

Planning Assessment Officer Report

PA2403305 Tarrone Battery Energy Storage System



Planning Assessment Officer Report Energy Assessment

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Department
of Transport
and Planning

OFFICIAL

Executive Summary



Key Information	Details																									
Application No:	PA2403305																									
Received:	28 October 2024																									
Statutory Days:	118																									
Applicant:	Global Power Generation Australia Pty Ltd																									
Planning Scheme:	Moyne																									
Land Address:	574 Tarrone North Road, Tarrone																									
Proposal:	Use and development of the land for a utility installation (Battery Energy Storage System), associated buildings and works and removal of native vegetation.																									
Development Value:	\$ 190,000,000																									
Why is the Minister responsible?	<p>In accordance with the schedule to Clause 72.01 of the Planning Scheme:</p> <p><i>The Minister for Planning is the responsible authority for matters under Divisions 1, 1A, 2 and 3 of Part 4 of the Act, and matters required by a permit or the scheme to be endorsed, approved or done to the satisfaction of the responsible authority, in relation to the use and development of land for a:</i></p> <ul style="list-style-type: none">• <i>Utility installation used to:</i><ul style="list-style-type: none">○ <i>Transmit or distribute electricity.</i>○ <i>Store electricity if the installed capacity is 1 megawatt or greater</i>																									
Why is a permit required?	<table><tr><th>Clause</th><th>Control</th><th>Trigger</th></tr><tr><td rowspan="2">Zone:</td><td>Clause 35.07 Farming Zone</td><td><i>Use the land for a utility installation (battery and ancillary infrastructure)</i> <i>Construct a building or construct or carry out works associated with a Section 2 use of Clause 35.07-1</i></td></tr><tr><td>Clause 37.01 Special Use Zone</td><td><i>Construct a building or construct or carry out works</i></td></tr><tr><td>Overlays:</td><td>Clause 42.01 Environmental Significance Overlay</td><td>N/A</td></tr><tr><td rowspan="2">Particular Provisions:</td><td>Clause 52.06 Car Parking</td><td>N/A</td></tr><tr><td>Clause 52.17 Native Vegetation</td><td><i>To remove, destroy or lop native vegetation, including dead native vegetation</i></td></tr><tr><td>Cultural Heritage:</td><td colspan="2">Cultural Heritage Management Plan (CHMP) was approved on 17 October 2024.</td></tr><tr><td>Referral Authorities:</td><td colspan="2">AusNet Transmission Group (s55 – determining) WorkSafe (s55 determining)</td></tr><tr><td>Public Notice:</td><td colspan="2"><p>Notice of the application under section 52(1)(a) of the <i>Planning and Environment Act 1987</i> (the Act) was given to owners and occupiers of all land adjoining the site.</p><p>Notice of the application was given to Moyne Shire Council under section 52(1)(b) of the Act.</p><p>Notice of the application was given to the following individuals and authorities under section 52(1)(d) of the Act:</p><ul style="list-style-type: none">• Owners and occupiers within 1km of the project site• Country Fire Authority• Head, Transport for Victoria• Eastern Maar Aboriginal Corporation• Energy Safe Victoria</td></tr></table>	Clause	Control	Trigger	Zone:	Clause 35.07 Farming Zone	<i>Use the land for a utility installation (battery and ancillary infrastructure)</i> <i>Construct a building or construct or carry out works associated with a Section 2 use of Clause 35.07-1</i>	Clause 37.01 Special Use Zone	<i>Construct a building or construct or carry out works</i>	Overlays:	Clause 42.01 Environmental Significance Overlay	N/A	Particular Provisions:	Clause 52.06 Car Parking	N/A	Clause 52.17 Native Vegetation	<i>To remove, destroy or lop native vegetation, including dead native vegetation</i>	Cultural Heritage:	Cultural Heritage Management Plan (CHMP) was approved on 17 October 2024.		Referral Authorities:	AusNet Transmission Group (s55 – determining) WorkSafe (s55 determining)		Public Notice:	<p>Notice of the application under section 52(1)(a) of the <i>Planning and Environment Act 1987</i> (the Act) was given to owners and occupiers of all land adjoining the site.</p> <p>Notice of the application was given to Moyne Shire Council under section 52(1)(b) of the Act.</p> <p>Notice of the application was given to the following individuals and authorities under section 52(1)(d) of the Act:</p> <ul style="list-style-type: none">• Owners and occupiers within 1km of the project site• Country Fire Authority• Head, Transport for Victoria• Eastern Maar Aboriginal Corporation• Energy Safe Victoria	
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1 objection from the community has been received as of **15 May 2025**.
Head, Transport for Victoria provided a submission of no objection.
CFA and Moyne Shire Council have provided submissions of no objection, subject to condition.

Recommendation Issue a planning permit subject to conditions.

Delegates List: Approval to determine under delegation received on **25 June 2025**



Application Process

1. The key milestones in the application process were as follows:

Milestone	Date
Pre-application meeting	N/A
Application lodgement	28 October 2024
Further information requested	20 November 2024
Decision Plans	Plans prepared by Umwelt: <ul style="list-style-type: none">• Figure 3A - Locality Plan• Figure 3B – Amended Site Plan• Site Survey, dated 8 May 2024• General Arrangement (Sheet 1 and 2), dated 14 October 2024.

2. The subject of this report is the decision plans (as described above).
3. The application is supported by consultant reports including:
 - Planning Report prepared by GPG Naturgy Group and dated October 2024
 - Bushfire Risk Assessment prepared by ABPP and dated 21 June 2024
 - Flora and Fauna Assessment prepared by GPG Australia and dated June 2024
 - Landscape and Visual Impact Assessment by aela and dated 15 August 2024
 - Noise Assessment prepared by Marshall Day and dated 18 July 2024
 - Preliminary Hazard Analysis prepared by Riskcon Engineering and dated 16 December 2024
 - Traffic Impact Assessment prepared by Impact and dated 26 June 2024
4. Following a review of the reports by Moyne Shire Council, the following amended reports were provided to correct errors when referencing the local Council and road names:
 - Bushfire Risk Assessment prepared by ABPP and dated 10 March 2025
 - Traffic Impact Assessment prepared by Impact and dated 5 March 2025
5. The corrections were considered inconsequential and as such the application was not re-advertised, however, the corrected reports were made publicly available via the department's website.

Proposal Summary

6. Global Power Generation Australia Pty Ltd proposes a Battery Energy Storage System (BESS) with a storage capacity of 200MW (400MWh) and ancillary infrastructure including underground cabling, which is defined as utility installation under the planning scheme.
7. The site is 83.34 hectares (ha) in area (not including the Tarrone Terminal Station), with the BESS and associated infrastructure occupying approximately 6ha. The proposed BESS facility will connect to the Tarrone Terminal Station (DTS), which is immediately adjacent to the west of the site, via an underground 132kV transmission line approximately 200m in length.

8. Associated infrastructure includes inverters, HV (132/33Kv) and auxiliary transformers, substation, operation and maintenance facilities, 2.1m high security fencing, on-site water storage, and internal access roads. The tallest element within the proposed Project would be the module batteries at 3.6m in height.
9. Site access is proposed from two local roads, Tarrone North Road and Riordan Road.
10. The proposal includes removal of native vegetation under Clause 52.17, including patches of remnant vegetation and scattered native trees located primarily along the Tarrone North Road reserve.
11. No new landscaping is proposed.

