incoming construction vehicles. This will ensure that only one heavy vehicle travels along Bavin Road at any given time. This will also ensure no queuing occurs on Byrnes Road from incoming heavy vehicles.**
- Confirmation of the BESS construction timeframe and work stages.
- Confirmation of expected traffic volumes generated by the BESS facility for all work stages.
- Identification of all construction vehicle haulage routes for all work stages.
- A mechanism to review identified haulage route road conditions prior to the commencement of works.
- Mechanisms/agreements (if deemed necessary) to maintain haulage route roads and road infrastructure, including local public roads used by site traffic, during construction works and to reinstate roads to at least pre-construction conditions.
- Qualify any requirement for specific work stage construction traffic management plans.
- Qualify and identify any relevant mechanisms for OD vehicle permits and traffic management requirements.
- Confirm on-site the adequacy of available sight distances along Bavin Road from the site access point.

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Consolidated mitigation measures

- Only construction vehicles for the BESS facility will utilise the site access off Bavin Road. All construction vehicles associated with the Transgrid connections works will be through the current access off Byrnes Road

Aboriginal heritage

- The proposed works within the development footprint may proceed with no further archaeological assessment required; noting that further archaeological assessment may be required if the proposed development extends outside of the subject land as assessed in this report. This would include consultation with the RAPs and may include further field assessments.
- All access to the site and laydown areas must be within the project area assessed by the report
- Prior to the commencement of the proposed works. Aboriginal Cultural Heritage Awareness training should be included as part of the induction, and all site personnel who will work on the project must complete it. The Aboriginal Heritage Awareness training must be prepared in consultation with the Registered Aboriginal Parties for this proposed development.
- If any items suspected of being Aboriginal in origin are discovered during the work, all work in the immediate vicinity must stop and Heritage NSW notified. The find will need to be assessed and if found to be an Aboriginal object, and Aboriginal Heritage Impact Permit (AHIP) may be required.
- In the unlikely event that human remains are discovered during the development works, all work must cease in the immediate vicinity; Heritage NSW and the police should be notified. Further assessment would be undertaken to determine if the remains were Aboriginal or non-Aboriginal. If the remains are deemed to be Aboriginal in origin, the Registered Aboriginal Parties should be advised of the find as directed by the appropriate heritage team within Heritage NSW. Heritage NSW would advise the Applicant on the appropriate actions required.
- The remainder of the spur landform outside of the development footprint must be avoided as it may contain sensitivity due to its connection with the same ridgeline as the Bomen Axe Quarry Aboriginal Place

Historic heritage

- Works at that identified heritage location will cease with an appropriate buffer zone of at least 20m to allow for the assessment and management of the find. All site personnel will be informed about the buffer zone with no further works to occur within the buffer zone
- A heritage specialist should be engaged to inspect and assess the item
- For items determined to be historic relics, work must remain ceased in the affected area and the Heritage Council must be notified in writing. This is in accordance with section 146 of the Heritage Act 1977 (NSW)
- Depending on the nature of the discovery, additional assessment may be required prior to the recommencement of work in the area. At a minimum, any

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Consolidated mitigation measures

find should be recorded by an archaeologist.

Biodiversity

- Establishment of exclusion zones during construction on the eastern and western side of the access road in the vicinity of the mapped biodiversity constraint area to avoid inadvertent impacts.
- Inclusion of biosecurity and hygiene controls within the Construction Environmental Management Plan, including:
 - Activities that could lead to the introduction, presence, or spread of a pest or disease of plants or animals, a pest animal or weed in **in accordance with the Biosecurity Risk Management in Land Use Planning and Development Guide**
 - Effective management of risks during both the construction and operational phases
 - Effective management of bulk earthworks (potential soil contamination), excess fill and new fill for the site
 - Identify risks, prioritise and develop strategies to prevent, eliminate or minimise these risks.

Visual

- The Landscape Plan will be implemented based on the final detailed design, to minimise views of infrastructure
- Additional screening will be planted within the northern and eastern boundary of Lot 1 DP854330. Screening will be consistent with existing screening within the lot. Ongoing maintenance would be the responsibility of the non-associated landowner.
- Good design principles employed through the proposed development design phase can significantly reduce the visual impact. Consideration will be given to the colours, type and height of the facility to ensure minimal contrast and to help blend into the surrounding landscape to the extent practicable
- External lighting shall be installed to comply with Australian/New Zealand Standard AS/NZS 4282:2019 – Control of Obtrusive Effects of Outdoor Lighting, or its latest version
- Timed lighting shut off will be consistent with the adjacent substation operations.

Contamination

- Any imported fill material will be checked to make sure that it is free of contaminants.
- If contaminated material is identified onsite during the construction program, the Unexpected Finds Protocol will be implemented.

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Consolidated mitigation measures

- Prior to the commencement of construction, the Applicant will consult with Transgrid to determine whether any known spills or contaminating activities have occurred at the substation. If spills or contaminating activities are identified as result of this consultation, further investigation will be required.
- A Construction Environmental Management Plan (CEMP) will be developed and implemented for the Project. The CEMP will:
 - Acknowledge that soils at the site may be impacted with contaminants associated with cropping, including organochlorine pesticides (OCPs), organophosphate pesticides (OPPs) and herbicides
 - Include the Unexpected Finds Protocol (UFP) provided in the PSI. The UFP will be implemented, should contamination be identified onsite during the construction program
 - Should groundwater be encountered during construction, works will cease and further investigation will be required.

Air quality

- Bavin Road will be sealed, from the edge of the existing seal to the site entrance
- A reduced speed limit would be enforced within the site.
- Vegetation clearing would be kept to minimum within the proposed BESS area.
- Stockpiles at the site which has a potential to generate dust would be covered.
- Equipment will be turned off while not in use.
- Weather will be monitored and if dust visually detected at any time during construction, a water cart would be used to suppress dust.
- Soil polymer will be used on the unsealed sections of the internal access track
- During the operation of the BESS, soils are to be protected, and perennial grass cover is to be maintained in order to slow dust generation.

Hydrology and flooding

- Implementation of the Stormwater Management Report and accompanying design plans, subject to any further detailed design as required.
- Ensure appropriate drainage controls are incorporated into the design to minimise the area of disturbance, runoff and pollutant generation.
- Erosion and sediment control measures will be implemented to mitigate any impacts in accordance with the guidelines in Landcom: Managing Urban Stormwater: Soils & Construction (the 'Blue Book').

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