

Planning Assessment Officer Report

PA243308 Dederang Battery Energy Storage System



Planning Assessment Officer Report Energy Assessment

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Department
of Transport
and Planning

OFFICIAL

Executive Summary



Key Information	Details																				
Application No:	PA2403308																				
Received:	30 October 2024																				
Statutory Days:	189 Days																				
Applicant:	Mint Renewables																				
Planning Scheme:	Alpine Shire																				
Land Address:	Yackandandah Dederang Road, Dederang VIC 3691 (CP 153246) 1402 Yackandandah Dederang Road, Dederang VIC 3691 (Lot 1 TP170211, Lot 1 TP241980 and Lot 1 TP403444 Unused government road (Road ID 1107031)																				
Proposal:	Use and development of land for a 200MW/400MWh battery energy storage system (BESS) (utility installation) including ancillary infrastructure, remove up to 0.203 ha of native vegetation, create or alter access to a road in a Transport Zone 2 and display business identification signage.																				
Development Value:	\$ 280,000,000																				
Why is the Minister responsible?	<p>In accordance with the schedule to Clause 72.01 of the Planning Scheme:</p> <p><i>The Minister for Planning is the responsible authority for matters under Divisions 1, 1A, 2 and 3 of Part 4 of the Act, and matters required by a permit or the scheme to be endorsed, approved or done to the satisfaction of the responsible authority, in relation to the use and development of land for a:</i></p> <ul style="list-style-type: none">• <i>Utility installation used to:</i><ul style="list-style-type: none">○ <i>Transmit or distribute electricity.</i>○ <i>Store electricity if the installed capacity is 1 megawatt or greater</i> <p>and</p> <ul style="list-style-type: none">• <i>Use or development to which clause 53.22 applies.</i>																				
Why is a permit required?	<table><tr><th>Clause</th><th>Control</th><th>Trigger</th></tr><tr><td rowspan="2">Zone:</td><td>Clause 35.07 Farming Zone</td><td><i>Use the land for a utility installation (battery and ancillary infrastructure)</i> <i>Construct a building or construct or carry out works associated with a Section 2 use of Clause 35.07-1</i></td></tr><tr><td>Clause 36.04 Transport 2 Zone</td><td><i>N/A</i></td></tr><tr><td>Overlays:</td><td>Clause 42.03 Significant Landscape Overlay</td><td><i>Construct a building or construct or carry out works</i></td></tr><tr><td rowspan="4">Particular Provisions:</td><td>Clause 52.05 Signs</td><td><i>Construct or put up for display business identification signage</i></td></tr><tr><td>Clause 52.06 Car Parking</td><td><i>Provided to the satisfaction of the responsible authority</i></td></tr><tr><td>Clause 52.17 Native Vegetation</td><td><i>To remove, destroy or lop native vegetation, including dead native vegetation</i></td></tr><tr><td>Clause 52.29 Land adjacent to the Principal Road Network</td><td><i>Create or alter access to a road in a Transport Zone 2</i></td></tr></table>	Clause	Control	Trigger	Zone:	Clause 35.07 Farming Zone	<i>Use the land for a utility installation (battery and ancillary infrastructure)</i> <i>Construct a building or construct or carry out works associated with a Section 2 use of Clause 35.07-1</i>	Clause 36.04 Transport 2 Zone	<i>N/A</i>	Overlays:	Clause 42.03 Significant Landscape Overlay	<i>Construct a building or construct or carry out works</i>	Particular Provisions:	Clause 52.05 Signs	<i>Construct or put up for display business identification signage</i>	Clause 52.06 Car Parking	<i>Provided to the satisfaction of the responsible authority</i>	Clause 52.17 Native Vegetation	<i>To remove, destroy or lop native vegetation, including dead native vegetation</i>	Clause 52.29 Land adjacent to the Principal Road Network	<i>Create or alter access to a road in a Transport Zone 2</i>
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Cultural Heritage:	CHMP is not required. A voluntary CHMP has been approved.																				



Referral Authorities: AusNet Transmission Group (s55 – determining)
WorkSafe (s55 determining)
Head, Transport for Victoria (s55 determining)

Public Notice: Notice of the application under section 52(1)(a) of the *Planning and Environment Act 1987* (the Act) was given to owners and occupiers of all land adjoining the site.
Notice of the application was given to Alpine Shire Council under section 52(1)(b) of the Act.
Notice of the application was given to the following individuals and authorities under section 52(1)(d) of the Act:

- Owners and occupiers within 1km of the project site
- Country Fire Authority
- Emergency Management Victoria
- First People State Relations
- North East Catchment Management Authority (CMA)
- Energy Safe Victoria

1050 objections from the community have been received as of **4 June 2025**.
CFA and North East CMA have provided submissions of no objection subject to conditions.
Alpine Shire Council has objected to the proposal.

Recommendation Issue a planning permit subject to conditions.