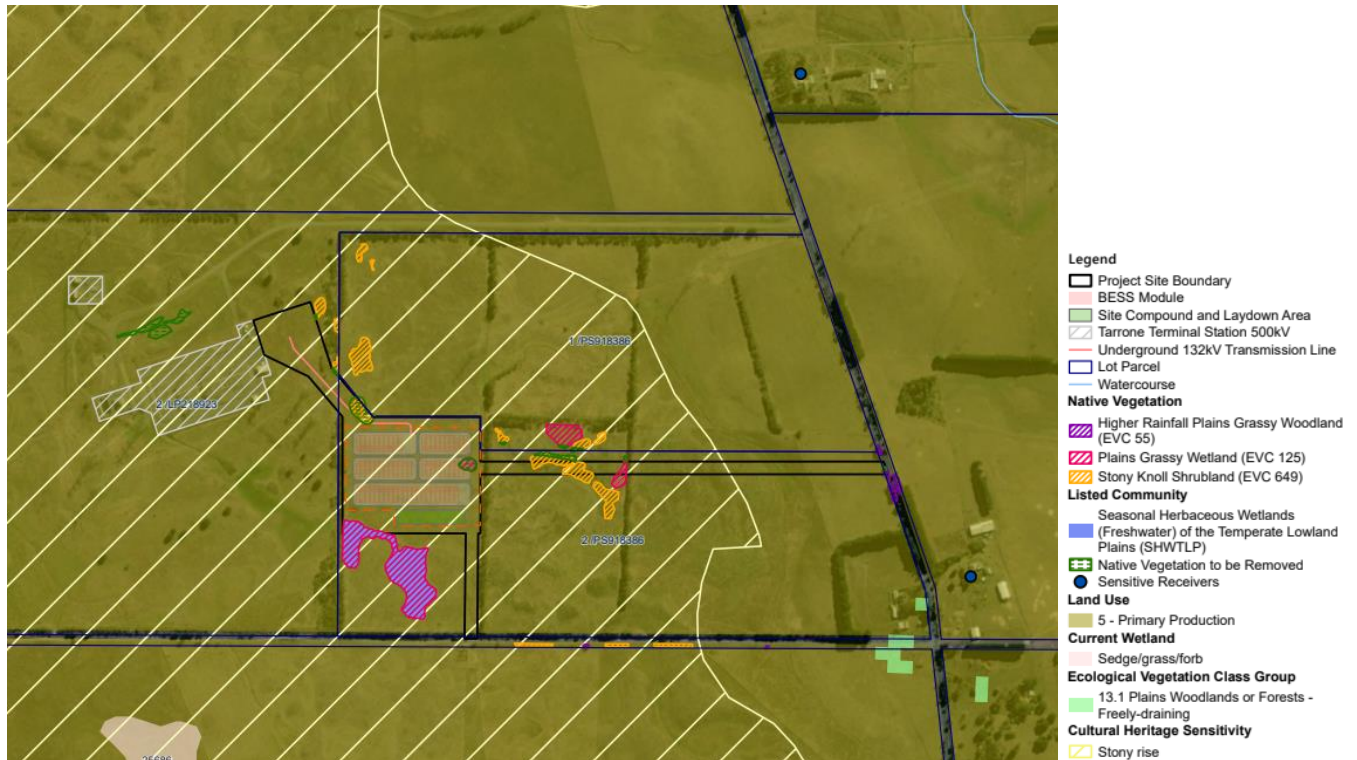


Figure 1. Tarrone BESS Site Plan indicative site layout (Figure 3B, Umwelt).



Site Description

12. The subject site is located approximately 25km north of the Port Fairy Township, within the Moyne Shire Council municipality. The site is zoned Farming Zone, with the exception of the terminal station which is within the Special Use Zone.
13. The project area comprises the main facility site, located at 574 Tarrone North Road, Tarrone, and the existing Tarrone Terminal Station adjoining to the west.
14. The site is formally known as:
 - Lot 1 on Plan of Subdivision 918386G
 - Lot 2 on Plan of Subdivision 918386G
 - Lot 2 on Plan of Subdivision 218923A
15. There are several electricity easements which affect the site, benefitting the State Electricity Commission, SPI Powernet Pty Ltd or Powercor Australia Ltd. The subject proposal will have no impact on the easements.
16. There are no restrictive covenants, section 173 agreements or other encumbrances on the titles that restrict the proposed use and development.
17. The Terminal Station is provided access from Tarrone North Road. The project site will be provided a separate access from Tarrone North Road and a secondary access from Riordans Road to the south. Riordan Road is unsealed.
18. The site predominantly comprises privately owned agricultural land, used for grazing and pasture. The site is characterised by basaltic soils and a gently undulating landscape, characterised by wet depressions at the low points and stony rises, exposing basaltic rock at the high points. There are no major or minor waterways that intersect with the Project site.
19. Vegetation primarily consists of introduced pasture grasses and broad-leaf weeds. The broader property is surrounded by planted windrows of native trees and shrubs. Native vegetation is primarily contained to the wet depressions or stony rises or along the adjoining reserves of Tarrone North Road and Riordans Road.
20. The site is zoned Farming Zone and Special Use Zone and is partially affected by the Environmental Significance Overlay (Schedule 5) as illustrated in Figure 2.

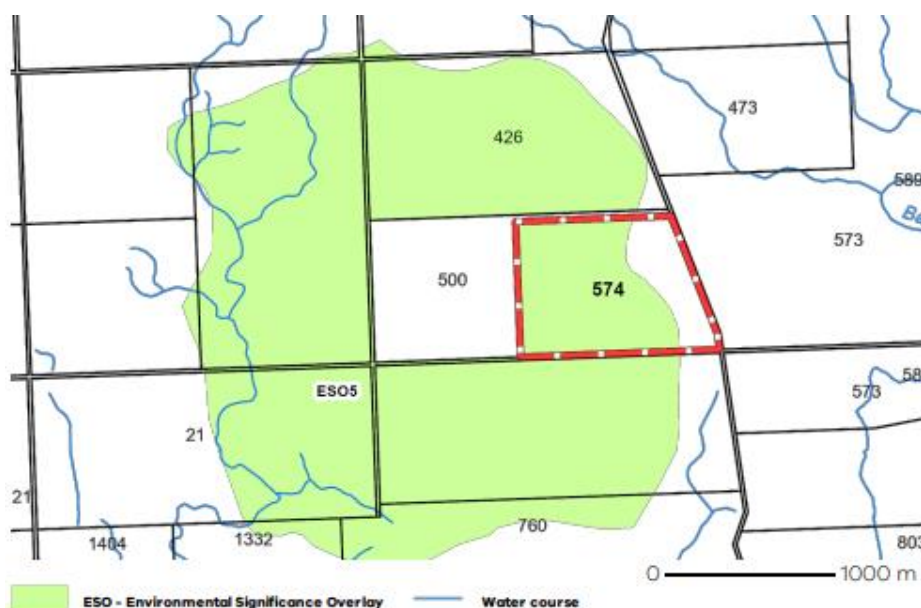


Figure 2. Overlay Map for subject site (VicPlan Map, May 2025)



Figure 3. Part of the subject site, with the existing Tarrone Terminal Station visible beyond, as viewed from Tarrone North Road (Officer site visit, 2025).

Site Surrounds

21. The surrounding land uses are predominantly agricultural and are a mix of small acreage properties and larger farming properties. These properties are primarily used for stock grazing activities. Watercourses and waterbodies are limited to the Moyne River which runs to the east of the site (across Tarrone North Road) and some unnamed creek lines, none of which flow through the subject site.
22. Vegetation in the study area primarily consists of introduced pasture grasses and broad-leaf weeds. The broader property is surrounded by planted windrows of native trees and shrubs. Areas supporting native vegetation are primarily contained to the wet depressions or stony rises and land adjoining reserves along Tarrone North Road and Riordans Road.
23. Development surrounding the site can be described as follows:
 - To the **north** of the project area is the private access road to the Tarrone Terminal Station. Further north lies agricultural land, with no residential or urban development in close proximity.
 - To the **south** of the site is Riordans Road, a local unsealed road. Further south lies agricultural land, with no residential or urban development in close proximity.
 - To the **east** of the site is North Tarrone Road, a local sealed road. Beyond which land is predominantly characterised by agricultural uses and some associated dwellings (the nearest of which are located at No. 473 and No. 573 Tarrone North Road, approximately 900 metres to the north-east and east of the indicative BESS footprint, respectively).
 - To the **west** of the site, the site is adjoined by the existing Tarrone Terminal Station. There are no residential or urban development in close proximity to the site to the west.



