



Planning Report

Bendigo BESS

20 Hattam Street, Golden Square, Victoria

For Pacific Blue

24 August 2026

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Document Details

Bendigo BESS

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Document history

Version	Date	Description	Author	Approved
1	25/05/2026	Draft Planning Report	EK	BG
2	12/06/2026	Final Planning Report	EK	BG
3	24/08/2026	Final Planning Report – RFI Response	EK	BG

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We celebrate the physical and spiritual connections between Indigenous people and place expressed through the Birrarung Wilam (Common Ground) art project on the banks of Melbourne's Yarra River.

Acknowledgement of Country

Cogency acknowledges the Traditional Owners and Custodians of the land on which we meet, work and write, the Wurundjeri Woi-wurrung peoples of the Kulin nation, and their connections to land, sea, and community. We pay our respect to their Elders past and present and emerging.

Cogency also extends that respect and acknowledges the Traditional Custodians of Greater Bendigo, the Dja Dja Wurrung and Taungurung peoples. We recognise and respect their cultural heritage, beliefs and continuing connection with the land and waterways. We also recognise the resilience, strength, and pride of the Dja Dja Wurrung and Taungurung peoples and First Nations communities and acknowledge that Sovereignty was never ceded.

Executive Summary

Pacific Hydro Australia Developments Pty Ltd, trading as Pacific Blue Australia Developments (Pacific Blue) (the Proponent) has engaged Cogency Australia Pty Ltd (Cogency), a planning and engagement firm, to prepare a planning permit application to be lodged with the Minister for Planning (the Responsible Authority) for permit approval.

This planning report supports an application for use and development of land for Utility installation ('land used to transmit, distribute or store power'), known as the Bendigo BESS (the Proposal), located in Golden Square, Victoria.

The Bendigo BESS is an approximately 201 megawatts (MW) / 866 Megawatts hour (MWh) utility-scale battery energy storage system (BESS).

The Proposal will be predominantly located at 20 Hattam Street, Golden Square, currently subject to a multi-lot industrial subdivision by a separate proponent. The industrial subdivision was approved by City of Greater Bendigo in 2025 (DS/448/2024) and creates a new lot at the south of the Site for the Proposal, as part of the staged, multi-lot industrial subdivision. The Site also incorporates a Council owned road (Coonooer Street, for secondary emergency access), and 111-133 Allingham Street, Golden Square (that hosts the AusNet-managed Bendigo Terminal Station that the Bendigo BESS will connect into) (the Site).

Within the Site, a 'Project Area' has been defined, comprising the following areas:

- **BESS Area**, being the land where the BESS, associated infrastructure and primary access point are located
- **Secondary Access Land**, being the land that will be used for the secondary (emergency) access route into the BESS Area
- **Grid Connection Land**, being the land that will be used to run the underground transmission cable from the BESS Area into, and including, the adjacent AusNet Bendigo Terminal Station.

These areas are together referred to as the Project Area (Figure 1).

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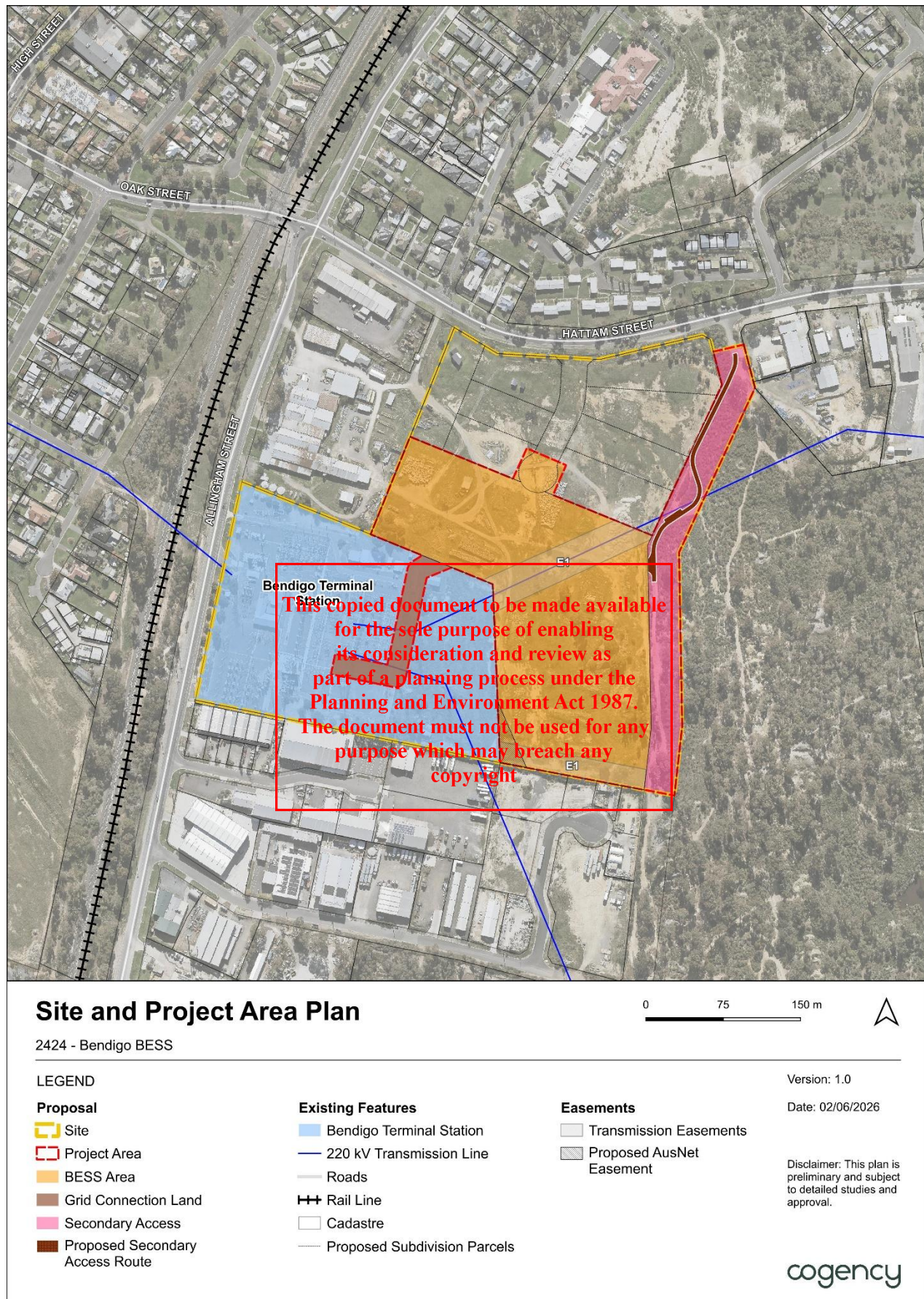


Figure 1 - Site and Project Area Plan

The Project Area is approximately 6.9 hectares (ha), comprising 5.2 ha for the BESS Area, 1.4 ha for the Secondary Access Land, and 0.4 ha for the Grid Connection Land. The development footprint within the BESS Area is approximately 4.3 ha. The development footprint within the Secondary Access Land (for the emergency access route) is approximately 0.12 ha. The development footprint within the Grid Connection Land is approximately 216 square metres (sqm).

The BESS will be connected to the National Electricity Market (NEM) via a 220 kilovolt (kV) underground transmission cable to AusNet's Bendigo Terminal Station.

The Proposal requires ancillary infrastructure (substation and associated electrical infrastructure and transmission connection to existing Bendigo Terminal Station), and ancillary works, including new access points and routes, and internal tracks, native vegetation removal, security fencing, drainage, earthworks and landscaping.

The Proposal is primarily located in the Industrial 1 Zone (INZ1) under the Greater Bendigo Planning Scheme (Planning Scheme). The Grid Connection Land is in the Special Use Zone – Schedule 12 (Electricity Terminal Station (111-133 Allingham Street, Golden Square)) (SUZ12), being the part of the Project Area where the BESS will connect into the Bendigo Terminal Station.

The Bushfire Management Overlay (BMO) applies to the eastern portion of the BESS Area, and the Secondary Access Land.

The use as 'Utility installation' is a Section 2 (permit required) use within the INZ1, and a Section 1 (permit not required) use within the SUZ12, subject to it being for electricity transmission purpose.

The purpose of this planning permit application is to provide the Responsible Authority and referral authorities with comprehensive detail of the Proposal. This includes detail on the Proponent and project team, design features, potential impacts and mitigations, and compliance with relevant Acts, regulations, plans, land use controls and guidelines, contained primarily within the Planning Scheme. This application will be lodged through the Department of Transport and Planning's (DTP) Development Facilitation Program (DFP) process under Clause 53.22. The Proposal and planning permit triggers are summarised in Table 1.

The Site, and specifically the Project Area, is suitable for BESS and associated infrastructure development due to:

- the proximity to existing transmission network infrastructure (Bendigo Terminal Station)
- industrial zoning that allows for the use (utility installation)
- distance to sensitive receptors, being within an existing, underutilised industrial precinct
- prior land disturbance, low ecological values and minimal existing native vegetation
- proximity and access to major road network to support construction transport and logistics
- Bendigo's diverse economy and labour pool, providing access to local supply chain and skilled workforce, with opportunities for local procurement.

The strategic justification for the design and siting of the Proposal is also informed by the technical assessments undertaken for the approved industrial subdivision. The Proposal itself has also been subject to an iterative design process, in response to early planning and feasibility studies, project-specific technical input and assessment and preliminary feedback from key stakeholders (including the Country Fire Authority (CFA)). Technical assessments that have informed the Proposal design include noise impact, fire hazard and bush fire risk assessment, traffic impact and biodiversity assessments. The siting and design of the Proposal minimises potential amenity, biodiversity (native vegetation) and bushfire impacts.

The Proponent is committed to involving and engaging with community and stakeholders. Prior to the lodgement of the planning permit application, the project team engaged with DTP and other key stakeholders including City of Greater Bendigo Council, the Country Fire Authority, the Registered Aboriginal Party, Dja Dja Wurrung Clans Aboriginal Corporation (trading as DJAARA – Balaki Wuka) and Parks Victoria. The Proponent will continue to engage with these stakeholders during the post-lodgement phase. The

design concept has and will continue to evolve in response to technical assessments, community and stakeholder feedback.

Based on technical impact assessments, the Proposal is not expected to generate any unreasonable or significant environmental or community impacts. The Proposal will provide critical electricity grid services, significant regional economic benefit, and a major contribution to Victoria's energy storage targets.

Table 1 – Proposal Summary

Site	
Total Site area	15.4 ha
Total Project Area	6.9 ha
BESS Area	
Address	20 Hattam Street, Golden Square VIC (Primary Address)
Title Description	Lot 2 on Plan of Subdivision PS918032U <i>Note: This is also proposed parcel A\PS918034 under approved subdivision</i>
BESS Area	5.2 hectares (ha) (within an 8.7 ha property)
Development Footprint	~4.3 ha
Restrictions on title	- E-1 – Easement for transmission and other purposes - Caveat in favour of Pacific Hydro Australia Developments Pty Ltd - Section 173 Agreement between Greater Bendigo City Council and Bepton Lodge Pty Ltd (former owner of the land), imposing obligations on Bepton Lodge with respect to works being undertaken for the industrial subdivision.
Secondary Access Land	
Address	Coonoor Street (road reserve)
Area	1.4 ha
Development Footprint	0.12 ha
Restrictions	Crown Land The Proponent understands that Coonoor Street road reserve may also be subject to the Land Use Activity Agreement (LUAA) between DJAARA and the State Government.
Grid Connection Land	
Address	111-133 Allingham Street, Golden Square
Title Description	Crown Allotment 238 Section C at Bendigo Parish of Sandhurst
Grid Connection Land Area	0.4 ha (within a 5.3 ha property)
Development Footprint	216 sqm
Restrictions on title	Easement over entire parcel, in favour of State Electricity Commission of Victoria for transmission line purposes.
Planning	
Municipality	City of Greater Bendigo
Traditional Custodians	Dja Dja Wurrung and Taungurung
Registered Aboriginal Party	Dja Dja Wurrung Clans Aboriginal Corporation (trading as DJAARA – Balaki Wuka)
Planning Scheme	Greater Bendigo Planning Scheme
Responsible Authority	Minister for Planning
Zones	Industrial 1 Zone (IN1Z) Special Use Zone – Schedule 12 (SUZ12) – Electricity Terminal Station (111-133 Allingham Street Golden Square)
Overlays	Bushfire Management Overlay (BMO)

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Relevant Particular Provisions	52.02 – Easements, Restrictions and Reserves 52.05 - Signs 52.06 - Car Parking 52.17 - Native Vegetation 52.29 - Land Adjacent to the Principal Road Network 53.18 - Stormwater Management in Urban Development 53.22 - Significant Economic Development
Permit triggers	33.01-1 – Use of land for utility installation (IN1Z) 33.01-4 – Construct a building or construct or carry out works (IN1Z) 37.01-4 - Construct a building or construct or carry out works (SUZ12) 52.02 – Create, vary or remove an easement 52.06-6 – Car parking must be provided to the satisfaction of the responsible authority 52.17 – Removal of native vegetation
Permit exemptions	N/A
Notice and review	53.22-4 – Application is exempt from the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the <i>Planning and Environment Act 1987</i> .
Referral requirements	66.02-2 – Secretary to the Department of Environment, Land, Water and Planning (as constituted under Part 2 of the Conservation, Forests and Lands Act 1987) 66.02-4 – Electricity transmission authority 66.02-7 – Victorian WorkCover Authority

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Glossary

Abbreviation	Meaning
AEMO	Australian Energy Market Operator
AHD	Australian Height Datum
BAL	Bushfire Attack Level
BESS	Battery Energy Storage System
BESS Area	The land within the Project Area where the BESS, associated infrastructure and primary access point are located (refer to Figure 1)
BMO	Bushfire Management Overlay
CFA	Country Fire Authority
CFA Guidelines	<i>Design Guidelines and Model Requirements: Renewable Energy Facilities</i> (Version 4.4, June 2025) and the <i>Fire Safety Studies for Battery Energy Storage System</i> (Version 1, June 2025)
CHMP	Cultural Heritage Management Plan
Council	The City of Greater Bendigo Council
DEECA	Department of Energy, Environment and Climate Action (DEECA)
DJAARA	Dja Dja Wurrung Clans Aboriginal Corporation (trading as DJAARA – Balaki Wuka)
DTP	Department of Transport and Planning
EIA	Economic Impact Assessment
EP Act	Environmental Protection Act 2017 (Vic)
EPA	Environmental Protection Authority
EPBC	Environment Protection and Biodiversity Conservation
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999 (Cth)
EVC	Ecological Vegetation Class
FFG Act	Flora and Fauna Guarantee Act 1988 (Vic)
FSS	Fire Safety Study
FTE	Full-time employee
Grid Connection Land	The land within the Project Area that will be used to run the underground transmission cable from the BESS Area into, and including, the adjacent AusNet Bendigo Terminal Station (refer to Figure 1)
IAP2	International Association for Public Participation
INIZ	Industrial 1 Zone
LFP	Lithium F(iron) Phosphate
LGA	Local Government Area
LPOD	Legal Point of Discharge
LUAA	Land Use Activity Agreement between DJAARA and the State Government
LVIA	Landscape and Visual Impact Assessment
kV	kilovolt
MNES	Matters of National Environmental Significance
MPS	Municipal Planning Strategy
MW	Megawatt
MWh	Megawatt hour
NEM	National Energy Market (NEM)
NIA	Noise Impact Assessment

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Abbreviation	Meaning
O&M	Operations and Management
P&E Act	<i>Planning and Environment Act 1987</i> (Vic)
Planning Scheme	Greater Bendigo Planning Scheme
PPF	Planning Policy Framework
PMST	Protected Matters Search Tool
Project Area	The area within the Site where the Proposal will be located, comprising of the BESS Area, Secondary Access Land and Grid Connection Land (refer to Figure 1)
Proponent	Pacific Hydro Australia Developments Pty Ltd, trading as Pacific Blue Australia Developments
PSI	Preliminary Site Investigation
RAP	Registered Aboriginal Party
REZ	Renewable Energy Zone
RSA	Recognition and Settlement Agreement
Secondary Access Land	The land within the Project Area that will be used for the secondary (emergency) access route into the BESS Area (refer to Figure 1)
Site	The broader area in that will host location of the Proposal, comprising of 20 Hattam Street, Golden Square (Lot 2 on Plan of Subdivision PS918032U), part of the Coonooer Street road reserve (Crown Land) and 111-133 Allingham Street, Golden Square (that hosts the AusNet managed Bendigo Terminal Station (Crown Allotment 238 Section C at Bendigo Parish of Sandhurst) (refer to Figure 1)
SUZ12	Special Use Zone Schedule 12 – Electricity Terminal Station (111-133 Allingham Street Golden Square)
TIA	Traffic Impact Assessment
TEC	Threatened Ecological Community
TRZ2	Transport Zone 2 – Principal Road Network
TZVI	Theoretical Zone of Visual Impact
VRET	Victorian Renewable Energy Target
VBA	Victorian Biodiversity Atlas

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1. Introduction

Cogency Australia Pty Ltd (Cogency), on behalf of Pacific Hydro Australia Developments Pty Ltd, trading as Pacific Blue Australia Developments (Pacific Blue) (the Proponent), has prepared this report to accompany a planning permit application for a utility-scale battery energy storage system (BESS) and ancillary infrastructure primarily located at 20 Hattam Street, Golden Square, hereby referred to as the Bendigo BESS (the Proposal).

The Proposal is considered to have strong alignment with the stated purposes of the applicable zones and overlays, as well as key State, Regional and Local policies within the Greater Bendigo Planning Scheme (Planning Scheme). It also implements a range of Federal and Victorian policy objectives in relation to renewable energy and emissions reduction.

This report outlines the Proposal, details the site and locality, and provides a detailed planning assessment of the Proposal against the Planning Scheme and relevant policy.

1.1 Proposal Summary

The Bendigo BESS has a proposed capacity of approximately 201 megawatts (MW) / 866 megawatt hours (MWh), connecting via an underground cable to the AusNet 220 kV Bendigo Terminal Station adjacent to the south / south-western boundary of the BESS Area.

The BESS Area will cover approximately 5.2 ha area within an ~8.7 ha property, and include:

- BESS yard (including battery units and ancillary electrical infrastructure)
- On-site substation (including transformers) and associated electrical infrastructure
- 220 kV underground transmission connection to the Bendigo Terminal Station
- Auxiliary power supplies
- Protection and control equipment
- Operations and maintenance buildings
- Access points and internal tracks
- Water storage systems and fire-fighting infrastructure
- Security fencing and monitoring systems
- Telecommunications facilities and utilities services
- Site compounds and offices, and temporary laydown areas
- Earthworks and native vegetation removal
- Stormwater detention and drainage
- Landscaping / screening.

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Refer to Figure 2 that depicts the concept layout of the Proposal. Design plans are also provided at Appendix B.

Figure 3 specifically depicts the proposed native vegetation removal for the Proposal (see 'Stage 2' approved native vegetation removal).

Once operational, the Bendigo BESS will provide critical support for existing and proposed renewable energy projects and support the National Electricity Market (NEM), by absorbing excess renewable energy generation to provide network capacity support.

The strategic advantages of the location and the Site include:

- Proximity to existing high voltage electrical infrastructure, allowing direct connection to the NEM at the adjacent Bendigo Terminal Station
- Industrial zoning that allows the use (utility installation)
- Distance to sensitive receptors, being within an existing, underutilised industrial precinct
- Not located within a declared irrigation district or state significant watercourse
- Not characterised as having State significant landscape values or State significant agricultural land
- Prior land disturbance, low ecological values and minimal existing native vegetation within the Site due to history of mining and industrial activities on the BESS Area
- Proximity and access to major road network (including via Hattam Street and Midland Highway) for construction logistics
- Bendigo's diverse economy and labour pool, providing access to local supply chain and skilled workforce, with opportunities for local procurement.

The Bendigo BESS will provide several substantial benefits for the State and the region, including:

- Effectively redeveloping underutilised industrial land adjacent to existing transmission infrastructure
- Providing energy storage to support grid system reliability and renewable energy generation
- Contracting opportunities for local contractors during construction and operation
- Establishment and implementation of a community benefit fund during the operation phase of the Proposal, to support the local community, organisations and businesses.

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Figure 2 - Proposal Concept Layout

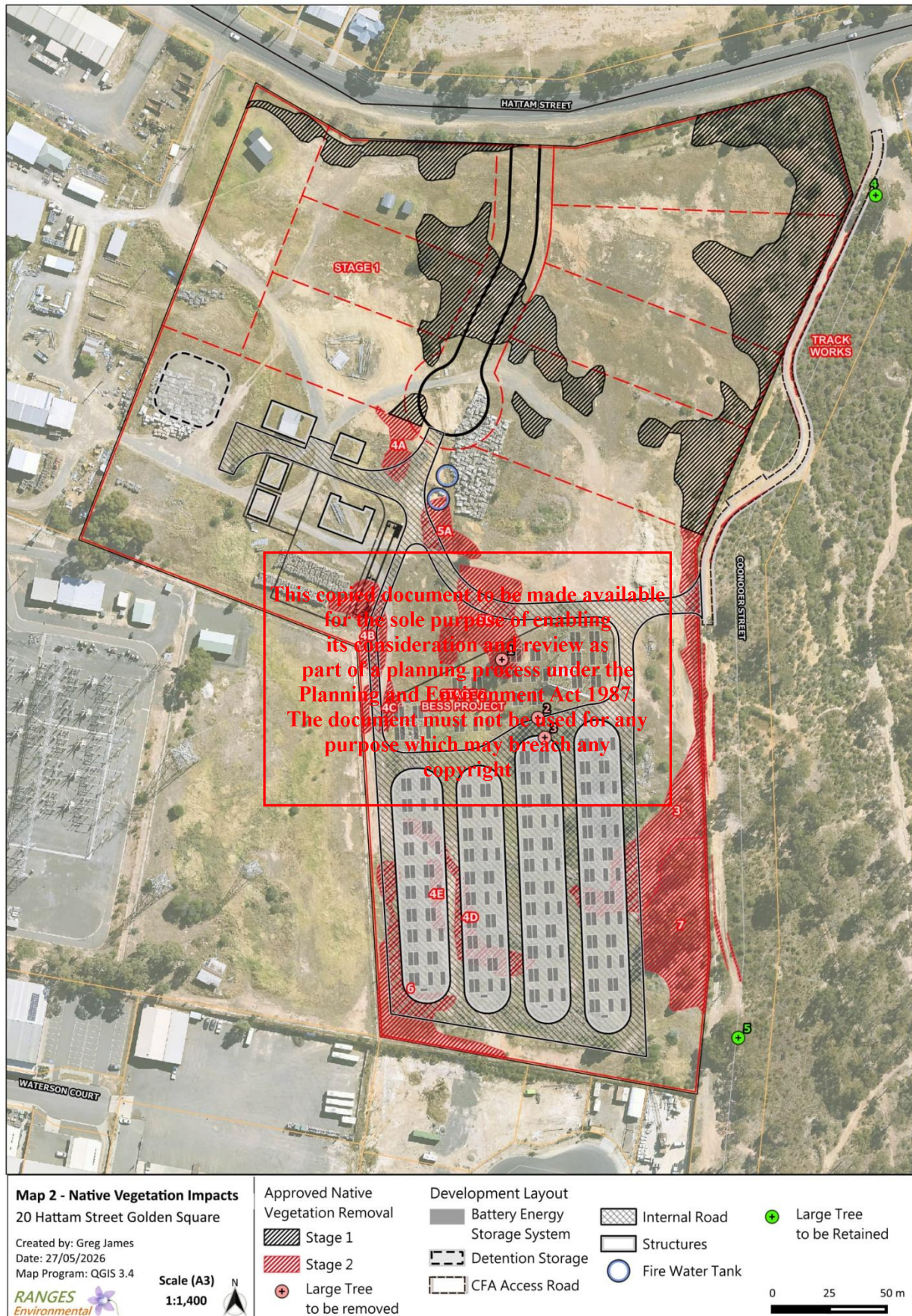


Figure 3 – Native Vegetation Removal Plan

1.2 Traditional Custodians

Prior to European Settlement, the Greater Bendigo region was stewarded by the Traditional Custodians, the Dja Dja Wurrung and Taungurung peoples. The Proposal is located on Dja Dja Wurrung Country.

The Dja Dja Wurrung Clans Aboriginal Corporation (trading as DJAARA – Balaki Wuka) (DJAARA) is the Registered Aboriginal Party (RAP) appointed under the *Aboriginal Heritage Act 2006* as the RAP for the area of Greater Bendigo the Proposal is located. DJAARA represents the Dja Dja Wurrung peoples as the Traditional Custodians. DJAARA, together with the First Nations community, promote and ensure continuing connection to Country in the region.

In 2013, DJAARA negotiated and entered into a Recognition and Settlement Agreement (RSA) and Land Use Activity Agreement (LUAA) with the State Government, formally recognising the Dja Dja Wurrung people as the traditional owners for part of Central Victoria. These agreements were the State's first comprehensive settlement under the *Traditional Owner Settlement Act 2010* (Vic). The RSA settles four native title claims and provides Dja Dja Wurrung the opportunity to have a say or consent to certain activities on Crown land.

The Proponent understands that part of the Site, specifically the Secondary Access Land, may be subject to the terms of the LUAA. The Proponent has engaged, and will continue to engage post-lodgement, with DJAARA to understand if the LUAA excludes the existing road reserve.

The Site is situated on land that the Djaara people, the Traditional Custodians, have characterised as 'Upside Down Land' - land that was previously heavily disturbed and impacted by historical mining. The Proposal provides an opportunity to rehabilitate Country, by incorporating First Nations place making and revegetation plans.

1.3 The Proponent

Pacific Blue (part of the Pacific Hydro Group) is a fully integrated renewable energy generator and retailer in Australia, having generated 100% renewable energy for over 30 years. An early pioneer in renewable energy, Pacific Blue constructed some of the first large scale wind farms in Victoria.

Today, the company owns and operates a high quality and diversified portfolio of wind, solar and hydroelectric generation assets, with a total generation capacity of over 660 MW and a development pipeline of over 2.5 GW across Australia. In Victoria alone, the company manages approximately 370 MW of operational assets.

Complementing its generation assets, the Pacific Hydro Group also owns Tango Energy – servicing over 180,000 customers across the east coast, focusing on delivering value for customers across the NEM, with the majority based in Victoria.

1.4 Planning summary

The Proposal is primarily located in the Industrial 1 Zone (IN1Z) under the Planning Scheme, specifically the BESS Area and Secondary Access Land. The Grid Connection Land, connecting the BESS into the Bendigo Terminal Station is located in the Special Use Zone Schedule 12 – Electricity Terminal Station (111-133 Allingham Street Golden Square) (SUZ12).

The Bushfire Management Overlay (BMO) partially covers the eastern portion of the Site, with overlap to the Project Area. Nonetheless, the Proposal does not trigger any planning approval requirements under the BMO.

A utility scale BESS is defined under the Planning Scheme as 'Utility installation' being "land used...to transmit, distribute or store power".

Accordingly, the planning permit triggers for the Proposal are:

- Clause 33.01-1 – Use of land for utility installation
- Clause 33.01-4 – Construct a building or construct or carry out works

- Clause 33.01-5 - Signs are Category 2 (IN1Z) (Clause 52.05)
- Clause 37.01-4 – Construct a building or construct or carry out works
- Clause 52.02 – Create, vary or remove an easement
- Clause 52.17 – Removal of native vegetation

In addition, car parking must be provided to the satisfaction of the Responsible Authority in accordance with Clause 52.06-6.

The Proposal includes the removal of an unused transmission easement located at the south of the BESS Area (see Figure 1). Both AusNet and Powercor have confirmed they do not have an interest in the easement.

Utility installation is a Section 1 use (Permit not required) in the SUZ12 (under Schedule 12 to Clause 37.01). A permit is not required for the use of the Grid Connection Land for utility installation that is used for the transmission of electricity.

1.5 Engagement summary

The Proponent has undertaken a comprehensive community and stakeholder engagement program, appropriately informing nearby residents and the wider community of the Project. Early, consistent and clear information has been provided to stakeholders and community outlining the details of the Proposal and any potential impacts. Future engagement will continue post-lodgement.

The project team has engaged with the Department of Transport and Planning (DTP) and other key stakeholders, including the City of Greater Bendigo Council (Council), Country Fire Authority (CFA) and DJAARA (the Registered Aboriginal Party (RAP)). The Proponent will continue to engage with these stakeholders during the post-lodgement phase.

The design concept has and will continue to evolve in response to technical assessments, community and stakeholder feedback.

1.6 Technical assessment overview

The Proposal is supported by the following technical assessments:

- Biodiversity Assessment, prepared by Ranges Environmental Consulting (Appendix D)
- Noise Impact Assessment, prepared by Marshall Day Acoustics (Appendix E)
- Stormwater Management Report, prepared by Tomkinson (Appendix F)
- Fire Safety Study, prepared by NJM Design (Appendix G)
- Traffic Impact Assessment, prepared by O'Brien Traffic (Appendix H)
- Route Assessment, prepared by O'Brien Traffic (Appendix I)
- Landscape and Visual Impact Assessment, prepared by Peter Haack Consulting (Appendix J)
- Economic Impact Assessment, prepared by Urban Enterprise (Appendix K)
- Bushfire Hazard Assessment, prepared by Agilus (Appendix L).

The technical investigations and assessments highlight that the Proposal is not expected to generate any unreasonable or significant adverse environmental, social or amenity impacts.

The findings of the technical assessment and recommended mitigation measures are detailed in Chapter 7.

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2. Site Context and Analysis

This Chapter provides an overview of the Site, the Site context and analyses the Site and surrounding features.