Delegates List: Approval to determine under delegation received on **2 JUNE 2025**



Application Process

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

Milestone	Date
Pre-application meeting	18 August 2023
	30 November 2023
	16 June 2024
Community Meeting by DTP	11 December 2023
Application lodgement	30 October 2024
Further information requested	N/A
Decision Plans	Plans prepared by Mint Renewables , titled ' Dederang BESS – Indicative Layout ', Version 1.2 and dated 28 October 2024 .
Other Assessment Documents	<p>'Indicative Civil and Drainage Layout', Drawing No. DRB-EL-DRG-20, Rev D prepared by EHV Consulting and Design and dated 06 June 2024</p> <p>'330/33/33kV Onsite Substation & BESS Indicative Site Plan', Drawing No. EHV-DRB-PRI-DR-0001, Sheet 1-2, Rev B prepared by EHV Consulting and Design and dated 28 June 2024</p> <p>'Indicative Elevation' Drawing No. EHV-DRB-PRI-DR-0005, Rev B prepared by EHV Consulting and Design and dated 27 June 2024</p> <p>'330/33/33kV Onsite Substation Indicative Equipment Elevations', Drawing No. EHV-DRB-PRI-DR-0003, Rev B prepared by EHV Consulting and Design and dated 26 June 2024</p> <p>'Indicative General Arrangement', Drawing No. EHV-DRB-PRI-DR-0003, Rev B prepared by EHV Consulting and Design and dated 27 June 2024</p> <p>'330/33/33kV Onsite Substation Indicative Equipment Elevations', Drawing No. EHV-DRB-PRI-DR-0003, Rev B prepared by EHV Consulting and Design and dated 26 June 2024</p> <p>330/33/33kV Onsite Substation Indicative Equipment Elevations', Drawing No. EHV-DRB-PRI-DR-0003, Rev B prepared by EHV Consulting and Design and dated 26 June 2024</p> <p>330/33/33kV Onsite Substation Indicative General Arrangement, Drawing No. EHV-DRB-PRI-DR-0002, Rev B prepared by EHV Consulting and Design and dated 25 June 2024</p>

2. The subject of this report is the decision plans (as described above).
3. The application is supported by consultant reports including:
 - Ecology Assessment prepared by Aurecon dated 11 October 2024
 - Traffic Impact Assessment, Revision A prepared by Aurecon dated 11 November 2024
 - Landscape and Visual Impact Assessment, PJ0041 prepared by Landform Architects dated October 2024
 - Environmental Noise Assessment prepared by Sonus dated October 2024
 - Peer review of Environmental Noise Assessment prepared by Resonate dated 29 October 2024
 - Surface Water Assessment prepared by Water Technology dated 25 October 2024
 - Risk Management Plan and Fire Safety Study prepared by Fire Risk Consultants dated October 2024
 - Consultation Summary Report prepared by Mint Renewables dated 30 October 2024

Proposal Summary

4. Mint renewables proposes a Battery Energy Storage System (BESS) with a storage capacity of 200MW (400MWh) and ancillary infrastructure including underground cabling, which is defined as utility installation under the planning scheme.
5. The site is 60 hectares (ha) in area, with the BESS and associated infrastructure occupying approximately 9.5ha. The proposed BESS facility will connect to the adjoining Dederang Terminal Station (DTS) which is immediately adjacent to the north of the site.
6. Associated infrastructure includes inverters, transformers, an onsite substation, operation and maintenance facilities, security fencing, car parking, on-site water storage, signage and internal access roads.
7. The proposal includes creating or altering access to a road in a Transport 2 Zone under Clause 52.29. Two site access options are proposed:
 - **AusNet Access Option:** This option proposes accessing the site via AusNet-owned land adjacent to the Dederang Terminal Station.
 - **Unused Road Reserve Option:** This option considers using an unused government road reserve that runs along the eastern boundary of the site (preferred option)
8. The proposal includes removal of native vegetation under Clause 52.17, including patches of remnant vegetation and scattered native trees located primarily along the Yackandandah-Dederang Road reserve.
9. Three potential landscape mitigation options are proposed to screen the project from a nearby dwelling, each involving different planting layouts and various native species. The final choice is yet to be determined but will be secured via condition.

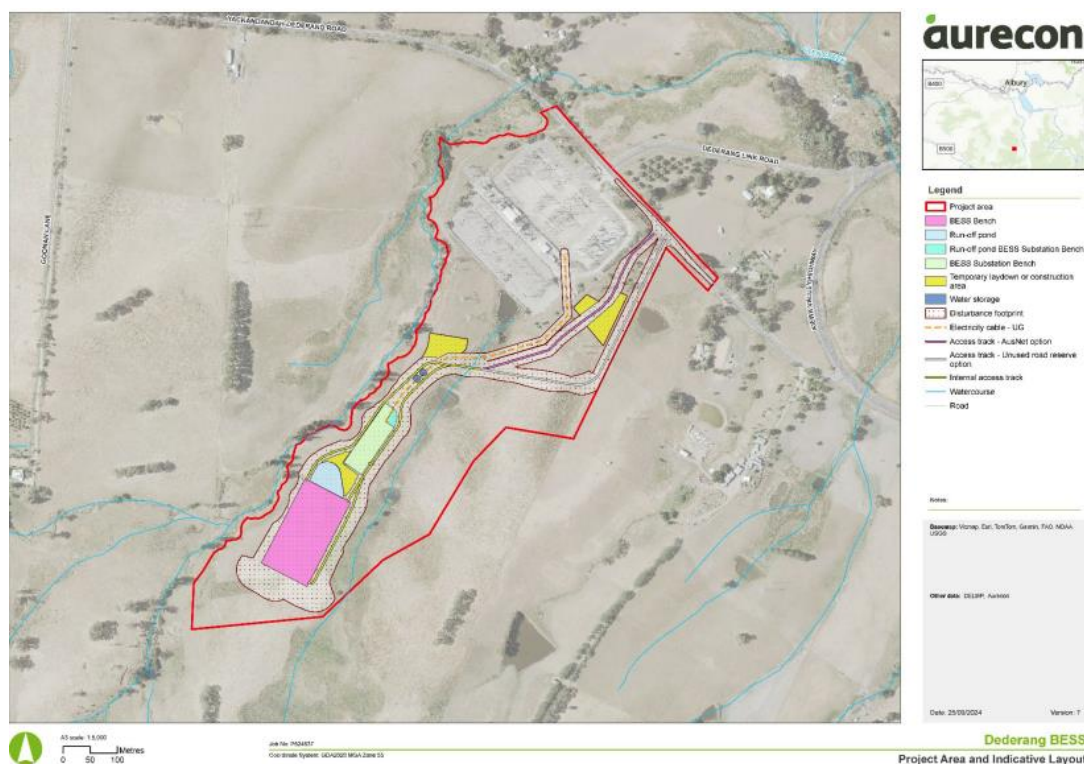


Figure 1. Proposed Dederang BESS indicative site layout. Aurecon, 2024.