Figure 4 and 5. Tarrone North Road looking north with subject site on left (left), Riordans Road looking east with subject site on left (Officer site visit, 2025).

24. There is also proposed / approved development in proximity to the site, including the Tarrone Power Station (west) Willatook substation and BESS (north). Tarrone Power Station (owned by AGL Energy Ltd) received EPA Works Approval in 2010, with a facilitating Amendment C47 to the Moyne Planning Scheme being approved by the Minister for Planning in 2012. Willatook substation and BESS is associated with the wider Willatook Wind Farm which was subject to a Ministers Assessment in 2023, with recommendations for modification made. No construction has commenced for either project. The indicative layout of the existing Terminal Station and proposed Power Station, BESS and substation are shown in Figure 6.



Figure 6. 'Other projects in the area', Figure 2 in the Noise Assessment (Marshall Day, 2024)



Municipal Planning Strategy

25. The following objectives and strategies of the Municipal Planning Strategy of the scheme are relevant to the proposal:

Clause	Description
02.02	Vision
02.03	Strategic Directions

Planning Policy Framework

26. The following objectives and strategies of the Planning Policy Framework of the scheme are relevant to the proposal:

Clause 11	Settlement
11.011-1S	Settlement
11.01-1R	Settlement – Great South Coast
Clause 12	Environmental and Landscape Values
12.01-1S	Protection of Biodiversity
12.01-2S	Native Vegetation Management
12.05-2S	Landscapes
Clause 13	Environmental Risk and Amenity
13.01-1S	Natural Hazards and Climate Change
13.02-1S	Bushfire Planning
13.05-1S	Noise Management
13.07-1S	Land Use Compatibility
Clause 14	Natural Resource Management
14.01-1S	Protection of Agricultural Land
14.02-1S	Catchment Planning and Management
14.02-2S	Water Quality
Clause 17	Economic Development
17.01-1S	Diversified Economy
Clause 18	Roads
18.02-4S	Roads
Clause 19	Infrastructure
19.01-1S	Energy Supply
19.01-2S	Renewable Energy

Zoning and Overlays

Farming Zone

27. A planning permit is required for the use of land as a utility installation (other than Minor utility installation and Telecommunications facility) in accordance with Clause 35.07-1.

28. Pursuant to Clause 35.07-4, a planning permit is required to construct a building or carry out works associated with a use in Section 2 of Clause 35.07-1.

Special Use Zone – Schedule 6

29. The site is partially affected by the Special Use Zone – Schedule 6 (Tarrone Power Station). Pursuant to Clause 37.01, planning approval is not required for use of the land and to construct a building or construct or carry out works for the purposes of a 'Utility Installation' that is used for the transmission or distribution of electricity.

Environmentally Significant Overlay – Schedule 5

30. Pursuant to Clause 43.02-2, *a planning permit is required to construct a building or carry out works. This does not apply if a schedule to the overlay specifically states that a permit is not required.*
31. Clause 3.0 of Schedule 5 states that *a planning permit is not required to construct a building or construct or carry out works except if the buildings or works are to be used for accommodation including a dwelling.* The subject proposal does not relate to accommodation and as such a permit is not required.
32. Further, Pursuant to Clause 43.02-2, *a planning permit is required to remove or lop any vegetation, including dead vegetation. This does not apply if a schedule to the overlay specifically states that a permit is not required.* In this instance, Clause 3.0 of Schedule 5 specifically states that a permit is not required to remove or lop any vegetation.

Particular and General Provisions

Provisions that Require, Enable or Exempt a Permit

33. Clause 52.06 sets out the requirements of car parking design. A utility installation is not specified in Table 1, as such car parking spaces must be provided to the satisfaction of the responsible authority.
34. Clause 52.17 sets out the permit requirements for the removal of native vegetation. The development will result in up to 0.313 ha of native vegetation removal. As such, a planning permit is required under Clause 52.17 to remove, destroy or lop native vegetation, including both scattered trees and patches of remnant vegetation.
35. Clause 53.22 relates to projects which are eligible for the Development Facilitation Program, notably pursuant to clause 53.22-1 a utility installation, used to transmit or distribute electricity; or store electricity if the installed capacity is 1 megawatt or greater.


Other Planning and Environmental Approvals

Environment Protection Regulations

36. The Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues (Noise Protocol), is incorporated into the Environment Protection Regulations as of 1 July 2021 (EPA publication 1826.4).
37. The Noise protocol is used for determining noise limits for new and existing commercial, industrial and trade premises and entertainment venues. As of 1 July 2021, the Noise Protocol replaces the Noise from Industry in regional Victoria (NIRV; EPA publication 1411).

Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)

38. Under the EPBC Act, an action that has, will have, or is likely to have, a significant impact on matters of national environmental significance, including nationally or internationally important flora, fauna, ecological communities, and heritage places must be referred to the Commonwealth Minister for the Environment.

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39. The proposal is informed by an ecological assessment, which states that an EPBC Act referral to the Commonwealth Minister is not required as the project is unlikely to result in significant impacts on any Matters of National Environmental Significance (MNES).
40. It is the responsibility of the proponent to determine whether a referral is required under the EPBC Act.

Environment Effects Act 1978 (EE Act)

41. The Ministerial Guidelines for Assessment of Environmental Effects under the Environmental Effects Act 1978 (DTP, 2023) outlines the triggers for referral of a project to the Victorian Minister for Planning who will determine if an Environmental Effects Statement (EES) is required.
42. The application was accompanied by documentation stating that a referral under the Environmental Effect Act 1978 is unlikely due to poor quality habitat and minor nature of impacts.
43. It is the responsibility of the proponent to determine whether a referral is required under the EE Act.

Flora and Fauna Guarantee Act 1988 (FFG Act)

44. Under the FFG Act a permit is required to take, kill, injure, disturb or collect threatened species or protected flora species from public land.
45. The proposal is informed by an ecological assessment, which states one FFG Act listed restricted use protected flora species, Black Wattle (*Acacia mearnsii*) was recorded in the study area. This species is not proposed to be impacted by works, and as such an FFG Act permit will not be required.
46. It is the responsibility of the proponent to determine whether a FFG Act permit will be required.

Aboriginal Heritage Act 2006 (AH Act)

47. The AH Act seeks to avoid adverse effects to Aboriginal cultural heritage values as far as reasonably practicable. Where adverse effects cannot be avoided, measures must be implemented to minimise and mitigate adverse effects.
48. The proposed BESS and all ancillary land that will be for the use will be located outside the area of cultural heritage sensitivity. It is therefore considered that for the purposes of the AH Act, the “activity area” for the proposal is not within an area of cultural heritage sensitivity and a cultural heritage management plan is not required. It should be noted a voluntary CHMP (number 19987) is being prepared.



Referrals

49. The application was referred to the following groups:

Organisation	Provision / Clause	Response and date received	DTP Officer Assessment
AusNet Transmission Group <i>Determining</i>	Clause 66.02-4 – To construct a building or construct or carry out works on land within 60 metres of a major electricity transmission line (220 Kilovolts or more) or an electricity transmission easement.	3 April 2025 No objection subject to conditions requiring: <ul style="list-style-type: none"> • Parking, loading, unloading and load adjustment of large commercial vehicles is not permitted on the easement. • Vehicles and equipment exceeding 3 metres maximum operating height are not permitted on the easement without prior written approval from AusNet Transmission Group. The cleaning, washing down, or maintenance of large vehicles is not to be carried out on the easement. • Fuelling or recharging of any vehicles, equipment or plant is not permitted on the easement • All trees and shrubs planted on the easement must not exceed 3 metres maximum mature growth height. • The storage of flammable materials, including that within waste bins, is not permitted on the easement. • Materials proposed to must be stored on the easement must be approved in writing by AusNet Transmission Group. • Natural ground surface levels on the easement must not be altered by the stockpiling of excavated material or by landscaping without prior written approval from AusNet Transmission Group. • All services traversing the easement must be installed underground. • The proposed UG HV cable traversing through the easement must be a minimum of 30m from the 	These conditions are included in the recommendation, accordingly.

closest 500kV transmission tower centre. AusNet Transmission Group must be consulted on the final position of the cable for approval.