2.1 Site Context

2.1.1 Overview

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The Proposal will be predominantly located at 20 Hattam Street, Golden Square, currently subject to a multi-lot industrial subdivision by a separate proponent. The industrial subdivision was approved by City of Greater Bendigo in 2025 (DS/448/2024) and creates a new lot (proposed parcel A\PS918034) at the south of the Site for the Proposal, as part of the staged, multi-lot industrial subdivision. The Site also incorporates a Council owned road (Coonooer Street, for secondary emergency access), and 111-133 Allingham Street, Golden Square (that hosts the AusNet-managed Bendigo Terminal Station that the Bendigo BESS will connect into) (the Site).

The Site also incorporates part of the land that currently hosts the Bendigo Terminal Station, for the purpose of connecting the Bendigo BESS into the NEM.

Table 2 below summaries the parcels of the land on which the Proposal will be located. Together these parcels are referred to as the Site. Figure 4 depicts the parcels (and proposed parcels) that comprise the Site.

Table 2 – Site Parcels

Property Address	Project Area	Parcel	Landowner
20 Hattam Street, Golden Square	BESS Area	Lot 2 on Plan of Subdivision PS918032U Proposed parcel A\PS918034	Terra Vista Developments Pty Ltd
Coonooer Street, Golden Square	Secondary Access Land	N/A (road reserve)	City of Greater Bendigo Council (Crown Land) <i>The Proponent understands that this land may also be subject to DJAARA's LUAA.</i>
111-133 Allingham Street, Golden Square	Grid Connection Land	Crown Allotment 238 Section C at Bendigo Parish of Sandhurst	GPU Powernet Pty Ltd

The Site is approximately 3.6 kilometres (km) southwest of the Bendigo CBD, and 1.8 km from Golden Square centre, that includes commercial, retail and community uses (supermarkets, schools, hospitality venues, and sports and recreation facilities). The Site is in the City of Greater Bendigo Local Government Area (LGA). City of Greater Bendigo LGA is one of six LGAs within the Loddon Campaspe region (Figure 5).

The Site is located within an industrial / commercial area, being the Golden Square / Golden Gully industrial precinct. The BESS Area is currently underutilised industrial land, and mostly cleared. The majority of the Site (excluding the area that hosts the Bendigo Terminal Station), prior to the industrial subdivision works commencing, had been undeveloped and vacant for decades, with past informal storage and waste areas from previous land uses, including historic mining activity. The current subdivision process includes identification and treatment of potential hazards, including possible presence of historical mineshafts and contaminated soil resulting from historic mining activity. Those works are being undertaken separately by the subdivision proponent.

Industrial buildings are currently located to the west and south of the Site. The Site includes the AusNet operated Bendigo Terminal Station, directly adjacent to the BESS Area along its south and south-west boundaries (due to the irregular shape of the BESS Area). There is an existing 220 kV transmission line crossing the Site into the Bendigo Terminal Station.

The Bendigo Regional Park is adjacent to the Site, along the Site's eastern boundary. The Melbourne – Bendigo railway line runs north-south west of the Site, on the opposite side of Allingham Street.

Primary access to the BESS Area will be via an internal road being constructed as part of the subdivision, coming from Hattam Street at the north of the Site. Secondary (emergency) access to the BESS Area will via Coonooer Street, that also comes from Hattam Street (being the Secondary Access Land).

Figure 6 below depicts the Site context and nearby features.

Site photos are set out in Table 3. These site photos are from 2024, and depict the Site prior to clearing and civil works being undertaken for the subdivision to the north of the BESS Area.

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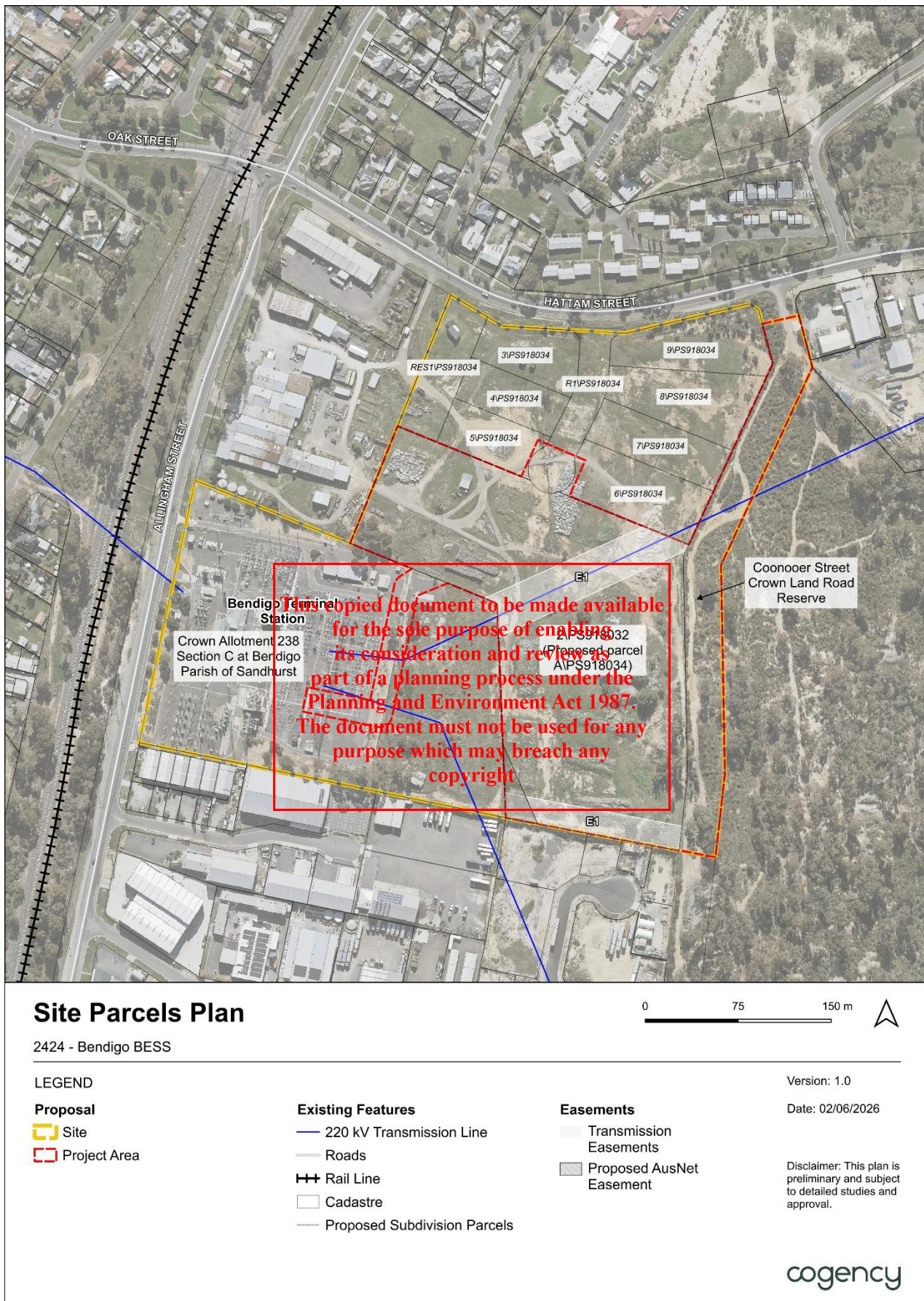


Figure 4 – Site Parcels Plan

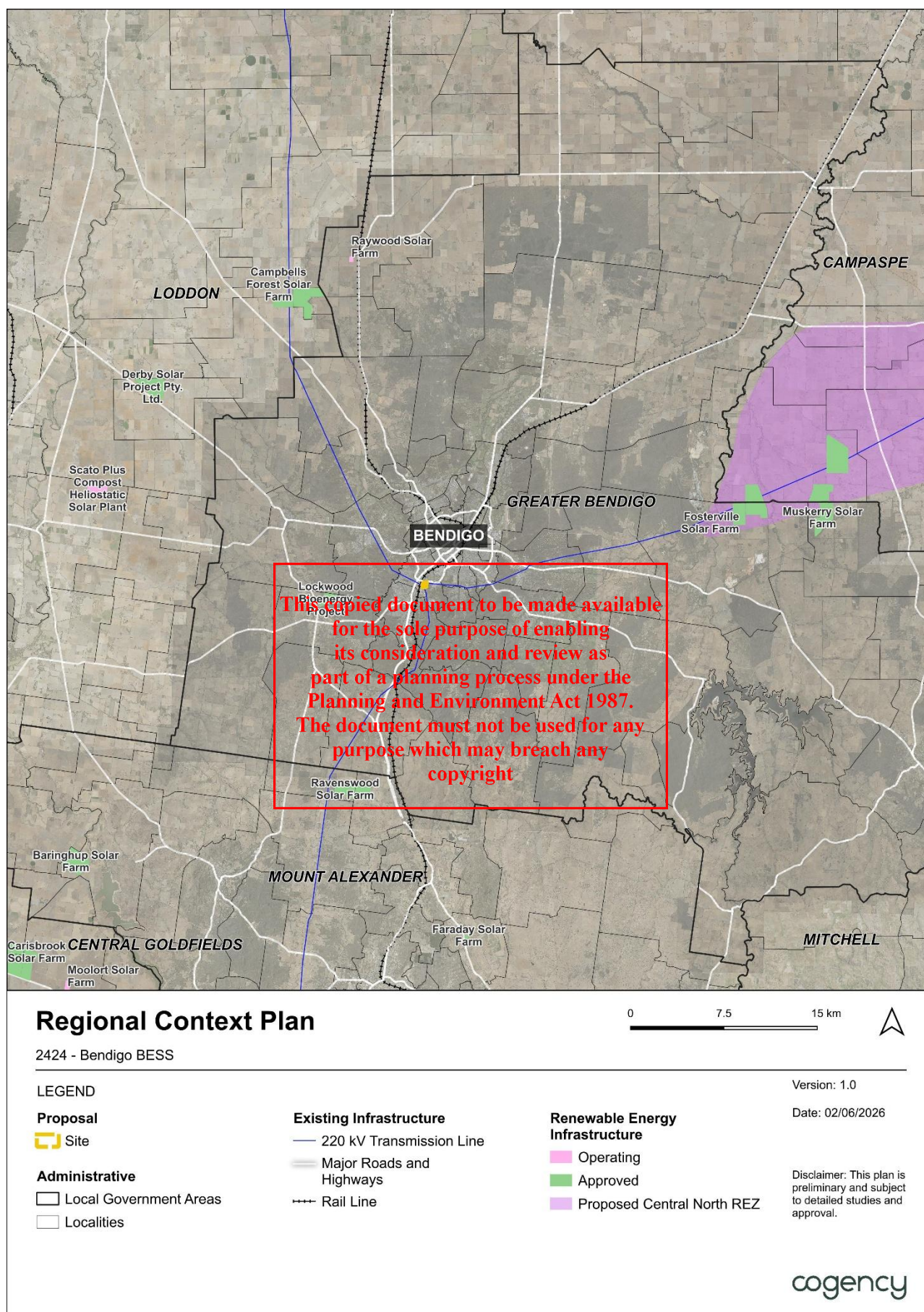


Figure 5 – Regional Context Plan

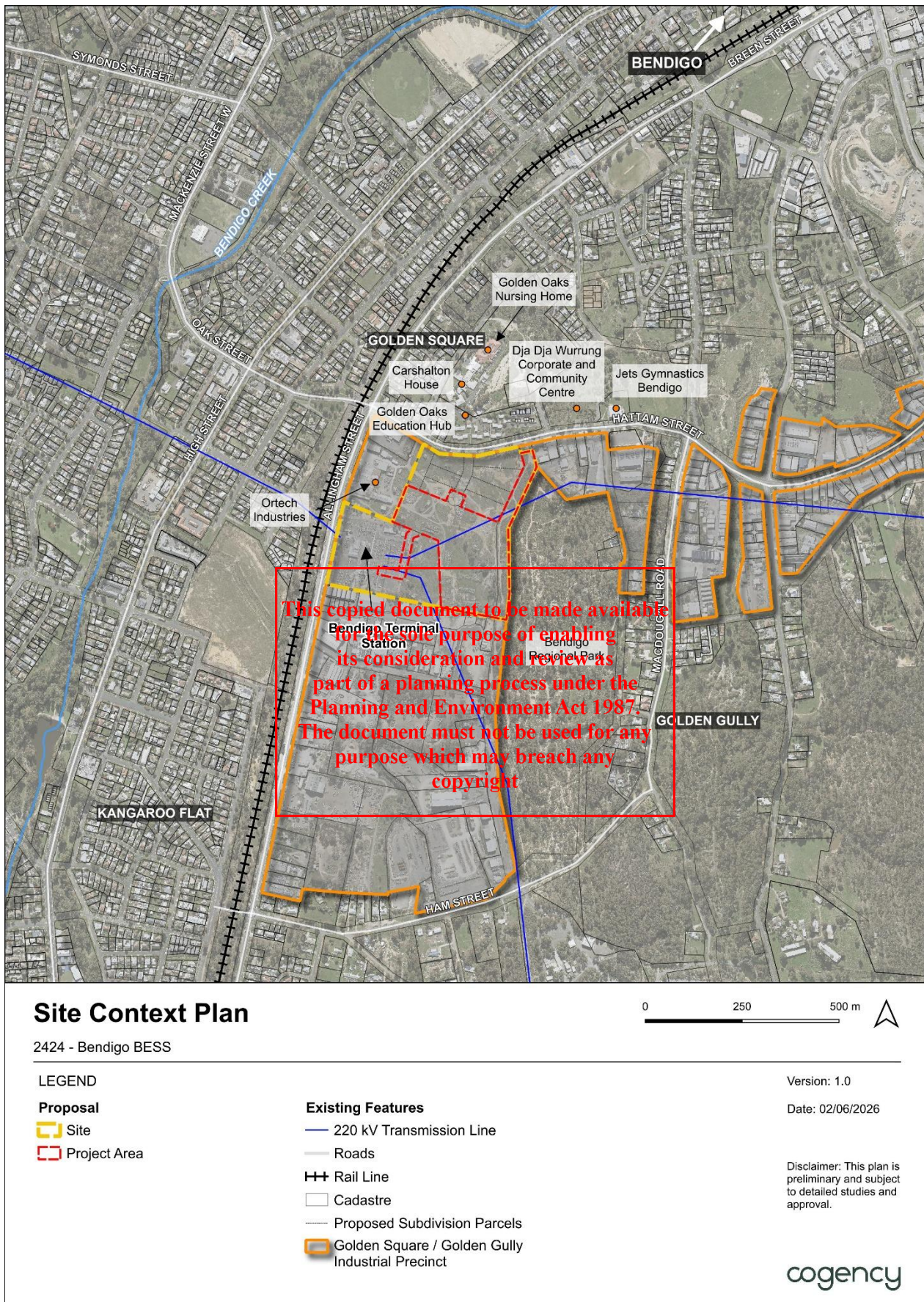


Figure 6 - Site Context Plan

Table 3 – Site photographs (Source: Cogency, 2024)**Figure 7** – Existing industrial structures to the west of the Site**Figure 8** – View of transmission lines from south-east boundary of the Site**Figure 9** – View of Bendigo Terminal Station (looking east)**Figure 10** – View of Site from western boundary (looking east)**Figure 11** – View of BESS Area from subdivision area (looking south)**Figure 12** – View of Site from eastern boundary / Coonooer Street (looking west)

2.1.2 Industrial Subdivision

The BESS Area is located within a proposed industrial, multi-lot estate subdivision that is being developed in accordance with an active, approved permit for subdivision (DS/448/2024). The subdivision will create a new

lot at the south of the Site (known as proposed lot A\PS918034 and sometimes referred to as 'Stage 2') for the BESS Area (Figure 13). The proposed subdivision will also involve varying and creating new easements, including an easement in favour of Coliban Region Water Corporation for the purpose of pipelines or ancillary purposes along the western boundary of the BESS Area.

The subdivision includes a drainage reserve and internal access road, as well as utilities connections, that will service the BESS Area. Works for the subdivision, including civil works, are currently underway by another party.

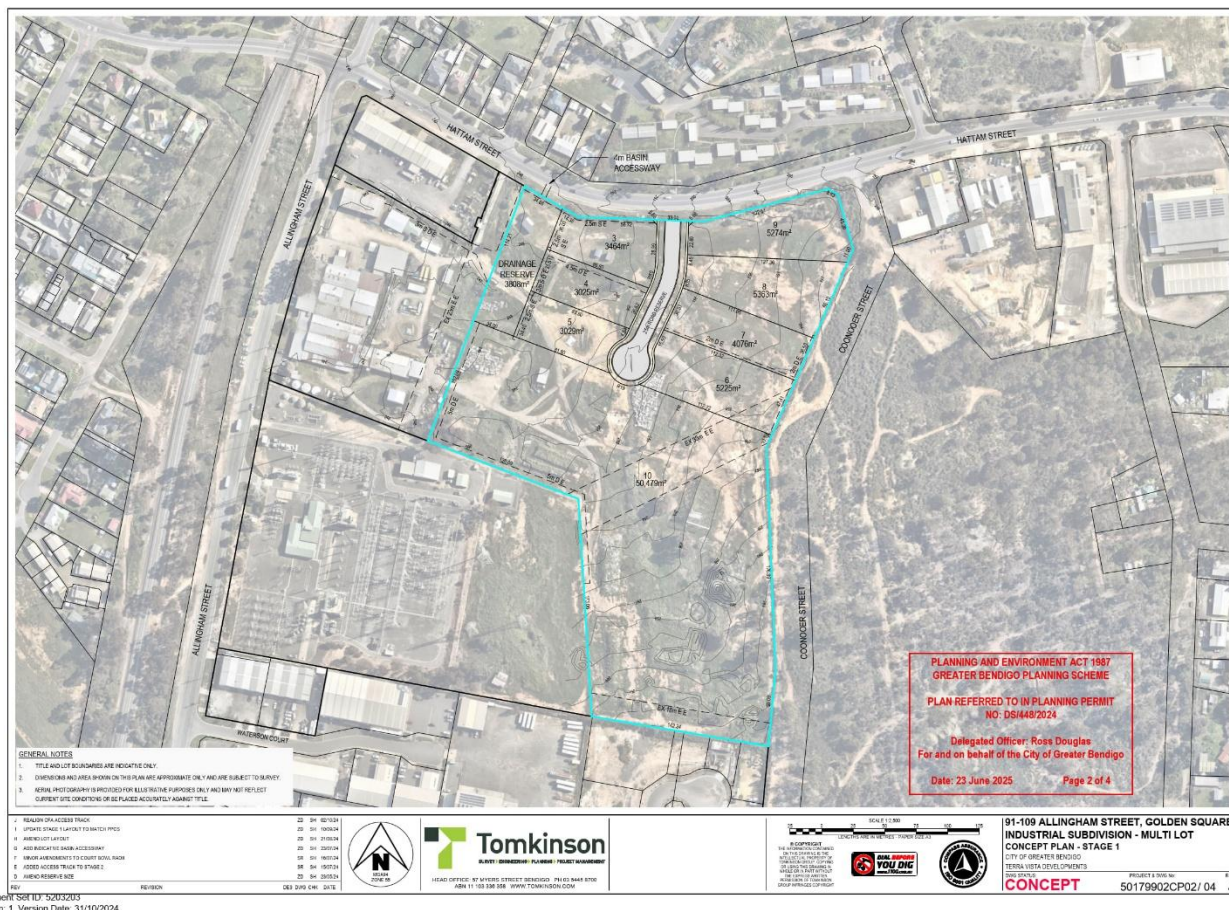


Figure 13 - Endorsed Subdivision Plan (91-109 Allingham Street Golden Square)

Several relevant technical assessments were undertaken for the purpose and / or as a condition of the subdivision approval. The Proposal benefits from, and has been informed by, these previous assessments. Comprehensive technical assessments have also been undertaken for the Proposal, that are specific to the use and development of the Site for utility installation (BESS). These technical assessments and impact mitigation measures are detailed in Chapter 7, with the full reports appended to this report.

The technical assessments undertaken for the subdivision approval, and the relevance to the Proposal, are detailed in Table 4 below.

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Table 4 – Technical Assessments – Industrial Subdivision DS/448/2024

Assessment	Author	Relevance to this Proposal
Preliminary Site Investigation	Geotechnical Testing Services (GTS)	- A Preliminary Site Investigation (PSI) undertaken for the entire industrial subdivision area (including BESS Area). The PSI concludes that the soil quality does not pose any risk to human health and that the subdivision area is suitable for industrial developments. - The PSI supports that there is no contamination risk arising from the use of the BESS Area for the Proposal - Implementation of the PSI recommendations is the responsibility of the subdivision proponent (in accordance with conditions of subdivision permit).
Bushfire Management Plan (Stage 1 and Stage 2)	Tomkinson	- While subdivision of land triggers a permit requirement under the BMO (Clause 44.06), requiring the preparation of bushfire assessments and management plans, the use and development of the Site for the Proposal (i.e. utility installation) does not trigger any permit requirements under the BMO. - Nonetheless, the bushfire assessments undertaken for the purpose of the subdivision, including the bushfire attack level setbacks, have informed the design and siting of the Proposal. For example, elevated BAL levels (12.5 and above) are mapped as a maximum setback of 19 m from the eastern boundary of the BESS parcel (to Coonooer Street road reserve), incorporated into the concept layout as an area of avoidance (indeed, the concept layout has a separation distance of approximately 38 m from the eastern boundary). - A proposal-specific Fire Safety Study has been prepared, in accordance with the CFA Guidelines. - A proposal-specific Bushfire Hazard Assessment has also been prepared to assess the surrounding landscape, local bushfire hazard, site conditions in the context of the Proposal and proposed BESS infrastructure. - Refer to sections 6.4.3 and 7.5, Appendix G and Appendix L.
Bushfire Management Statement (including Bushfire Hazard Site Assessment and Bushfire Hazard Landscape Assessment)		
Stormwater Management Strategy Memo	Tomkinson	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. - Stormwater and drainage infrastructure for the industrial subdivision including BESS Area has been approved under the subdivision application and is currently being constructed. The subdivision application was assessed against the requirements set out in Clause 53.18 (Management in Urban Development). - The subdivision includes a 1,000 m³ detention pond that will be turned over to Council and treated as the legal point of discharge (LPOD) for lots within the subdivision. The detention basin has been sized to provide for the BESS Area parcel. - A proposal-specific Stormwater Management and Drainage Strategy Memo (Strategy Memo) has been prepared. The Strategy Memo demonstrates appropriate management that would satisfy the requirements set out in Clause 53.18. It confirms that the use of the BESS Area for the Proposal will not unreasonably impact stormwater quantity or quality, subject to impact mitigation measures to prevent run-off of contaminated fire water. The concept layout includes an on-site detention basin for the purposes of being able to capture water run-off in the event of a fire, ensuring that discharge to the LPOD meets water quality requirements. - Refer to section 7.3 and Appendix F for further detail regarding the stormwater management and drainage strategy.
Ecological Assessment	Ranges Environmental Consulting	- The subdivision includes approval for native vegetation removal across the Site (including the BESS Area and Secondary Access Land), that is divided into two stages for the purposes of offsets. Notably, offsets for both stages have been secured by the subdivision proponent already. - A proposal-specific Biodiversity Assessment has been undertaken. The proposed native vegetation removal for the Proposal is consistent with the approved native vegetation removal for 'Stage 2' of the subdivision under Permit DS/448/2024. The Proposal does not represent any change to beyond that already approved in terms of native vegetation impacts. - Refer to section 7.1 and Appendix D.
Mine Shaft Investigation Methodology	Tomkinson	- The mineshaft investigation for the entire property has been completed by the estate developer in accordance with the subdivision permit conditions. - Three mineshafts have been identified within the BESS Area, and recommended remediation measures are documented in the investigation report. - The subdivision proponent will leave the land undeveloped for Pacific Blue. No further investigation is required by Pacific Blue at

Assessment	Author	Relevance to this Proposal
		this stage. However, Pacific Blue will be responsible for ensuring that the mineshafts are made safe for construction and operation of the Bendigo BESS.
Traffic Impact Assessment (and Intersection SSID and Turning Movement Plans)	O'Brien Traffic	- Works along Hattam Street (TRZ2), including turn treatments, have been approved under the subdivision application and are being constructed by the subdivision proponent. - Notably, the subdivision assessment considered heavy vehicle movements representative of what is required for the BESS construction. However, the subdivision assessment does not assess the swept path needed for transportation of the main power transformer into the Site from Hattam Street (along the northern boundary of the Site). - A proposal-specific Traffic Impact Assessment has been undertaken. The Traffic Impact Assessment assesses the traffic impacts generated by the Proposal during the operational phase, noting that the traffic expected to be generated is far less than what was contemplated and approved for the subdivision, if the BESS Area was otherwise developed as additional industrial subdivision lots. - Refer to section 7.6 and Appendix H.

2.2 Site Analysis

2.2.1 Site and Project Area

The Site and the extent of the Project Area has been selected based on strategic factors that favour the use and development of the Site for a BESS, as well as being informed by technical assessments of the Site and the surrounding area.

Within the Site, a 'Project Area' has been defined, comprising of the following areas:

- BESS Area**, being the land within the Project Area where the BESS, associated infrastructure and primary access point are located.
- Secondary Access Land**, being the land that will be used for the secondary (emergency) access route into the BESS Area
- Grid Connection Land**, being the land that will be used to run the underground transmission cable from the BESS Area into, and including, the adjacent AusNet Bendigo Terminal Station.

These areas are together referred to as the Project Area (refer to Figure 1 above). The Project Area is approximately 6.9 hectares (ha), comprising 5.2 ha for the BESS Area, 1.4 ha for the Secondary Access Land, and 0.4 ha for the Grid Connection Land. The development footprint within the BESS Area is approximately 4.3 ha. The development footprint within the Secondary Access Land (for the emergency access route) is approximately 0.12 ha. The development footprint with the Grid Connection Land for the transmission cable is approximately 216 sqm.

2.2.2 Restrictions on Title

The Certificates of Title for the Site are provided at Appendix A

The easements and other restrictions that apply to the Project Area are summarised in Table 5.

Table 5 – Easements and restrictions on title

Property Address	Project Area	Parcel	Easement	Title Restriction	Relevance to Proposal
20 Hattam Street, Golden Square	BESS Area	Lot 2 PS918032 <i>Proposed lot A\PS918034</i>	E-1 – Transmission and other purposes, in favour of SECV	Caveat AZ672814P (Caveator – Pacific Hydro Australia Developments Pty Ltd, dated 7 October 2025)	Easement Two electricity transmission easements traverse the Site, in favour of SECV (now the responsibility of Powercor and AusNet respectively).

Property Address	Project Area	Parcel	Easement	Title Restriction	Relevance to Proposal
			Other easements apply to the Site that are not affected or relevant to the Proposal. These easements are depicted in the Certificate of Title provided at Appendix A.	Section 173 Agreement AY983606V (dated 24 March 2025)	The BESS and associated infrastructure have been sited and designed to avoid the northern most easement. No physical infrastructure is located within the easements. Both AusNet and Powercor have communicated to the Proponent that neither entity has interest in the easement located at the south of the Site, and have provided supporting documentation (a deed) for the easement to be removed from the title. The proposed internal access tracks will transect the area that is currently subject to the southern-most easement (refer to Figure 1 and Figure 2). This is discussed further at section 3.10. AusNet has also communicated its intention to create an easement located to the south-west of the BESS units (refer to the 'Proposed AusNet Easement' depicted in Figure 1), that it identified as missing from the title plan. Pacific Blue have no objections to AusNet creating that easement and the concept design avoids the small area of overlap within the Site. Caveat There is a caveat over the Site, lodged by Pacific Blue related to its option to lease (refer to section 2.2.3 below), that prohibits the lodgement of any instruments that affect the Site and its interests. The caveat does not affect the Proponent's ability to deliver the Proposal. Section 173 Agreement There is Section 173 Agreement on the title between Greater Bendigo City Council and the former owner of the Site, being Bepton Lodge Pty Ltd, dated 20 March 2025. The Section 173 Agreement imposes obligations on Bepton Lodge Pty Ltd with respect to the subdivision works, specifically regarding the construction works and a requirement to undertake a preliminary site investigation. The Proponent understands that the owner of the Site has discharged its obligations under the Section 173 Agreement and

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Property Address	Project Area	Parcel	Easement	Title Restriction	Relevance to Proposal
					confirms that the Section 173 Agreement does not impose any obligations on the Proponent or affect the Proposal. The Proposal will not breach any obligations under the Section 173 Agreement.
Coonooer Street	Secondary Access Land	N/A	N/A	N/A	Secondary access will involve works being undertaken along Council owned road, Coonooer Street. The Proponent understands that this land is also subject to DJAARA's LUAA, although there may be a carve-out exemption for existing road reserves. The Proponent will seek relevant approvals and permissions prior to these works being undertaken.
111-133 Allingham Street, Golden Square	Grid Connection Land	Crown Allotment 238 Section C at Bendigo Parish of Sandhurst	Easement in favour of SECV for transmission line purposes	N/A	Relevant consents will be obtained for the works being undertaken to connect the BESS into the Bendigo Terminal Station. Undertaking works in the electricity transmission easements also triggers a referral requirement under Clause 66.02-4 of the Planning Scheme (Use and Development Referrals).

2.2.3 Site Tenure and Ownership

The Proponent currently has an option to lease the southern part of the Site (proposed parcel A\PS918034) that will host the BESS Area, pursuant to an option agreement with the current landowner (the subdivision proponent).

The area subject to the option agreement is identified as Lot 10 on the endorsed subdivision plan (see Figure 13 above). This area will host the BESS and associated infrastructure.