Site Description

10. The subject site is located approximately 2km northwest of the Dederang Township, within the Alpine Shire Council municipality. The site is within the Farming Zone, with the exception of the terminal station which is within the Special Use Zone.
11. The project area comprises the main facility site, located at Yackandandah Dederang Road, Dederang (CP153246), the existing DTS adjoining to the north (owned by Ausnet) and adjacent road reserves (Yackandandah-Dederang Road reserve to the north of the existing terminal station, and unused government road which abuts the eastern boundary of the subject site).
12. The site is formally described as intersecting multiple land parcels, including:
 - CP153246 (Volume 9477 Folio 366),
 - Lot 1 TP170211, Lot 1 TP241980 and Lot 1 TP403444
 - An unused government road reserve (Road ID 1107031) adjacent to the subject site.



Figure 2. The existing Dederang Terminal Station (Ausnet) as viewed from the Yackandandah-Dederang Road reserve (Officer site visit, 2025)

13. There are four electricity easements (for State Electricity Commission of Victoria) that affect the site (as illustrated in purple in figure 3). The facility and associated infrastructure are not located within these easements. It is noted that the Crown Land Road Reserve which provides access to the site may cross one of these easements.
14. There are no restrictive covenants, section 173 agreements or other encumbrances on the titles that restrict the proposed use and development.

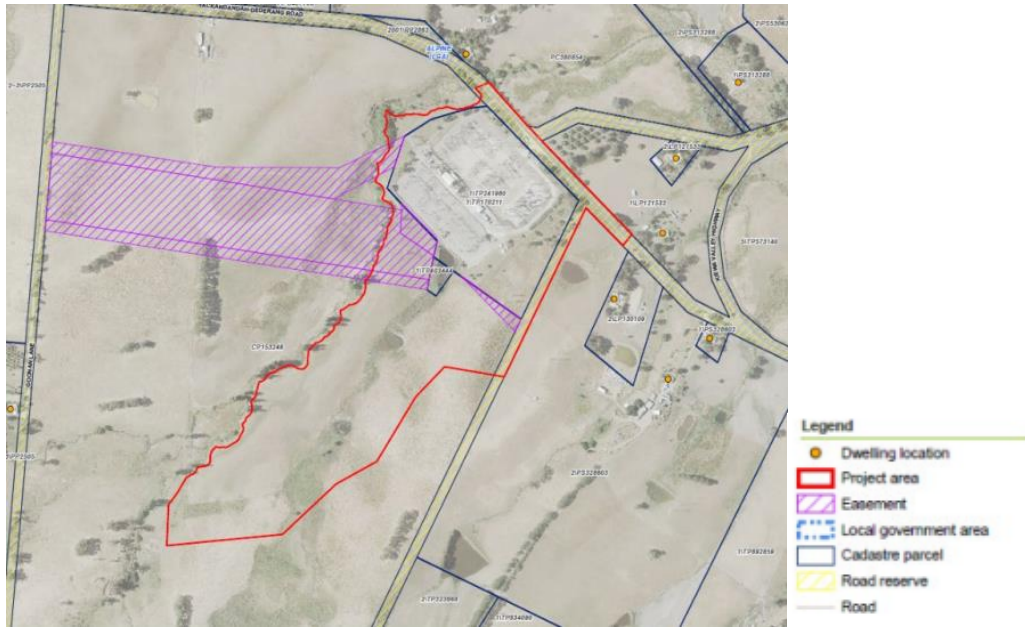


Figure 3. Project area and cadastral information (advertised Planning Report, Aurecon 2024).

15. The main project area is located to the south of the existing terminal station and as such, does not have immediate access from the Yackandandah-Dederang Road. Access to the site (unless via the Ausnet DTS) will be gained from the unused Road reserve abutting the site to the east.
16. The site predominantly comprises privately owned agricultural land, historically used for grazing and pasture. As such, the site is generally cleared, with sown grasses and some scattered remnant vegetation.
17. The topography of the land is characterised as sloping downwards from south to north (towards to the terminal station), however, the site is generally situated in the valley of the more prominent inclines to the west, south and east of the site (indicated by blue in Figure 4).



Figure 4. Indicative development modelled with surface elevations (Surface Water Assessment, October 2024)

18. The project site is located within the Glen Creek Catchment with several waterways or drainage lines traversing the central portion of the site as illustrated in Figure 5. The project area is situated to avoid these waterways.