- All future works within the easement must be submitted to AusNet Transmission Group and approved in writing prior to the commencement of work on site

WorkSafe Victoria <i>Determining</i>	Clause 66.02-7 – To use land for an industry, utility installation or warehouse where a fire protection quantity is exceeded under the Dangerous Goods (Storage and Handling) Regulations 2012.	20 January 2025 No objection subject to conditions requiring:	These conditions are included in the recommendation accordingly
		<ul style="list-style-type: none"> • The applicant must submit a risk management plan, fire management plan, and emergency response plan in line with CFA Guidelines, conducted by a suitably competent person, prior to BESS arrival onsite. • The applicant must comply with risk controls outlined in the preliminary hazard analysis and bushfire risk assessment, and undertake / implement any other required risk control assessments / measures prior to BESS arrival onsite. 	

Notice

50. The application is not exempt from the notice requirements of section 52(1)(a), (b) and (d) of the *Planning and Environment Act 1987* (P&E Act).
51. The application is exempt from the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1).
52. In accordance with Section 52(1) of the P&E Act, notice of the application was given from 29 November 2024 and by email and/ or letter to
- Section 52(1)(a) of the P&E Act:
 - adjoining owners and occupiers.
 - Section 52(1)(b) of the P&E Act:
 - Alpine Shire Council
 - Section 52(1)(b) and (d) of the P&E Act to the following authorities/ agencies.
 - Owners and occupiers within 1km of the project site

- Country Fire Authority
- Head, Transport for Victoria
- Eastern Maar Aboriginal Corporation
- Energy Safe Victoria

53. Notice was also given by newspaper in the Warrnambool Standard Saturday Edition for two issues.

54. 4 submissions were received, of which 1 is an objection. The submissions raise the following:

Objector Concern	DTP Officer Response
Fire risk – including fuel load management, inadequate risk and management planning, and CFA capacity	The application is supported by a Fire Risk Assessment and was reviewed by CFA. Conditions will require final emergency, fire and risk plans to be prepared in consultation with CFA and in line with their Guidelines. CFA did not object to the proposal.
Impact on native vegetation and biodiversity – including inadequate assessment	Native vegetation removal is limited, with 90.5% of the identified remnant vegetation on site being retained. Any loss will be offset in accordance with Clause 52.17. The development footprint reasonably avoids vegetation, and a CEMP will be required to manage environmental impacts.
Noise impacts – including cumulative impacts from existing Terminal Station	A detailed Noise Assessment was submitted to demonstrate that the proposal is considered to meet the predicted noise levels comply with EPA guidelines. A condition will require an updated noise assessment before works commence.
Traffic impacts – increased construction vehicles and road safety concerns and conflicts	A Traffic Impact Assessment was provided and reviewed by Moyne Shire Council. Notice was given to Head, Transport for Victoria who did not object or recommend any conditions. Conditions will require a Traffic Management Plan and road upgrades.
Inadequate community consultation	Public notice was given in accordance with Section 52 of the P&E Act.
Potential contamination of air, water and soil – including inadequate examination of hydrology and potential risk from fire events	Conditions will relevantly require the submission of a Surface Water Assessment to confirm the BESS platform will remain flood-free and a detailed Stormwater Management Plan to address runoff and protect water quality. Further, a condition will require the submission and endorsement of a Construction Environmental Management Plan (CEMP) to mitigate contamination and biosecurity concerns during construction.

Moyne Shire Council

55. Moyne Shire Council was given notice of the application under Section 52(1)(b) of the P&E Act. Council provided a submission on 31 March 2025 which raised the following concerns and issues (in summary):

- A number of errors were identified in the Traffic Impact Assessment (26 June 2024) and Planning Report in referencing the correct Municipality and local roads.
- Concerns relating to submissions made in the Traffic Impact Assessment, including:
 - That construction traffic can be comfortably accommodated by Tarrone North Road – Council submits that estimated construction traffic for Tarrone North Road exceeds the level of service (and associated standards) to which the road has currently been constructed.
 - Council submits that the section of Tarrone North Road between the Tarrone Substation access road and Riordans Road will need upgrading as it is too narrow to accommodate 162 extra vehicle movements per day, and will need to be sealed along with the intersection and approach on Riordans Road, prior to BESS site mobilisation.
 - Council submit that the section of Tarrone North Road (southwards) between Riordans Road and the Tarrone Lane intersection is not fit for purpose for construction traffic, and Council will not support its use as a site access route for any heavy or light construction-related vehicles.
 - A Traffic Management Plan is requested to address the above and other such concerns raised in Council's submission.

- Staging – Council request that any external road upgrades required by Council should be acknowledged as a separate stage preceding the commencement of any 'Stage 1' onsite mobilisation and early works.
- Bushfire Risk Assessment:
 - Council submits that if the project is approved, prior to and during construction the proponent and construction contractor/s engage directly with local CFA Brigades including Orford, Willatook, Toolong, Kirkstall and Broadwater as well as the CFA District 5 Assistant Chief Fire Officer and Commanders.
 - Council requests a condition requiring the preparation of a detailed environmental management plan, which addresses how contaminated water and chemicals used for onsite firefighting can be managed by bunding and other appropriate containment and treatment methods.
- Flora and Fauna Assessment - Council requests a condition requiring measures to protect native vegetation alongside permanent tracks from any post-construction vehicular and/or laydown impacts.

56. DTP officers note Council's objection, and the matters raised, and these issues have been considered in the overall assessment of the proposal provided below.

Country Fire Authority (CFA)

57. CFA was given notice of the application under section 52 of the P&E Act. CFA did not object to the application and recommended that a series of conditions be included on any planning permit issued.
58. CFA requested preparation of a Risk Management Plan, Emergency Plan, and Fire Management Plan to be endorsed prior to development, in accordance with CFA's *Design Guidelines and Model Requirements for Renewable Energy Facilities*.
59. DTP officers support the inclusion of conditions to require the fire risk documents be prepared and implemented in consultation with CFA. These measures are considered sufficient to manage bushfire and internal fire risks associated with the proposal.

Head, Transport for Victoria

60. The application was advertised to the Head, Transport for Victoria (Head TfV), with a response received on 21 February 2025. Head TfV stated that they considered the application and does not object to the granting of the permit.



Key Considerations

62. The following are deemed the key considerations in assessing the acceptability of the proposal:

- Policy context and planning controls
- Amenity impacts
- Landscape and visual impact
- Impact on agricultural land
- Natural environment and natural systems
- Vehicle access and traffic
- Potential hazards

Policy Context

63. The proposal is consistent with the relevant planning policies which supports the transition and provision of renewable energy, diversification of service industries for future economic growth, supports the creation of jobs and skilled workforce while protecting the environment and agricultural land.

Municipal Planning Strategy

64. The project responds to Clause 02.03-2, by minimising native vegetation removal and locating infrastructure on previously cleared farmland. The development avoids sensitive waterway areas and includes measures to manage stormwater and firewater runoff.

65. In response to Clause 02.03-3, the development incorporates fire safety and environmental management measures, including buffer zones, and compliance with CFA guidance (subject to condition), which together ensure climate resilience and mitigate bushfire risk.

66. The proposal aligns with Clause 02.03-4, as it ensures that the BESS infrastructure will occupy only a small portion of the overall land area. The proposal will not impact access to water or other rural resources and supports long-term land management outcomes as it allows for the potential continued agricultural use of the site.