The Secondary Access Land, that will host the secondary (emergency) access route, will incorporate a Council owned road, Coonooer Street. The Proponent understands that this area of Crown land is also subject to DJAARA's LUAA that formally recognises the Dja Dja Wurrung people as the traditional owners for part of Central Victoria (refer to section 1.2). The Proponent has actively engaged with Council and DJAARA to understand the application of and any implications arising from the LUAA for the proposed works in the Secondary Access Land. The Proponent will continue this engagement post-lodgement.

The Grid Connection Land is located on land that hosts the AusNet managed Bendigo Terminal Station, to connect the Bendigo BESS to the Bendigo Terminal Station. GPU Powernet Pty Ltd is the owner of this area of the Site.

Figure 14 below depicts the ownership of the parcels with the Site.

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Site Tenure and Land Ownership Plan

2424 - Bendigo BESS

0 75 150 m



LEGEND

Proposal

- Site
- Project Area

Landowners

- Terra Vista Developments Pty Ltd
- GPU Powernet Pty Ltd
- Crown Land

Existing Features

- 220 kV Transmission Line
- Roads
- Rail Line
- Cadastre
- Proposed Subdivision Parcels

Easements

- Transmission Easements
- Proposed AusNet Easement

Version: 1.0

Date: 02/06/2026

Disclaimer: This plan is preliminary and subject to detailed studies and approval.

cogency

Figure 14 - Site Tenure and Land Ownership Plan

2.2.4 Access

Primary access to the BESS Area will be via a new crossover to the industrial estate subdivision's internal road court bowl currently being constructed, providing direct access to the BESS Area to the north. The primary access point will be accessible from Hattam Street, at the north of the Site. The subdivision proponent is responsible for the construction of the internal road accessible via Hattam Street and the works to create an approximately 7 m crossover into the BESS Area.

Secondary (emergency) access to the BESS Area will be via an access point to Coonooer Street on the eastern boundary. Coonooer Street is a local, Council owned road running north-south, and has a fully sealed and constructed intersection with Hattam Street. The road is sealed for the first 40 m from the intersection, and then becomes an unsealed road heading south. The secondary access point will be in the north-east corner of the BESS Area. The Proposal involves works along Coonooer Street to make the secondary access route suitable for emergency vehicles. These works will be undertaken in consultation with the CFA and in line with any conditions of the planning permit, noting that some native vegetation removal has been approved as part of the subdivision – which contemplated secondary access along Coonooer Street.

The Secondary Access Land (Coonooer Street road reserve) runs north-south adjacent to the Bendigo Regional Park (along the Site's eastern boundary) that is managed by Parks Victoria. Access to the Bendigo Regional Park is not required for the Proposal. The Proponent has commenced engagement with Parks Victoria regarding the Proposal.

Hattam Street runs east-west along the northern frontage of the Site, accessible from Allingham Street (to the west of the Site) and Macdougall Road (to the east of the Site). Hattam Street is a sealed road, running single lane traffic both ways east-west. Hattam Street is an arterial road, managed by DTP. Hattam Street also provides a connection to the A79 (Calder Highway), approximately 2.7 km north-west of the Site, being a major road connection between Bendigo and Melbourne.

Access to the Site from Hattam Street, including the creation of new access point into the subdivision area from the Site's northern boundary (not forming part of the Project Area), is being undertaken as part of the approved subdivision works by the subdivision proponent and therefore the Proposal does not require any works within the Hattam Street road reserve.

2.2.5 Planning Controls

The BESS Area and Secondary Access Land are located in the IN1Z. The Grid Connection Land is in SUZ12. The Proposal is also partially located in the BMO, that covers the eastern portion of the Site.

The entire Site is in a designated bushfire prone area. There are no areas of Aboriginal Cultural Heritage Sensitivity that are mapped within or immediately surrounding the Site.

Figure 15 to Figure 17 depict the zones, overlays and other planning considerations that apply to the Site.

Chapter 6 provides a detailed assessment of the planning controls, including the applicable zone and overlays.

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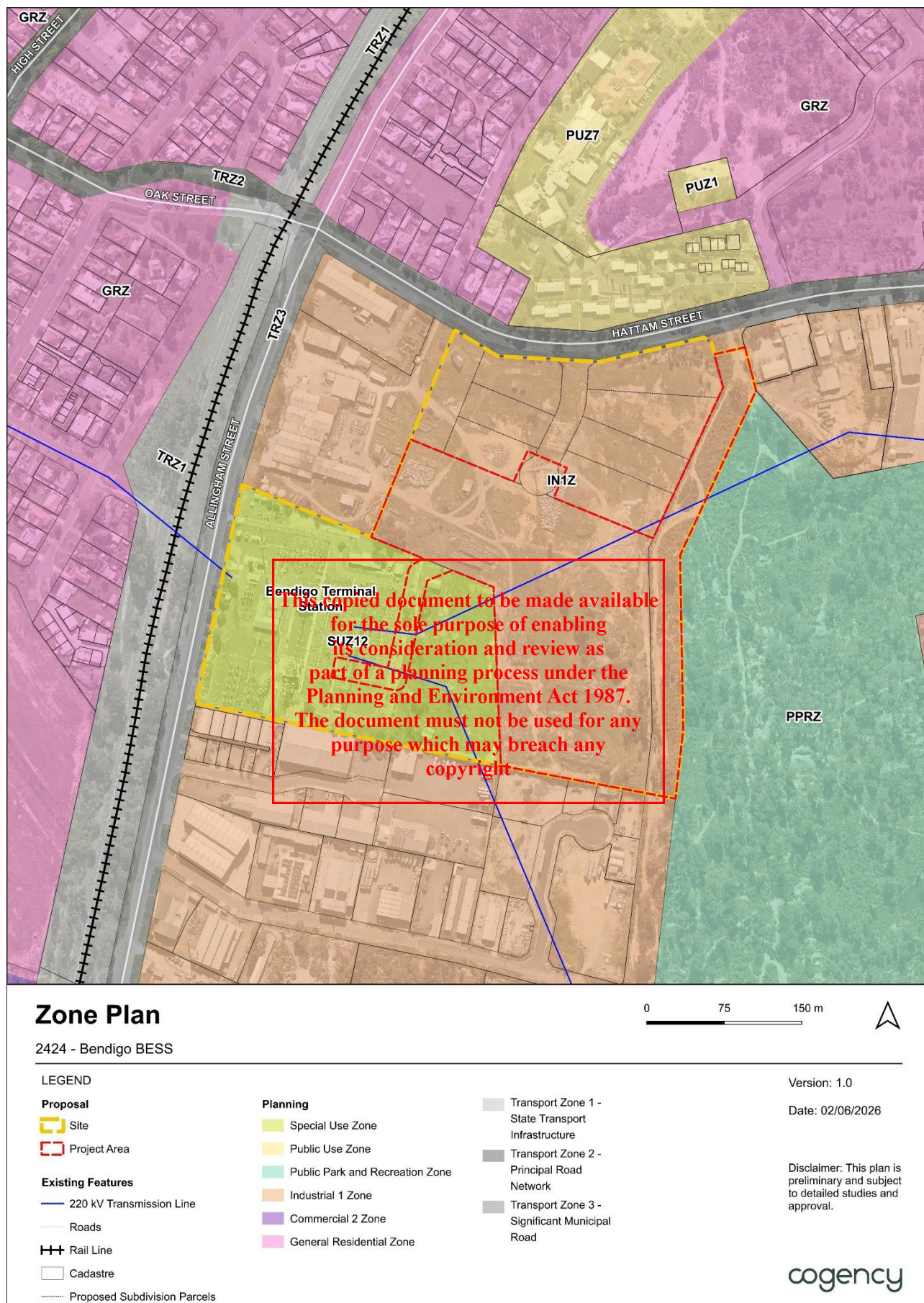


Figure 15 – Zone Plan

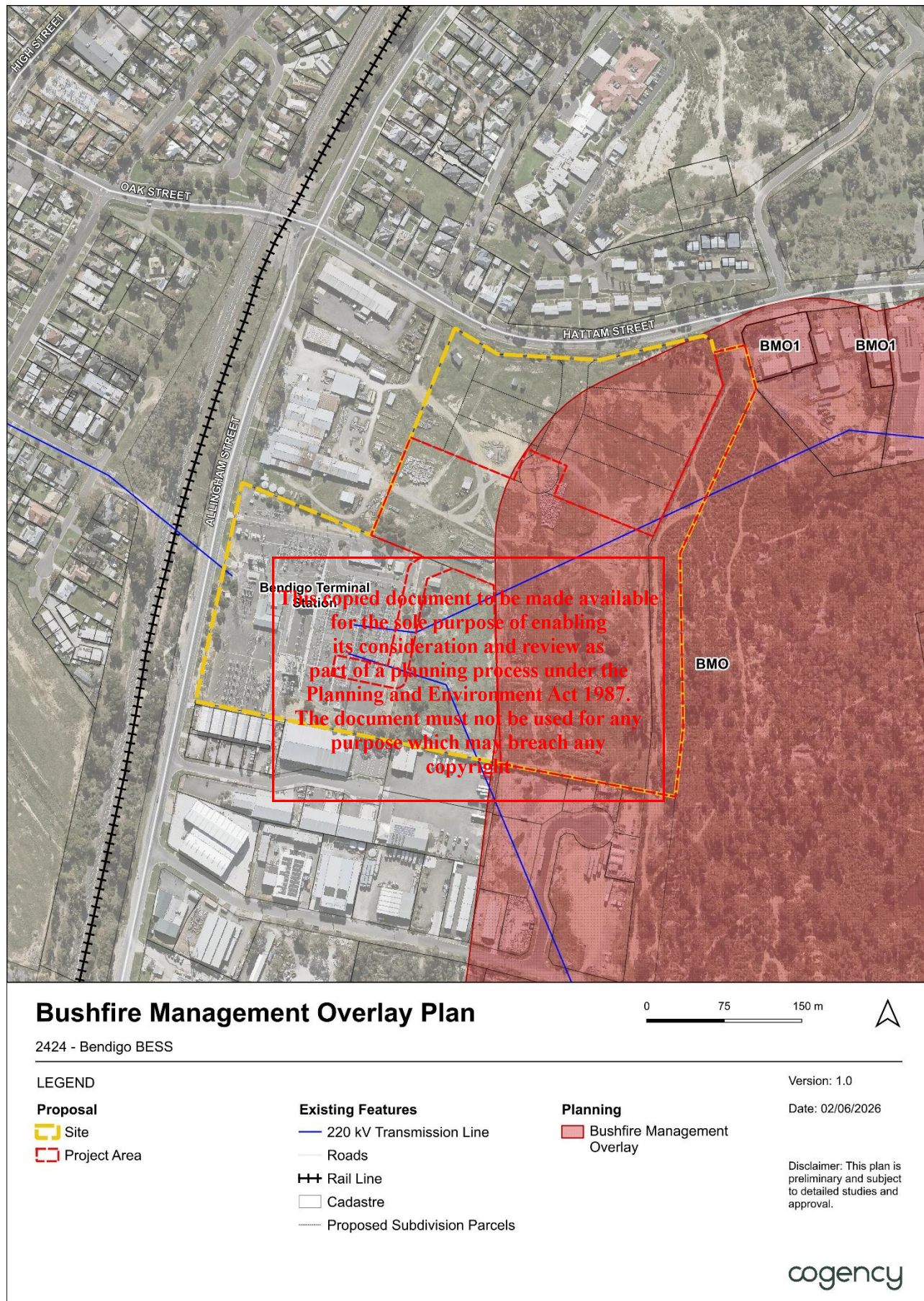


Figure 16 – Overlay Plan

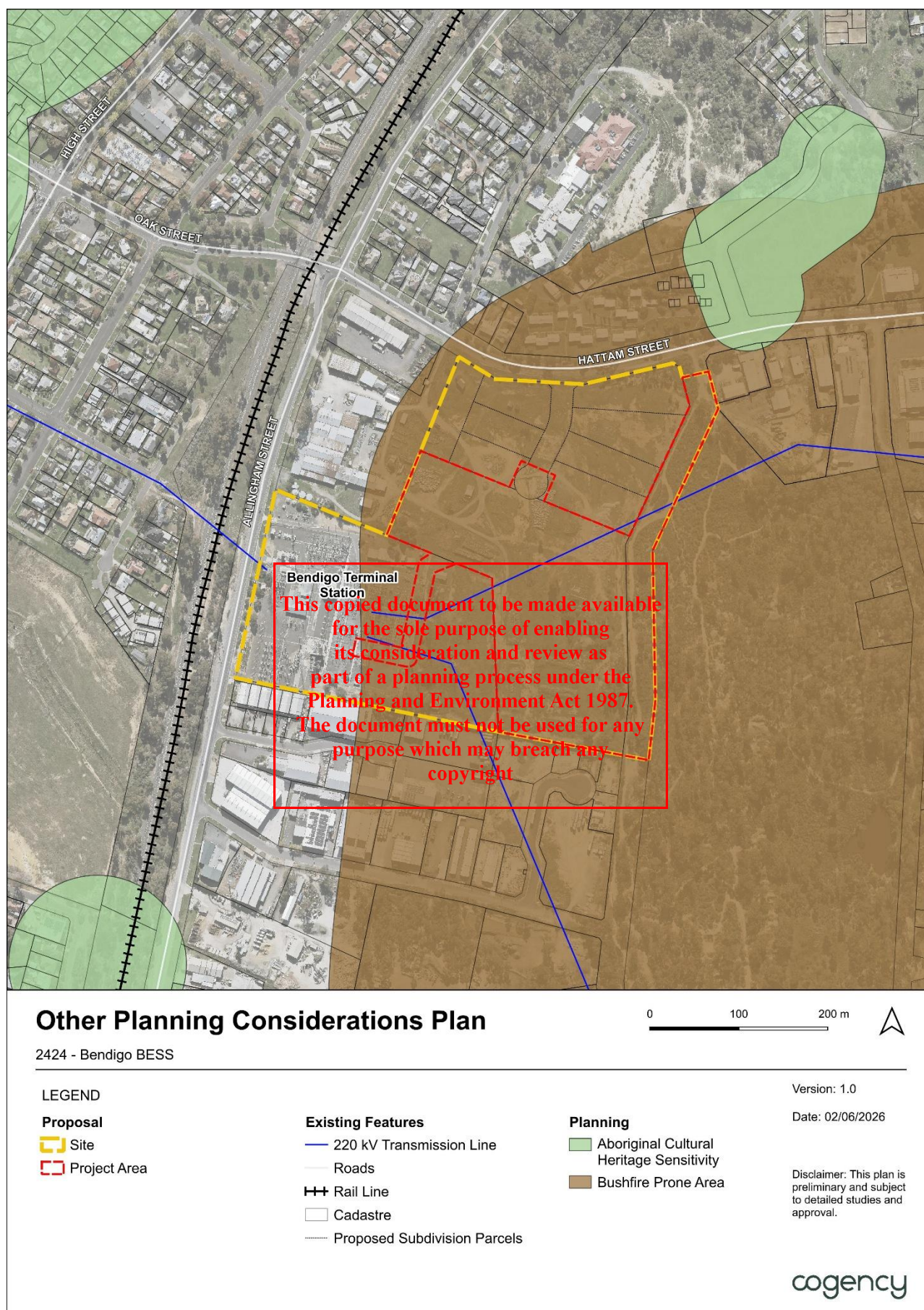


Figure 17 – Other Planning Considerations Plan

2.2.6 Native vegetation

The BESS Area is located on underutilised industrial land, that has been historically used for mining and industrial activities. The Department of Energy, Environment and Climate Action (DEECA) modelling indicates that Ecological Vegetation Class (EVC) 61: Box Ironbark Forest previously occurred in and around the BESS Area. During site assessment for the purpose of the subdivision in 2024, five patches of EVC 61: Box Ironbark Forest were identified in the BESS Area.

The BESS Area is generally cleared of native vegetation, with recorded species being predominantly exotic grasses and environmental weeds. 3 large trees were identified within the BESS Area. The 2 large trees located in the Secondary Access Land, being the Coonooer Street road reserve, will be retained as part of the Proposal.

The works area for the grid connection (within the Bendigo Terminal Station) does not contain any native vegetation.

No threatened flora species were recorded during the biodiversity assessment (June 2024 field survey).

Section 7.1 further details the findings of the biodiversity assessment of the vegetation within the Project Area, as well as recommended management and mitigation measures.

2.2.7 Topography and hydrology

The BESS Area is undulating, with a downwards slope from the south-east (approximately 263.5 m Australia Height Datum (AHD) at the Site's south-east boundary) to the north-west of the Site (north-western corner approximately 244.5 m AHD).

The Project Area does not contain or immediately adjacent to any waterways. A historical gully (Maiden's Gully) had been recorded to have traversed the Site, to the north-west corner. This feature is no longer visually evident, having been interfered with by urban development. The Bendigo Creek is the closest major river to the Project Area, approximately 0.5 km from the western boundary of the Site.

The Proposal is not expected to adversely affect the local waterway, including due to stormwater runoff. The subdivision proponent is developing a single detention basin for the industrial estate that will become the legal point of discharge (LPOD) from where water for all parcels within the subdivision (including for the BESS Area) will be discharged.

The findings of the stormwater management assessment undertaken to support the Proposal are set out in section 7.3 below and at Appendix F.

2.2.8 Energy and transmission infrastructure

The Project Area is currently serviced by transmission infrastructure. The AusNet managed Bendigo Terminal Station is located within the Project Area, adjacent to the south and west boundaries of the BESS Area. The Bendigo Terminal Station is connected to 22 / 66 / 220 kV transmission and distribution power lines.

No other grid-scale energy projects are known to exist or be proposed in the immediate vicinity of the Site. The broader surrounding regional area is home to several proposed and approved renewable energy projects (refer to Figure 5 above).

Table 6 below sets out the key details of energy and transmission infrastructure in the Greater Bendigo LGA and immediate surrounds. The Proposal is the first standalone BESS facility in the Greater Bendigo LGA.

Table 6 – Nearby Renewable Energy Projects

Project	Key Information
Ravenswood Solar Farm Distance to Proposal: ~17km south-west of the BESS Area (Mount Alexander Shire LGA)	The Ravenswood Solar Farm is a proposed 63 MW solar plant located in Ravenswood South, near Castlemaine. The project received planning approval in 2023.

Project	Key Information
Status: Approved Developer: FRV Services Australia	
Fosterville Solar Farm Distance to Proposal: ~25 km north-east of the BESS Area (Greater Bendigo LGA) Status: Approved Developer: FRV Services Australia	The Fosterville Solar Farm is a proposed 100 MW solar plant, with a 120 MW / 240 MWh battery energy storage system approximately 20 km east of Bendigo. The project is located adjacent to FRV Services' Axedale Solar Farm. The project received planning approval in 2022 (the permit was amended in 2025). Construction is expected to commence in 2026.
Axedale Solar Farm Distance to Proposal: ~28 km north-east of the BESS Area (Greater Bendigo LGA; Shire of Campaspe) Status: Approved Developer: FRV Services Australia	The Axedale Solar Farm project is a proposed 140 MW solar plant, with a 50 MW / 100 MWh battery energy storage system located in Axedale, approximately 20 km east of Bendigo. The project is located adjacent to FRV Services' Fosterville Solar Farm. The project received planning approval in 2019 and is currently in the development phase (pre-construction).
Derby Solar Project Distance to Proposal: ~31 km north-west of the BESS Area (Loddon Shire LGA) Status: Approved Developer: ACEnergy	The Derby Solar Project is a 95 MW solar plant and 85 MW / 100 MWh BESS, in Derby (near Bendigo). The project received planning approval from Loddon Shire Council in 2023.
Campbells Forest Solar Farm Distance to Proposal: ~35 km north-west of the BESS Area (Loddon Shire LGA) Status: Approved Developer: South Energy	The Campbells Forest Solar Farm is a proposed 205 MW solar plant. The project is located in the Loddon Shire LGA, north west of Bendigo. The project received planning approval in 2020 and is expected to commence construction in 2026.
Muskerry Solar Power Station Distance to Proposal: ~38 km north-east of the BESS Area (Greater Bendigo LGA) Status: Approved Developer: Edify Energy	The Muskerry Solar Power Station (MSPS) is a 250 MW solar plant and 200 MW / 800 MWh battery energy storage system. The MSPS is located in Muskerry and Toolleen, approximately 33 km east of Bendigo. The project received a planning permit in May 2024 and EPBC approval in November 2024. The project is currently in the development phase.

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2.2.9 Surrounding land uses

The Site is located in a predominantly industrial and urbanised area consistent with the IN1Z. There is a range of land uses in the immediate proximity to the Site. Land uses within and surrounding the Site include:

- Industrial land uses and activities, forming part of a larger Golden Square / Golden Gully Industrial Precinct to the west, south and east of the Project Area, including on the opposite side of the Bendigo Regional Park adjacent to the Site's eastern boundary). The property directly adjacent to the west of the Project Area is used for Ortech Industries, that manufactures building products
- Energy and transmission infrastructure, specifically the Bendigo Terminal Station immediately adjacent to the south and south-west boundaries of the BESS Area
- Bendigo Regional Park, directly adjacent to the Site's eastern boundary
- Residential dwellings, located to the west of the Site, on the opposite side of Allingham Street. A residential aged care facility (Carshalton House / Golden Oaks Nursing Home) is located approximately 370 m north of the BESS Area
- Rail infrastructure, being the Melbourne to Bendigo rail line that runs north-south to the west of the Site, on the opposite side of Allingham Street
- Community and educational uses, including:
 - Golden Oaks Education Hub, approximately 300 m north of the BESS Area
 - Larnangurrak – Dja Dja Wurrung Corporate & Community Centre, approximately 450 m north-east of the BESS Area
 - Jets Gymnastics facility, approximately 540 m north-east of the BESS Area.

Figure 6 above depicts the land uses within and surrounding the Site. Figure 18 below depicts the nearby dwellings surrounding the Site.

2.2.10 Nearby dwellings

The Site is located in proximity to residential zoned land (General Residential Zone), including to the north and west of the Site (refer to Figure 15 above). A residential aged care facility (Carshalton House, zoned Public Use Zone) is also located to the north of the Site, on the opposite side of Hattam Street (refer to Figure 6 above).

There are approximately 222 residential properties within a 500 m radius of the BESS Area, predominantly clustered in areas to the north and west of the Site.

The dwellings closest to the Site are located along Hattam Street, opposite of the Site's northern boundary, as well as the dwellings along Allingham Street, on the opposite side of the rail line.

Figure 18 depicts the residential properties located in proximity to the BESS Area.

The Site is located approximately 1.8 km south of the Golden Square township centre, and approximately 3.6 km south-west of the Bendigo township.

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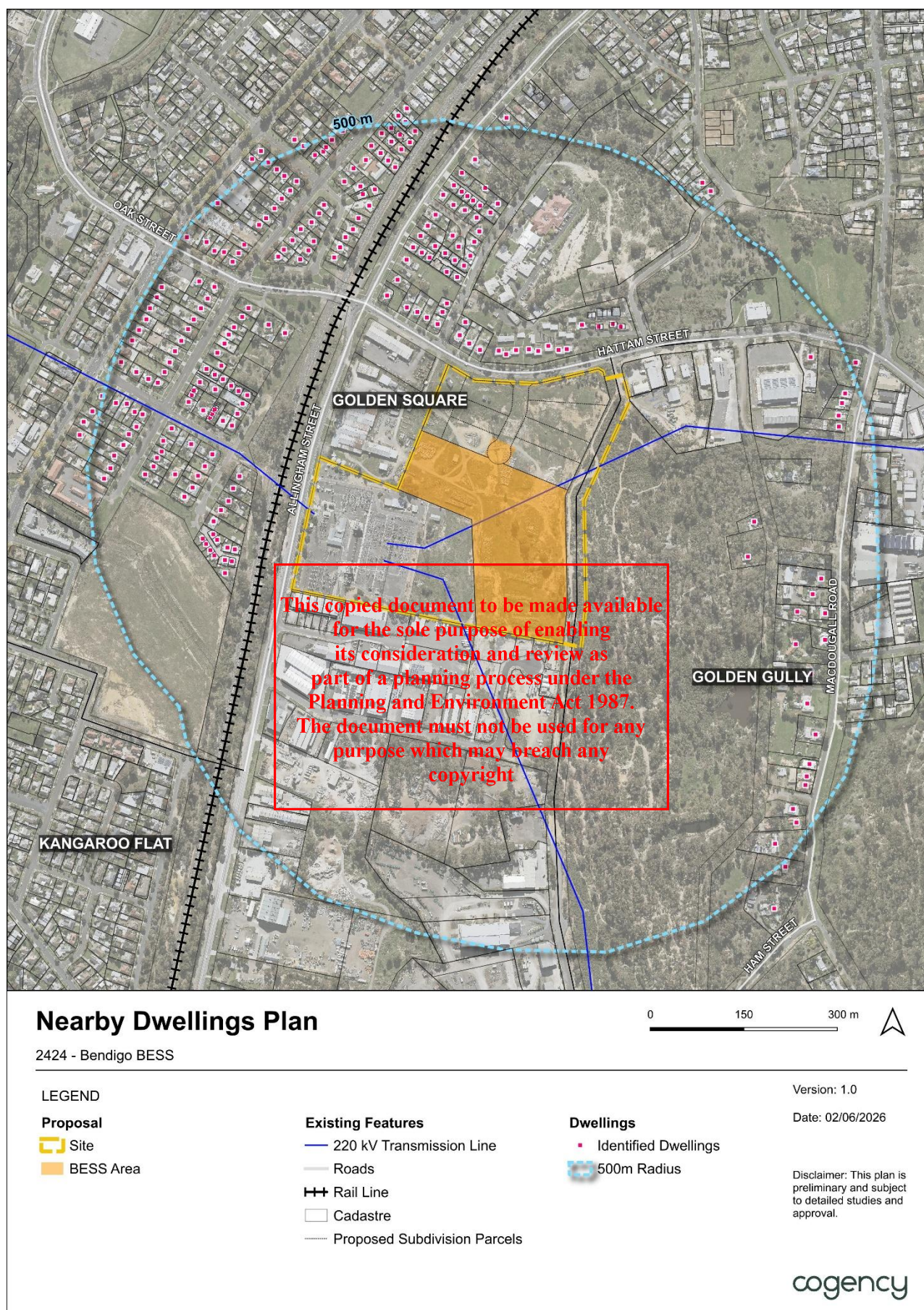


Figure 18 – Nearby Dwelling Plan

3. The Proposal

This Chapter outlines the details of the Proposal, as well as the justification and benefits.

3.1 Overview

The Bendigo BESS includes the following key components:

- BESS yard (including battery units and ancillary electrical infrastructure)
- On-site substation (including transformers) and associated electrical infrastructure
- 220 kV underground transmission connection to the Bendigo Terminal Station
- Auxiliary power supplies
- Protection and control equipment
- Operations and maintenance building
- Access points and internal tracks
- Water storage systems and fire-fighting infrastructure
- Security fencing and monitoring systems
- Telecommunications facilities and utilities services
- Site compounds and offices, and temporary laydown areas
- Earthworks and native vegetation removal
- Stormwater detention and drainage
- Landscaping / screening.

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Refer to Figure 2 above depicting the concept layout of the Proposal. Application plans for the Proposal are provided at Appendix B.

3.2 Battery Storage

The Proposal is proposing to utilise Lithium Iron Phosphate (LFP) cells, which have been widely deployed in BESS projects across Australia due to their long service life and high energy density. These batteries are durable and have an extensive lifespan and release less energy than some other battery technologies. This means they have a lower risk of overheating or catching fire due to their unique safety features. Figure 19 depicts diagrams of the LFP cell, Battery Module and Rack.

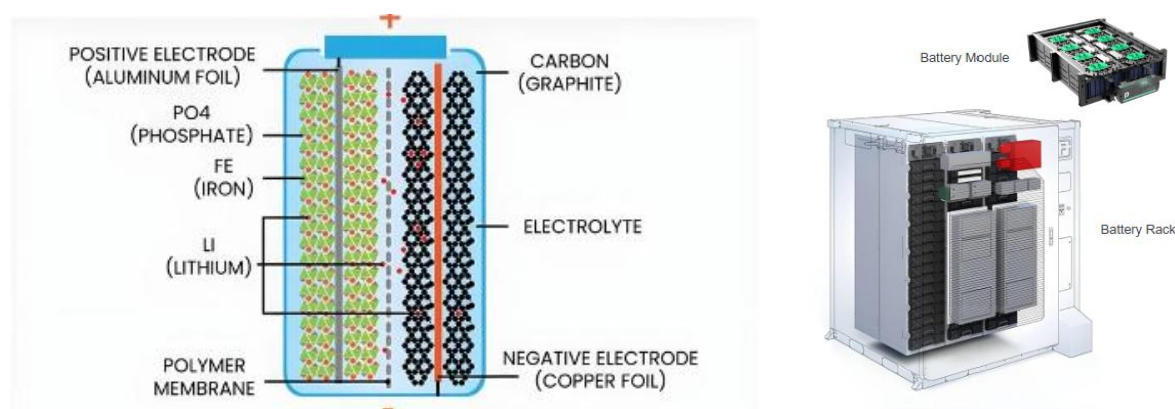


Figure 19 – LFP cells, Battery Module and Rack diagram

The Proposal includes rows of battery units (approximately 168 units) arranged with inverters (approximately 56) on the outside of rows of battery units. 3 battery units are coupled with each inverter. The current layout

provides for minimum 3 to 3.5 m of separation between battery units fronts and sides, and a minimum of 0.3 m of the rear of units. The Proposal indicatively includes 8 auxiliary transformers.

The battery enclosures house multiple racks of modules and contains monitoring and communications equipment, a cooling system, and a fire detection and suppression system. The modularity of the batteries allows for ease of construction and maintenance.