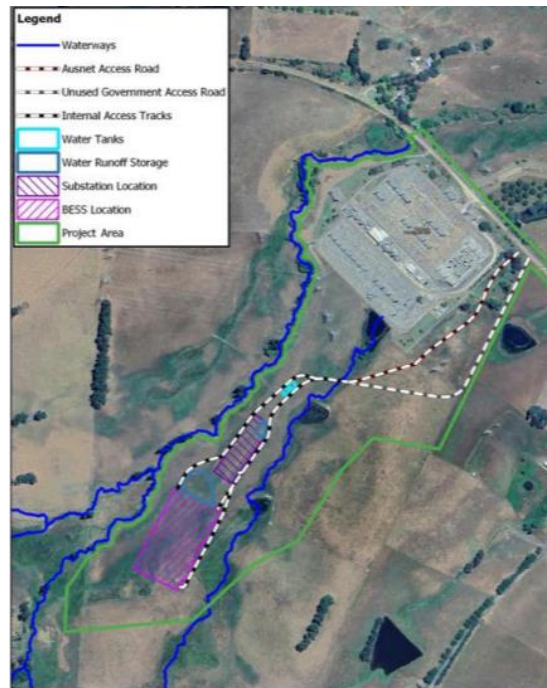


Figure 5. Indicative waterways around proposed project area (Surface Water Assessment, October 2024)

Site Surrounds

19. The surrounding land uses are predominantly agricultural and include a mix of small acreage properties and larger farming properties. These properties are primarily used for stock grazing activities.



Figure 6. The existing Dederang Terminal Station and surrounds, as viewed from the north from Speers Lane (Officer site visit, 2025). The project area will be situated in the valley behind the terminal station.

20. As discussed, the site is situated in a sloping / undulating landscape with areas of higher topography to the south of the site. As visible in Figure 6, dense vegetation is located in areas of higher elevation. This vegetated area is generally affected by the Bushfire Management Overlay, which is a distance of approximately 600 metres from the subject site.

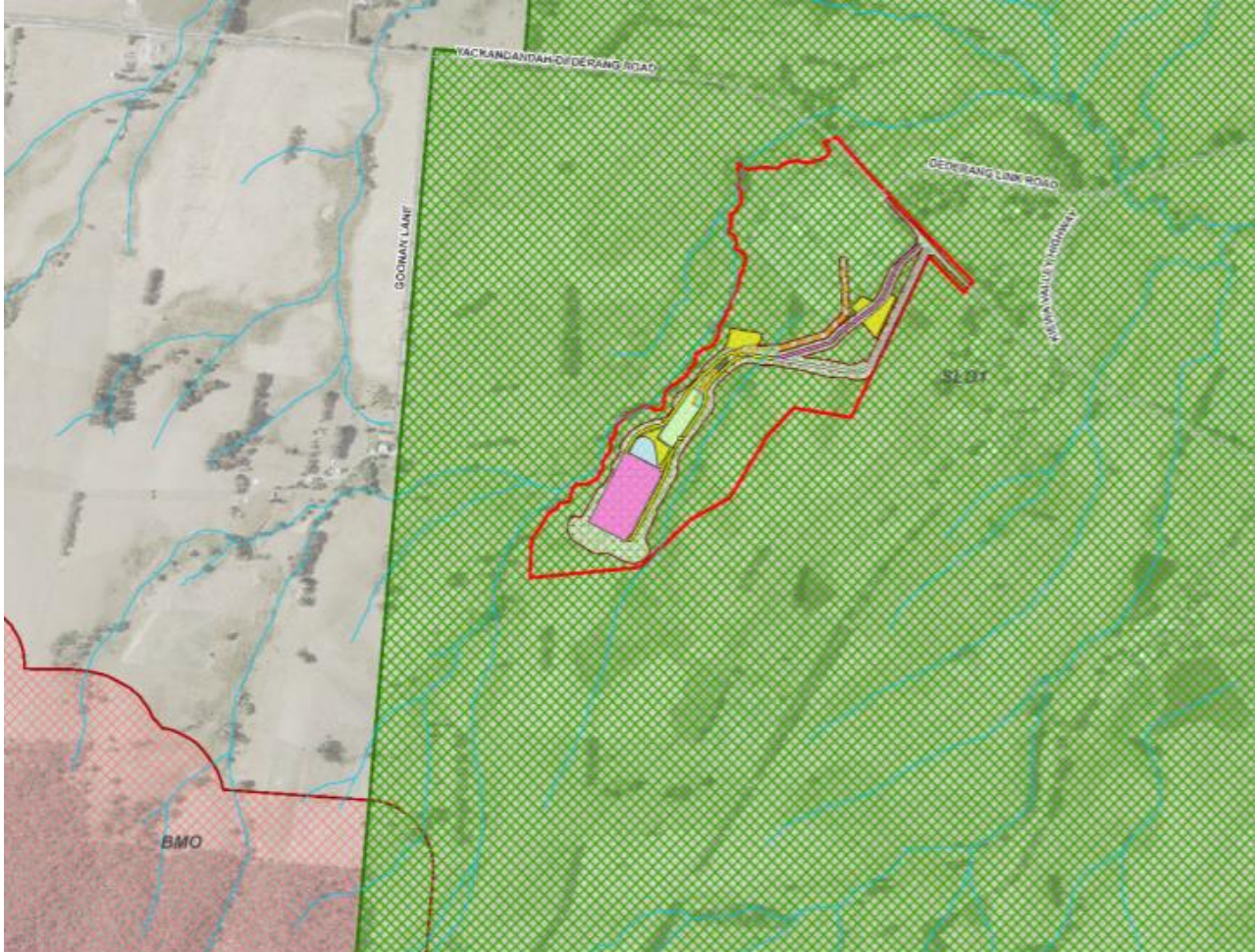


Figure 7. Project Area Overlay Map (Planning Report, Aurecon 2024)

21. Development surrounding the site can be described as follows:

- To the **north** of the project area is the Dederang Terminal Station which is owned by Ausnet and forms part of the subject application land. Land beyond is bordered by Yackandandah-Dederang Road which runs east to west. Further north lies smaller agricultural land parcels with rural dwellings and accommodation.
- To the **south** of the site is land used for agricultural uses and land designated as Public Conservation and Resource zone, with no residential or urban development in close proximity. The Kiewa Valley BESS project, currently lodged for consideration by the department on behalf of the Minister for Planning, is proposed to be located south of the project area.
- To the **east** of the site is an unused government road which connects to the Yackandandah-Dederang Road to the north. Beyond which land is predominantly characterised by agricultural uses and a number of rural dwellings (the nearest of which is approximately 700m from the indicative BESS footprint).
- To the **west** of the site, the land continues to be used for agricultural purposes, and the nearest residential dwelling is located approximately 460 metres from the indicative BESS footprint.