67. The project is well aligned with Clause 02.03-7, supporting regional growth through the delivery of large-scale infrastructure that strengthens energy security and promotes investment in renewable energy. The proposal will generate jobs during the construction phase and contributes to the local economy through services.

Planning Policy Framework

68. The proposal is consistent with the relevant state planning policies which support the renewable energy led transition to a low-carbon economy with reduced greenhouse gas emissions. The proposal does this by encouraging the storage of electricity to assist with the introduction of new renewable energy facilities.

69. The development appropriately responds to Clause 12.01-1S and Clause 12.03-1S, by avoiding direct impact on key watercourses in the area, locating infrastructure on previously cleared agricultural land, and minimising removal of native vegetation to only what is required for access and construction. The application proposes two access options, with associated limited removal of scattered trees, but includes a commitment to secure biodiversity offsets in accordance with Clause 52.17 and *DELWP's Guidelines for the removal, destruction or lopping of native vegetation* (DELWP Guidelines, 2017). The project avoids sensitive vegetation patches and remnant trees of highest ecological value where feasible.

70. The facility incorporates BESS containers, perimeter firebreaks, on-site firewater storage in response to Clause 13.01-1S and Clause 13.02-1S. Access is provided via an all-weather road, and infrastructure layout supports emergency response in the event of a fire. The site is located within a designated bushfire prone area, and fire management will be addressed via an Emergency Management Plan prior to construction.



71. The project meets the intent of Clause 13.07-1S, by locating the BESS more than 900 metres from the nearest dwelling and avoiding proximity to any sensitive land uses. The operational phase of the project is not expected to generate significant amenity impacts, and the visual presence of the infrastructure will be reduced through low-profile equipment and the site's topography, which is largely screened by surrounding vegetation and distance.
72. The proposal aligned with Clause 17.01-1S and 19.01-1S by supporting the grid during peak demand and storing excess energy generated elsewhere in the network and contributes to Victoria reaching its net zero emissions target by 2050. The co-location with the Tarrone Terminal Station is critical to the project's strategic value, as it enables efficient connection without the need for new long-distance transmission infrastructure. Further, the facility is consistent with state policies that seek to deliver alternative energy while providing economic growth into new industries and benefits both construction and operational jobs.

Planning Controls

Farming Zone

73. Clause 35.07 seeks to provide for the use of land for agricultural purposes and for non-agricultural uses that do not adversely affect the use of the land for agriculture, as well as encouraging the retention of productive agricultural land and promoting the retention of rural employment to support rural communities.
74. A planning permit is required for the use of the land for a utility installation in accordance with Clause 35.07-1, as this is a Section 2 use in the Farming Zone. A permit is also required to construct buildings and carry out works under Clause 35.07-4.
75. The proposed use and development are considered appropriate within the Farming Zone for the following reasons:
- The development is sited on cleared agricultural land, with approximately 6 hectares to be used for construction and operation within a broader 84-hectare project area.
 - The proposal will not fragment productive agricultural land and will allow continued agricultural use on the remaining portion of the site.
 - The infrastructure has been designed to minimise ground disturbance, can be decommissioned, and will allow for the site to be returned to agricultural use post-operation.
 - The land use is compatible with surrounding rural uses and separated from sensitive uses through appropriate location of the BESS to the west of the site, reducing potential for land use conflict.
 - The co-location of the BESS with the existing Tarrone Terminal Station supports the efficient integration of energy infrastructure and avoids unnecessary land consumption elsewhere in the region.

Environmental Significance Overlay – Schedule 5

76. Schedule 5 to the Environmental Significance Overlay (SLO5) applies to the Tarrone Power Station Environs. The overlay seeks to ensure that the Tarrone Power Station is not constrained by conflicting new uses or development, particularly when having regard to the potential noise impacts of the Power Station, and encourages that acoustic measures be incorporated to protect new accommodation (as relevant).
77. As discussed, no permits are triggered for the proposal under the ESO5 and as such the objectives and provisions of the overlay are not relevant.

Amenity impacts

Operational Noise

78. The proposed battery facility is not expected to result in unreasonable impacts due to noise while operating at full capacity.

79. The application is supported by a Noise Assessment prepared by Marshall Day and dated July 2024. The noise assessment has been prepared in accordance with EPA Publication 1826.4: *Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues*.
80. For the purposes of the assessment, Marshall Day considered receivers within 2 km of the Project, noting that compliance at these receivers will indicate compliance at other receivers, further away. The receivers include No. 574 Tarrone North Road (R01) and No. 473 Tarrone North Road (R02).



Figure 7. Project Area and nearest noise receivers (Noise Assessment, Marshall Day 2024)

81. The noise limits for the proposal, applicable at the receivers considered for assessment, are:
- Day 45 dB ENL
 - Evening 38 dB ENL
 - Night 34 dB ENL
82. The operational noise levels associated with the proposal were predicted by Marshall Day using:
- noise emission data for the battery units and transformers;
 - a 3D digital model of the Project and the surrounding environment using proprietary noise modelling software SoundPLANnoise (version 9.0); and
 - implementation of the environmental sound propagation method specified in International Standard ISO 9613-2: 1996 Acoustics – Attenuation of sound during propagation outdoors – Part 2: General method of calculation (ISO 9613-2).
83. At this stage of the project, equipment selections have not been conclusively determined and it is expected that final selections will be established following detailed design. The noise assessment therefore relies on detailed third octave noise data from a corresponding manufacturer, or approximations or assumptions based on comparable data or existing acoustic literature.



84. A reasonably conservative approach has been taken in identifying the predicted noise levels. Of note, the predicted operational noise output represents worse case scenario, based on all equipment operating concurrently at maximum effective power levels or at an elevated ambient temperature. Marshall Day also identified that a tonality adjustment of +2 dB is appropriate for predicted noise levels for the Project at the relevant receivers.
85. Based on the above, the following predicted noise levels were identified for the Project to the two nearest receivers. This demonstrates that the predicted noise levels associated with the Project are below the day, evening and night noise limits ranging from 14 dB to a minimum margin of 2 dB for the tonality adjustment.


Table 8: Predicted noise levels for the Project, dB ENL

Receiver ID	Predicted ENL ^[1]	Noise limit	Compliance? (margin)
<i>Day</i>			
TBESS Receiver 01	31	45	✓ (-14 dB)
TBESS Receiver 02	32	45	✓ (-13 dB)
<i>Evening</i>			
TBESS Receiver 01	31	38	✓ (-7 dB)
TBESS Receiver 02	32	38	✓ (-6 dB)
<i>Night</i>			
TBESS Receiver 01	31	34	✓ (-3 dB)
TBESS Receiver 02	32	34	✓ (-2 dB)

1 Includes a +2 dB $A_{\text{correction}}$ adjustment as detailed in Section 5.2. ENL applies over a 30 minute assessment period.

Figure 8. (Noise Assessment, Marshall Day 2024)

86. With respect to cumulative noise assessment, the following existing or proposed commercial, industrial and trade (CIT) premises have been identified close to the subject proposal:
- Tarrone Terminal Station – existing electrical facility related to the nearby Macarthur Wind Farm, Hawkesdale Wind Farm and Ryan Corner Wind Farm
 - Tarrone Power Station – proposed gas fired power station with legacy approval
 - Willatook Substation and BESS – proposed electrical infrastructure related to Willatook Wind Farm.
87. Marshall Day submit that the subject proposal and existing Tarrone Terminal Station are predicted to comply with the Noise Protocol noise limit (with a margin of up to 4dB). However, the proposed facilities at the Tarrone Power Station and Willatook substation and BESS is predicted to be above the night-time Noise Protocol noise limit (up to 2dB exceedance).
88. Marshall Day emphasise that:
- There are noise mitigation options available to further reduce the noise impacts of the project, including:
 - Equipment selection, preferring reduced noise levels
 - Changes to equipment orientation
 - Noise barriers
 - The other projects are subject to significant planning concerns and, based on current development progress may not be constructed in their currently proposed forms, if at all.
 - That there has been a protracted time since the Power Station’s noise assessment and as such, it is not known whether the noise impact assessment remains relevant, or representative of potential noise level contributions for TPS.
 - The non-compliance of the proposed projects “puts undue development constraints and limitations on the Project and any additional projects that may be proposed to be developed”, noting that the cumulative impacts



of the subject development and existing Terminal Station demonstrate compliance with the relevant Noise Protocol.