The Proposal includes a managed firebreak of 10 m surrounding the BESS yard, in line with the *CFA Design Guidelines Model Requirements: Renewable Energy Facilities* (Version 4.4, June 2025) and the *Fire Safety Studies for Battery Energy Storage System* (Version 1, June 2025) (CFA Guidelines).

Figure 20 below depicts the battery storage unit elevations.

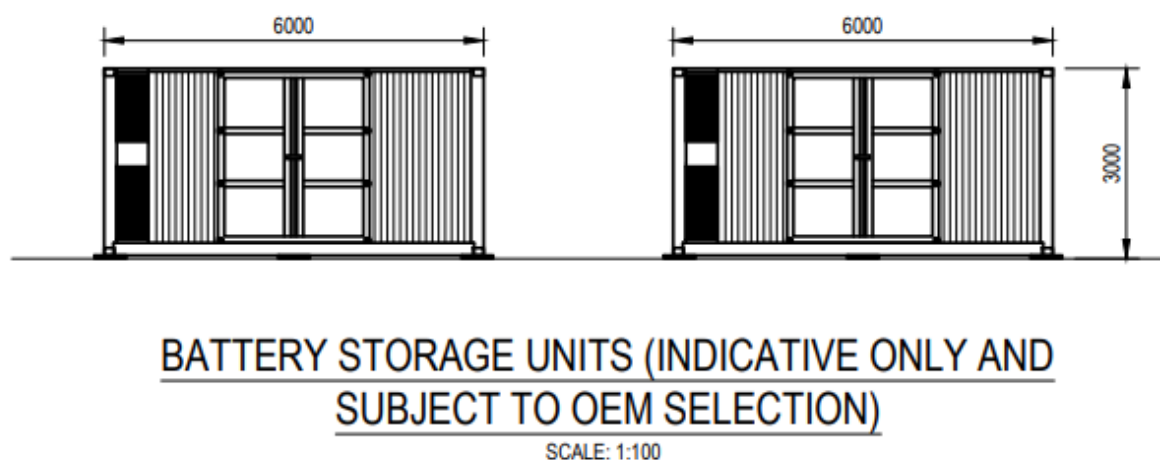


Figure 20 - Battery Unit Elevation (Source: GHD, 2026)

3.3 Associated Infrastructure

The Proposal includes electrical cabling and infrastructure that connects the battery units and the inverters with an on-site substation, which then allows connection to the State's electricity transmission network.

Figure 21 provides a stylised illustration of the primary components and connections. The substation area will include a HV step-up transformer, switch room and control room.

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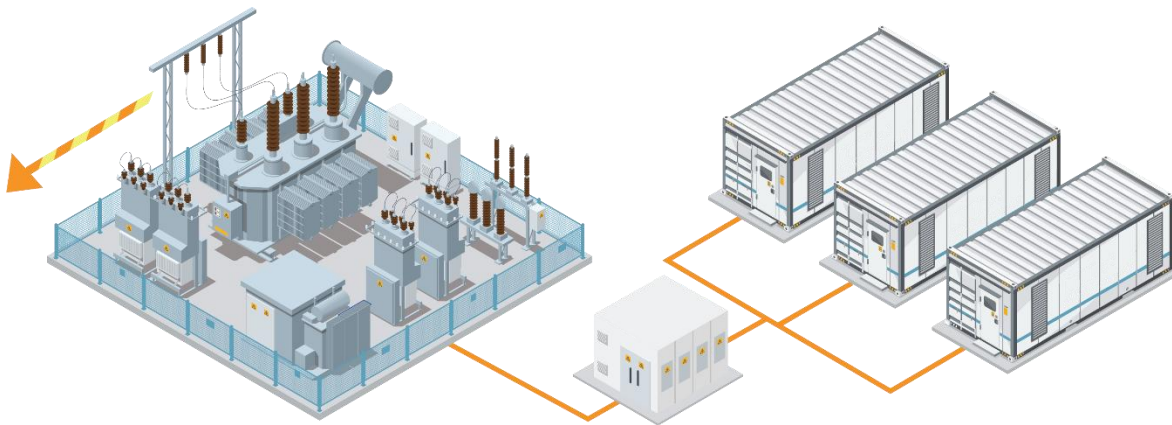


Figure 21 - Stylised representation of BESS units, inverter and substation

Infrastructure that supports the facility's operation, being the operations and maintenance (O&M) building and yard, will be located to the north of the substation, in the north-west portion of the BESS Area.

Figure 2 above depicts the infrastructure associated with the BESS in more detail. Figure 22 and Figure 23 below depict elevation diagrams of the BESS' associated infrastructure.

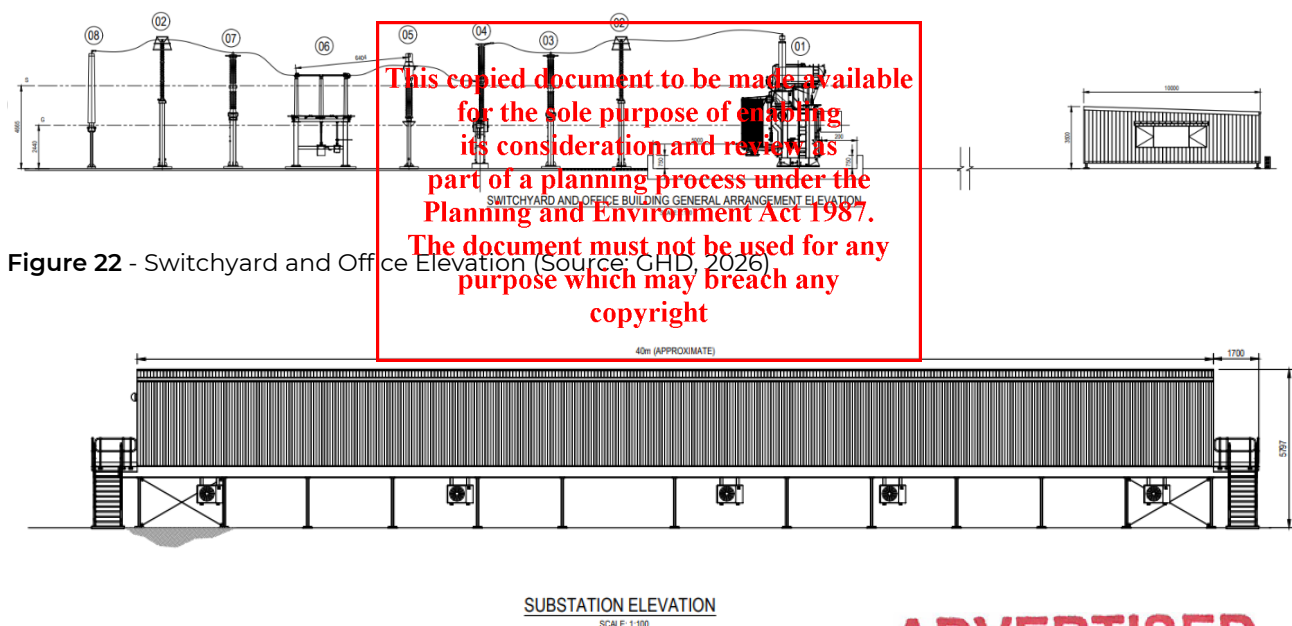


Figure 22 - Switchyard and Office Building Elevation (Source: GHD, 2026)

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Figure 23 - Substation Elevation (Source: GHD, 2026)

3.4 Grid Connection

The Proposal proposes to connect into the NEM via the high-voltage electricity transmission infrastructure within the AusNet-managed Bendigo Terminal Station. The connection will be a 220 kV underground transmission cable from the on-site substation to the terminal station adjacent to the Site's western boundary.

The underground transmission cable will run south from the on-site substation into the Bendigo Terminal Station. The underground transmission cable will be approximately 270 m in length, 0.8 m in width, 1.5 m in depth. The underground transmission connection is likely to be constructed via trenching. Figure 24 below depicts indicative trenching required for the transmission cable and grid connection works.

Electrical works within the terminal station will also be required where the proposed transmission cable enters the terminal station.

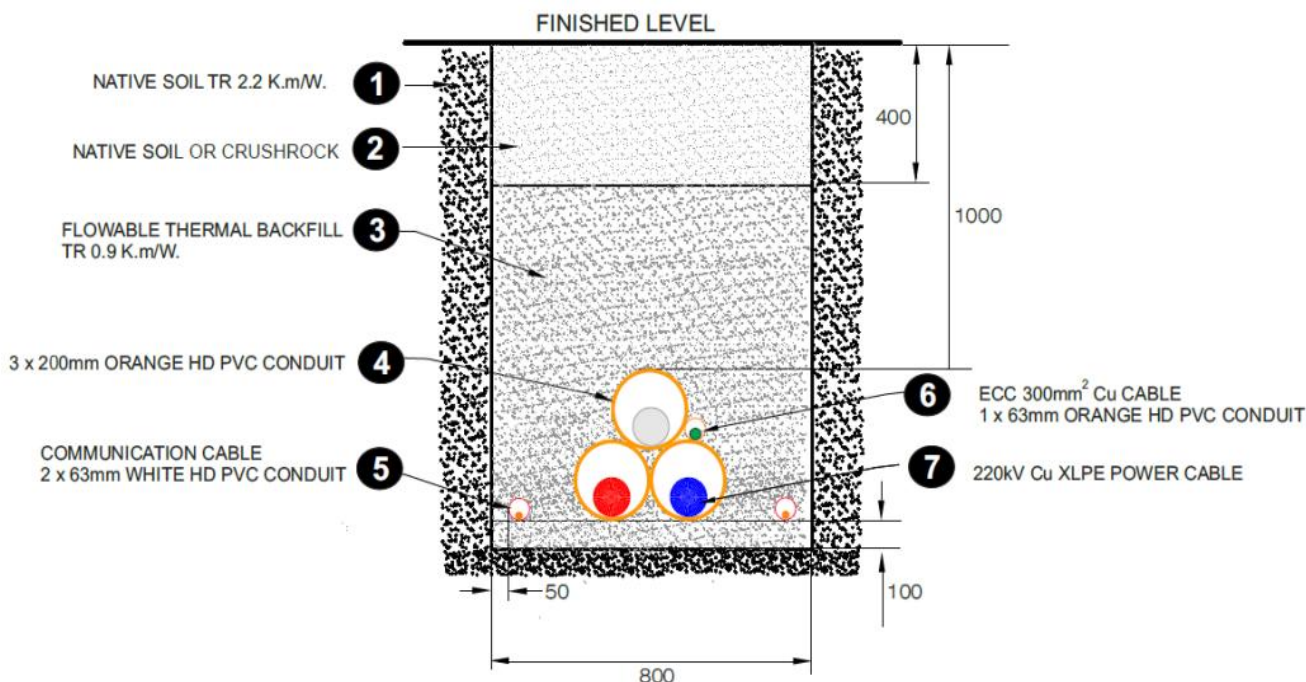


Figure 4: Typical 220 kV Cable Trench Section View

Figure 24 - Indicative cable trenching diagram

3.5 Noise Barrier

The Proposal proposes to incorporate noise barriers to mitigate the noise of the BESS units and associated infrastructure. The noise walls are proposed to be placed around the northern end of the battery rows and substation to maximise sound shielding (see Figure 2 and design plans set out in Appendix B).

The design and location of the noise barriers has been informed by noise modelling conducted by Marshall Day Acoustics (MDA). The noise barriers are likely to vary in height from 5.5 m to 8 m and, in line with recommendations from MDA, will be constructed of durable materials that meet required surface density requirements (refer to section 7.2 and Appendix E).

As an example of the indicative noise walls that will be implemented for the Proposal, Figure 25 below depicts the noise walls around the transformer at the Proponent's Clements Gap BESS project.

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Figure 25 - Noise wall around Clements Gap BESS Transformer (source: Pacific Blue)

3.6 Firefighting infrastructure

In accordance with the CFA Guidelines, the Proposal includes the following firefighting infrastructure:

- Fire hydrant system (AS2419 – open yard protection requirements)
- Firefighting water supply (two water tanks)
- Two access points, including a secondary emergency access and internal access tracks suitable for firefighting vehicles
- Retention basin to contain contaminated firefighting water
- Perimeter firebreak of 10m around the perimeter of the BESS Area.

Additional details of the firefighting infrastructure are outlined in the Fire Safety Study (Appendix G) and the Bushfire Hazard Assessment (Appendix L).

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3.7 Access and parking

Primary access to the BESS Area will be via a 7 m wide crossover via the internal road constructed through the subdivision accessed from the north of the Site along Hattam Street.

Works to create the access point from Hattam Street into the industrial subdivision will be undertaken by the subdivision proponent, including the works to create the new crossover at the southern end of internal road to access the BESS Area (from the northern boundary).

Secondary access (including for emergency vehicles) to the BESS Area will be via Council owned road, Coonooer Street, travelling south from Hattam Street, to an access point at the north-east corner of the BESS Area. Pacific Blue will be responsible for undertaking works within Coonooer Street to create the secondary access route.

Access within the BESS Area is provided by 6 m wide internal access tracks surrounding all battery units and associated infrastructure. These tracks are designed to accommodate both construction and operational traffic on site, including access for fire trucks in accordance with section 4.2 of the CFA's *Design Guidelines and Model Requirements for Renewable Energy Facilities* (Version 4.4, June 2025).

The access tracks will run from the primary access point, then east to loop around the battery units heading south, then tracking north, before turning west into the O&M building. Internal tracks between the rows of BESS units provide ample circulation within the BESS Area.

Car parking for construction staff will be provided within a designated parking area in the BESS Area, proposed to be within the laydown area in the western portion of the BESS Area. On-site parking for operations and maintenance workers (comprising 4 car parking spaces) will be located in the north-west portion of the BESS Area, adjacent to the proposed O&M building. All parking demands during the construction and operation phase of the Proposal are expected to be comfortably accommodated in the BESS Area.

3.8 Earthworks and drainage

The BESS Area will generally follow the existing direction of the slope of the natural ground level where practical. However, to facilitate the development of the Proposal with appropriate low gradient, the BESS Area will be graded and subject to cut and fill.

The BESS and associated infrastructure will require engineered hardstands, necessitating earthworks (including site preparation and cut/fill). The Proposal seeks to ensure that earthworks are balanced and stormwater runoff will be effectively managed, including to ensure that there are no changes to existing flow regimes.

The hardstands within the BESS Area will be graded to slope towards the north-west of the Site. The concept design proposes to capture surface runoff prior to discharge. Stormwater flows will be conveyed via table drains adjoining the internal access roads and a proposed underground drainage system that is designed to collect and convey runoff into an on-site retention basin. That basin will be capable of capturing and holding water run-off (with a valve outlet system) in the case of firefighting, to avoid discharging contaminated water into the LPOD (the subdivision estate basin).

In extreme events, excess flows will be captured in the on-site retention basin and discharge into the subdivision's sedimentation basin.

The Proposal is supported by a Stormwater Management and Drainage Strategy Memo, discussed in further detail at section 7.3 and Appendix F.

3.9 Additional works

Vegetation planting

The Proposal will include vegetation planting, noting however that the Landscape and Visual Impact Assessment undertaken by Peter Haack Consulting for the Proposal concludes that vegetation screening is not required for the Proposal (refer to section 7.4 and Appendix J). The extent and location of vegetation will be determined during detailed design phase, in consultation with landscape specialists, DJAARA and relevant contractor, to ensure all regulatory requirements and any approval conditions for landscaping are met.

Security fencing

An approximately 2.4 m high mesh security fence will be installed within the BESS Area. The fence will secure an approximately 5 ha area, to deter theft or vandalism, and prevent unauthorised access to equipment. The height and design finishes of the security fence will be finalised during detailed design, with respect to the existing environment. The Proponent's proposes to use higher security weld mesh fencing, that is compatible with the existing urban environment.

Business identification sign

To assist with identification of the BESS facility, a business identification sign is proposed at the entrance to the BESS Area. The proposed business identification sign will be less than 8 sqm (expected to be approximately 1.5 sqm), such that a planning permit is not required for the business identification sign under Clause 52.05 (Signs) of the Planning Scheme. Exact sign design and detail will be finalised during detailed design, however, the sign will state the Proposal name (Bendigo BESS), contact information, site map, QR code for visitor sign-in and inductions.

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An indicative business identification sign for the Proposal is depicted at Figure 26 below.



Figure 26 - Example Pacific Blue identification sign (Source: Pacific Blue, 2026)

3.10 Removal of Easement

The Proposal includes the removal of an unused transmission easement located at the south of the BESS Area (see Figure 1 (Site and Project Area Plan) above and Figure 27 below).

The easement is in favour of SEC Victoria and is now the responsibility of AusNet and PowerCor respectively. Both entities have communicated that neither has an interest in this easement and have provided the Proponent supporting documentation (a deed) for the proposed easement removal.

The indicative concept design does not propose any BESS infrastructure within the existing easement areas. However, the internal access tracks are proposed to transect the south of the BESS Area, within the area of the easement that is sought to be removed (see Figure 2).

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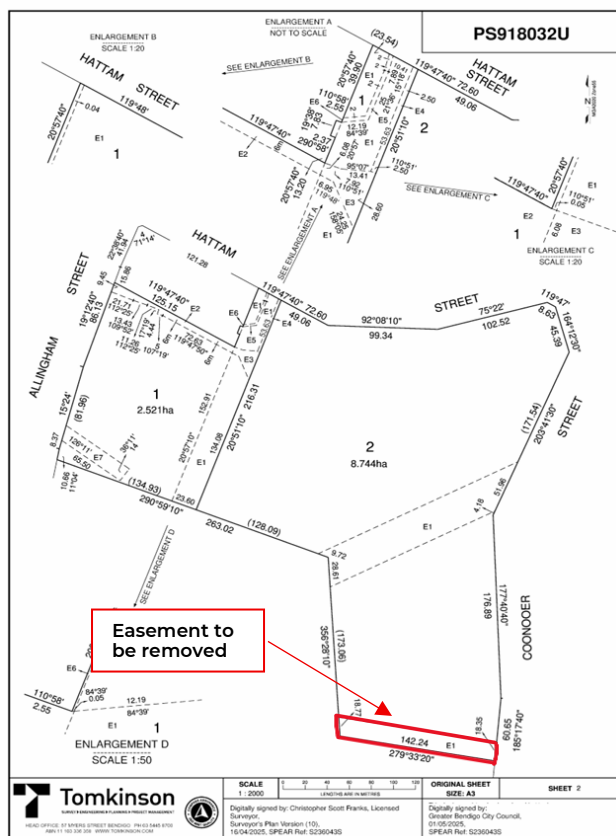


Figure 27 - Title Plan and Proposed Easement Removal

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3.11 Employment

The development of the Bendigo BESS represents an investment of approximately \$416 million.

During the peak construction phase, the Proposal is expected to create approximately 120 jobs for construction workers, comprising both on-site and off-site roles. There are expected to be seven full-time employees (FTE) for the operation phase of the Proposal, with an additional 12 indirect jobs created during the operation phase. These FTE will be responsible for operations and maintenance of the facility, including reporting, safety, monitoring, and upkeep of the facility. The Proponent is committed to procuring locally to the extent possible, prioritising skills and services from Greater Bendigo and across Victoria.

The Proposal is supported by an Economic Impact Assessment (EIA), that concludes that across the construction and operation phase, it is expected to create up to 943 jobs, comprising 298 direct jobs and 645 indirect jobs. These jobs are expected to be both local to the Greater Bendigo LGA and Victoria more broadly, comprising jobs in the fields of manufacturing, electrical and civil engineering, roadworks, cabling, construction, and fencing.

The findings of the EIA are discussed further in section 7.7 and Appendix K.

The Proposal will play an important role in growing the renewable energy generation and storage industry in Victoria. As the State's energy supply transitions to renewable energy, more demand for storage will be created.

The construction and maintenance of the Bendigo BESS will include upskilling local workers and utilising local contractors and suppliers. This will grow Victoria's ability to build and operate battery storage, securing the future competitiveness of other projects in the renewable energy sector.

3.12 Construction, Operation and Decommissioning

Construction

Construction will be a key phase of the Proposal's development. The construction phase is expected to include the following elements:

- Establishment of temporary construction compound, car parking spaces and internal access tracks
- Earthworks (for site grading purposes and hardstand areas)
- Delivery, assembly, and installation of BESS components and ancillary infrastructure
- Installation of the underground transmission cable from the BESS to the Bendigo Terminal Station
- Installation of fencing, lighting and site signage, including safety signage.

The construction phase is expected to be approximately 18 to 24 months.

A detailed Construction and Environmental Management Plan for the construction phase will be prepared in accordance with the conditions of the planning permit.

Operation

The operation of the Proposal will involve charging and discharging of the housed battery units, monitoring and maintenance of the batteries, inverters, switching station, internal cabling, as well as general site maintenance and general security monitoring.

Ongoing activities will include remote operation and monitoring of equipment, as well as ongoing preventative maintenance.

The Proposal is expected to have an operational lifespan of 20-25 years. There may be opportunities at the end of that period to re-energise the facility.

Decommissioning

Prior to the end of Proposal's operational life, the Proponent will first assess and identify opportunities to refurbish the asset, extend its lifespan or to install a new asset on the Site.

At the end of the facility's operational lifespan, including in the event the facility is refurbished or re-energised and prior to the installation of a new asset on the Site (as required), the BESS will be decommissioned in accordance with the conditions of the planning permit and any other regulatory requirements.

The Proponent will also decommission the BESS and make good the relevant part of Site in accordance with the terms of the lease agreement (refer to section 2.2.3), including the condition to not remove certain infrastructure or works (including works that the landowner has agreed are to remain on the Site).

This phase will involve removing the above-ground components, and re-purposing these components where possible. The decommissioning phase will involve the remediation and rehabilitation of the land consistent with the surrounding landscape and land uses, as required and where appropriate.

Upon commencement of decommissioning, and subject to the requirements of the lease agreement and approval conditions, all infrastructure would be removed. Key elements are likely to include:

- Removal of all aboveground BESS and substation site infrastructure, including perimeter fencing, site offices and maintenance buildings
- All laydown, bench and access tracks, and infrastructure to be decommissioned and removed
- BESS Area to be rehabilitated for consistency of the surrounding landscape and land uses (e.g. industrial land use).

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3.13 Project Justification

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3.13.1 Site Suitability

The Project Site is well-suited for a BESS and benefits from its location within an existing industrial area and in proximity to existing transmission infrastructure, being the Bendigo Terminal Station.

The strategic advantages of the location and the Site include:

- Proximity to existing high voltage electrical infrastructure, allowing direct connection to the NEM at the adjacent Bendigo Terminal Station
- Industrial zoning that allows the use (utility installation)
- Distance to sensitive receptors, being within an existing, underutilised industrial precinct
- Not located within a declared irrigation district or state significant watercourse
- Not characterised as having State significant landscape values or State significant agricultural land
- Prior land disturbance, low ecological values and minimal existing native vegetation within the Site due to history of mining and industrial activities on the BESS Area
- Proximity and access to major road network (including via Hattam Street and Midland Highway) for construction logistics
- Bendigo's diverse economy and labour pool, providing access to local supply chain and skilled workforce, with opportunities for local procurement.

3.13.2 Design Iteration

The Proposal has been subject to an iterative design process.

The design and siting of the BESS and associated infrastructure has been informed by and revised in response to technical input and assessment. The design has been informed by noise impact assessment, fire hazard and bush fire risk assessment, traffic impact assessment and biodiversity assessment. The design of the BESS has also been informed by preliminary feedback from key stakeholders, including the CFA.

The Proponent undertook early planning and feasibility studies in 2023, including noise assessment. The Proponent initially investigated locating the BESS at the north of the Site (where the multi-lot industrial subdivision will be located). The BESS was subsequently sited at the south of the Site, including to minimise potential noise impacts by increasing the distance from sensitive receivers and dwellings located along Hattam Street.

The siting of the BESS, including the proposed secondary access route along Coonoor Street, minimises impacts to native vegetation and enables the Proposal to efficiently connect into the existing transmission network infrastructure via the Bendigo Terminal Station. It also seeks to minimise fire risk and hazard by implementing setbacks from the Site's eastern boundary to provide adequate defensible space with bushfire attack level (BAL) setbacks to bushfire threat. Siting the BESS at the south of the Site also reduces the potential visual and noise impacts, including due to the future screening that the industrial developments will provide, and increasing the distance of the BESS from sensitive noise receptors along Hattam Street.

The design of the BESS has also been revised in response to technical feedback to mitigate the potential noise impact of the Proposal and to ensure appropriate gradients for internal roads. In response to noise modelling assessments, the BESS design proposes to incorporate noise barriers surrounding the northern most battery units and the substation to reduce operational noise impacts.

3.13.3 Why Battery Energy Storage?

There are several critical reasons for developing a BESS in Victoria.

Battery energy storage is essential to ensuring Australia's electricity grid is prepared for the phase out of traditional coal fired power stations in the coming decades. The variability of renewable energy sources means that there is a need for storage within the grid to supply power during periods of low generation.

Further, the continued popularity of domestic rooftop solar is leading to an oversupply of generation in the middle of the day during sunny periods, offering the opportunity to store power during this time, and release it in the early evening when solar is not generating.

Battery storage technology has advanced to a point where it is cheaper and more efficient compared to other energy storage solutions such as pumped hydro.

Another important aspect of the Proposal is its role in grid stabilisation. Battery energy storage systems assist to stabilise the grid, through the ability to rapidly increase or decrease output by providing 'ancillary services', such as frequency and voltage support.

In supporting the introduction of more renewable energy generation, the Proposal will assist with Victoria's renewable energy transition, and support the legislated Victorian Renewable Energy Target of 65% by 2030 and 95% by 2035 and the Victorian energy storage targets of at least 2.6 GW by 2030 and 6.3 GW by 2035.

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4. Community and Stakeholder Engagement

Community and stakeholder engagement is fundamental to building respectful relationships that can assist in delivering positive and effective outcomes for both energy projects and the local community. Evidence from across Australia and internationally has shown that effective engagement increases the likelihood of establishing and maintaining energy facilities that bring the most mutual benefit to all stakeholders. Proactive, meaningful, inclusive, and robust engagement practices can therefore be seen as an investment in two outcomes: strong communities and the future success of the energy industry.

The Proponent recognises that early and ongoing engagement with the community and other relevant stakeholders is a crucial part of the planning process. The Proponent's approach is centred on building respectful, transparent and long-term relationships with communities and stakeholders, recognising that meaningful engagement extends beyond the provision of information or consultation on project design.

Through ongoing engagement, the Proponent seeks to better understand local values, knowledge, priorities and concerns, including identifying and acknowledging opportunities and concerns that are valid and important to community members. Community and stakeholder feedback is actively considered throughout project development to help inform decision-making and improve project outcomes where possible.

The Proponent recognises that communities may hold a range of views about the Proposal, and that engagement should support informed participation, mutual understanding and the development of acceptance through respectful and credible relationships.

This section outlines the engagement principles, details of the engagement activities, and the materials provided to the stakeholders and community.

Communication materials distributed or used as part of the community and stakeholder engagement are provided at Appendix C.

4.1 Objectives and Principles

The community and stakeholder engagement strategy developed for the Proposal is in accordance with DTP's *Community Engagement and Benefit Sharing in Renewable Energy Development: A Guide for Renewable Energy Developers* (updated 2021), the Clean Energy Council's *Best Practice Charter for Renewable Energy Projects* (2018), and the International Association for Public Participation's (IAP2) *Public Participation Spectrum* (2018).

The engagement objectives are to:

1. Build respectful and constructive relationships with local communities, neighbours, Traditional Owners, City of Greater Bendigo, government agencies and other stakeholders early in the planning process.
2. Provide clear, timely, responsive and accessible information about the Bendigo BESS, including the project need, planning process, technical investigations, potential impacts, proposed mitigation measures and opportunities for community input.
3. Support informed participation by giving stakeholders genuine opportunities to ask questions, raise concerns, provide local knowledge and understand how feedback may influence project planning and decision-making.
4. Identify, acknowledge and respond to community and stakeholder concerns, including concerns that are valid, strongly held or unresolved, and ensure these are considered in project design, mitigation and communication.
5. Build acceptance of the Proposal through credible, transparent and ongoing engagement, rather than assuming support or seeking to persuade stakeholders who may hold different views.

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6. Meet Victorian planning, public consultation and stakeholder engagement requirements, including relevant state and local government expectations for energy infrastructure development.
7. Engage with Traditional Owners and local First Nations people in a respectful and culturally appropriate way, consistent with local expectations, relevant engagement and partnership protocols.
8. Identify and manage emerging issues, risks and stakeholder expectations early, to reduce avoidable impacts and support timely, informed project decision-making.
9. Coordinate, monitor and evaluate engagement activities to understand stakeholder sentiment, track issues and improve the effectiveness of communications and engagement over time.
10. Explore appropriate community and regional development opportunities, including benefit-sharing, local employment, local suppliers and contractors, and potential community funding or partnership arrangements.

The *Best Practice Charter for Renewable Energy Projects* (2018), developed by the Clean Energy Council, outlines a voluntary set of commitments for those engaged in the development of clean energy projects. These commitments serve to clearly communicate the standards that proponents of renewable energy projects will need to uphold.

The following nine principles of engagement will define engagement on the Bendigo BESS during all phases of the Proposal, including design, planning, construction, operation and decommissioning.

Beyond the statutory requirements of the Proposal, the Proponent is committed to ensuring sensitive and respectful engagement with the First Nations communities. The Proponent's approach to engagement with Traditional Owners is based on principles adopted in the Victorian Energy Network's *Aboriginal and Torres Strait Islander Best Practices Principles for Deep Energy* (2022).

Table 7 summarises the engagement principles for the Proposal.

