

17 March 2026

Divyaa Sundaravadivel
Senior Planner, Energy Assessment
Department of Transport and Planning

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

Dear Divyaa,

RE: Response to request for Further Information, PA2504151 - 2977 HAMILTON HIGHWAY DARLINGTON

Thank you for your Request for Further Information (RFI) dated 16 January 2026. Please find below our response in Table 1. A response to your preliminary assessment has also been provided in Table 2.

In addition to our tabulated response, please also find attached with this letter:

- Updated Application Form
- Updated Planning Report (in both 'tracked changes' and 'clean' versions)
- Revised plan pack, with additional plans and updates to address the RFI
- Updated Traffic Impact Assessment
- Updated Flora & Fauna Assessment
- Updated Noise Impact Assessment
- Native Vegetation Removal (as an Appendix in the Flora and Fauna Assessment)
- Murchs Corner BESS Contours Plan (note: this is for information only, not a part of the planning application)

Please also consider this response to RFI letter as a Section 50 amendment, to add a permit trigger under Clause 52.17-1, for impacts to a DEECA mapped wetland (native vegetation removal).

Table 1 — RFI Responses

Request	Response
<p>1</p> <p>The application form amended to include all permit triggers and cost of development value.</p> <p>It is noted only Clause 53.22 has been identified on the form.</p>	<p>Confirmed the cost of development value in the application form is \$1 billion.</p> <p>Please find below all provisions that trigger a planning permit requirement for this application:</p> <ul style="list-style-type: none"> ▪ 35.07-1 Section 2 Use of land for a Utility Installation. ▪ 35.07-4 To construct a building or carry out works associated with a Section 2 Use. ▪ 52.05-14 – To develop land for a business identification sign ▪ 52.06-6 To provide car parking spaces to the satisfaction of the responsible authority. ▪ 52.17-1 Native vegetation removal
<p>2</p> <p>Amend development plans to scale to show the following:</p>	<p>Please see revised Appendix B Plan Pack.</p>
<p>2a</p> <p>setbacks from proposed building and ancillary infrastructure to title boundaries</p>	<p>See Concept Layout Plans.</p>
<p>2b</p> <p>setbacks from BESS units to neighbouring dwellings</p>	<p>See Dwellings Plan</p>

ADVERTISED PLAN

2c	dimensions and materials of the proposed and existing crossovers, internal accessways and car parking area	See Concept Layout Plans. The Traffic Impact Assessment has been updated with swept paths that inform the dimensions.
2d	identify the proposed and existing crossovers as either primary or secondary access points (Note: There is a discrepancy with the Traffic Report and what is depicted on submitted plans.)	The Traffic Impact Assessment has been updated accordingly. The northern access is primary construction and operation access. The southern access will have an upgrade but be a secondary/emergency access only. The access is retained for farming purposes and because AusNet require ongoing maintenance access for the existing transmission line.
2e	remove reference to 'indicative future transmission easement' if the application does not include permit trigger under Clause 52.02 of Moyne Planning Scheme	See Concept Layout Plans. The reference to transmission 'easements' has been removed because the application is not varying any easements.
2f	<p style="text-align: center; border: 2px solid red; padding: 5px;">This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</p> <p>ocation of native vegetation to be removed or retained for the proposed crossover as well as the internal accessway and works (including earthworks) for the transmission line within 200m of the DEECA mapped wetland</p>	See Concept Layout Plans. There is no native vegetation at the location of the proposed crossover to Darlington-Terang Road. The BESS area and Terminal Station completely avoid areas of native vegetation (including mapped wetland). Works will potentially be required for the existing farm access track and eastern transmission tower within the DEECA mapped wetland around Mt Fyans Drain. These works will be undertaken by AusNet as they are to augment AusNet's existing assets and exact siting and design is not yet known (subject to detailed design post-approval). Those works can be undertaken under existing AusNet exemptions, however, an indicative native vegetation removal is now included for completeness. The area did not appear to support any native vegetation at the time of the field assessment (August 2025) and construction can be managed in dry seasons to reduce impacts. The attached Appendix L Native Vegetation Removal report demonstrates the low biodiversity value of this mapped area.
2g	provide a dimensioned floor plan for all permanent buildings (switch room, control room etc.)	Please refer to updated Appendix B Application Plans for dimensioned floorplans of: <ul style="list-style-type: none"> ▪ Switchgear and control building ▪ O&M building and storage building
2h	provide a minimum of two (2) dimensioned and labelled elevations plans for each of the following: <ol style="list-style-type: none"> i. all ancillary infrastructure (inverters, BESS units, transformers, substation etc.) ii. buildings (switch rooms, control rooms etc.) iii. grid connection infrastructure for all options considered (powerlines, towers etc.) 	Please refer to updated Appendix B Application Plans for elevations of: <ul style="list-style-type: none"> ▪ BESS unit ▪ PCS ▪ Power transformer ▪ Switchgear and control building ▪ O&M and storage building ▪ Transmission tower ▪ Gantry
2i	elevation plans to detail the depth/height of earthworks (cut and fill)	See Murchs Corner Contours Plan (not part of the planning application). The topography of the BESS area is quite flat, with slight slope towards the east that can be harnessed for hardstand grading. A target gradient of 1-2% across the hardstand (directing to stormwater detention ponds) can be achieved with less than 1.6m of fill above natural ground level at the edges