- Although the design of the Tarrone Power Station and Willatook BESS and substation are outside the scope of this assessment, they are able to reduce noise levels during detailed design stage to ensure their projects achieve cumulative compliance with the relevant Noise Protocol.

89. Regulation 119 of the EP Regulations regulates cumulative operational noise and states that:

Cumulative Noise

90. *If 2 or more commercial, industrial and trade premises (whether existing or proposed) emit, or are likely to emit, noise that contributes to the effective noise level, **a person in management or control of one or more of those premises must take all reasonable steps to ensure that the contribution from each of the premises, when combined, does not exceed the noise limit for the noise sensitive area.***
91. *For the purposes of subregulation (1), what constitutes a **reasonable step must be determined in accordance with the Noise Protocol.*** (emphasis added)
92. Regulation 119 does not place the obligation to comply with cumulative noise solely on the operator of this proposed facility (Global Power Generation Australia). Rather, it requires that the developers/operators of all the facilities surrounding and including the terminal station must take all reasonable steps to ensure cumulative noise does not exceed the noise limit. This obligation aligns with the General Environmental Duty (GED) under s25 of the *Environment Protection Act 2017* which provides that:
- (1) A person who is engaging in an activity that may give rise to risks of harm to human health or the environment from pollution or waste must minimise those risks, so far as reasonably practicable.*
93. Given the obligation by all operators to comply with the cumulative noise limits, the proponent's suggested cumulative noise mitigation measures (quieter equipment selection, noise walls, equipment orientation) are considered reasonable. It is noted that these mitigation measures could also be utilised by the operators of the Tarrone Power Station and Willatook BESS and substation. It is also noted that there are other noise mitigation options available to reduce the nighttime noise impacts of the facility, including reduced fan speeds and off-site mitigation at the affected properties (if required)
94. On this basis, department Officers support the project, noting that the operational noise levels are set by the EPA in accordance with EPA Publication 1826.
95. A condition has been included in the recommendation requiring the proponent to complete a final predictive noise assessment demonstrating that the final infrastructure chosen will comply with the protocol, including the consideration of cumulative noise.

Light Spill

96. It is considered that the proposal will not cause unreasonable off-site amenity impacts from lighting. A condition has been included on the permit that requires light to not cause unreasonable offsite impacts in accordance with the Australian Standard.

Electromagnetic field/ interference

97. The Australian Radiation Protection and Nuclear Safety Agency advises that the strength of radiation decreases exponentially with distance from the source, and it will become indistinguishable from background radiation within 50 m of a high voltage power line and within 5 m to 10 m of a substation.
98. The closest dwelling is located approximately 900m from the facility, well in excess of the 50m separation recommended in the *Solar Energy Facilities Design and Development Guidelines*. As such, the proposal will not have any electromagnetic interference related impacts on nearby dwellings or sensitive receptors. No further mitigation measures are required.

Landscape character and visual impact

99. A Landscape and Visual Impact Assessment (LVIA) was prepared by aela (dated 15 August 2024) to support the application. The assessment considered the visibility of the proposed development from key viewing locations from the public domain within the designated study area, as well as the cumulative visual context in relation to the existing Tarrone Terminal Station (DDTS), overhead transmission infrastructure and Wind Farms in the region.
100. The LVIA also considered the ability for landscape screening to be effective at filtering or screening views towards the project.
101. The site is located within a rural landscape with the Farming Zone and is affected by the Environmental Significance Overlay – Schedule 5 (ESO5) which applies to the Tarrone Power Station Environs.
102. The surrounding area includes a mix of cleared grazing land and vegetation around dwellings, along roadsides and creek lines, with existing energy infrastructure including the Tarrone Terminal Station (DDTS) and high-voltage transmission lines forming part of the local landscape context.
103. Twelve publicly accessible viewing locations were chosen to represent views from locations of theoretical project visibility and from where people are likely to view the project. These are identified in Figure 9 below. The LVIA submits the overall visual impact of the project at each location to be low, negligible, or NIL on the basis that the project infrastructure is generally low-profile and will be partially or fully screened from most public vantage points due to the prominence of existing infrastructure (Tarrone Terminal Station and associated powerlines), generous setbacks from property boundaries, generally flat landform and vegetation.

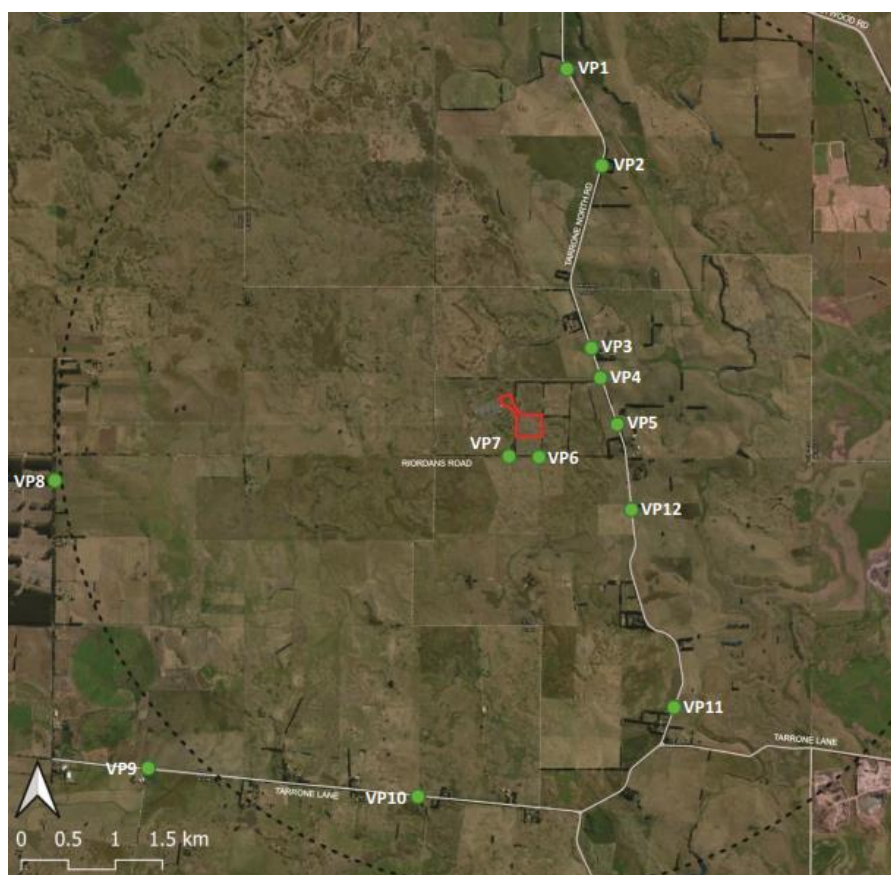


Figure 9. 'Viewpoint Location Map' (LVIA, 2024)

Of note, Viewpoint 5 is prescribed the highest overall visual impact with a rating of 'Low'. This viewpoint is nearest to the dwellings at No. 473 and No. 573 Tarrone North Road and is located at the future site access point. There is

already a break in the roadside vegetation at this location, allowing for views to the subject site, however, a tree (visible in Figure 10) is proposed to be removed also. Viewpoint 5 is demonstrated in Figure 10 and 11, the latter of which shows an enlargement of the wireframe.