Table 7 – Engagement Principles

Transparency and Accountability	Tailored Engagement	Understanding Stakeholders and Impacts
Clear, open and honest communication, including sharing information in a timely manner, explaining how stakeholder feedback influences project planning, how decisions are made, acknowledging uncertainties, and remaining accountable for commitments throughout the project lifecycle.	A tailored approach for each community we work in to ensure that it is responsive, relevant, innovative and contemporary, recognising that all stakeholders have different values, concerns, priorities and information needs.	Consistently seek to understand community values, concerns, aspirations and local knowledge through our engagement techniques and methodology, recognising that stakeholder perspectives provide valuable input to project planning, impact management, decision-making and the development of benefit sharing initiatives that respond to local priorities.
Relationship-Building and Ongoing Engagement	Responsiveness	Participation
Build and maintain genuine, respectful and long-term relationships with communities, landholders, Traditional Owners and other stakeholders through ongoing dialogue, local presence, regular engagement and collaborative discussions about opportunities to create lasting local value throughout the project lifecycle.	Listen carefully and respond to community feedback, questions and concerns in a comprehensive and timely manner, maintaining records of issues raised and how they have been considered, addressed and resolved.	Provide opportunities for stakeholders to participate in project planning and decision-making processes where appropriate, including helping to inform the design and delivery of benefit sharing initiatives, ensuring they have access to balanced information and confidence that their views will be genuinely considered.

Fairness and Trust

Strive to deliver fair and equitable outcomes by considering the interests of affected stakeholders, seeking mutually beneficial solutions where possible, including through appropriately designed benefit sharing initiatives, and recognising the importance of maintaining trust, credibility and social acceptance over the life of the project.



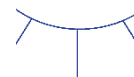
Continuous Improvement

Use learnings from all our projects, stakeholder feedback and ongoing evaluation to inform our future engagement activities as part of our commitment to continuous improvement.



Internal Alignment

Strong internal communications so staff and consultants clearly understand our engagement approach and commitments, and put communities, landholders and stakeholders at the forefront when planning and delivering project activities.



4.2 Engagement Activities

As part of the early design and planning phase of the Proposal, the project team undertook several engagement activities prior to the planning submission in accordance with the Proponent's *Bendigo BESS Community Engagement Strategy*.

The engagement program was developed to align with the engagement objectives and principles outlined above. Early engagement focused on key stakeholders, including local Members of Parliament, the City of Greater Bendigo and DJAARA, followed by near neighbours of the Proposal, and then broadening to the local community and other local organisations and stakeholders. These activities are described below.

A variety of communication materials were distributed to stakeholders and the community throughout the engagement process. These included a letter of introduction to surrounding industrial businesses, an introductory project flyer and invitation to the community information session to surrounding residents, a project FAQ booklet and a dedicated project website. These materials were supported by a project presentation provided to stakeholders during introductory meetings and briefings.

4.2.1 Community Engagement

Communication materials distributed or used as part of the community and stakeholder engagement activities are provided at Appendix C.

4.2.1.1 Website

In April 2026, the Proponent launched a dedicated page for the Proposal on the Pacific Blue website. The project page provides a single source of information for stakeholders and the local community, to provide updates as the Proposal progresses, and to provide an opportunity to contact the project team with any enquiries. The website can be accessed at <https://www.pacificblue.com.au/bendigo>.

4.2.1.2 Letter of Introduction

On 30 March 2026, the Proponent distributed an introductory letter to 65 industrial businesses surrounding the Site. The purpose of the letter was to introduce the Proponent and the Proposal, including the planning approvals process and timing, and to provide a point of contact for neighbouring businesses to ask questions, raise concerns or provide feedback for the Proposal.

4.2.1.3 Community Information Sessions

To ensure that the broader community had opportunities to be involved and provide input on the Proposal, three community information sessions were held on Tuesday May 19 2026 at the Kangaroo Flat Library between 1:00 pm and 2:30 pm, 3:00 pm and 4:30 pm, and 5:30 pm and 7:00 pm.

The purpose of the community information sessions was to give the local community and other stakeholders an opportunity to meet the project team, learn more about the Proposal, ask questions in person and

encourage engagement in the planning process. The sessions also allowed community members to establish points of contact with the project team for the Proposal.

An introductory flyer was distributed via a third-party letterbox distributor company, targeting 2,000 mail points across Golden Square and Golden Gully in the fortnight prior to the event. The flyer introduced the Proponent and the Proposal, and inviting community members to the community information sessions. Additionally, advertising was undertaken in the Bendigo Advertiser, and the team proactively engaged with key stakeholder groups to share the information amongst their networks.

The community information sessions were hosted by Pacific Blue, supported Cogency. 5 members of the project team and two personnel from Cogency attended the sessions. Information included fact sheets, FAQ booklets and a site plan (Figure 28). The project team gave a briefing presentation, introducing themselves and their role, the organisation (Pacific Blue), the Proposal, the Site, the planning approval pathway and engagement undertaken so far, in each of the sessions (Figure 29). Questions, comments, and feedback were encouraged throughout the session, particularly on areas of concern, or stakeholders the Proponent should engage with.

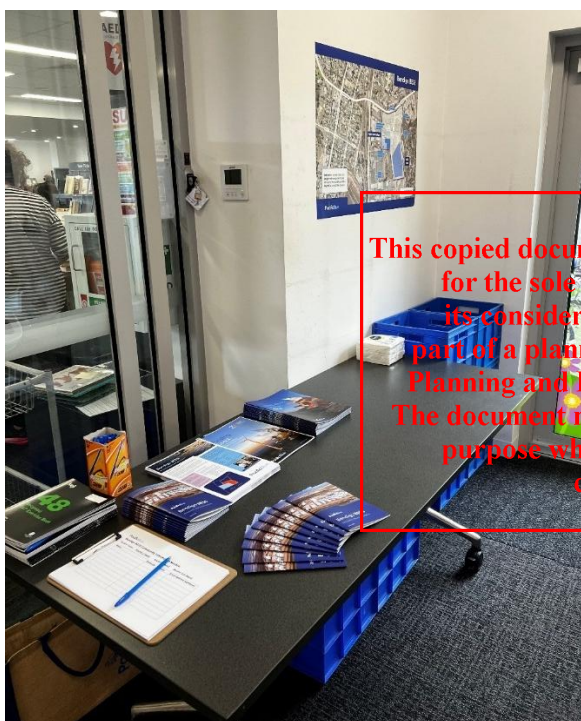


Figure 28 - Briefing materials for community information sessions

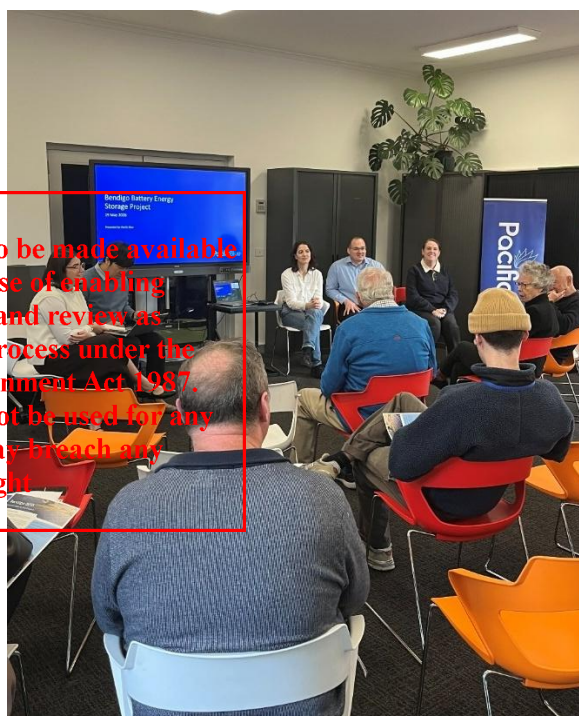


Figure 29 - Project team presenting at community information session

Email invitations were also sent to the following stakeholders:

- Offices of Federal and State MPs, Jacinta Allan, Maree Edwards, and Lisa Chester
- City of Greater Bendigo Deputy Mayor and Director of Strategy and Growth
- DJAARA
- Golden Square Community Action Group
- Parks Victoria
- CFA
- Bendigo Kangan TAFE
- Golden Oaks Aged Care

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In total, 18 people attended the community information session, including members of the local community, nearby neighbours and representatives from community and industry groups.

Key questions and concerns raised by attendees included:

- Financing and ownership of the Proposal
- Battery technology and chemistry
- Role of batteries in grid stabilisation, including to prevent power outages in the region and impact on energy prices for consumers
- Battery lifespan
- Decommissioning obligations and battery recycling opportunities
- Centralised versus decentralised / distributed battery network
- Potential impacts, including noise and amenity, vibration, traffic, and environmental impacts
- Water usage, and use of recycled water for firefighting purposes
- Fire risk, impacts (toxic gas dispersion) and fire management
- Employment and supply chain, including opportunities for local contractors
- Presence of batteries in Victoria and Australia, and the Proponent's experience delivering battery projects.

Attendees were generally curious and interested in the Proposal and the benefits of utility scale batteries. Several attendees expressed support for the Proposal, with no attendees expressing outright objections to the Proposal or to BESS technology more generally.

Attendees provided feedback on elements of the Proposal, including that the Site was an appropriate location for the Proposal and there are unlikely to be unreasonable visual impacts, as well as noting that it presents an opportunity to rehabilitate a degraded site. Attendees were interested in the Proponent's engagement with DJAARA in the planning stage of the Proposal and shared insights for additional consultation and engagement opportunities (for example, Coliban Water, Latrobe University, Bendigo Sustainability Group).

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Attendees were encouraged to provide contact information to receive updates from the project team. The attendees who provided a contact email address were sent a thank you email on 28 May 2026, encouraging further feedback and queries to be directed to the project team.

4.2.2 Stakeholder Engagement

4.2.2.1 Members of Parliament

Between June 2025 and May 2026, meetings have been held with the offices of:

- The Hon Lily D'Ambrosio MP, Victorian Minister for Energy and Climate Change
- The Hon Jacinta Allan MP, Premier of Victoria and State Member for Bendigo East
- Lisa Chesters MP, Federal Member for Bendigo
- The Hon Maree Edwards MP, State Member for Bendigo West
- The Hon Chris Bowen MP, Federal Minister for Energy and Climate Change.

The purpose of the meetings was to introduce the Proponent (Pacific Blue), the project team and the Proposal, and to provide an overview of the Proposal, the planning pathway and anticipated development timeline.

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The meetings also provided an opportunity to discuss Pacific Blue's approach to community and stakeholder engagement, including the importance of early engagement, relationship-building, transparent communication and ensuring the Proposal is developed in a respectful and inclusive manner. Discussions also included the Proposal's approach to identifying and responding to community concerns, opportunities for local benefit sharing and local participation, and engagement with Traditional Owners and key local stakeholders.

The meetings broadly discussed the following aspects of the Proposal:

- Overview of Pacific Blue and the proposed Bendigo BESS
- Strategic rationale for the Site location and proximity to existing electricity infrastructure
- Planning application pathway, technical assessments and indicative project timeline
- Community and stakeholder engagement activities undertaken to date
- Ongoing engagement with local stakeholders, including Council, DJAARA and community organisations
- Opportunities for local employment, training, procurement and broader community benefit sharing
- Approach to fire safety, environmental assessment and impact mitigation
- Proposed next steps in the planning and engagement process.

4.2.2.2 Department of Transport and Planning

A pre-application meeting was held on 16 March 2026 with members of the DTP Renewables Development and Approval team, Michael Juttner and Rashmitha Perera.

The purpose of the meeting was to introduce the Proposal and the project team, and receive high-level feedback and guidance on the Proposal and the planning process.

The meeting broadly discussed the following aspects of the Proposal:

- Planning application pathway and lodgement
- Existing approved subdivision to the north of the Site
- Biodiversity and native vegetation impacts, including approved native vegetation removal under the subdivision approval
- Engagement with relevant authorities, including the CFA
- Engagement with DJAARA.

4.2.2.3 City of Greater Bendigo Council - Executives

The project team met with City of Greater Bendigo Council executives, Andrew Cooney (CEO) and Rachel Lee (Director – Strategy and Growth) on 21 January 2026.

The purpose of the meeting was to formally present the Proposal and provide an update to executives following an initial meeting in late 2024 (that primarily focused on the subdivision). The meeting also provided Council executives the opportunity to provide feedback and ask questions about the Proposal.

The following matters were discussed during the meeting:

- Status of the subdivision and the development of the Bendigo BESS
- Planning approvals pathway
- Stakeholder and community engagement, including upcoming activity.

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The Council executives provided feedback and insights regarding the community as well as local businesses in proximity to the Site. This included insights into strong concerns at the community level regarding fire risk, and the importance of messaging around fire and the direct benefits of the Proposal to the local community.

4.2.2.4 City of Greater Bendigo Council – Planning

A pre-application meeting was held with an officer of the Greater Bendigo planning team on 20 April 2026. The purpose of the meeting was to re-introduce the Proposal, following engagement with Council during an earlier preliminary phase of the Proposal in 2024. In addition, to provide Council the opportunity to ask questions and provide feedback on the Proposal.

Council's planning team gave in-principle support and did not raise any concerns with the Proposal.

The following matters were discussed during the meeting:

- Background to the Proposal, including the approved subdivision at the north of the Site
- Proposed secondary access, including use of Council owned road, Coonooer Street
- Interaction with DJAARA's Land Use Activity Agreement with the State Government
- Surrounding land uses and tenants
- Stakeholder and community engagement, and upcoming activities.

4.2.2.5 Dja Dja Wurrung Clans Aboriginal Corporation (DJAARA)

The Proponent has met with DJAARA representatives on several occasions from early 2026.

The Proponent first met with a representative of DJAARA's *Nyauwi Mutjeka* (Renewable Energy) division on 21 January 2026. The purpose of the meeting was to introduce the Proposal and provide DJAARA the opportunity to provide feedback and ask questions. This initial meeting also provided the project team with the opportunity to learn about DJAARA as an organisation and receive insights about working and engaging with DJAARA, with the aim of fostering a partnership-based approach to the development of the Proposal.

The proposal does not trigger a mandatory Cultural Heritage Management Plan (CHMP) under the *Aboriginal Heritage Act 2006* as it is not located in designated areas of Aboriginal Cultural Heritage Sensitivity. DJAARA, however, advised that a site walkover is required to assess the area and identify areas of cultural significance.

A site walk was conducted on 19 March 2026 by two DJAARA field representatives (*Malamiya* (Cultural heritage)) (Figure 30 and Figure 31). The project team also attended the site walk. The purpose of the site walk was to assess whether any cultural heritage was present or any potential cultural values. During the site walk, DJAARA field representatives also provided key insights and learnings for the project team, to inform their approach to developing the Site for the Proposal.

DJAARA field representatives did not observe any cultural heritage values on the site, observing that the land had experienced significance disturbance and impact due to historic mining activities (resulting in what local Aboriginal people historically named 'upside down land'). DJAARA representatives observed the trees on site represented an example of rejuvenation of a former mining landscape, and emphasised the importance of the Proposal positively contributing to the broader story of rejuvenation (rather than working against it).

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Figure 30 – Soil heaps resulting from major earthworks observed during site walkover (Source: DJAARA, 2026)



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Figure 31 - Ironbark trees present on Site observed during site walkover (Source: DJAARA, 2026)

In April 2026, 19 team members from across Pacific Blue, including senior executives from operations, HR, and procurement, along with the project team also attended Cultural Competency training, conducted by DJAARA representatives in Bendigo. This was a general (not project specific) training, that provided the project team with further insights about Dja Dja Wurrung's spiritual practices, philosophies, lived experiences and ongoing connection to Country.

Members of the project team met again with the Nyauwi Mutjeka team on 25 May 2026, to commence discussions around developing a formal Partnership Agreement. This is currently in development with both parties committed to entering into the agreement on or around the time of lodging the planning application.

4.2.2.6 Country Fire Authority

A pre-application meeting was held with officers from the CFA on 24 March 2026. The purpose of the meeting was to introduce the project team and the Proposal, and to provide the CFA the opportunity to ask questions and provide feedback. NJM Design (NJM), which prepared the Fire Safety Study to support the Proposal, also attended the meeting to discuss its preliminary assessment of the Proposal.

The following aspects of the Proposal were discussed:

- The Site and broader surroundings, including industrial location and proximity to regional park
- BESS and associated infrastructure, including transmission connection and access
- Bushfire assessments undertaken for the purpose of the industrial subdivision

- Interaction of the Project Area and the BMO
- Secondary emergency access requirements
- Coordination of fire and emergency management between CFA and FRV
- Stakeholder and community engagement
- Community sentiment around bushfire risk
- The proposed planning approval pathway and timing

The Proponent will continue to engage with the CFA following lodgement of the application.

4.2.2.7 Parks Victoria

A meeting was held with Parks Victoria on 11 June 2026.

The purpose of the meeting was to introduce the Proposal and the project team, and to specifically discuss the interaction of the Proposal with the Parks Victoria managed Bendigo Regional Park that is adjacent to the Site's eastern boundary.

The following matters were discussed during the meeting:

- Proposed secondary access along Coonooer Street and interface with the Bendigo Regional Park
- Parks Victoria's partnership with DJAARA and the Proponent's ongoing engagement with DJAARA
- Buffer requirements (BAL)
- Native vegetation removal and vegetation planting
- Proposed planning approval pathway and timing

The Proponent will continue to engage with Parks Victoria following lodgement of the application.

4.2.2.8 Bendigo TAFE

A meeting was held with Bendigo TAFE representatives on 21 January 2026.

The purpose of the meeting was to introduce the Proposal and the project team and provide an opportunity for TAFE representatives to provide insights and ask questions. During the meeting, Bendigo TAFE representatives provided information about its organisation and development occurring with the region, as well as about the Bendigo East Urban Renewal Precinct (BEURP) initiative. The BEURP is a large-scale urban renewal initiative being led by Bendigo TAFE and the City of Greater Bendigo Council, and supported by the State Government, to deliver infrastructure and housing in the region.

During the meeting, the project team also discussed opportunities to support and partner with Bendigo TAFE including through the delivery of the Proposal.

A further meeting was held with the Bendigo TAFE on 6 May 2026, where both parties committed to developing a Memorandum of Understanding to explore and amplify the Proposal's benefits in relation to education and training opportunities. This is in development, with the aim of being completed on or around the timing of lodging the planning application.

4.2.2.9 Golden Square Action Group

The project team met with representatives of the Golden Square Action Group (Square Action) on 15 May 2026.

The purpose of the meeting was to introduce Pacific Blue, the project team and the Proposal, and to better understand the role, priorities and objectives of Square Action within the Golden Square community.

The meeting provided an opportunity for Square Action representatives to share an overview of the organisation's work, including its focus on supporting and advocating for the Golden Square community, strengthening local connections and promoting positive local outcomes.

The project team outlined the Proposal, including the planning and development process, project timeline and Pacific Blue's approach to stakeholder and community engagement. Discussions focused strongly on the importance of early and respectful engagement, listening to and considering community perspectives and local concerns, and identifying opportunities for the Proposal to provide meaningful local benefits.

Initial discussions were also held regarding how Pacific Blue and Square Action may work together throughout the development process to help identify, communicate and potentially amplify benefits and opportunities for Golden Square community members.

The following matters were discussed during the meeting:

- Overview of Pacific Blue and the Proposal
- Introduction to Square Action, including its role and objectives within the Golden Square community
- Planning approvals pathway and indicative project timeline
- Pacific Blue's approach to stakeholder and community engagement
- Potential local community interests, concerns and priorities
- Opportunities for local benefit sharing, partnerships and community participation
- Ongoing communication and opportunities for continued engagement.

Many stakeholders consulted during early engagement activities recommended that the project team engage with Square Action as a key local organisation with strong community connections and local knowledge.

4.2.2.10 Golden Oaks Nursing Home

The project team met with representatives and residents of Golden Oaks Nursing Home on 15 May 2026 as part of Pacific Blue's early stakeholder and community engagement program for the Proposal.

Pacific Blue proactively engaged with Golden Oaks Nursing Home given its proximity to the Site and its identification as a key near neighbour stakeholder. Upon initial engagement, the Golden Oaks team advised that there had been significant interest amongst residents regarding the development and invited the project team to present to the Golden Oaks Men's Group.

The presentation was attended by approximately 20 members and provided an overview of Pacific Blue, the project team and the Proposal, including the purpose and function of battery energy storage systems, the planning and approvals process, indicative project timelines and Pacific Blue's approach to stakeholder and community engagement.

The following matters were discussed during the meeting:

- Overview of Pacific Blue and the proposed Bendigo BESS
- Purpose and operation of battery energy storage systems
- Planning approvals pathway and indicative project timeline
- Site selection and proximity to the existing terminal station
- Project approach to community engagement and communication
- Fire safety measures and technical assessments
- Potential local benefits and opportunities associated with the Proposal.

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Key topics raised by attendees related primarily to the history of the Site and surrounding industrial area, as well as broader interest in how the area may continue to evolve in the future.

Following the presentation, attendees were asked whether, based on the information presented and their understanding of the Proposal, they were supportive of the Proposal. All attendees indicated that they were supportive of the Proposal and the opportunities it could bring to the Bendigo region.

4.3 Community Benefit Sharing

The Proponent is committed to ensuring the Proposal contributes to positive social, economic and community outcomes for the region, recognising that host communities play an important role in enabling Australia's energy transition and that project development should deliver lasting value that aligns with local priorities, needs and aspirations.

This commitment is informed by Pacific Blue's established approach to community benefit sharing and investment. As outlined in Pacific Blue's *20 Years Empowering Communities* (2025) resource, the company has supported communities hosting its renewable energy projects for more than two decades through community funding, local partnerships and targeted investment programs. During this period, Pacific Blue has contributed more than \$6 million to over 1,100 community projects across regional Australia, supporting initiatives that strengthen community wellbeing, resilience, environmental outcomes and local capacity.

Consistent with this approach and Pacific Blue's *Community Benefit Fund Program Guidelines* (2024), the Proponent is committed to establishing a Community Benefit Fund during the operational phase of the Proposal. The fund will provide targeted investment in, for example, community infrastructure, services, programs and initiatives that respond to locally identified priorities. The development and administration of the fund will be informed by ongoing engagement with community members, Traditional Owners, local government, community organisations and other key stakeholders to help ensure funding is allocated transparently and delivers meaningful local outcomes.

As insight into its approach to benefit sharing, the Proponent is actively developing a Partnership Statement with DJAARA and a MoU with Bendigo TAFE, to formalise potential benefit-sharing opportunities associated with the Proposal (refer to sections 4.2.2.5 and 4.2.2.7 above). The Proponent has also prioritised early and ongoing engagement with Square Action, a local organisation which advocates for the ongoing revitalisation of Golden Square (refer to section 4.2.2.9 above).

Discussions with DJAARA are focused on identifying opportunities for Traditional Owner participation throughout the life of the Proposal. Potential areas of collaboration include local procurement opportunities, cultural and placemaking initiatives on the Site, and broader economic participation opportunities that support DJAARA's aspirations and objectives.

The proposed MoU with Bendigo TAFE is intended to explore opportunities for education, training and workforce development associated with the construction and operation of the Proposal. This may include skills development programs, apprenticeships, industry training opportunities and pathways into the renewable energy sector that help build local capability and support regional employment outcomes.

Together, these initiatives demonstrate the Proponent's commitment to creating shared value with the community, supporting regional economic development, strengthening partnerships with Traditional Owners and local institutions, and delivering enduring benefits throughout the life of the Proposal.

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5. Legislation, Policy and Guidelines Context

This Chapter outlines the legislation, policy and guidelines relevant to the Proposal.

Table 8 outlines the federal, state, regional and local policies, legislation and plans that are relevant to the Proposal and provides a brief assessment of the Proposal's alignment with the relevant objectives and actions of each policy and/or strategy.

Table 8 – Legislation, Policy and Guidelines Alignment

Legislation / Policy	Relevant Objectives & Actions	Proposal Alignment
Commonwealth		
Paris Climate Agreement 2016	- Strengthen the global response to the threat of climate change - Maintain global average temperature to well below 2°C above pre-industrial levels and pursue efforts to "limit the temperature increase to 1.5°C". - Achieve net zero emissions by 2050, and inscribe low emissions technology stretch goals.	The Proposal will contribute to Australia's commitment to the Paris Climate Agreement by allowing more renewable energy projects to connect to the NEM and is in line with recent Federal announcements regarding a long-term emissions reduction strategy.
Climate Change Act 2022 (Cth)	- Advance Australia's response to climate change - Promote accountability in governance and policy making in regard to climate change - Achieve Australia's greenhouse gas emissions reduction targets, per s 10 of the Act, to reach 42% below 2005 levels by 2030, and net zero by 2050.	- The Proposal supports Australia's greenhouse gas reduction targets by storing and distributing new renewable energy that can contribute to the replacement of fossil fuel-based energy - This Proposal will also help reduce reliance on fossil fuels by enhancing the reliability and stability of the renewable energy supply, contributing to grid decarbonisation - The Proposal will also provide construction and maintenance jobs for the local and wider community, helping develop a new employment industry centred on green infrastructure
Australian Renewable Energy Target Scheme	- Reduce greenhouse gas emissions in electricity sector - Encourage generation of electricity from sustainable and renewable sources - Investment in new renewable energy projects until the target of 33,000 gigawatt-hours of renewable electricity generation is met and sustained until 2030.	The Proposal supports Australia's renewable energy targets by seeking to reduce greenhouse gas emissions through the storage and distribution of electricity through renewable sources.
AEMO Integrated System Plan 2024	- Provide essential support for Australia's energy transition - Triple grid-scale variable renewable energy by 2030, and increase it six-fold by 2050 - Almost quadruple firming capacity to support variable renewable energy.	- The Proposal will contribute to grid stability and management - The Proposal will help improve firming capacity for the NEM as it transitions to variable renewable energy sources.
Environment Protection and Biodiversity Conservation Act 1999 (Cth) (EPBC Act)	- Ensures that development proposals do not significantly impact Matters of National Environmental Significance (MNES) - Ensures that development avoids or mitigates impacts on biodiversity, particularly on listed species or ecological communities - To protect threatened species and ecological communities - To promote ecologically sustainable development - To enhance Australia's capacity to address environmental challenges.	- An assessment of the Proposal against MNES has been undertaken as part of a Biodiversity Assessment (refer to section 7.1 and Appendix D). - The Proposal has been intentionally designed and sited to avoid and minimise impacts on flora and fauna, including MNES. - No significant impacts to MNES are expected, and a referral under the EPBC Act is not required. However, the Proponent intends to lodge an EPBC referral for the Proposal.

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Legislation / Policy	Relevant Objectives & Actions	Proposal Alignment
State		
Climate Change Act 2017 (Vic)	To set a long-term greenhouse gas emissions reduction target of net-zero by 2050.	The Proposal will directly contribute to the State's legislated greenhouse gas emissions reduction targets, by supporting the production and dispersion of renewably generated electricity.
Renewable Energy (Jobs and Investment) Act 2017 & Victorian Renewable Energy Target (VRET)	- To increase the proportion of Victoria's electricity generated by the means of large scale facilities that utilise renewable energy sources - To contribute to achieving the renewable energy targets, and energy storage targets - To support the development of projects and initiatives to encourage investment, employment and technology development in Victoria in relation to renewable electricity generation, and energy storage - To contribute to the reduction of greenhouse gas emissions in Victoria and to achieve associated environmental and social benefits - To promote the transition of Victoria to a clean energy economy - To contribute to the security of electricity supply in Victoria.	- The Proposal will be key to achieving Victoria's ambitious energy storage targets of at least 2.6 GW by 2030. - The Proposal's battery storage capacity supports the State Government's goals of providing reliable, affordable and clean energy - The Proposal will also contribute to Victoria's renewable energy targets by allowing more renewable energy generating infrastructure to connect to the grid.
Victoria's Climate Change Strategy 2026-30	- Build a resilient and sustainable generation and storage infrastructure to keep the state's electricity system secure and sustainable as the state transitions to renewable energy - Invest in Victoria's electricity sector, including large scale energy storage to support renewables - Reduce greenhouse gas emissions levels by 28-33% from 2005 levels by 2025 and 45-50% by 2030.	- The Proposal aligns with the State's transition to a renewable energy future and delivers the State's objectives to build more battery infrastructure to provide critical storage and facilitating the distribution of electricity generated from nearby renewable sources. - The Proposal will contribute to the State's greenhouse gas reduction targets by allowing a greater mix of renewable energy in the electricity grid and storing energy that would otherwise be generated through fossil fuel sources - The Proposal will utilise the latest LFP cell battery technology which is constantly adapting and innovating to meet best practice standards.
Environment Effects Act 1978 (Vic)	- If a project is expected to have significant environmental effects, an Environment Effects Statement may be required to be prepared and submitted to the Minister for assessment of the environmental effects of the works - If a project is determined to be public works, the proponent must cause an Environmental Effects Statement to be prepared and submitted to the Minister for assessment of the environmental effects of the works.	- An assessment of the Proposal against ecological values has been undertaken as part of a Biodiversity Assessment (refer to section 7.1 and Appendix D) - No significant impact on ecological values is expected, and an Environment Effects Statement is not warranted.
Planning and Environment Act 1987 (Vic) (P&E Act)	- To establish a framework for planning the use, development and protection of land in Victoria - Provides legal weight to instruments under the P&E Act, including the Victorian Planning Provisions, planning schemes (such as the Planning Scheme), regulations and Ministerial directions.	- The Proposal is in accordance with the general objectives for planning and land use in Victoria - The Site has been selected for its strategic location, on underutilised industrial land that is also co-located with existing transmission infrastructure - Planning approval from the Minister of Planning is being sought as part of this application - A detailed assessment against the relevant provisions of the Planning Scheme is also provided at Chapter 6.