Municipal Planning Strategy

22. The following objectives and strategies of the Municipal Strategic Statement of the scheme are relevant to the proposal:

Clause	Description
02.02	Vision
02.03	Strategic Direction

Planning Policy Framework


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

Clause 11	Settlement
11.01-1S	Settlement
11.01-1R	Settlement – Hume
Clause 12	Environmental and Landscape Values
12.01-1S	Protection of Biodiversity
12.03-1S	River and Riparian Corridors, Waterways, Lakes, Wetlands and Billabongs
12.05-2S	Landscapes
Clause 13	Environmental Risk and Amenities
13.01-1S	Natural Hazards and Climate Change
13.02-1S	Bushfire Planning
13.07-1S	Land Use Compatibility
Clause 14	Natural Resource Management
14.01-1S	Protection of Agricultural Land
14.02-1S	Catchment Planning and Management
14.02-2S	Water Quality
Clause 17	Economic Development
17.01-1S	Diversified Economy
Clause 18	Roads
18.02-4S	Roads
Clause 19	Infrastructure
19.01-1S	Energy Supply
19.01-2S	Renewable Energy

Zoning and Overlays

Farming Zone

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

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

Special Use Zone – Schedule 3

26. The site is partially affected by the Special Use Zone – Schedule 3 (GPU Powernet Pty Ltd Terminal Stations). Pursuant to Clause 37.01, planning approval is not required for use of the land and to construct a building or construct or carry out works for the purposes of a 'Utility Installation' that is used for the transmission or distribution of electricity.

Transport Zone 2

27. The Yackandandah-Dederang Road, which forms the northern boundary of the site, is within the Transport 2 Zone (TRZ2).
28. Works proposed within the TRZ2 to create access to the facility are consistent with the purpose of the zone. Hence, no planning permit is required under the TRZ2 itself for the proposed works.

Significant Landscape Overlay – Schedule 1

29. Pursuant to Clause 43.02-2, a planning permit is required to construct a building or carry out works on land covered by the Significant Landscape Overlay – Schedule 1 (Upper Kiewa Valley Significant Landscape Area).

Particular and General Provisions

Provisions that Require, Enable or Exempt a Permit

30. A planning permit is required under Clause 52.05-13 (Category 3 – High Amenity) and Clause 52.05-14 (Category 4 – Sensitive Area) to construct a business identification sign on land within the Special Use Zone – Schedule 3 (SUZ3) and Farming Zone (FZ), respectively. A non-illuminated sign approximately 1.5m (width) by 1m (height) and approximately 1m above the ground and installed at the site entrance on Yackandandah-Dederang Road is proposed to identify the BESS facility. The signage requirements under the SUZ or FZ will be determined once detailed designs are finalised.
31. Clause 52.06 sets out the requirements of car parking design. A utility installation is not specified in Table 1, as such car parking spaces must be provided to the satisfaction of the responsible authority.
32. Clause 52.17 sets out the permit requirements for the removal of native vegetation. The development will result in up to 0.203 ha of native vegetation removal. As such, a planning permit is required under Clause 52.17 to remove, destroy or lop native vegetation, including both scattered trees and patches of remnant vegetation.
33. Pursuant to Clause 52.29-2, a permit is required to create or alter access to a road in a Transport Zone 2. Two access options have been proposed resulting in the creation of access from Yackandandah-Dederang Road to the project site.
34. Clause 53.22 relates to projects which are eligible for the Development Facilitation Program, notably pursuant to clause 53.22-1 a utility installation, used to transmit or distribute electricity; or store electricity if the installed capacity is 1 megawatt or greater.



Other Planning and Environmental Approvals

Environment Protection Regulations

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

Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)

37. Under the EPBC Act, an action that has, will have, or is likely to have, a significant impact on matters of national environmental significance, including nationally or internationally important flora, fauna, ecological communities, and heritage places must be referred to the Commonwealth Minister for the Environment.
38. The proposal is informed by an ecological assessment, which states that an EPBC Act referral to the Commonwealth Minister is not required as the project is unlikely to result in significant impacts on any Matters of National Environmental Significance (MNES).
39. It is the responsibility of the proponent to determine whether a referral is required under the EPBC Act.

Environment Effects Act 1978 (EE Act)

40. The Ministerial Guidelines for Assessment of Environmental Effects under the Environmental Effects Act 1978 (DSE 2006) outlines the triggers for referral of a project to the Victorian Minister for Planning who will determine if an Environmental Effects Statement (EES) is required.
41. The application was accompanied by documentation stating that a referral under the Environmental Effect Act 1978 is unlikely due to poor quality habitat and minor nature of impacts.
42. It is the responsibility of the proponent to determine whether a referral is required under the EE Act.