Figure 10. 'Viewpoint 5 – Wireframe view' (LVIA, 2024)



Figure 11. 'Viewpoint 5 – Enlargement of Wireframe view' (LVIA, 2024)

104. As the assessment concluded NIL to low visual impacts for the proposal, the LVIA submits that further landscape mitigation for the project is not required. This is accepted by Department Officers given that:

- the only viewpoint with a direct line of site to the proposal is via a break in roadside vegetation and it is unlikely that a person would linger in the spot or be unreasonably affected by the view.
- The existing Terminal Station and associated infrastructure is located immediately behind the proposal in this instance and will continue to be more prominent within the view line.
- Views to the proposal from nearby dwellings will be limited due to the location of existing heavy roadside vegetation in these locations.

Natural environment and natural systems

Flora and Fauna impacts

105. The application is supported by a Flora and Fauna Assessment prepared by Nature Advisory and dated June 2024. The assessment substantiates that vegetation in the study area primarily consists of introduced pasture grasses and broad-leaf weeds. The broader property is surrounded by planted windrows of native trees and shrubs. Areas supporting native vegetation are primarily contained to the wet depressions or stony rises and land adjoining reserves along Tarrone North Road and Riordans Road (the latter of which was identified to be highly modified).
106. As discussed, a permit is not triggered to remove vegetation in the Environmental Significance Overlay and the Flora and Fauna Assessment does not consider the ESO5 relevant to the investigations stating 'it has no environmental implications'.
107. Of the 2.972 ha of remnant vegetation identified in the site, a total of 0.313 ha is proposed to be removed (as indicated in Figure 12 below). Offsets required to compensate for the proposed removal of native vegetation from the site are:
- 0.095 general habitat units, with following offset attribute requirements:
 - A minimum strategic biodiversity value (SBV) of 0.302
 - Located within the Glenelg Hopkins CMA boundary or the Moyne Shire municipal district.
 - Include protection of no large trees.
108. Under the Guidelines all offsets must be secured prior to the removal of native vegetation. A condition will be included in the recommendation accordingly.

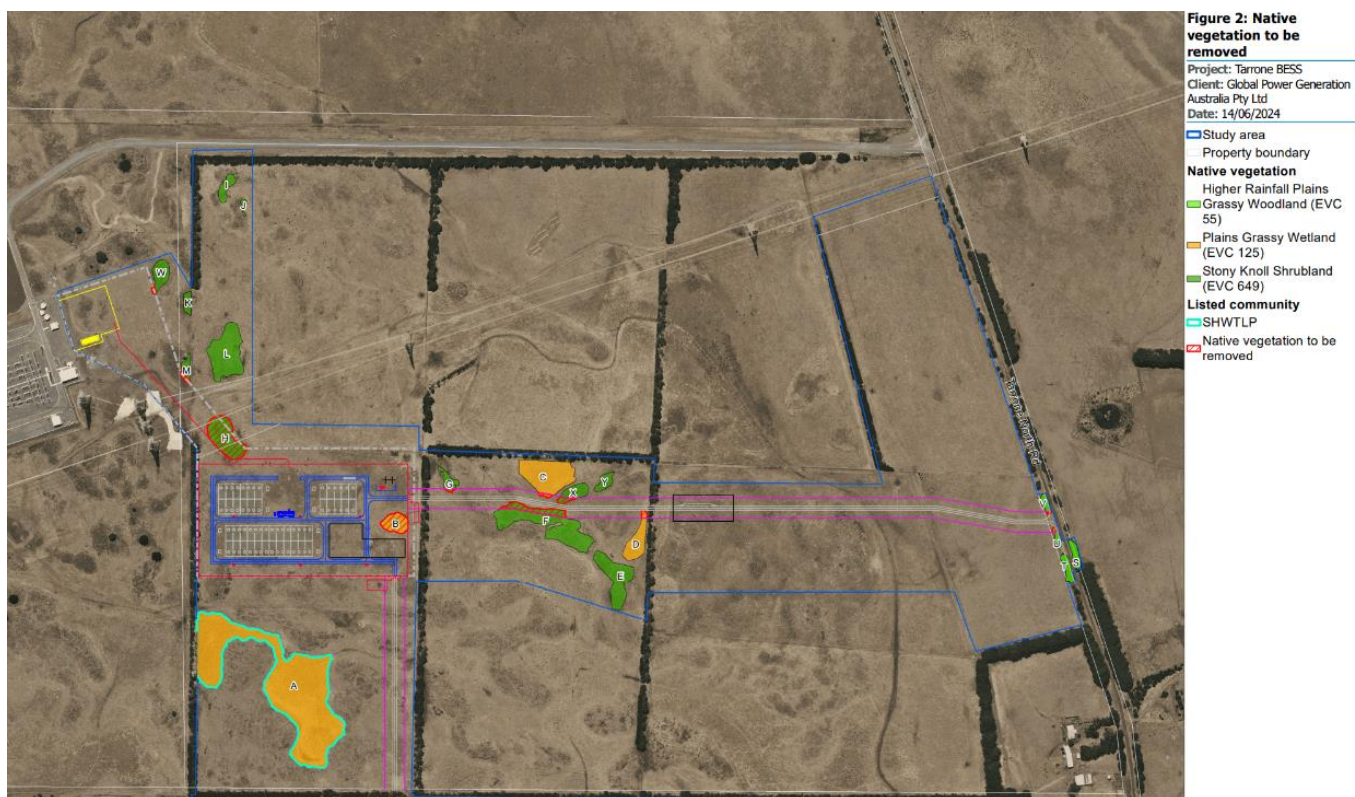



Figure 12. 'Native Vegetation to be Removed' (Flora and Fauna Assessment, 2024)

109. The proposal responds to the objectives of Clause 52.27 (Native vegetation) and Clause 12.02 (Biodiversity) by ensuring the retention of the majority of remnant native vegetation. Of the remnant vegetation identified on the




subject site 90.5% is to be retained. The Assessment submits that the largest and most intact patch (Habitat Zone A), which also represents an occurrence of the EPBC-listed community Seasonal Herbaceous Wetlands (Freshwater) of the Temperate Lowland Plains, will not be impacted. Impacted patches are already disconnected and very limited in extent, with the largest impacted patch being 0.152 ha, and the development plan has been redesigned to avoid fragmentation within existing patches. The Flora and Fauna Assessment submits that given the larger matrix of exotic pastures that these patches occur within, long-term persistence of smaller patches is considered unlikely, and their biodiversity value is generally limited.

110. As such, the proponent has demonstrated that the project has been sited to avoid native vegetation where practicable. Impacts on biodiversity and ecological values are limited and acceptable, subject to conditions requiring offset delivery and the preparation of a Construction Management Plan to manage impacts to ecological values during construction.

Vehicle access and traffic

111. The application is supported by a Traffic Impact Assessment (TIA) prepared by Aurecon dated (corrected version) March 2025, which provides an assessment of vehicle access, traffic volumes, and road capacity during construction, operation and decommissioning phases of the project.
112. This TIA concluded the following:
- Vehicle access to the site is proposed via:
 - Tarrone North Road for all construction and staff movements:
 - Riordans Road for emergency access only.
 - Swept Path Analyses indicates that each site access will be able to cater for 26 metre B-double vehicles into and out of the site.
 - The assessment anticipates a total of 81 daily (two-way) movements are anticipated during the peak construction period. A total of 8 two-way movements for over-dimension vehicles (for the delivery of the BESS components) is expected during the entire construction phase (expected to occur during Stage 2).
 - It is expected that the site will have up to four (4) daily vehicle movements associated with routine maintenance during operations, generating minimal daily traffic movements.
113. The TIA (dated March) also made the following recommendations in response to concerns raised by Moyne Shire Council:
- it is recommended that sightlines be confirmed on-site as part of the permit conditions / approval process
 - it is recommended that the pavement width be upgraded along the Tarrone North Road section from the existing TTS Expansion to the proposed site access and Riordans Roads leading up the proposed site access. This upgrade will allow for vehicles to pass simultaneously and increase capacity.
 - that Tarrone North Road (between TTS access and Riordans Road) be upgraded to a similar standard to the previously upgraded road sections north of the TTS access.
 - Council also suggested that they would require Riordans Road to be upgraded if this was to be used for access to/from the site. At a minimum, we suggest that this road be provided to an 'all weather' standard, with passing areas provided every 200m (or at a selected nominal distance).
 - that a detailed Traffic Management Plan (TMP) be prepared once the project design is complete and prior to commencement of the project construction to confirm the requirements, particularly for sight distances and for mitigation / management works.
114. A permit condition will be included on the permit requiring a Traffic Management Plan (TMP) to be prepared prior to construction, to the satisfaction of Moyne Shire Council, but to be endorsed by the Minister for Planning. The TMP will include necessary load carrying assessments, final construction routes and mitigation measures to manage construction-related traffic in line with the recommendations of the TIA.