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Legislation / Policy	Relevant Objectives & Actions	Proposal Alignment
Aboriginal Heritage Act 2006 (Vic)	- To recognise, protect and conserve Aboriginal cultural heritage in Victoria in ways that are based on respect for Aboriginal knowledge and cultural and traditional practices - To promote the management of Aboriginal cultural heritage as an integral part of land and natural resource management.	- The Proposal is located on the traditional lands of the Dja Dja Wurrung. DJAARA is the RAP for the Site and surrounding area. - The Proposal is not located on any designated areas of Aboriginal Cultural Heritage Sensitivity. - The Proponent undertook a site walkover and assessment with DJAARA field representatives in March 2026. DJAARA representatives did not observe any cultural heritage on the Site but informed the project team of Djaara peoples' interest in the natural values of the environment and of building its communication process into the Proposal. - The Proposal does not trigger a mandatory Cultural Heritage Management Plan requirement. The Proponent, however, is committed to continuing to work in partnership with DJAARA and the Traditional Custodians as the Proposal progresses.
Heritage Act 2017 (Vic)	- To protect and conserve the cultural heritage of the State - To create offences and other enforcement measures to protect and conserve cultural heritage.	The Proposal is generally consistent with the objectives of the Act as it would not disturb any places of European heritage.
Environment Protection Act 2017 (Vic) (EP Act)	- Provides the Environment Protection Authority (EPA) powers and tools to prevent and minimise the risks of harm to human health and the environment from pollution and waste - Provides the EPA with the ability to pursue stronger sanctions and penalties to hold environmental offenders to account	The Proposal is consistent with the purposes of the EP Act.
Flora and Fauna Guarantee Act 1988 (Vic) (FFG Act)	- To prevent taxon populations of flora and fauna from becoming threatened and to recover threatened taxa and communities so their conservation improves - To identify and mitigate the impacts of potentially threatening processes to address the important underlying causes of biodiversity decline.	- The Proposal is consistent with the purposes of the FFG Act in that it is not expected to impact on threatened species or communities - This report is accompanied by a Biodiversity Assessment (refer to section 7.1 and Appendix D) which addresses the requirements in the FFG Act.
Road Management Act 2004 (Vic)	To establish a system for the management of safe and efficient public roads that best meet the needs and priorities of State and local communities.	- The Proposal is consistent with the road management principles outlined in the <i>Road Management Act 2004</i>. - This report is accompanied by a Traffic Impact Assessment and Route Assessment (refer to section 7.6, Appendix H, and Appendix I) that confirms that the Proposal is not expected to generate adverse traffic impacts during the operational phase, and outlines relevant strategies for road management.
Water Act 1989 (Vic)	- To provide for the integrated management of waterways in Victoria - To promote the orderly, equitable and efficient use of water resources in Victoria.	- The Site is not adjacent to any existing waterways and is not expected to have any unreasonable adverse impact on any waterways or water sources. - This report is accompanied by a Stormwater Management and Drainage Strategy Memo (refer to section 7.3 and Appendix F) that outlines the proposed strategies for stormwater quality and quantity management and drainage outfall on the Site.
Dangerous Goods Act 1985 (Vic)	To promote the safety of persons and property in relation to the manufacture, storage, transport, transfer, sale and use of dangerous goods	- This application is accompanied by a Fire Safety Study (refer to section 7.5 and Appendix G) - The Proponent has extensive experience in the development of grid-scale battery storage systems that commonly utilise LFP cell technology. It is familiar with the associated

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Legislation / Policy	Relevant Objectives & Actions	Proposal Alignment
	- To ensure that adequate protections are taken against certain fires, explosions, leakages and spillages of dangerous goods - To ensure that information relating to dangerous goods is provided by occupiers and owners of premises to the relevant authorities - To allocate responsibilities to occupiers and owners of premises to ensure that the health and safety of workers and the general public is protected.	dangerous goods and hazards handling processes in the respective states and territories they have worked in Elements of the Proposal classified as Dangerous Goods will be listed within the site's Dangerous Goods register. Maintenance programs will be enacted to ensure all elements containing Dangerous Goods will be maintained in accordance with manufacturer specifications and relevant Australian Standards.
Design Guidelines and Model Requirements: Renewable Energy Facilities (Version 4.4, June 2025) (Country Fire Authority)	- Provides standard considerations and measures in relation to fire safety, risk and emergency management to be considered when designed and operating new renewable energy facilities - Provides design guidelines for battery facilities in bushfire prone areas.	- This application is accompanied by a Fire Safety Study (refer to section 7.5 and Appendix G), that assesses the Proposal against the CFA Guidelines. - The Proponent has consulted with the CFA prior to lodging the application and sought advice and feedback that has informed the design and fire risk mitigation measures for the Proposal. The Proponent will continue to consult with them during the further design, construction and operation phases of the Proposal.
Fire Safety Studies for Battery Energy Storage System (Version 1, June 2025) (Country Fire Authority)	Supplements the CFA's Design Guidelines and Model Requirements: Renewable Energy Facilities 2023 and outlines the requirements for developers, industry and consultants to develop fire safety studies specifically for BESS projects	This application is accompanied by a Fire Safety Study (refer to section 7.5 and Appendix G) that takes has been prepared in accordance with and otherwise has consideration to the CFA guidelines for BESS fire safety studies.
Regional		
Regional Partnership Loddon Campaspe	Priority initiatives include "leverage local opportunities to strengthen value chains and diversify the economy, including mining, renewable energy and waste processing."	The Proposal is aligned with the priority initiatives of the LCRP, by supporting the growth of the renewable energy sector in the Loddon Campaspe region.
Loddon Campaspe Regional Economic Development Strategy 2022 (REDS)	- Leverage local opportunities to strengthen value chains and diversify into new industries, including mining, renewable energy and waste processing - Actions to support this sector include supporting coordinated efforts to enable industry to take steps which reduce energy emissions and to promote the use of Traditional Owner cultural practices in economic activity in renewable energy	- The Proposal is aligned with the REDS strategic director, by supporting the growth of the renewable energy sector in the region, and supporting stability in the energy supply. - In line with the strategic directions of the REDS, the Proponent has also undertaken extensive engagement and consultation with DJAARA in the planning phase of the Proposal, including to identify opportunities for First Nations people to access the economic benefits delivered by the Proposal (e.g. through the Community Benefit Fund and other benefit sharing initiatives delivered by the Proponent).
Loddon Mallee Region Renewable Energy Roadmap 2020	- BESS technology as emerging infrastructure to support the storage and dispatch of energy - Importance of community benefit sharing initiatives in renewable energy development as a key concern for community members - Priorities under the Roadmap include upgrade infrastructure to realise the region's solar potential, including identifying strategic locations in the transmission and distribution grid where batteries can help stabilise energy supply.	- The Proposal aligns with the Roadmap and directly supports the priorities by delivering BESS infrastructure to support stabilise the region's energy supply. - The Proponent is committed to delivering community benefit sharing initiatives as part of the Proposal, and supporting social licence for the Proposal in the area, in line with the Roadmap's priorities. The Proponent has undertaken extensive consultation and engagement with community members and key stakeholders, and will continue to do so following lodgement of the planning application. The Proponent will also establish and deliver community benefit funding during the operation phase of the Proposal (refer to Chapter 4).

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Legislation / Policy	Relevant Objectives & Actions	Proposal Alignment
Loddon Mallee Zero Emissions Roadmap 2023	Identifies key regional initiatives to facilitate the region's transition to net zero emissions.	The Proposal supports the Roadmap's priority actions to accelerate the region's energy transition by delivering infrastructure that supports the storage and dispatch of renewable energy generated.
Loddon Mallee Regional Climate Adaptation Strategy 2021	Strategy outlines a pathway to build regional resilience to climate change, through preparedness, infrastructure resilience and decentralised energy systems.	The Proposal aligns with the objectives and actions set out in the Climate Adaptation Strategy, including by delivering infrastructure that supports the grid's strength, reduces emissions and increases energy efficiency.
Nyauwi Mutjeka 'To keep the Sun' Dja Dja Wurrung Renewable Energy Strategy	- Focus on healing people, healing Country and healing climate through the renewable energy transition - Delivering renewable energy infrastructure that minimises impact to the environment, and that pursues opportunities for renewable energy that protects and supports community and Country - Dja Dja Wurrung has a key role in renewable energy discussions and partnership opportunities for renewable energy infrastructure projects.	- The Proponent is committed to delivering the Proposal in line with the objectives and priorities set out in the Dja Dja Wurrung Renewable Energy Strategy. - The Proponent has undertaken early engagement with DJAARA and its representatives to inform the understanding of the Site and the impact of the Proposal. This includes from a physical (e.g. development) perspective, as well as opportunities to support First Nations communities. The Proponent intends to continue to work collaboratively with DJAARA, towards the development of a Partnership Statement to support ongoing engagement and long term benefits and outcomes associated with the Proposal.
Local		
Greater Bendigo Council Plan Mirrimul 2025-2029	- Identifies Council's and community's vision for a welcoming, inclusive and flourishing future - Recognises the importance of addressing and mitigating the impacts of climate change and emissions reduction	The Proposal supports Council's goals and priorities to act against climate change and reduce greenhouse gas emissions.
Greater Bendigo Climate Change and Environment Strategy 2021 - 2026	Priority areas include achieving zero carbon emissions across Greater Bendigo, with targets to increase renewable energy generated and use.	The Proposal aligns with Council's zero carbon emissions goals and targets, by delivering infrastructure that supports renewable energy generation and storage, and will support the transition away from fossil fuels and non-renewable energy sources in the region.
Greater Bendigo Zero Emissions Roadmap 2023	Priority to 'Electrify Everything', to support homes and businesses to reduce gas consumption and become more energy efficient.	The Proposal supports the objectives and actions of the Roadmap by delivering infrastructure that supports the large-scale uptake of renewable electricity, by supporting renewable energy resilience and reliability.
Bendigo Economic Development Strategy 2020 - 2030	- The city progressively moves to fully renewable sources of energy, reduces costs and achievement of zero net emissions of greenhouse gas by 2036 - Focus on sustainable and innovative jobs and investment, to position Bendigo as a leader in renewable energy and climate initiatives	The Proposal is aligned with the Strategy's objectives to transition to fully renewable energy sources and reduce greenhouse gas emissions, by supporting the production and distribution of renewable energy in the region
Greater Bendigo Industrial Land Development Strategy 2024	- Reduce industry-residential land use conflicts - Provide protection of viable industrial and employment precincts from non-industrial uses - Golden Square is located in Precinct 11 (Golden Square / Golden Gully), designated as a 'secondary centre' that is more suited to lower amenity impacts - Proposed rezoning of areas within Precinct 11 to support the industrial character and function	- The Proposal is an industrial-adjacent land use, ensuring that industrial-residential land use conflicts in the precinct are minimised. - Siting the Proposal next to the Bendigo Terminal Station is an efficient use of the existing, underutilised industrial land and ensures that the Proposal is compatible with surrounding land uses (including the future industrial land uses to the north of the Site).

Legislation / Policy	Relevant Objectives & Actions	Proposal Alignment
<i>Golden Square Structure Plan 2022</i>	- Discourage residential intensification of properties within and immediately adjacent to Precinct 11 - Designates Industrial precincts within Golden Square - Identifies 20 Hattam Street as underutilised land - Proposed rezoning of parcels around Allingham Street from General Residential to Industrial Zone 3	The siting of the Proposal is aligned with the Structure Plans aims to minimise land use conflicts between residential and industrial land uses in the Precinct, and to maximise opportunities to provide new uses that meet the growing and changing needs of the industrial sector.

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6. Planning Assessment

This Chapter outlines the relevant provisions of the Planning Scheme and provides an assessment against them as required.

6.1 Planning permit triggers

The Planning Scheme outlines a range of State, regional and local policies, along with detailed provisions, that direct use and development, including for the Project Area.

Table 9 below summarises the planning permit triggers that apply to the Proposal.

Table 9 – Planning Permit Triggers

Clause	Permit requirement
Clause 33.01-1 – Industrial 1 Zone (IN1Z)	
Clause 33.01-1 (Table of Uses)	Use of land for a Utility installation (BESS)
Clause 33.01-4 (Building and works)	Building and works associated with a use in Section 2 of Clause 33.01-1
Clause 37.01 – Special Use Zone – Schedule 12 (SUZ12)	
Clause 37.01-4 (Buildings and works)	Buildings and works
Clause 52.02 – Easements, Restrictions and Reserves	
Clause 52.02 (Permit requirement)	Before a person proceeds under section 23 of the <i>Subdivision Act 1998</i> to create, vary or remove and easement or restriction
Clause 52.06 – Car Parking	Before a person proceeds under section 23 of the <i>Subdivision Act 1998</i> to create, vary or remove and easement or restriction
Clause 52.06-6 (Number of car parking spaces required for other uses)	Before a person proceeds under section 23 of the <i>Subdivision Act 1998</i> to create, vary or remove and easement or restriction
Clause 52.17 - Native vegetation	Before a person proceeds under section 23 of the <i>Subdivision Act 1998</i> to create, vary or remove and easement or restriction
Clause 52.17-1 (Permit requirement)	To remove, destroy or lop native vegetation, including native vegetation

IN1Z is Category 2 for signs. A business identification sign is a Section 1 (Permit not required) sign under clause 52.05-12 (Category 2 – Office and industrial), provided that the total display area of all signs to each premises does not exceed eight sqm. As stated in section 3.9 above, the proposed business identification sign will not exceed eight sqm and therefore no permit is required.

Utility installation is a Section 1 – Permit not required use pursuant to Section 1 of Schedule 12 to Clause 37.01, subject to it being used for the transmission of electricity. Accordingly, the use of the Grid Connection Land for utility installation (to connect the BESS to the Bendigo Terminal Station) does not trigger a permit requirement.

The Proposal does not trigger any planning permit requirements under the Bushfire Management Overlay (BMO).

6.2 Municipal Planning Strategy

The Municipal Planning Strategy (MPS) is provided at Clause 02 of the Planning Scheme and provides the context, vision and strategic directions of the City of Greater Bendigo Council. Relevant Clauses include:

- Clause 02.01 – Context – This clause provides an overview of the current social, economic and environmental context of the municipality
- Clause 02.02 – Vision – This clause sets out the vision for the municipality in line with the Council Plan

- Clause 02.03 – Strategic Directions – This clause provides the strategic direction for the municipality in line with strategic framework plans at Clause 02.04.

Table 10 sets out the strategic direction sub-clauses and provisions relevant to the Proposal and an assessment against them.

Table 10 – Relevant Strategic Directions and Assessment

Sub-clause	Relevant Provision	Assessment
Clause 02.03-1 Settlement	- Facilitate the urban renewal of underutilised land in Golden Square to create employment opportunities and new and diverse infill housing - Support rehabilitation of former mining land for development, including residential development.	The Site is located on land that was historically used for mining and industrial purposes. The Proposal will involve the redevelopment of the currently underutilised site for a higher order, and productive use that is compatible with adjacent transmission infrastructure (Bendigo Terminal Station) and proposed industrial development.
Clause 02.03-3 Environmental risks and amenity	- Recognises that the key environmental risks for Greater Bendigo include climate change, bushfire, flooding, soil degradation and land use compatibility. - States Greater Bendigo's commitment to reaching net zero emissions by 2050 and responding to climate change, including by taking a precautionary approach to managing climate change risks - Planning for natural environment risks include contributing towards keeping global temperature rise to under two degrees Celsius by efficient use of land and other resources, reducing dependency on fossil fuels and supporting environmentally sustainable development - Planning for bushfire risk to strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of the environment - Planning for land use compatibility seeks to manage the interface between urban development and incompatible uses, including waste and resource recovery gold mines and other uses with off-site amenity impacts to support land use compatibility.	- The Proposal will provide a flexible and reliable energy storage solution that can readily respond to fluctuating energy demands and renewable energy generation. This supports Council's commitments to contribute to net zero emissions and to reduce dependency on fossil fuels - The Proposal has been designed in accordance with the CFA Guidelines and is supported by a Fire Safety Study and a Bushfire Hazard Assessment (refer to section 7.5, Appendix G and Appendix L) to avoid, mitigate and manage bushfire risk to the Site and the surrounding areas. - The Proposal has been located on land adjacent to existing transmission infrastructure, and proposed industrial development. The Proposal is also in a broader commercial / industrial area and is therefore compatible with nearby land uses. - The Proposal has been sited and designed to minimise adverse off-site amenity impacts and meet relevant noise limits, including by ensuring appropriate separation distances to nearby sensitive uses, and other mitigation measures such as noise walls (refer to section 7.2 and Appendix E).
Clause 02.03-9 Infrastructure	- Identifies Greater Bendigo's partnership with infrastructure providers to upgrade or provide new infrastructure (including for utilities) in line with the further development of the municipality - Planning for development infrastructure seeks to provide timely, efficient and cost-effective development infrastructure that meets the needs of the community.	The Proposal will support grid stabilisation in the region, through the ability to rapidly increase or decrease output by providing 'ancillary services', such as frequency and voltage support. This supports Council's role in providing timely infrastructure to meet the power needs of a growing region.

6.3 Planning Policy Framework

The Planning Policy Framework (PPF) sets out the State, regional and local objectives and strategies that guide land use and development within the municipality.

Table 11 sets out the relevant PPF Clause objectives and strategies and provides an assessment against them.

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Table 11 – Relevant PPF Objectives, Strategies and Assessment

Clause	Objectives and Strategies	Assessment
Clause 12 – Environmental and Landscape Values		
Clause 12.01-1S Protection of biodiversity	- Ensure that decision making takes into account the impacts of land use and development on Victoria's biodiversity, including consideration of: - Cumulative impacts - Fragmentation of habitat - The spread of pest plants, animals and pathogens into natural ecosystems - Avoid impacts of land use and development on important areas of biodiversity.	- The Proposal has been intentionally located on a site largely void of ecological values. - The Proposal will require the removal of 0.891 ha of native vegetation. Native vegetation impacts have been minimised to the extent practicable through careful siting and design. - The Proposal is supported by a Biodiversity Assessment (refer to section 7.1 and Appendix D), which has informed the design development and assessment of the Proposal with consideration of ecological values. The Biodiversity Assessment and recommended mitigation measures adopts the three-step approach outlined in the DEECA Guidelines. - The proposed removal of native vegetation is consistent with the approved subdivision permit, that required offset obligations that have been purchased by the subdivision proponent.
Clause 12.01-1L Protection of biodiversity - Greater Bendigo	Support biodiversity values through the retention of remnant vegetation in current and future built up areas, where it can be demonstrated that the vegetation can be managed in a way that bushfire risk to human life will not be increased	
Clause 12.01-2S Native vegetation management	- Ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. - Ensure decisions that involve, or will lead to, the removal, destruction or lopping of native vegetation, apply the three-step approach <i>Guidelines for the removal, destruction or lopping of native vegetation</i> (Department of Energy, Environment and Climate Action, 2025) (DEECA Guidelines): - Avoid the removal, destruction or lopping of native vegetation - Minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided - Provide part of a planning process for the biodiversity impact from the removal, destruction or lopping of native vegetation	
Clause 12.05-2L Urban forest interface – Greater Bendigo	- Applies to land and associated forested areas, including in the Industrial 1 Zone - To protect the ecological values of forested private and public land around Bendigo from the impacts of urban development and reinforce the urban forest backdrop surrounding and dispersed within the Bendigo Urban Growth Boundary. - Locate buffers of up to 30 metres wide on non-vegetated private land that adjoins private and public forested land to protect forest values. - Avoid increasing risks associated with bushfire through a combination of best practice urban design or land management or both.	- The Proposal is adjacent to a Regional Park, along the Site's eastern boundary. - The Proposal has been designed and sited to minimise adverse impacts to the Regional Park, including implementing setbacks greater than 30 m from the forested areas. - The siting of the Proposal has been informed by the bushfire assessment undertaken by Tomkinson for the industrial subdivision application (refer to section 2.1.2 and section 7.5). The siting has had regard to the assessed bushfire attack levels (BAL) for the Site. Battery units and infrastructure are located outside elevated ratings (greater than BAL 12.5). This measure has been adopted in the design to minimise bushfire risk to the BESS and associated infrastructure, as well as potential fire risk associated with the Proposal. - The formalisation of Coonoor Street as a secondary (emergency) access has been designed to minimise vegetation impacts by following the current informal track, meaning only some vegetation pruning is required.
Clause 13 – Environmental Risks and Amenity		
Clause 13.01-1S Natural hazards	Respond to the risks associated with climate change in planning and management decision making processes	The Proposal will provide a flexible and reliable energy storage solution that can readily respond to fluctuating

Clause	Objectives and Strategies	Assessment
and climate change	- Develop adaptation response strategies for existing settlements in risk areas to accommodate change over time - Site and design development to minimise risk to life, health, property, the natural environment, and community infrastructure from natural hazards.	energy demands and renewable energy generation. By storing excess energy during periods of low demand and releasing it during peak demand periods, the Proposal would help to mitigate the impacts of extreme weather events on the electrical grid and enhance energy resilience. - By decentralising energy storage and reducing dependence on centralised power plants, the Proposal would allow for more flexible and sustainable growth patterns, particularly in areas more vulnerable to climate-related hazards. - The Proposal is sited and designed according to rigorous standards to minimise risk to life and the environment.
Clause 13.02-1S Bushfire planning	Identify bushfire hazard and undertake appropriate risk assessment by: - applying the best available science to identify vegetation, topographic and climatic conditions that create a bushfire hazard - consulting with emergency management agencies and the relevant fire authority early in the process to receive their recommendations and implement appropriate bushfire protection measures - ensuring that strategic planning documents, planning scheme amendments, planning permit applications and development plan approvals properly assess bushfire risk and provide appropriate bushfire protection measures	- The Proposal has been designed in accordance with the CFA Guidelines and includes mandatory bushfire safety design elements such as perimeter fire breaks, access roads for emergency vehicles, adequate water access and an associated fire protection and suppression system. - The Proponent has consulted with the CFA and received advice and feedback that has informed the design and siting of the Proposal. The Proponent will continue to engage with the CFA during the further design, construction and operation of the Proposal, including for the purpose of preparing relevant management plans as conditions of the Proposal's planning approval. - A Fire Safety Study (refer to section 7.5 and Appendix G) has been prepared and informed the design of the Proposal and fire mitigation measures. - The Bushfire Hazard Assessment prepared to support the Proposal (refer to section 7.5 and Appendix L) includes a detailed assessment against Clause 13.02 of the Planning Scheme. Importantly, the assessment concludes that subject to implementation of bushfire protection measures, the Proposal is capable of meeting the objectives of Clause 13.02 of the Planning Scheme while providing an appropriate level of protection for life, property and emergency responders.
Clause 13.03-1S Floodplain management	Avoid intensifying the impact of flooding through inappropriately located use and development.	- The Site has not been historically subject to flooding and has been sited and designed to minimise risk of overland flooding, and contaminated water run-off. - The Proposal is supported by a Stormwater Management and Drainage Strategy Memo (refer to section 7.3 and Appendix F) that has informed the design of the drainage and stormwater management measures for the Proposal.
Clause 13.04-1S Contaminated and potentially	- Ensure that contaminated and potentially contaminated land is used and developed safely - Ensure contaminated or potentially contaminated land is or will be suitable for the	The Site is located on land that was historically used for industrial and mining activity.

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Clause	Objectives and Strategies	Assessment
contaminated land	proposed use, prior to the commencement of any use or development Facilitate the remediation of contaminated land to make the land suitable for future intended use or development.	- A Preliminary Site Investigation (PSI) on the Site was undertaken for the purpose of the subdivision planning permit application, finding no harmful contamination on the Site. - Implementation of the remediation recommendations set out in the PSI are the responsibility of the subdivision proponent. - The subdivision proponent will leave the BESS Area undeveloped, except for undertaking the necessary mineshaft investigation. The Proponent will be responsible for all works within the Site to facilitate construction and operation of the BESS. This includes rubbish disposal and contaminated soil management. - The Site is suitable for the proposed use as a BESS (and associated infrastructure) and can be developed safely.
Clause 13.05-1S Noise Management	- Ensure that development is not prejudiced and community amenity and human health is not adversely impacted by noise emissions. - Minimise the impact on human health from noise exposure to occupants of sensitive land uses (residential use, child care centre, school, education centre, residential aged care centre or hospital) near the transport system and other noise emission sources through suitable building siting and design (including orientation and internal layout), urban design and land use separation techniques as appropriate to the land use functions and characteristics.	- The Proposal is considered a noise-emitting development. The Proposal is in proximity to several sensitive uses (including dwellings and a residential aged care facility) - A Noise Impact Assessment has been undertaken for the Proposal to inform the design and siting of the BESS and associated infrastructure, as well as noise impact mitigation measures (refer to section 7.2 and Appendix E) - The report concludes that the Proposal is capable of meeting EPA Noise Protocol limits.
Clause 13.07-1S Land use compatibility	- Ensure that use or development of land is compatible with adjoining and nearby land uses - Avoid or otherwise minimise adverse off-site impacts from commercial, industrial and other uses through land use separation, siting, building design and operational measures.	- The Proposal has been located on land that is in proximity to existing transmission infrastructure and proposed industrial development. The Proposal is therefore compatible with nearby land uses. - The Proposal has been sited and designed to minimise adverse off-site amenity impacts and meet relevant noise limits, including by ensuring appropriate separation distances and other mitigation measures (refer to section 7.2 and Appendix E).
Clause 14 – Natural Resource Management		
Clause 14.02-2S Water quality	- Ensure that land use activities potentially discharging contaminated runoff or wastes to waterways are sited and managed to minimise such discharges and to protect the quality of surface water and groundwater resources, rivers, streams, wetlands, estuaries and marine environments. - Avoid detrimental impacts on groundwater resources and minimise risk of harm to human health and the environment from proposed land use or development.	- The Proposal includes underground drainage infrastructure and retention basin, as well as proposed use of the sedimentation basin constructed as part of the subdivision, to ensure that there is no increase in the rate or volume of water runoff leaving the Site and impacting groundwater resources. In the event of a contaminated water (e.g. fire-fighting water), the water can be held in the firefighting retention basin for proper management. - The Proposal is supported by a Stormwater Management and Drainage Strategy Memo (refer to section 7.3 and Appendix F) that assesses the design of the drainage and water detention measures for the Proposal.

Clause	Objectives and Strategies	Assessment
Clause 15 – Built Environment and Heritage		
Clause 15.01-1L Landscaping – Greater Bendigo	- Maintain a mix of exotic and native tree plantings as a distinctive characteristic of Greater Bendigo's landscape. - Incorporate sustainable landscaping using a mix of drought tolerant species.	- The Proposal will include vegetation planting, noting that the Landscape and Visual Impact Assessment for the Proposal concludes that ameliorating vegetation screening has been assessed as not required for the Proposal (refer to section 7.4 and Appendix J). - Landscaping will be determined during the final design phase, in consultation with landscape specialists, DJAARA, and relevant contractors.
Clause 15.01-1L Urban design – Greater Bendigo industrial areas	- Minimise detrimental impacts on the visual amenity of the built environment by designing industrial buildings using contemporary, high quality finishes and avoiding excessive use of unfinished precast concrete facade walls. - Encourage high quality, attractive landscaping using low maintenance and durable species that positively contribute to the streetscape, particularly within front setbacks of industrial areas. - Design landscape buffers in industrial areas to include screen planting and noise attenuation measures such as mounding where required to protect the amenity of surrounding uses. - Provide external lighting sufficient for security and navigation that does not impact on the amenity of nearby residential properties.	- The Proposal is supported by a Landscape and Visual Impact Assessment, that includes an assessment of the Proposal against the <i>Greater Bendigo Industrial Development Guidelines (2025)</i>. - The LVIA concludes that: - the Proposal can satisfy the relevant guidelines regarding site layout, built form, landscaping and interface treatments - the lighting is used for the Proposal will not result in adverse impacts to surrounding residential viewpoints. - Refer to section 7.4 and Appendix J.
Clause 15.01-2L Environmentally sustainable development – Greater Bendigo	- To achieve best practice in environmentally sustainable development through to construction and operation. - Facilitate development that minimises environmental impacts	- The Proposal has been designed and sited to minimise adverse environmental impacts. The Proposal is located on a site with low biodiversity and ecological value and proposed native vegetation removal is minimal. - The Proposal is accompanied by a Biodiversity Assessment (refer to section 7.1 and Appendix D) that concludes that the Proposal will not have any unreasonable or significant adverse environmental impacts.
Clause 15.03-2S Aboriginal cultural heritage	- Ensure the protection and conservation of places of Aboriginal cultural heritage significance - Identify, assess and document places of Aboriginal cultural heritage significance, in consultation with relevant Registered Aboriginal Parties, as a basis for their inclusion in the planning scheme - Ensure that permit approvals align with the recommendations of any relevant CHMP approved under the <i>Aboriginal Heritage Act 2006</i>.	- There are no designated areas of Aboriginal Cultural Heritage Sensitivity on the Site. The Site has been heavily disturbed and impacted by historical mining and industrial activity, resulting in it being referred to as 'upside down land' by Traditional Owners. - The Proponent undertook a site walkover and assessment with DJAARA field representatives in March 2026. DJAARA representatives did not observe any cultural heritage on the Site but informed the project team of Djaara peoples' interest in the natural values of the environment and of building its communication process into the project. - A Cultural Heritage Management Plan is not required for the Proposal. The Proponent, however, is committed to continuing to work in partnership with DJAARA and the Traditional Custodians as the Proposal progresses (refer also to section 4.2.2.5).