Flora and Fauna Guarantee Act 1988 (FFG Act)

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

Aboriginal Heritage Act 2006 (AH Act)

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



Referrals

48. The application was referred to the following groups:

Organisation	Provision / Clause	Response and date received	DTP Officer Assessment
AusNet Transmission Group <i>Determining</i>	Clause 66.02-4 – To construct a building or construct or carry out works on land within 60 metres of a major electricity transmission line (220 Kilovolts or more) or an electricity transmission easement.	11 February 2025 No objection subject to conditions requiring: <ul style="list-style-type: none"> Requires approval for any proposed development within the AusNet easement, including roads, lighting, services, and use of explosives. Vehicle access along the easement must be maintained at all times for AusNet and its service providers. All future works within the easement must be submitted to AusNet for written approval before starting. Notes development restrictions apply to the easement area, including limitations on structures, earthworks, and vegetation. 	These conditions are supported and have been included in the recommendation.
WorkSafe Victoria <i>Determining</i>	Clause 66.02-7 – To use land for an industry, utility installation or warehouse where a fire protection quantity is exceeded under the Dangerous Goods (Storage and Handling) Regulations 2012.	20 December 2024 No objection, no conditions	N/A
Head, Transport for Victoria <i>Determining</i>	Clause 66.03 – Referral of Permit Applications under clause 52.29-4. An application to create or alter access to, or to subdivide land adjacent to, a road declared as a freeway or an arterial road under the <i>Road Management Act 2004</i> , land owned by the Head, Transport for Victoria for the purpose of a road, or land in a Public Acquisition Overlay if the Head, Transport for Victoria is the acquiring authority and the acquisition is for the purpose of a road.	16 December 2024 Supports access via 'Option 2 – Government Road' and does not permit direct access from the site to Yackandandah-Dederang Road. Conditions requiring: <ul style="list-style-type: none"> Traffic Management Plan (TMP) prior to works, addressing: <ul style="list-style-type: none"> Oversize/overmass haulage, Traffic control and road furniture changes, Emergency and risk management, Road condition monitoring and rehabilitation. Requires a Functional Layout Plan (FLP) showing intersection treatments and lighting. Requires a Road Safety Audit 	These conditions are supported and have been included in the recommendation.

- at the functional layout stage.
- All works (e.g., channelised right and basic left turn treatments, street lighting) must be completed to TfV's satisfaction and at no cost to them.
- Separate approvals under the Road Management Act 2004 are needed for tree removal and works within the road reserve.

Notice

49. The application is not exempt from the notice requirements of section 52(1)(a), (b) and (d) of the *Planning and Environment Act 1987* (P&E Act).
50. The application is exempt from the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) in line with Clause 53.22-4 of the planning scheme.
51. In accordance with Section 52(1) of the P&E Act, notice of the application was given from 29 November 2024 and by email and/ or letter to
- Section 52(1)(a) of the P&E Act:
 - adjoining owners and occupiers.
 - Section 52(1)(b) of the P&E Act:
 - Alpine Shire Council
 - Section 52(1)(b) and (d) of the P&E Act to the following authorities/ agencies.
 - Owners and occupiers within 1km of the project site
 - Country Fire Authority
 - Emergency Management Victoria
 - First People State Relations
 - North East Catchment Management Authority (CMA)
 - Energy Safe Victoria
52. Notice was also given by newspaper in the North East Media (Alpine Observer and Myrtleford Times) and Border Mail for one issue.
53. **1067** submissions were received, of which **1050 are objections**. The submissions raise the following issues (which are summarised here and addressed in greater detail in the "Assessment" section of the report):

Objector Concern	DTP Officer Response
Fire risk – including the potential for battery fires, emergency response limitations, and CFA capacity	CFA did not object to the proposal. The application is supported by a detailed Risk Management Plan that was reviewed by CFA. Conditions will require final emergency, fire and risk plans to be prepared in consultation with CFA and in line with their Guidelines prior to construction.
Loss of agricultural land – impact on productive farmland and change to rural land use	The site is used primarily for grazing and is not identified as high-quality or strategically significant agricultural land. The BESS has a small development footprint relative to the site and surrounding rural uses can continue. Moreover, the infrastructure has been designed to minimise ground disturbance and the site to be returned to agricultural use post-operation. <u>On balance, the project will allow for strategic co-location of utility infrastructure (the BESS and the Dederang terminal station) and ongoing agricultural land uses.</u>
Visual and landscape impact – particularly in the Upper Kiewa Valley and	The site is within a Significant Landscape Overlay. The visual assessment concluded that the development would not result in unacceptable visual or landscape character impacts, particularly given its low profile, separation from prominent ridgelines, and integration into



within SLO1	an already modified landscape adjacent to the Dederang terminal station. A condition will require a Landscape Plan to provide further screening and for consultation with nearby residents to further screen views from Goonans Lane.
Impact on native vegetation and biodiversity – including waterways and local fauna	Native vegetation removal is limited to access areas and will be offset in accordance with Clause 52.17. The development footprint avoids vegetation, and conditions for a Construction Environment Management Plan (CEMP) and Waterway Management Plan will be required to manage environmental impacts. Native vegetation removed will be offset in line with State policy at clauses 12.01-2S and 52.17-5.
Noise impacts – concern about ongoing operational noise from inverters and BESS	A detailed Environmental Noise Assessment and a peer review of the assessment was submitted. The assessment adopted a conservative approach by including cumulative impacts from the existing Dederang Terminal Station and nearby proposed Kiewa Valley BESS, and assumed continuous operation of the facility. With proposed mitigation measures the predicted noise levels comply with EPA guidelines. A condition will require an updated noise assessment before works commence and also require compliance with EPA Publication 1826.
Traffic impacts – increased construction vehicles and road safety concerns	A Traffic Impact Assessment was provided and reviewed by Head, Transport for Victoria. Access must be via the Government Road (Option 2), and conditions will require a Traffic Management Plan and intersection upgrades.
Inadequate community consultation	Public notice was given in accordance with Section 52 of the P&E Act, and the proponent undertook additional engagement via newsletters, a local drop-in session, and via updates on the project website. A Submissions Report was also provided with a response and consideration to all objections received.
Lack of social or economic benefit to Dederang	The proposal is expected to meet evening peak demand needs for approximately 69,000 households and bring regional economic benefits by employing 150 people during construction. The facility contributes to state renewable energy storage targets.
Potential contamination or waterway impacts	A Surface Water Assessment confirmed the BESS platform will remain flood-free. The facility will also include stormwater control infrastructure including bunding and a dedicated retention pond to capture firewater runoff and surface drainage, thereby protecting downstream waterways and agricultural land. A condition will require a detailed Stormwater Management Plan will be required to address runoff and protect water quality. Further, North East Catchment Management Authority did not object to the application, subject to conditions requiring setbacks from waterways, preparing a Waterway Protection Plan and noting the requirement for a Works on Waterway permit.
Cumulative impact with nearby infrastructure	The proposal has been assessed in the context of the existing Terminal Station and other proposed energy infrastructure. The design and mitigation measures account for potential cumulative effects (e.g. noise, visual impact, fire risks).