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

ADVERTISED PLAN



		of the BESS area. As such, it is respectfully requested that a cut/fill plan is required as a condition of permit.
2j	clarify which infrastructure components are included for a 'power conversion unit'	See Concept Layout Plans. The main components included in a power conversion unit are the inverter, 33/0.69 kV transformer, MV switchgear and control equipment. These components are housed in a container unit similar to the BESS container, and shown on plans.
2k	location and dimension of signage	Please refer to Section 6.4 and 3.1 in the updated Planning Application Report. The location of signage is not known yet as the details will be finalised in detailed design. The Proponent can provide an updated plan prior to construction. The sign would be no more than 3 sqm and would provide for appropriate identification signage.
3	Amend Planning Report to address the following:	Please refer to the updated Planning Application Report.
3a	detail the quantity for BESS units, inverters, transformers etc.	See Section 3.2 and 3.3
3b	details of the proposed signage	As previously commented, see Section 6.4 and 3.1
3c	clarify if Clause 52.02 is triggered under Moyne Planning Scheme for the 'indicative future transmission easement'	Clause 52.02 is not triggered because no easement is being varied.
3d	assessment under the relevant decision guidelines for Clauses 52.02 and 52.05 as applicable	See Section 6.4 for the assessment of Clause 52.05. Clause 52.02 is not triggered because no easement is being varied.
4	Amend Flora & Fauna Assessment to address the following:	Please refer to updated Flora and Fauna Assessment.
4a	confirm if any proposed works to construct or carry out, including but not limited to, internal accessways and works associated with the transmission line, will occur within the DEECA mapped wetland, and whether such works will impact or require the removal of any native vegetation within the wetland. (Note: There are discrepancy throughout this report regarding whether works occur within the wetlands.)	See Section 5, page 23, paragraphs 2 and 3. Native vegetation impacts will not occur as a result of the BESS placement, the terminal stations, the two accessways and the proposed crossover. Nor will the western pylon impact any flora or fauna (see section 5, page 23, paragraph 5). Impacts to a DEECA mapped wetland may occur for the augmentation of the existing internal roadway and the eastern transmission pylon. While these works will be dealt with by Ausnet (under their existing works exemptions), a NVR report has been attached for demonstration of likely impacts and to satisfy Clause 52.17.
4b	if any vegetation within the wetland is impacted, detail the proposed mitigation measures to minimise and manage these impacts.	See Section 5, page 23, paragraph 4. Minor inclusion stating should Ausnet need to augment the existing infrastructure, they should do this when the wetland is not active and therefore minimise potential for permanent impacts to soil and vegetation.
4c	provide an ecological assessment of the proposed vehicle crossover along Darlington-Terang Road, detailing any impacts to existing native vegetation and fauna habitats. (Note: This report does not evaluate the ecological impacts directly associated with the proposed vehicle crossover.)	Clearer explanation of the lack of native vegetation values within the roadside in Page 7, Section 3.1, Paragraph 4. Clearer explanation of lack of impact in Page 19, Section 4.2.1, Paragraph 5