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Clause	Objectives and Strategies	Assessment
Clause 17 – Economic Development		
Clause 17.01-1S Diversified economy	- Protect and strengthen existing and planned employment areas and plan for new employment areas - Facilitate growth in a range of employment sectors based on the emerging and existing strengths of each region - Support rural economies to grow and diversify.	The Proposal would help to facilitate growth in a new and innovative employment sector, thereby supporting the region's economy to grow and diversify.
Clause 17.01-1R Diversified economy – Loddon Mallee South	Support and development emerging and potential growth sectors such as tourism, renewable energy, resource recovery and other green industries.	The Proposal would help to facilitate growth in the region's emerging renewable energy economic sector.
Clause 19 – Infrastructure		
Clause 19.01-1S Energy supply	- Support the development of energy generation, storage, transmission, and distribution infrastructure to transition to a low-carbon economy - Develop appropriate infrastructure to meet community demand for energy services - Ensure energy generation, storage, transmission and distribution infrastructure and projects are resilient to the impacts of climate change - Support energy infrastructure projects in locations that minimise land use conflicts, including in any renewable energy zones declared under section 63 of the <i>National Electricity (Victoria) Act 2005</i>. - Support energy infrastructure projects in locations that take advantage of existing and planned resources and infrastructure networks - Facilitate energy infrastructure projects that help diversify local economies and improve sustainability - Facilitate renewable energy generation and storage to meet on-site energy needs	- The Proposal is directly aligned with the objectives and strategies of the PPF for renewable energy infrastructure. This includes by providing storage to that supports other renewable energy infrastructure and assist in the transition to a low carbon economy. - The Proposal would facilitate energy infrastructure development in an appropriate location and take advantage of existing transmission infrastructure, specifically the Bendigo Terminal Station. - The Proposal would provide benefits to industry and the community, by supporting the transition to a low carbon economy and reducing greenhouse gas emission. The Proposal will also assist to diversify the local economy and improve sustainability and social outcomes.
Clause 19.01-2S Renewable energy	- Facilitate renewable energy development in appropriate locations, including in any renewable energy zones declared under section 63 of the <i>National Electricity (Victoria) Act 2005</i> - Consider the economic, social and environmental benefits to the broader community of renewable energy generation while also considering the need to minimise the effects of a proposal on the local community and environment.	
Clause 19.01-2R Renewable energy – Loddon Mallee South	Support and facilitate development in renewable energy, waste to energy, carbon sequestration and other new energy opportunities.	

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6.4 Zones and Overlays

6.4.1 Clause 33.01 - Industrial 1 Zone (IN1Z)

The Site is predominantly located in the Industrial 1 Zone (IN1Z) (Figure 15) under the Planning Scheme, specifically the BESS Area and Secondary Access Land.

The purpose of the IN1Z is to provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.

Clause 73.03 (Land Use Terms) of the Planning Scheme defines 'Utility installation' as 'land used to transmit, distribute or store power'. Accordingly, this is the most appropriate definition for the Proposal.

The following permit triggers in the IN1Z apply to the Proposal:

- Use of land for a Utility installation (BESS)
- Building and works associated with a use in Section 2 of Clause 33.01-1.

Clause 33.01-2 and Clause 33.01-4 sets out the guidelines for the use of the land and the building and works (respectively) that the Responsible Authority must consider before deciding on an application.

Table 12 provides an assessment against the relevant decision guidelines in the IN1Z.

Table 12 – Industrial 1 Zone Decision Guidelines and Assessment

Decision Guideline	Assessment
Clause 33.01-2 Decision guidelines – Use of land	
▪ The Municipal Planning Strategy and the Planning Policy Framework. ▪ The effect that the use may have on nearby existing or proposed residential areas or other uses which are sensitive to industrial off-site effects, having regard to any comments or directions of the referral authorities. ▪ The effect that nearby industries may have on the proposed use. ▪ The drainage of the land. ▪ The availability of and connection to services. ▪ The effect of traffic to be generated on roads. ▪ The interim use of those parts of the land not required for the proposed use.	▪ The Proposal is aligned with the relevant provisions of the MPS and PPF (refer to Table 10 and Table 11). ▪ The Proposal has been sited and designed to minimise adverse impacts to sensitive uses, including dwellings in the vicinity of the Site. The design has been informed by a noise impact assessment (refer to section 7.2 and Appendix E), and measures have been implemented to ensure that the noise generated by the Proposal is compliant with relevant noise limits. ▪ Drainage of the Site will be managed by an internal underground drainage network and basins to ensure that the Proposal does not increase the rate of stormwater runoff. The Proposal is supported by a stormwater management strategy assessment (refer to section 7.3 and Appendix F). ▪ Works to ensure the availability and connection to services for the BESS Area will be undertaken by the subdivision proponent, in accordance with the approved subdivision. ▪ The Proposal is not expected to generate significant traffic during the operational phase and will not unreasonably impact the surrounding road network. The BESS facility will be operated remotely and will not be permanently staffed. Traffic during the operational phase is expected to be limited to routine and ad hoc maintenance and inspection activities. The Proposal is supported by a traffic impact assessment (refer to section 7.6 and Appendix H). ▪ The Proposal does not include any proposed interim uses for areas of the Site subject to the IN1Z that are not otherwise required for the Proposal.
Clause 33.01-5 Decision guidelines – Building and works	
▪ The Municipal Planning Strategy and the Planning Policy Framework. ▪ Any natural or cultural values on or near the land. ▪ Streetscape character. ▪ Built form. ▪ Landscape treatment. ▪ Interface with non-industrial areas. ▪ Parking and site access. ▪ Loading and service areas. ▪ Outdoor storage. ▪ Lighting. ▪ Stormwater discharge.	▪ The Proposal is aligned with the relevant provisions of the MPS and PPF (refer to Table 10 and Table 11). ▪ The Proposal is located in an existing industrial precinct, and in a proposed industrial subdivision. The Proposal is located adjacent to the Bendigo Terminal Station, meaning that the land use and built form is compatible with the surrounding land uses. ▪ The Site has limited natural or cultural value. The Proposal is supported by a Biodiversity Assessment that identifies the low ecological value of the Site (refer to section 7.1 and Appendix D). The Proponent also undertook a site walkover with DJARA field representatives in March 2026, and the representatives did not observe any cultural heritage on the Site. ▪ The Proposal is supported by a Landscape and Visual Impact Assessment that includes an assessment of the Proposal against the Greater Bendigo Industrial Development Guidelines (2025) (Industrial Development Guidelines) regarding site layout, built form, landscaping and interface treatments. The LVIA concludes that the Proposal

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Decision Guideline	Assessment
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6.4.2 Clause 37.01 Special Use Zone – Schedule 12 (SUZ12)

Part of the Project Area, specifically the Grid Connection Land, is located in Special Use Zone – Schedule 12 (Electricity Terminal Station (111-133 Allingham Street Golden Square) (SUZ12) (Figure 15).

The purpose of SUZ12 is:

- To provide for the use and development of land as a terminal station for electricity supply.
- To ensure that the use and development of these facilities takes place in an orderly and proper manner and does not prejudice the surrounding land.

Under Section 1 of Schedule 12 to Clause 37.01, 'Utility installation', that is used for the transmission of electricity, is a Section 1 – Permit not required use. Accordingly, a permit is not required for the use of the Grid Connection Land for utility installation.

A permit is required pursuant to Clause 37.01-4 (Buildings and works) to construct a building or construct or carry out works in the SUZ1.

Clause 37.07-6 (Decision guidelines) and Section 4 to Schedule 12 of Clause 37.01 set out the guidelines that the Responsible Authority must consider before deciding on an application to permit buildings and works in SUZ12.

Table 13 provides an assessment against the relevant decision guidelines in SUZ12.

Table 13 – Special Use Zone Decision Guidelines

Decision Guideline	
- The Municipal Planning Strategy and the Planning Policy Framework. - Any guidelines in the schedule to this zone, being: - Whether the development is taking place in an orderly and proper manner. - Whether the development will cause a loss of amenity to the surrounding area or neighbourhood.	- The Proposal is aligned with relevant provisions of the MPS and PPF (refer Table 10 and Table 11) - The works in the SUZ12 to connect the BESS to the Bendigo Terminal Station will be undertaken in consultation with AusNet, that manages the Bendigo Terminal Station, as well as in accordance with the conditions of the planning permit and other regulatory requirements. - The works to connect the underground transmission cable from the BESS into the Bendigo Terminal Station will not cause a loss of amenity to the surrounding area. The BESS is adjacent to the Bendigo Terminal Station, which will minimise the extent of the works that need to be undertaken, and limit the duration of any potential impacts arising from the construction.

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6.4.3 Clause 44.06 - Bushfire Management Overlay

Part of the Project Area, specifically the Secondary Access Land and the eastern portion of the BESS Area, is in the Bushfire Management Overlay (BMO) (Figure 16).

The purpose of the BMO is:

- To ensure that the development of land prioritises the protection of human life and strengthens community resilience to bushfire.
- To identify areas where the bushfire hazard warrants bushfire protection measures to be implemented.
- To ensure development is only permitted where the risk to life and property from bushfire can be reduced to an acceptable level.

Pursuant to Clause 44.06-2 (Permit requirement), a permit is only required to subdivide the land or to construct a building or construct a utility installation on the land for the specified land uses. This clause does not include a permit requirement for the construction of a building or constructing or carrying out works associated with a 'utility installation'. Accordingly, the Proposal does not trigger for the Proposal exists under the BMO. Nonetheless, the Proponent takes safety seriously with respect to fire and bushfire risk associated with the Proposal. It has undertaken assessments in line with the CFA Guidelines. This is further discussed in sections 3.6 and 7.5, and Appendix G and Appendix L.

6.5 Particular Provisions

Particular provisions are planning controls that apply only to certain uses and development or to particular aspects of certain uses and development. The following Particular Provisions of the Planning Scheme are considered relevant to the Project. Their purposes, permit triggers, application requirements, referrals, and decision guidelines are considered in Table 14 below.

Table 14 – Particular Provisions

Particular Provision	Planning Permit Requirements	Assessment
Clause 52.02 Easements, restrictions and reserves	A planning permit is required before a person proceeds under Section 23 of the <i>Subdivision Act 1988</i> to create, vary or remove an easement. Before deciding on an application, in addition to the decision guidelines in clause 65, the responsible authority must consider the interests of affected people.	- The Proposal includes the removal of an unused transmission easement at the south of the BESS Area (refer to section 3.10, Figure 1 and Figure 27). - The easement is in favour of SEC Victoria and is the responsibility of both AusNet and Powercor. Both entities have confirmed that they have no interest in this easement and have provided the Proponent documentation (a deed) that supports the proposed easement removal.
Clause 52.05 Signs	A planning permit is not required for the development of land for a business identification sign within Category 2 –	A small business identification sign is proposed to be placed at the entrance to the BESS Area. The sign would be no more than eight sqm and would

Particular Provision	Planning Permit Requirements	Assessment
	Office and industrial (Clause 52.05-12), if the total display area of all signs does not exceed 8 sqm.	- provide for appropriate identification of the facility and direction for workers and visitors - Accordingly, a permit is not required for the development of a business identification sign - The details of the sign will be finalised in detailed design, however, the sign will state the Proposal name (Bendigo BESS), contact information, site map, QR code for visitor sign-in and inductions.
Clause 52.06 Car Parking	Car parking must be required to the satisfaction of the responsible authority (Clause 52.06-6).	- Car parking for construction staff will be provided within a designated parking area within the BESS Area. All car parking demands are expected to be comfortably accommodated on-site during construction - For the operational phase of the Proposal, a small car parking area will be provided, adjacent to the proposed O&M building. The design layout details the proposed parking – providing 4 car parking spaces.
Clause 52.17 Native Vegetation	A planning permit is required to remove, destroy or lop native vegetation, including dead native vegetation (Clause 52.17-1). An application to remove, destroy or lop native vegetation must comply with the application requirements specified in the <i>Guidelines for the removal, destruction or lopping of native vegetation</i> (Department of Environment, Land, Water and Planning, 2017).	- A Biodiversity Assessment (Appendix D) has been undertaken for the Proposal that identifies where native vegetation is located within the Project Area (section 7.1), and provides an avoidance and minimisation statement in accordance with the guidelines. - The Proposal has been sited to avoid and minimise impacts on native vegetation where possible, through careful planning and design of the Proposal. - The Proposal will avoidable impact to 0.891 ha of native vegetation.
Clause 53.18 Stormwater Management in Urban Development	An application to construct a building or construct or carry out works must achieve the objectives and all of the standards set out in Clause 53.18 regarding stormwater management.	- The Proposal will be located on a lot that was created in accordance with the subdivision permit under the Planning Scheme. The subdivision application was assessed against the requirements of Clause 53.18. Accordingly, the application is exempt under Clause 53.18-1 from being separately assessed against the requirements set out in Clause 53.18. - This application, however, is supported by a Stormwater Management and Drainage Strategy Memo that demonstrates appropriate stormwater management that satisfy the requirements set out in Clause 53.18. Refer to section 7.3 and Appendix F.
Clause 53.22 Significant Economic Development	An application is exempt from the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the P&E Act (Clause 53.22-4).	The application is made under Clause 53.22, exempting the application from the review rights under section 82(1) of the P&E Act.

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6.6 General Provisions

The following General Provision of the Planning Scheme is considered relevant to the Proposal, among other more general provisions. Broadly, general provisions can set out exemptions, decision guidelines, and referral and notice provisions.

Table 15 below summarises the relevant referral requirements to the Proposal.

Table 15 – Referral Requirements

General Provision	Referral Requirements	Assessment
Clause 66.02-2 Native Vegetation	The Secretary to the Department of Environment, Land, Water and Planning (as constituted under Part 2 of the <i>Conservation, Forests and Lands Act 1987</i>) is a recommending referral authority for an application to remove, destroy or lop native vegetation in the Detailed Assessment Pathway as	The Proposal would be referred to the Secretary to the Department of Environment, Land, Water and Planning (now the Department of Energy, Environment and Climate Action).

General Provision	Referral Requirements	Assessment
	defined in the <i>Guidelines for the removal, destruction or lopping of native vegetation</i> (Department of Environment, Land, Water and Planning, 2017).	Notably, the native vegetation proposed to be removed as part of this Proposal has already been approved for removal under the subdivision permit.
Clause 66.02-4 Major electricity line or easement	The electricity transmission authority is a determining referral authority for an application 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.	The Proposal would be referred to the electricity transmission authority.
Clause 66.02-7 Industry, utility installation or warehouse	The Victorian WorkCover Authority is a determining referral authority to use land for a utility installation if the fire protection quantity is exceeded under the <i>Dangerous Goods (Storage and Handling) Regulation 2012</i> .	The Proposal would be referred to the Victorian WorkCover Authority.

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7. Technical impact assessment and mitigation measures

To inform the design and support this Project, a range of specialist technical assessments have been undertaken. These cover various topics and include contextual site assessments, describe potential impacts, and inform the design and measures required to avoid, minimise or mitigate those impacts. The site context and characteristics relevant to each technical assessment, as well as proposed impact mitigation measures, are summarised in the following sections of this Chapter.

The full technical reports are attached as appendices to this report.

7.1 Biodiversity

A Biodiversity Assessment was completed by Ranges Environmental Consulting Pty Ltd. A copy of the assessment dated May 2026 is provided at Appendix D.

Importantly, the proposed native vegetation removal across the Site has already been assessed and approved as part of the subdivision permit (DS/448/2024) (refer to section 2.1.2 above and Figure 3 above that depicts the approved native vegetation removal). The Proponent will be responsible for removing the native vegetation as part of the Proposal. Notably, appropriate offsets for the native vegetation removal for both stages of the subdivision (including Coonooer Street access) have already been obtained by the subdivision proponent. The native vegetation that is proposed to be removed as part of the Proposal would still be removed even if the Proposal does not proceed on the Site.

The Biodiversity Assessment was undertaken to support the findings of the initial assessment (for the subdivision) and to inform the design development process for the Proposal.

The Biodiversity Assessment concludes that the Proposal requires impact to 0.891 ha of native vegetation, consistent with the approved native vegetation removal for Stage 2 of the Site's industrial subdivision. This includes the proposed native vegetation removal in Coonooer Street for the purpose of the formalisation of the secondary access route and proposed crossover into the BESS Area. As such, the Biodiversity Assessment finds that the proposed use and development of the Site does not represent any increase in native vegetation impacts to that already approved.

Overall, the Biodiversity Assessment concludes that the siting decisions made avoid elevated ecological values within and near to the study area, with unavoidable impact to native vegetation minimised and impacting lower quality, secondary colonising native species. This is demonstrated primarily through the design of the secondary access via Coonooer Street – with the formalisation of the existing track in situ. This avoids removal of two large trees and significantly reduces any clearing to the minimum necessary to provide sufficient road width. Importantly, no threatened flora species, ecological communities, or threatened fauna species are expected to be impacted by the proposed works.

Flora

The assessment found that the study area (comprising the entire 20 Hattam Street parcel and Coonooer Street road reserve) is generally cleared of native vegetation. 79 flora species were observed across the study area during the assessment conducted for the subdivision application in 2024. This comprised of 36 local indigenous species, 2 Victorian natives occurring outside their natural range, and 41 exotic species. The study area predominantly consists of exotic grasses and environmental weeds.

The Department of Energy, Environment and Climate Action (DEECA) modelling indicates that Ecological Vegetation Class (EVC) 61: Box Ironbark Forest previously occurred in and around the BESS Area. During the site assessment undertaken for the purpose of the subdivision in 2024, five patches of EVC 61: Box Ironbark Forest in varying condition were identified across the study area

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Three large trees were identified within the BESS Area, including two within the Secondary Access Land. The two large trees located in the Secondary Access Land, specifically the Coonoor Street road reserve, will be retained as part of the Proposal.

No threatened flora species or threatened ecological communities listed under the *Flora and Fauna Guarantee Act 1988* (FFG Act) were found to be present within the study area.

An assessment of Matters of National Environmental Significance (MNES) listed under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) was completed for the relevant study area (including the Project Area). The assessment predicted 25 threatened flora species to occur within 5km of the study area, based on the Victorian Biodiversity Atlas (VBA) and the Protected Matters Search Tool (PMST). The Biodiversity Assessment, however determined that 23 of the listed threatened flora species have a low likelihood of occurrence within the study area, due to a combination of no or limited records, lack of suitable habitat. Two species, being Ausfeld's Wattle (*Acacia ausfeldii*) and Goldfields Grevillia (*Grevillea dryophylla*), were deemed to have a moderate likelihood of occurrence in the vicinity of the Proposal. The Biodiversity Assessment finds that these species are unlikely to be impacted by the Proposal.

No threatened flora species under the EPBC Act were found to be present within the study area.

The PMST also predicted that 3 threatened ecological communities (TEC) are known or predicted to occur within 5 km of the study area:

- Buloke Woodlands of the Riverina and Murray-Darling Depression Bioregions
- Grey Box (*Eucalyptus microcarpa*) Grassy Woodlands and Derived Native Grasslands of south-east Australia
- White Box-Yellow Box-Blakely's Red Gum Grassy Woodland and Derived Native Grassland.

The Biodiversity Assessment concludes that while Box Ironbark and derived native grasslands are present in the study area, these do not meet the condition of a 'threatened ecological community'. It also determines that there is no vegetation in the study area that is part of the identified TECs. Accordingly, TECs are unlikely to be impacted by the Proposal.

The main ecological values that will be impacted by the Proposal are native vegetation. Where possible, the Proposal has avoided and minimised impacts to native vegetation through careful siting and design. For example, through the alignment of the secondary access along Coonoor Street with the existing track, to minimise native vegetation removal. The Proposal will result in the loss of a total of 0.891 ha of native vegetation. This native vegetation comprises of Box Ironbark Forest (EVC 61) of low to moderate quality.

Importantly, the design of the Proposal has focused on avoiding and minimising ecological impacts by siting infrastructure in an area that is heavily disturbed from historic mining and industrial use, and that has low ecological value. The unavoidable ecological impact is the removal of some native vegetation. As stated above, this has been kept to a minimum through careful planning and siting of the infrastructure. See section 4.3.2 of the Biodiversity Assessment that sets out the Avoid and Minimise Statement, in line with the Clause 52.17 of the Planning Scheme.

In conclusion, the Biodiversity Assessment determines that the proposed works are unlikely to significantly affect any threatened flora, fauna, or ecological communities protected under the FFG Act or the EPBC Act. Further, that the required native vegetation removal is no greater than what has already been approved for 'Stage 2' of the subdivision application, and therefore that the Proposal represents no greater impact to native vegetation.

Fauna

The assessment identifies that some patches of vegetation provide suitable habitat features for locally occurring fauna species. This includes canopy trees in the south-eastern corner of the study area, limited understorey habitat and a small, heavily vegetated seasonal pond. The Biodiversity Assessment identifies that the vegetation occurring in the study area is contiguous to the Bendigo Regional Park, adjacent to the Site's

eastern boundary. This connectivity increases the likelihood of local fauna to use these areas, but there is limited likelihood of fauna species utilising the Site as part of a corridor to move across the landscape.

The results of the VBA and PMST search revealed 30 threatened fauna species were likely to occur within five km of the study area. 24 of the species were deemed to have low likelihood of occurrence, including due to no or limited records, and lack of suitable habitat.

Six species that were identified as having moderate likelihood of occurring, specifically:

- Brown treecreeper (*Climacteris picumnus*)
- Swift parrot (*Lathamus discolor*)
- Crested bellbird (*Oreoica gutturalis*)
- Brush-tailed Phascogale (*Phascogale tapoatafa*)
- Brown toadlet (*Presudophryne bibronii*)
- Diamond firetail (*Stagonopleura guttata*).

The Biodiversity Assessment concludes, however, that due to factors including limited suitable habitat and / or limited records of the species occurring in the study area, the Proposal is unlikely to impact these threatened fauna species.

Impact Mitigation

The Biodiversity Assessment recommends:

- Consistent with the offset condition of the Stage 2 native vegetation removal under the subdivision permit (DS/244/2024), the Biodiversity Assessment concludes that the offsets required to compensate for the proposed removal of native vegetation for the Proposal are:
 - General offset of 0.298 General Habitat Units, in the North Central Catchment Management Area or Greater Bendigo LGA
 - Minimum Strategic Biodiversity Score of 60325
 - Provide protection for at least three large trees
- Retain and protect the two large trees in Courvoisier Street road reserve
- Prior to tree removal, check all trees for any resident fauna, in accordance with the *Wildlife Act 1975* (Vic). Undertake fauna monitoring, handling and relocation in accordance with accepted practice (as set out in section 5 of the Biodiversity Assessment).

A Commonwealth EPBC referral is not required for the Proposal. However, the Proponent will lodge a EPBC referral for the Proposal post lodgement of the planning application.

7.2 Noise

A Noise Impact Assessment (NIA) has been prepared by Marshall Day Acoustics. A copy of the assessment dated June 2026 is provided at Appendix E. The NIA identifies applicable noise criteria, predicts operational noise levels at nearby sensitive receivers and assesses compliance with relevant regulatory requirements.

The NIA assesses noise impacts based on six residential dwellings in proximity to the BESS Area. These sensitive receivers represent discrete locations within the 'noise sensitive areas' that surround the BESS Area and were selected to represent the nearest or expected worst affected receivers in each direction (Figure 32).

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Figure 32 - Assessment Sensitive Receivers surrounding BESS Area (Source: Marshall Day Acoustics, 2026)

The NIA concludes that the Proposal can comply with relevant prescribed noise limits, in accordance with applicable noise regulations and legislative limits. In determining the appropriate noise limits against which to assess the noise impacts, the NIA considers the following factors:

- **tonality** of the noise associated with the operation of the BESS infrastructure, noting that tonality is not expected to be prominent within the noise sensitive areas
- **potential cumulative noise impacts**, including from the Bendigo Terminal Station, and the proposed commercial / industrial tenants to the north of the BESS Area. As these tenants have not been confirmed, to account for the uncertainty regarding potential noise impacts, the noise impact assessments applies an 'equal sharing' principle and analysis and other relevant factors to determine allowable noise contributions from individual premises

- **noise barriers** around the northern most BESS units, to mitigate noise impacts.

The NIA also concludes that the Proposal is not expected to result in any significant impact to the environmental values for 'natural areas' defined under the Environmental Reference Standard, specifically for the Bendigo Regional Park adjacent to the eastern boundary of the Site. The NIA notes that it is not confirmed that the Bendigo Regional Park would meet the definition of 'natural area', however, it has treated it as such for the purpose of the assessment. The NIA determines that predicted noise levels, subject to the use of noise barriers, are likely to be lower than existing noise levels currently experienced at the Bendigo Regional Park.

Impact Mitigation

The NIA recommends:

- Noise barriers should be constructed of a material with a surface density of at least 15 kg/m². They should be free of holes and gaps. Materials such as timber, precast concrete, proprietary modular panels and others can be used, provided they meet the density requirement.
- Noise barrier requirements should be reviewed during detailed design, including following equipment selection.
- Noise assessment be reviewed during design development, including as assumed assessment factors change (e.g. tonality and cumulative noise impacts). This includes in response to information regarding proposed subdivision tenants, as it becomes available.

7.3 Stormwater Management

A Stormwater Management and Drainage Strategy Memo (Stormwater Memo) has been prepared by Tomkinson. A copy of the Stormwater Memo dated June 2026 is provided at Appendix F. The Stormwater Memo discusses the existing conditions of the Site, specifically 20 Hattam Street, Golden Square, that will host the industrial subdivision and the BESS Area, as well as the proposed drainage system for the subdivision.

The Stormwater Memo identifies that stormwater is currently conveyed via a combination of earthen drains and overland flows to the outfall drainage line. It notes that a sedimentation basin will be constructed as part of the industrial subdivision civil works (see Figure 33). This basin is designed to treat and reduce 1% AEP peak flows, for both the industrial subdivision and the BESS Area.

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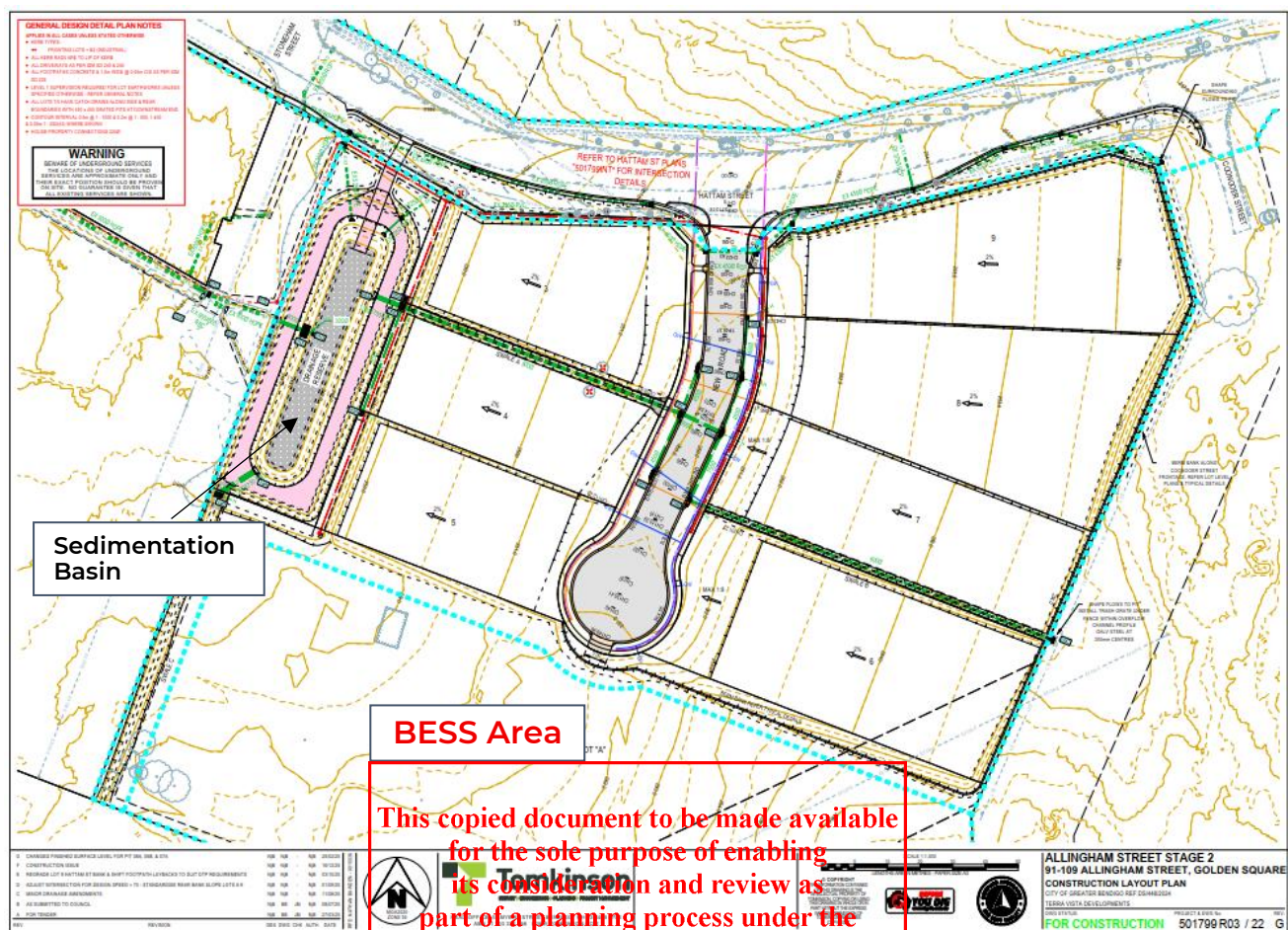


Figure 33 - 91-109 Allingham Street, Golden Square, Construction Layout Plan (Source: Tomkinson, 2025)

The Stormwater Memo concludes that stormwater flows can be managed by on-site stormwater and drainage infrastructure. The Proposal's stormwater and drainage infrastructure is comprised of table drains to capture surface run off, underground drainage infrastructure, and a retention basin. The retention basin will be used to hold contaminated fire water in a fire event (designed to retain 600 cubic metres of fire water). During normal rainfall events, water from the retention basin will be discharged into the sedimentation basin (the legal point of discharge, given the subdivision's sedimentation basin will be handed over to Council once completed).