54. A number of submitters also raised broader concerns not directly related to the planning assessment process (e.g. insurance, property values, mental health impacts, corporate governance), which while acknowledged, are not relevant considerations under the Alpine Planning Scheme.

Alpine Shire Council

55. Alpine Shire Council was given notice of the application under Section 52(1)(b) of the P&E Act. Council officers prepared a report for the Ordinary Council Meeting held on 25 February 2025, recommending that a submission of support be made, subject to conditions.

56. However, following consideration of community feedback and discussion at the Council Meeting, Council resolved to object to the application. Alpine Shire Council's objection is based on the following grounds:

- Insufficient information has been provided to adequately assess the impacts of the proposal on the environment, fire risk, landscape and local amenity.

- The development is located on a ridgeline and proposes the use of reflective materials, resulting in a detrimental visual impact on the significant Kiewa Valley landscape, contrary to Clause 12.05-2S and the objectives of the Significant Landscape Overlay (SLO1).
- The project would result in loss and fragmentation of agricultural land, inconsistent with Clauses 14.01-1S and 14.01-2S, and the purpose of the Farming Zone.
- The application fails to demonstrate how fire risk will be managed, both within and external to the site, contrary to Clause 13.02-1S.
- The proposal does not adequately mitigate the potential impact of sediment and runoff on Glen Creek tributaries, contrary to Clause 12.03-1S.
- The project has not demonstrated a net community or economic benefit to the Dederang community and is not considered to have been appropriately sited to minimise impacts on the local environment and community, as required by Clause 19.01-2S.
- The proposal fails to support the orderly planning of the area, contrary to Clause 65.

57. While Council's officer report concluded the proposal broadly aligned with policy directions supporting renewable energy development—particularly given the site's proximity to existing infrastructure—the formal Council resolution reflected broader concerns about environmental risk, landscape values and amenity impacts.

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

Country Fire Authority (CFA)

59. CFA was given notice of the application under section 52 of the P&E Act. CFA did not object to the application and recommended that a series of conditions be included on any planning permit issued.

60. CFA requested preparation of a Risk Management Plan, Emergency Plan, and Fire Management Plan to be endorsed prior to development, in accordance with CFA's *Design Guidelines and Model Requirements for Renewable Energy Facilities*.

61. Key matters raised by CFA include:

- Provision of 432,000 litres of dedicated firefighting water supply, compliant with AS2419.1-2021.
- Separation distances between BESS units, infrastructure and vegetation, based on radiant heat flux analysis.
- Consequence modelling and plume analysis of a fully involved battery fire, including consideration of smoke, gas and radiant heat on-site and off-site.
- Fire protection infrastructure to be in place before delivery of BESS containers and maintained for the life of the facility.
- Inclusion of WorkSafe and Energy Safe Victoria (ESV) Arc Flash self-audit tool findings as part of the safety documentation.

62. DTP officers support the inclusion of conditions to require the fire risk documents be prepared and implemented in consultation with CFA. These measures are considered sufficient to manage bushfire and internal fire risks associated with the proposal.

North East Catchment Management Authority (CMA)

63. North East Catchment Management Authority (North East CMA) was given notice of the application under section 52 of the P&E Act. NECMA did not object to the application, subject to a range of conditions.

64. North East CMA acknowledged that while the adjacent waterways have no official flood records, the supporting Surface Water Assessment adequately represents flood risk. NECMA identified that the proposed BESS and substation benches are located near the 1% AEP flood level and may be vulnerable to larger flood events. As such, North East CMA recommends the infrastructure be elevated at least 1 metre above the 1% AEP flood level or protected through other flood mitigation measures.



65. Other key matters raised by NECMA include:

- The need for amended plans to demonstrate a minimum 30 metre setback from waterways for all works (excluding crossings).
- Preparation of a Stormwater Management Plan addressing construction sediment control, runoff quality, basin sizing, climate change impacts, and groundwater interactions.
- Detailed design to ensure containment and controlled release of contaminated fire water runoff, consistent with CFA Guidelines.
- Preparation of a Waterway Management Plan including fencing, revegetation and ongoing management of riparian buffers.
- A Works on Waterways permit will be required for access tracks or cable crossings.

66. These recommendations are supported by DTP officers and will be addressed via conditions on the planning permit.



Key Considerations

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

- Policy context and planning controls
- Amenity impacts
- Landscape and visual impact
- Impact on agricultural land
- Natural environment and natural systems
- Vehicle access and traffic
- Potential hazards
- Acceptability of the proposed business identification signs

Policy Context


68. The proposal is consistent with the relevant planning policies which supports the transition and provision of renewable energy, diversification of service industries for future economic growth, supports the creation of jobs and skilled workforce while protecting the environment, identified landscapes, human health and amenity (including from bushfire risks) and agricultural land.