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

ADVERTISED PLAN

		Addition of a statement in Section 5 Page 23 paragraph 2 about the lack of native vegetation in the roadside. Addition of a statement in Table 5, Page 23 that no native vegetation was recorded within the roadside.
5	Amend Traffic Assessment to address the following:	Please refer to updated Traffic Assessment.
5a	dimensions of the proposed vehicle crossover	Completed.
5b	provide swept path analysis of the proposed vehicle crossover to accommodate B-Double vehicles	Completed, attached to Traffic Assessment.
6	Amend Noise Impact Assessment to address the following:	Please refer to updated Noise Impact Assessment. Updated page 10 addressing item 6A and 6B.
6a	confirm if the noise modelling assumes the infrastructure is operating at full capacity (100%), including the cooling fans	The sound power levels of the assessed equipment were based on real data, all operating at full capacity, including the cooling fans. See Section 4.3.1 for details on the assessed equipment.
6b	confirm if the noise modelling includes any proposed medium high voltage transformers	See note 2 in Table 6. Each medium voltage transformer is deployed with an inverter (sound power level of 92 dBA) and switch box on a skid. Since the transformer is ~25 dBA quieter than the inverter its noise contribution is negligible.
6c	location and height of noise walls to be detailed (if applicable)	Not applicable, no noise walls are proposed.

Table 2 — Preliminary Assessment Response

Initial Assessment	Response
Please note that if the proposal results in an additional permit trigger for the removal of native vegetation under Clause 52.17 and/or the creation of an easement under Clause 52.02, all documentation, including plans, must be updated, and a Section 50 amendment lodged.	A planning permit trigger under Clause 52.17 has been confirmed, to be included via Section 50 amendment. Please consider this RFI response as the Section 50 amendment. This trigger covers potential impacts to a DEECA mapped wetland should AusNet need to undertake augmentation works to existing pylon and access track at the eastern end of the 'cut in'.
Please ensure that all application documents are consistent, and that any updates/amendments made to the development plans in response to the above are consistent with the relevant assessments (e.g., ensure the infrastructure assessed in the noise report is the same as that which is shown on the plans).	Noted and updated.

Additionally, comments were received by Moyne Shire Council on the planning application. The key comments and our responses are summarised in Table 3.

Table 3 – Moyne Shire Council's comments

Summary	Response
<p>Planning application report</p> <ul style="list-style-type: none"> Provide more assessment in the planning application rather than referring to technical report. Further assessment on surrounding land uses. Further explain why/how adjoining uses will not be impacted. More information on vegetation screening. 	The surrounding area comprises relatively few rural dwellings, large agricultural properties and a number of waterways and wetlands. Immediately surrounding the Project are the two creeks, Darlington-Terang Road, the Stony Point property, and the proposed Darlington Wind Farm.

	<p>We believe the planning application sufficiently assesses the surrounding land uses and will have minimal impacts to hydrology, traffic, or agricultural activities. We also consider the level of detail appropriate, with references and reliance upon supporting technical reports.</p> <p>A landscape plan will be prepared prior to construction with further detail on the vegetation screening.</p>
<p>Traffic Impact Assessment</p> <ul style="list-style-type: none"> ▪ Traffic volume ▪ Spelling ▪ Queried works outside of work hours ▪ Queried source of quarry traffic and corresponding traffic impacts ▪ Clarify AADT movements ▪ Access treatment – suggested upgrading both, although conflicting comments on existing crossover ▪ Suggested checking OSOM routes ▪ Intersection assessment suggestions 	<p>Minor comments were incorporated into the updated Traffic Impact Assessment.</p> <p>The Traffic Management Plan will provide further detail on OSOM routes and traffic volume.</p> <p>If works are required to take place outside of standard work hours, the relevant approvals will be sought.</p> <p>The Proponent is confident that no construction traffic (heavy vehicles) will come from the south of the Project. Therefore, an assessment of construction vehicles approaching south along Darlington-Terang Road has not been included.</p> <p>The suggestion to upgrade both access points has been incorporated. Both access points will be upgraded and sealed between the property boundary and Darlington-Terang Road.</p>
<p>Fire Safety Study</p> <ul style="list-style-type: none"> ▪ Requested confirmation of turning circles and passing bays ▪ Suggested measures for emergency management plans/secondary consent. 	<p>These comments will be addressed in the relevant management plans, required as planning permit conditions.</p>

We trust the information provided above is sufficient. If DTP considers that this response has not answered all of DTP’s requests, please consider this letter as an extension of time to respond to further information.

I trust that all the information provided is sufficient. Should you have any further questions, please do not hesitate to contact me by email or at 0422 424 144.

Kind Regards,

Billy Greenham
 Associate Director
Cogency Australia
+61 422 424 144
billy@cogencyaustralia.com.au

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED
PLAN**