The Stormwater Memo identifies that the sedimentation basin, being constructed for the industrial subdivision, is sufficiently sized to treat stormwater runoff for both the industrial subdivision and the Proposal.

Impact Mitigation

The Stormwater Memo recommends that:

- Internal flows across the BESS Area be conveyed to the on-site retention basin, via underground drainage infrastructure and table drains.
- The drainage infrastructure system should be designed to collect and convey runoff from the BESS Area during the 10% AEP storm event to the proposed retention basin and the pit at the legal point of discharge. During 1% AEP storm events, excess flows will overflow into a swale and discharge at the LPOD.

The Stormwater Memo identifies that the stormwater quality and quantity requirements for the BESS Area were addressed as part of the subdivision approval. The Proposal will not require any additional stormwater management measures for the BESS Area.

7.4 Landscape and Visual Impact

A Landscape and Visual Impact Assessment (LVIA) has been prepared by Peter Haack Consulting. A copy of the LVIA dated June 2026 is provided at Appendix J.

The key matters for the LVIA are:

- Number and location of sensitive viewing locations
- The duration of the view (static and mobile)
- The degree to which the proposed works would be visible
- The quality of the urban landscape setting
- The degree to which the Proposal contrasts or is compatible with the visual character of the setting (the visual modification level).

The LVIA concludes that Proposal is unlikely to contribute any unreasonable visual impacts. This includes due to:

- generally high landscape absorptive capacity, reducing opportunities for overlooking from sensitive viewpoints,
- high degree of visual fit, with the Proposal being consistent with the existing industrial / transmission infrastructure landscape character.

The LVIA specifically identifies and assesses the visual impact of nine sensitive viewpoints surrounding the Site within 1 km of the Site and within the theoretical zone of visual impact (TZVI) (being the area within which the Proposal will be most visible) (Figure 34).

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Figure 34 – Identified viewpoints surrounding the Project Area (Source: Peter Haack Consulting, 2026)

The LVIA identifies that visual impact *pre-industrial development* for viewpoints VP1 to VP3 is low to moderate, with VP4 being moderate to high. Visual impacts of the Proposal will be reduced by factors such as vegetation screening, the low visual prominence (low height) of the BESS, as well as the high compatibility of the Proposal with the surrounding built form (for example, with the Bendigo Terminal Station). The LVIA recognises that the Proposal will change the specific visual character of the Project Area (from a largely vacant site). However, the eventual built form will be consistent with the existing and permissible built form in the immediately surrounding area.

The LVIA concludes that the Proposal is not likely to be visible from viewpoints VP5 to VP9. These viewpoints are the Dja Dja Wurrung Centre (VP5), two residential dwellings (VP6 and VP7), the adjacent Bendigo Regional Park (VP8) and Carshalton House Residential Aged Care (VP9). This is due to the result of intervening topography.

The LVIA concludes that the visual impact for each of the viewpoints post-industrial development is low. Siting the Proposal at the south of the Site will make effective use of the proposed industrial development to the north to the extent this will screen views of the Proposal once complete. Accordingly, the LVIA concludes that amelioration measures are not required for any of the assessed sensitive viewpoints.

The LVIA also identifies that lighting used for the Proposal will not result in adverse impacts to surrounding residential viewpoints.

The LVIA also assesses the Proposal against the *Greater Bendigo Industrial Development Guidelines (2025)* (Industrial Development Guidelines) regarding site layout, built form, landscaping and interface treatments.

The LVIA concludes that, to the extent the Industrial Development Guidelines apply to the Proposal, the Proposal can satisfy the relevant guidelines.

Impact Mitigation

The LVIA recommends the following on-site actions (within the boundaries of the Project Area):

- Arrange components of the Proposal to respond to sensitive, visually exposed interfaces to reduce visual impacts
- Vegetation screening / landscaping of interfaces of the Proposal with the streetscape in line with Council's landscape guidelines (noting that perimeter screening as an amelioration measure is not required due to the eventual screening from the industrial development to the north of the BESS Area)
- Use of non-reflective finish for BESS unit and buildings of a natural or neutral colour (consistent with the surrounding urban setting)
- Use of coloured / patterns for the noise barriers, compatible with the adjacent Bendigo Regional Park, to break up visual mass.

The LVIA does not recommend any off site mitigation measures, being initiatives taken outside of the Project Area. This is due to the relatively low levels of impact, and that required amelioration can be achieved by implementing measures within the Project Area.

7.5 Fire Risk

The Site is within an elevated bushfire risk setting, partially located within the BMO (covering the eastern portion of the Site) and within a designated bushfire prone area (refer to Figure 16 and Figure 17 above).

The fire risk associated with the Proposal has therefore been assessed based on both the bushfire landscape risk and the fire risk associated with BESS infrastructure.

7.5.1 Bushfire Landscape Risk

A Bushfire Hazard Assessment has been prepared by Agilus. A copy of the Bushfire Hazard Assessment dated August 2026 is provided at Appendix L. The Bushfire Hazard Assessment considers the surrounding landscape, local bushfire hazards, site conditions, likely bushfire scenarios, and the interaction between a landscape bushfire and the proposed BESS.

Based on the assessment of landscape conditions and bushfire activity, as well as the design and siting of the Proposal, the Bushfire Hazard Assessment concludes that, subject to the implementation of recommended bushfire protection measures, the Proposal is capable of compliance with the regulatory requirements and considerations regarding bushfire risk (including under Clause 13.02 of the Planning Scheme). Further, that the Proposal provides for an appropriate level of protection for life, property and emergency responders.

The Bushfire Hazard Assessment also specifically addresses matters relating to the potential interaction between the BESS and bushfire:

- Ember attack on battery enclosures
- Simultaneous bushfire and battery fire scenarios
- Reduced firefighter access during bushfire conditions
- Reduced water availability during major bushfire events
- Smoke interaction between bushfire and battery fire incidents
- Emergency response and evacuation arrangements during Catastrophic Fire Danger conditions.

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The Bushfire Hazard Assessment identifies that through design and siting, and fire safety measures that will feature as part of the BESS technology, together with ongoing management and maintenance measures (including that are included in the management plans prepared in accordance with the planning approval conditions), the risks and impacts of these specific bushfire-related events can be appropriately avoided or managed.

Notably, the landscape assessment in section 5.9 determines that elevated bushfire risk stems from north-westerly winds or (after wind changes), south-westerly. The position of the BESS to the west and north of nearby woodland means risk of bushfire approach is lessened. While a bushfire may impact the secondary access route, the primary access route is unlikely to be impacted and provides dual access routes once entering the Site.

The Proponent also notes that the approved industrial subdivision triggered permit requirements under the BMO, requiring comprehensive bushfire risk assessments and the preparation of bushfire management plans (see discussed in section 2.1.2 above). The design and siting of the Proposal has also been informed by these bushfire risk assessments and management plans, as well as the Proposal-specific Bushfire Hazard Assessment discussed above.

For example, the BESS infrastructure (including battery units), as set out in the Bushfire Hazard Assessment, are set back approximately 38 m from the BESS area parcel's eastern boundary, well outside the areas of elevated bushfire attack level (BAL) ratings (BAL 12.5 and greater), as identified and mapped in the subdivision bushfire management plan (Figure 35).

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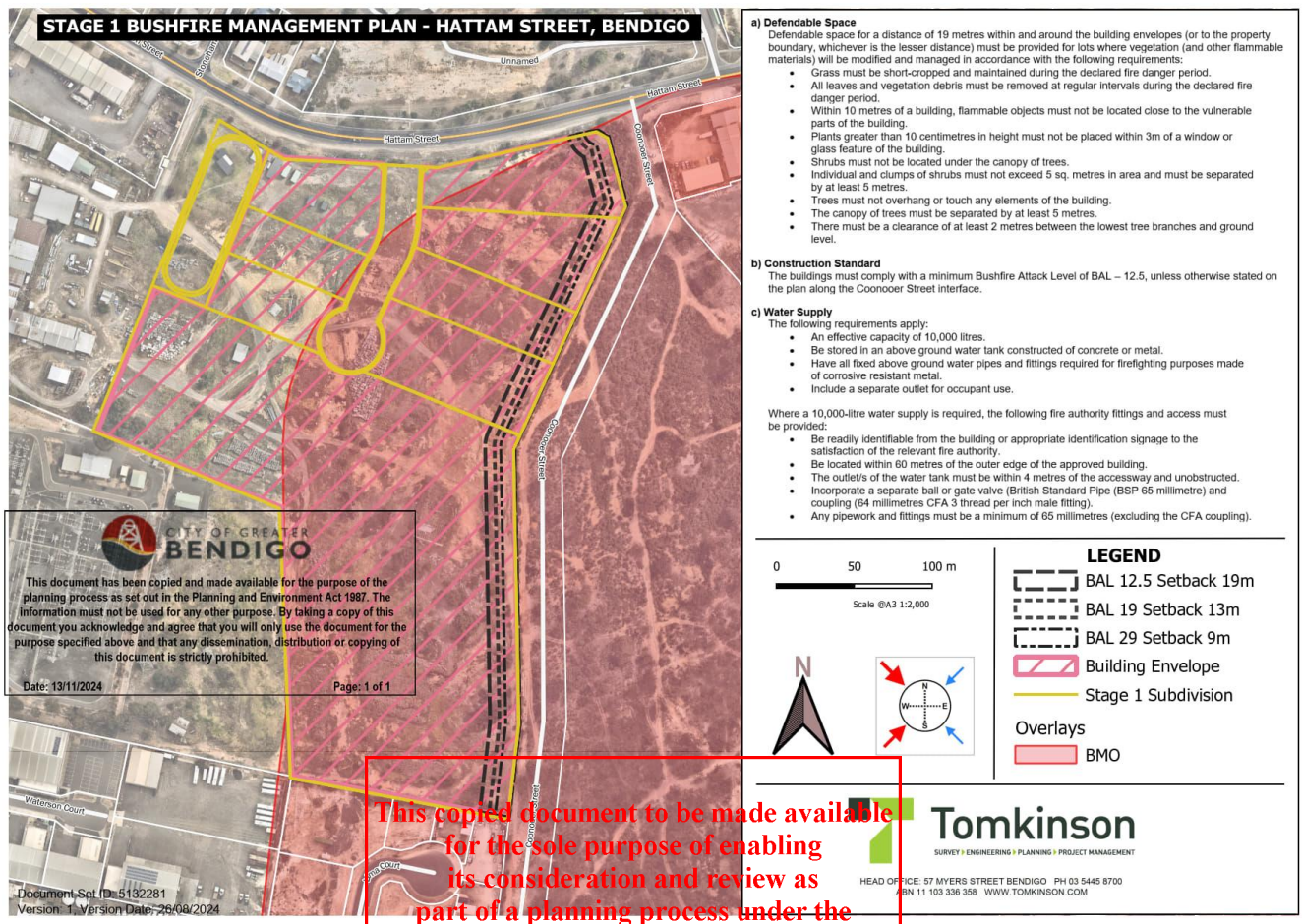


Figure 35 - Bushfire Management Plan - Hattam Street (Source: Tomkinson, 2024)

Impact Mitigation

The Bushfire Hazard Assessment recommends the following mitigation measures:

- Minimum separation distance** sufficient to achieve a radiant heat flux not exceeding 12.5 kW/sqm is to be achieved. The assessment notes that the current design of 38 m separation is in excess of the required setback
- Manage eastern interface area** as a 'low-fuel condition', including by managing and maintaining vegetation along the eastern interface and not placing flammable objects close to vulnerable buildings or infrastructure
- Perimeter firebreak** of 10 m from screening vegetation and around property infrastructure
- Minimum fire water supply** of 576,000 L connected to minimum 4 hydrants (with at least 1 hydrant to be located on the eastern side of the BESS). Hydrants to be comply with relevant standards (i.e. AS2419.1)
- Implement Emergency Management Plan** that outlines that staff are not to attend site on Catastrophic fire danger days, apart from critical maintenance
- Access** to include full perimeter access to the BESS Area
- Access to secondary access** to meet the following requirements:
 - All weather construction
 - A load limit of at least 15 tonnes
 - Provide a minimum trafficable width of 3.5 m.
 - Be clear of encroachments for at least 0.5 m on each side and at least 4 m vertically
 - Curves must have a minimum inner radius of 10 m

- The average grade must be no more than 1 in 7 (14.4%) (8.1°) with a maximum grade of no more than 1 in 5 (20%) (11.3°) for no more than 50 m.
- Dips must have no more than a 1 in 8 (12.5 per cent) (7.1 degrees) entry and exit angle.

The above recommendations are either already met through the proposed concept design or are appropriate conditions of a planning permit.

7.5.2 Fire Hazard Risk

A Fire Safety Study (FSS) has been prepared by NJM Design (NJM). A copy of the FSS dated August 2026 is provided at Appendix G. The FSS includes radiant heat modelling, smoke plume assessments, and assesses the Proposal against the CFA Guidelines and other international standards to ensure compliance with the CFA requirements to address fire risk within renewable energy and energy storage facilities.

The FSS highlights that the indicative Proposal design (see Figure 2) demonstrates compliance with the relevant CFA Guidelines. The FSS concludes that the Proposal can comply with the CFA Guidelines, specifically the *Design Guidelines and Model Requirements: Renewable Energy Facilities* (June 2025, v 4.4). Furthermore, it concludes that the Proposal can adequately manage fire risk to an acceptable level and operate with fire risk that can be effectively managed during its construction and operation. This is achieved through the site selection, layout design, mitigation measures, and operational controls.

The FSS identifies fire hazards, including thermal runaway and fire within the battery unit itself, are typical risks for all utility-scale BESS facilities regardless of battery chemistry and are therefore not unique to the Proposal. The FSS identifies that the risk of a battery fire and battery fire spreading to other units is low. In any case, the proposed technology, design features and mitigation measures and controls will help to minimise risks to an acceptable level. This includes using 24/7 SCADA monitoring, strict maintenance protocols and implementing management plans.

The FSS also analyses and discusses other potential hazards, including potential impacts from vehicles, storage of flammable liquids or liquid flammable solids (which will not occur on the Site), and release of contaminant gases affecting nearby residential land (which will not occur on the Site). The FSS concludes that there is low to no risk of these hazards arising from the Proposal. The FSS also states that there is low to no risk of these hazards occurring, that this will not create unreasonable impacts.

The FSS also models and assesses the potential consequences and impacts of transformer fires and BESS fires, with and without wind factors. This includes fire spread and potential obstruction of exits, with the FSS concluding:

- **Fire spread:** With the presence of wind, maximum heat flux levels at certain critical locations arising from a transformer fire may be above the critical heat flux for equipment and buildings. However, this can be mitigated by the establishment of a 2-hour fire rated wall between the relevant buildings and the transformers. Fire spread is not expected to occur in the event of a transformer fire in the absence of wind, or from a BESS fire (subject to further assessment following BESS equipment selection).
- **Obstruction of exits:** Fire brigade access via the primary and / or secondary access is not expected to be impacted in the event of either a transformer fire or a BESS fire. This is informed by modelling that factors in worst case fire event scenarios, including wind conditions.

Spread of a battery fire to adjacent buildings is unlikely, due to appropriate separation distances that exceed minimum requirements (being more than 30 m from equipment of the substation, and 14 m minimum from the boundary fence).

The FSS also considers the Bushfire Management Assessment undertaken by Tomkinson for the purpose of the approved subdivision (discussed in section 7.5.1 above) and identifies measures to mitigate the heightened risk of fire spread from adjoining vegetation (Bendigo Regional Park).

Impact Mitigation

The FSS recommendations can be summarised as follows:

- **Adopt design and construction techniques and solutions** in line with CFA Guidelines to mitigate fire risk, including implementing separation distances between battery units and fire breaks, ensuring fire-rated construction for all BESS units, use of non-combustible cladding, and fire walls in accordance with AS 2067 around the HV transformer and control / switch room.
- **Adopt and implement monitoring and maintenance systems**, including SCADA monitoring.
- **Review BESS equipment and layout** following equipment selection, including BESS unit safety measures.
- **Ensure sufficient water supply**, including by installing AS2419.1:2021 compliant hydrant systems with **minimum 576,000 L** static water supply (2 x 288 kL tanks).
- **Develop and implement emergency management plans and procedures**, including a Fire Management Plan and Emergency Management Plan in accordance with CFA Guidelines and planning approval conditions.

The above recommendations are either already met through concept design or are appropriate conditions of a planning permit.

7.6 Transport

A Traffic Impact Assessment (TIA) has been prepared by O'Brien Traffic. The TIA outlines the existing traffic conditions, estimated traffic generation, and the impact of the Proposal on the surrounding road network and infrastructure specifically during the operation phase. A copy of the assessment dated June 2026 is provided at Appendix H.

A Route Assessment has also been prepared by O'Brien Traffic. The Route Assessment assesses the proposed route for the oversize overmass (OSOM) vehicle that will deliver the power transformer to the Site. A copy of the assessment dated June 2026 is provided at Appendix I.

Hattam Street has an estimated two-way traffic volume of 1110 vehicles per day (vpd). The approved subdivision requires the provision of a right-of-way lane for travel along Hattam Street at the new road connection to the industrial estate (under construction by the subdivision proponent).

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Operation Phase

The TIA concludes that the traffic associated with the operation of the BESS facility will be negligible and is not anticipated to adversely impact the operation of the internal or surrounding road network. This is because the facility will primarily be remotely operated and will not be permanently staffed. Trips to and from the Site will be limited to (infrequent) routine and ad hoc maintenance and inspection activities.

Notably, the TIA compares the expected traffic of the BESS facility to the traffic that would have been generated if the BESS Area parcel was instead developed as a conventional multi-lot / industrial development (that was contemplated and has been approved as an alternative for the subdivision). The TIA identifies that if the BESS area lot was instead developed as additional industrial multi-lot subdivision parcels, it would be expected to generate approximately 1,629 trips per day (representing the majority of the trips generated by the entire approved subdivision). This is compared with the 4-6 vehicle movements per day expected to occur during the operation phase of the Proposal.

The Proposal therefore generates a significantly reduced traffic impact to the surrounding road network compared with the already contemplated and approved industrial subdivision, therefore a net positive outcome for traffic impacts generated at the Site.

Construction Phase

Traffic generated by the Proposal during the construction phase is also able to be accommodated by the existing road network, and is not anticipated to generate adverse impacts to the surrounding road network.

This is having regard to the volume of construction traffic expected to be generated by the Proposal based on comparable BESS projects, being approximately 40 to 50 vehicles per day during the peak construction phase (80-100 vehicle movements, accounting for entry and exit). Notably, the construction traffic volume for the BESS is (similarly to the operational assessment above) significantly less than the volume of traffic modelled to be generated on an ongoing basis by the industrial multi-lot subdivision. The TIA calculates that this would be approximately 2,533 vehicle trips per day, considered acceptable for the purpose of approving the subdivision. Further, the construction phase is only for a confined period of time (approximately 18 to 24 months). As such, the Proposal is not expected to generate any additional traffic impacts than what was considered acceptable for the purpose of approving for the industrial subdivision.

The Route Assessment concludes that the OSOM vehicle (transporting the large, 220kV power transformer) can be accommodated on the existing road network, without requiring permanent road upgrades. Short term traffic management measures and temporary minor works will be required to facilitate vehicle movements between High Street (A79 / Calder Highway) to the Site via the new internal subdivision road.

Impact Mitigation

Based on the findings regarding traffic impacts generated by the Proposal during the operational phase, no mitigation measures are required for the Proposal.

Potential impacts to the surrounding or internal subdivision road network generated by construction vehicles and traffic, including OSOM vehicles, will be mitigated and managed through the preparation and implementation of the Construction Traffic Management Plan and overall Construction Management Plan.

These plans will be prepared in accordance with conditions of the planning approval, regulatory requirements and in consultation with authorities as required. As recommended in the Route Assessment, this could include VicTrack with respect to passage through the railway level crossing, and the relevant agencies regarding overhead clearance of powerlines.

7.7 Economic Impact

An Economic Impact Assessment (EIA) has been prepared by Urban Enterprise. The purpose of the EIA is to identify, assess and quantify identified economic impacts that could be generated by the Proposal, primarily for the Greater Bendigo LGA (as the primary impact area) and to Victoria more broadly (as the secondary impact area). A copy of the EIA dated May 2026 is provided at Appendix K.

The EIA identifies that the Proposal broadly aligns with relevant government strategic and economic priorities relevant to the renewable energy transition, reduction of greenhouse gases and objectives to mitigate adverse environmental and economic impacts associated with climate change.

The EIA also identifies that, if local businesses are utilised, the Proposal will provide local business and employment opportunities throughout the Proposal's lifecycle. It highlights that the existing business and employment base is of a scale that could support discrete supply chain requirements, as well as engineering, construction and trade services for the Proposal. The EIA also identifies that the existing skills profile and occupations held by local residents present crossover opportunities with the Proposal, particularly in the construction industry. In turn, the Proposal has the potential to benefit the existing business base, workers and local economy, as well as contribute to the viability and growth of the renewable energy sector in Greater Bendigo and in Victoria more broadly.

Further, the EIA concludes that the Proposal will deliver battery storage in a highly suitable location. This infrastructure enables the storage and release of energy during peak periods, and improved grid stability, contributing to further economic benefits such as reduced energy price volatility.

The EIA identifies the following positive economic impacts are expected to be generated by the Proposal:

- **Economic stimulus from the construction phase** (high positive impact), specifically:
 - 943 full time employment (FTE) positions, comprising 298 direct jobs, and 645 indirect jobs

- \$514.7 million economic output, comprising \$242.2 million direct output and \$272.5 million indirect output
- \$206.3 million value added, comprising \$74.2 million direct value added and \$132.1 million indirect value added
- **Uplift in demand for temporary accommodation and rentals** (low positive impact), through a modest uplift in occupancy rates and revenue for local providers driven by relocation and accommodation needs of workforce from outside the Greater Bendigo area
- **Economic stimulus from BESS operations** (low positive impact), specifically:
 - 19 FTE, comprising 7 direct jobs and 12 indirect jobs
 - \$10.3 million economic output, comprising \$5 million direct output and \$5.3 million indirect output
 - \$5.1 million value added, comprising \$2.4 million direct value added and \$2.7 million indirect value added
- **Uplift in municipal revenue** (low positive impact), equating to approximately \$7.41 million over the operational life of the Proposal (~20 years) as an ongoing uplift in Council's rate income through a Payment in Lieu of Rates
- **Energy market benefits** (moderate positive impact), by delivering approximately 201 MW battery storage capacity to support grid reliability and contribute to more stable wholesale electricity prices.
- **Community benefit fund** (low positive impact), to be established and delivered by the Proponent during the operation period of the Proposal that will be used to support local projects and programs for positive community outcomes.

These impacts are expected to affect the Greater Bendigo region and / or Victoria more broadly. Figure 36 and Figure 37 below provides a breakdown of the economic and employment impacts of the Proposal by impact areas.

Region	Metric	Direct	Indirect	Total
Primary Impact Area (Greater Bendigo)	Output (\$M)	\$49.6	\$58.7	\$108.3
	Employment (Jobs, FTE)*	75	146	221
	Value-added (\$M)	\$16.1	\$27.7	\$43.8
Rest of Victoria	Output (\$M)	\$192.6	\$213.8	\$406.4
	Employment (Jobs, FTE)*	222	499	721
	Value-added (\$M)	\$58.1	\$104.4	\$162.5
Total	Output (\$M)	\$242.2	\$272.5	\$514.7
	Employment (Jobs, FTE)*	298	645	943
	Value-added (\$M)	\$74.2	\$132.1	\$206.3

Source: Urban Enterprise, 2026 *Note the direct jobs estimate relates to all jobs associated with the capital expenditure, not just those on-site.

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Figure 36 - Summary of Economic Impacts, Construction Phase (Source: Urban Enterprise, 2026)

Region	Metric	Direct	Indirect	Total
Impact Area	Output (\$M)	\$2.8	\$3.0	\$5.8
	Employment (Jobs, FTE)	4	6	10
	Value-added (\$M)	\$1.3	\$1.5	\$2.8
Rest of Victoria	Output (\$M)	\$2.2	\$2.4	\$4.6
	Employment (Jobs, FTE)	3	6	9
	Value-added (\$M)	\$1.1	\$1.2	\$2.3
Total	Output (\$M)	\$5.0	\$5.3	\$10.3
	Employment (Jobs, FTE)	7	12	19
	Value-added (\$M)	\$2.4	\$2.7	\$5.1

Source: Urban Enterprise, 2026

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Figure 37 - Summary of Economic Impacts, Operation Phase (Source: Urban Enterprise, 2026)

The EIA also identifies that competition for labour force is a possible negative economic impact generated by the Proposal. This could arise if the Proposal overlaps with major infrastructure or large-scale renewable

energy projects in the region, increasing competition for labour that could affect the efficient delivery of the Proposal. The EIA, however, categorises this impact as low impact and expected to be negligible.

Impact Mitigation

The EIA recommends the following measures to maximise regional economic impact, and / or avoid or minimise adverse economic impacts:

- **Economic stimulus during the construction phase and operations phase:**
 - Encourage and advocate for the use of local suppliers where possible, using platforms such as Industry Capability Network (ICN)
 - Widely advertise and promote contracts through various platforms, including EOI forms through the Proposal's website or other channels.
- **Uplift in demand for accommodation:**
 - Engage with Council and local accommodation providers to notify of accommodation requirements and expected periods of high worker demand
 - Engage with other renewable energy project proponents to consider the cumulative impacts associated with workforce accommodation.
- **Competition for labour force:** engage with other renewable energy proponents to understand worker availability challenges and potential cumulative impacts associated with labour force needs.
- **Community benefit fund:**
 - Engage with local community to gather views about how funds should be distributed
 - Consider projects, initiatives and programs that:
 - Improve economic and socio-economic outcomes for residents, workers and businesses
 - Create legacy benefits.

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8. Conclusion

This application demonstrates that the application to use and development of land for a Utility installation, is an appropriate use and form of development for the Site.

The proposed 201 MW / 866 MWh BESS is key energy infrastructure development for the Greater Bendigo LGA, and the wider Loddon Campaspe region. The Proposal would provide critical grid services and support Victoria's energy storage targets, as well as broader sustainability and community benefits to the State and regional community.

To this extent, the Proposal is aligned with Federal, State and local legislation, policies and guidelines regarding climate change and the renewable energy transition. The Proposal is also consistent State and Council's strategies and policies as set out in the Planning Scheme and aligned with the provisions of the zones and overlays that apply to the Site.

Approval of this planning permit application is considered appropriate, including for the following reasons:

- The Proposal provides significant dispatchable energy storage, supporting Victoria's energy storage targets, and local existing and future energy generation projects and energy intensive users
- The Proposal is strategically located adjacent to the Bendigo Terminal Station and the existing high voltage 220kV transmission line, to efficiently connect to the national grid
- The Proposal is located in an existing underutilised industrial precinct, with a highly modified landscape character and land that has experienced significant disturbance due to historical mining and industrial activity. This makes the BESS a productive and compatible use for the Site
- The Proposal has been sited and designed to minimise biodiversity impacts and native vegetation removal
- The Proposal is well positioned in proximity to major road network (including via Hattam Street and Midland Highway) provides direct heavy vehicle access to the highway network, without the need for construction traffic to pass through residential areas, or otherwise require road upgrades
- The Proposal will have significant local and regional economic benefits, including:
 - Direct investment of approximately \$416 million, and delivery of local economic benefits through a proposed community benefit fund
 - Creation of approximately 120 construction jobs during peak construction phase, and seven FTE jobs during the operation phase
 - Prioritisation of local employment opportunities to the extent possible for construction, operation, and maintenance, as well as supporting training and development of an emerging energy industry in the Greater Bendigo region
- The Proposal is consistent with the key planning provisions of the Planning Scheme, and is permissible under the relevant zones (INZ1 and SUZ12) and overlays (BMO)
- The Proposal strongly supports relevant State and local policy in relation to energy storage, emission reductions, infrastructure provision, and economic development within the Greater Bendigo and broader Loddon Campaspe region
- The Proposal addresses fire safety requirements within the CFA Guidelines
- The Proposal addresses stormwater management requirements in line with Clause 53.18 (Stormwater management in urban development)
- The development is considered appropriate to the Site's surrounds and does not unreasonably impact the amenity of nearby residences. Noise modelling demonstrates that the Proposal is capable of meeting EPA Noise Protocol obligations upon operation. The components have been sited to minimise visual appearance to neighbours
- Construction impacts are manageable and will be further detailed in the environmental and construction management plans.

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The Proponent has also undertaken a comprehensive community and stakeholder engagement program, appropriately informing nearby residents and the Greater Bendigo community of the Proposal. Consistent and clear information has been provided to stakeholders and community outlining the details of the Proposal and any potential impacts.

The project team has also engaged with DTP and other key stakeholders including the City of Greater Bendigo Council, the CFA and DJAARA. The Proponent will continue to engage with these key stakeholders during the post-lodgement phase of the Proposal. The design concept has and will continue to evolve in response to technical assessments, community and stakeholder feedback.

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Appendices

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Appendix E	Noise Impact Assessment
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Appendix A Certificates of Title

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Appendix B Application Plans

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Appendix C Communication Materials

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Appendix D Biodiversity Assessment

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Appendix E Noise Impact Assessment

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Appendix F Stormwater Management and Drainage Strategy Memo

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Appendix G Fire Safety Study

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Appendix H Traffic Impact Assessment

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Appendix I Route Assessment

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Appendix J Landscape and Visual Impact Assessment

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Appendix K Economic Impact Assessment

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Appendix L Bushfire Hazard Assessment

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