- 
115. Finally, Moyne Shire Council requested that any external road upgrades required by Council should be acknowledged as a separate stage preceding the commencement of any 'Stage 1' onsite mobilisation and early works. This can reasonably be facilitated by condition.

Car Parking

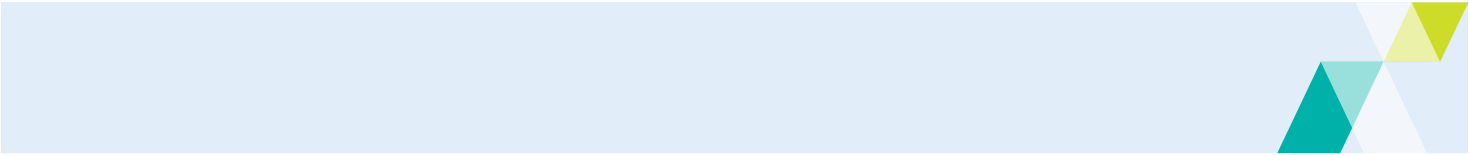
116. In accordance with Clause 52.06-6, the provision of car parking for the proposed facility must be provided to the satisfaction of the responsible authority.
117. The TIA states that:
- During construction, vehicles will be parked either at designated laydown areas, storage locations, or where construction activities are occurring.
 - During operations, operational and maintenance staff vehicles will be accommodated on-site within a vehicle parking area located adjacent to the site office.
118. Final car parking design will be confirmed through condition requiring detailed design and is expected to comply with Clause 52.06 and Australian Standard AS2890.1.

Potential hazards

Fire and Emergency Management

119. The application is supported by a Bushfire Risk Management Report, prepared by Australian Bushfire Protection Planners (ABPP) and dated 10 March 2025, and a Preliminary Hazard Analysis (prepared by Umwelt Australia Pty Ltd and dated December 2024). The report assesses the bushfire and internal fire risks associated with the proposed Battery Energy Storage System (BESS) and outlines compliance with Clause 13.02-1S of the Moyne Planning Scheme and the CFA's *Guidelines for Renewable Energy Facilities* (2023).
120. RMP concludes the following:
- The project site is located within a Bushfire Prone Area (BPA) but is not affected by a Bushfire Management Overlay (BMO). The site is largely cleared farmland, with vegetation managed for agricultural purposes and some scattered trees near road reserves.
 - The BESS layout includes a minimum 10 m fire break around infrastructure, consistent with the CFA Guidelines, and extended to the perimeter of the fenced security area.
121. The report indicates that the proposal does not currently comply with AS2419.1-2021 with regards to fire hydrant installation, and fire water supply, however, it states that the standards can be achieved. A condition will require this.
122. Notice of the application was given to CFA Risk Advisors who did not object to the application, however recommended that the following conditions be included on any permit:
- A Risk Management Plan in accordance with the CFA Guidelines:
 - An Emergency Management Plan and Fire Management Plan in accordance with the CFA Guidelines: and
 - Before the use commences, all fire protection measures shown on the endorsed plans must be implemented and that the fire protection measures must be maintained on a continuing basis for the life of the permit.
123. Conditions will be included on the permit accordingly.

Hydrology

- 
124. As supported by the Flora and Fauna Assessment, no major or minor watercourses intercept the subject site, with the nearest waterway being Back Creek to the east of the site, across Tarrone North Road. As such, a Surface Water Assessment was not submitted with the application.
125. The Planning Report indicates that drainage systems will be implemented to redirect water sources adequately. All design aspects aim to safeguard the natural flow rates with the project required to comply with Best Practice Environmental Management Guidelines (BPEM). It is recommended that conditions be included on the permit requiring a detailed Drainage and Stormwater Management Plan, prior to the commencement of works.

Dangerous Goods

126. The proposal includes the presence of dangerous goods on the site in the form of lithium-ion batteries. The estimated quantity of dangerous goods (lithium-ion batteries) exceeds the 'Fire Protection Quantity' under the Dangerous Goods (Storage and Handling) Regulations 2012. As such, a fire protection system must be established with regard to written advice from the emergency services authority.
127. As discussed above, CFA has reviewed the application documents and will inform the development of site-specific fire protection features through the preparation of management plans and ongoing consultation.
128. Exceeding the abovementioned Fire Protection Quantity also triggers referral to WorkSafe Victoria as a determining referral authority under Clause 66.02-7 of the Moyne Planning Scheme. On 20 January 2025, WorkSafe Victoria advised it does not object to a permit being granted for the proposal, subject to conditions which will be included on the permit.
129. Risks associated with the storage of dangerous goods will be appropriately managed under the relevant Dangerous Goods regulations.

Recommendation



130. The proposal is generally consistent with the relevant planning policies of the **Moyne** Planning Scheme and will contribute to the provision of energy storage within the surrounding area.
131. It is **recommended** that the delegate on behalf of the Minister for Planning issue Planning Permit PA2403305 for the use and development of the land a utility installation (battery energy storage system and ancillary infrastructure), building and works include the removal of native vegetation, at 574 Tarrone North Road Tarrone, subject to conditions.
132. It is **recommended** that the applicant, Moyne Shire council, referral authorities, submitters and the objector be notified of the above in writing.

Prepared by: [REDACTED]

I have considered whether there is a conflict of interest in assessing this application and I have determined that I have:

- ☒ **No Conflict**
- ☐ Conflict and have therefore undertaken the following actions:
- ☐ Completed the **Statutory Planning Services declaration of Conflict/Interest form**.
- ☐ Attached the Statutory Planning Services declaration of Conflict/Interest form on to the hardcopy file.
- ☐ Attached the Statutory Planning Services declaration of Conflict/Interest form into the relevant electronic workspace.

Name: [REDACTED] Signed: [REDACTED]

Title: Senior Planner, Energy Assessment

Phone: [REDACTED] Dated: 28 May 2025

Reviewed by: [REDACTED]

I have considered whether there is a conflict of interest in assessing this application and I have determined that I have:

- ☒ **No Conflict**
- ☐ Conflict and have therefore undertaken the following actions:
- ☐ Completed the **Statutory Planning Services declaration of Conflict/Interest form**.
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- ☐ Attached the Statutory Planning Services declaration of Conflict/Interest form into the relevant electronic workspace.

Name: [REDACTED] Signed: [REDACTED]

Title: Senior Planner, Energy Assessment

Phone: [REDACTED] Dated: 10/06/2025

Approved by:

I have considered whether there is a conflict of interest in assessing this application and I have determined that I have:

- ☐ **No Conflict**
- ☐ Conflict and have therefore undertaken the following actions:
- ☐ Completed the **Statutory Planning Services declaration of Conflict/Interest form**.
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- ☐ Attached the Statutory Planning Services declaration of Conflict/Interest form into the relevant electronic workspace.

Name: [REDACTED] Signed: [REDACTED]

Title: Manager, Energy Assessment

Phone: [REDACTED] Dated: 30 June 2025