Municipal Planning Strategy

69. The project responds to Clause 02.03-2, by minimising native vegetation removal and locating infrastructure on previously cleared farmland. The development avoids sensitive waterway areas and includes measures to manage stormwater and emergency firefighting water runoff, thereby supporting the protection of the Glen Creek Catchment.
70. In response to Clause 02.03-3, the development incorporates fire safety and environmental management measures, including bunded infrastructure, an on-site storage pond for runoff, and compliance with CFA guidance, which together ensure waterway protection and mitigate bushfire risk. The project will also support climate resilience.
71. The proposal aligns with Clause 02.03-4, as it ensures that the BESS infrastructure will occupy only a small portion of the overall land area. The proposal will not impact access to water or other rural resources and supports long-term sustainable land management outcomes as it allows continued agricultural use of the site.
72. The project is well aligned with Clause 02.03-7, supporting regional growth through the delivery of large-scale infrastructure that strengthens energy security and promotes investment in renewable energy. The proposal will generate approximately 150 jobs during the construction phase and contributes to the local economy through services.

Planning Policy Framework

73. The proposal is consistent with the relevant state planning policies which support the renewable energy led transmission to a low-carbon economy with reduced greenhouse gas emissions. The proposal does this by encouraging the storage of electricity to assist with the introduction of new renewable energy facilities.
74. The development appropriately responds to Clause 12.01-1S and Clause 12.03-1S, by avoiding direct impact on Glen Creek and other key watercourses, locating infrastructure on previously cleared agricultural land, and minimising removal of native vegetation to only what is required for access and construction. The application proposes two access options, with associated removal of scattered trees, but includes a commitment to secure biodiversity offsets in accordance with Clause 52.17 and *DELWP's Guidelines for the removal, destruction or lopping of native vegetation* (DELWP Guidelines, 2017). The project avoids sensitive vegetation patches and remnant trees of highest ecological value where feasible. Where avoidance of native vegetation removal is unavoidable, it has been minimised and offset, in line with state policy at clause 12.01-2S.

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75. The facility has been sited on cleared land and incorporates bunded BESS containers, perimeter firebreaks, on-site emergency firefighting water storage in response to Clause 13.01-1S and Clause 13.02-1S. Access is provided via an all-weather road, and infrastructure layout supports emergency response in the event of a fire. The site is located within a designated bushfire prone area, and fire management will be addressed via an Emergency Management Plan prior to construction.
76. The project meets the intent of Clause 13.07-1S, by locating the BESS more than 460 metres from the nearest dwelling and avoiding proximity to any sensitive land uses. The operational phase of the project is not expected to generate significant amenity impacts, and the visual presence of the infrastructure will be reduced through low-profile equipment and the site's topography, which is largely screened by surrounding vegetation and distance. Conditions will require additional landscape planting to further reduce visual change to the landscape.
77. The proposal supports integrated water management objectives under Clause 14.02-1S and Clause 14.02-2S. The Glen Creek Catchment is located within the broader project area, but the BESS facility itself is sited between two non-perennial flow paths on elevated ground. The facility will include stormwater control infrastructure including bunding and a dedicated retention pond to capture firewater runoff and surface drainage, thereby protecting downstream waterways and agricultural land.
78. The proposal aligns with Clause 17.01-1S and 19.01-1S by supporting and stabilising the grid during peak demand and storing excess energy generated elsewhere in the network and contributes to Victoria reaching its net zero emissions target by 2050. The co-location with the Dederang Terminal Station is critical to the project's strategic justification, as it enables efficient connection without the need for new long-distance transmission infrastructure. Further, the facility is consistent with state policies that seek to deliver alternative energy while providing economic growth into new industries and benefits both construction and operational jobs.

Planning Controls

Farming Zone

79. Clause 35.07 seeks to provide for the use of land for agricultural purposes and for non-agricultural uses that do not adversely affect the use of the land for agriculture, as well as encouraging the retention of productive agricultural land and promoting the retention of rural employment to support rural communities.
80. A planning permit is required for the use of the land for a utility installation in accordance with Clause 35.07-1, as this is a Section 2 use in the Farming Zone. A permit is also required to construct buildings and carry out works under Clause 35.07-4.
81. The proposed use and development are considered appropriate within the Farming Zone for the following reasons:
- The development is sited on cleared agricultural land, with approximately 9.5 hectares to be used for construction and operation within a broader 60-hectare project area.
 - The proposal will not fragment productive agricultural land and will allow continued agricultural use on the remaining portion of the site.
 - The infrastructure has been designed to minimise ground disturbance, can be decommissioned, and will allow for the site to be returned to agricultural use post-operation.
 - The land use is compatible with surrounding rural uses and separated from sensitive uses, reducing potential for land use conflict.
 - The co-location of the BESS with the existing Dederang Terminal Station supports the efficient integration of energy infrastructure and avoids unnecessary land consumption elsewhere in the region.

Significant Landscape Overlay – Schedule 1

82. Schedule 1 to the Significant Landscape Overlay (SLO1) applies to the Upper Kiewa Valley. The overlay seeks to protect key views, including those to Mount Bogong, and ensure that development respects the distinct visual

boundaries and rural character of the landscape by encouraging low-scale, sensitively sited rural development and retention of native vegetation on steeper slopes.

83. Pursuant to Clause 43.02-2, a planning permit is required to construct a building or carry out works in the SLO1.
84. The purpose of this overlay is to protect significant views, ridgelines, and landscape character values associated with the Kiewa Valley. The proposal is considered to meet the objectives of the overlay for the following reasons:
- Infrastructure will have a low vertical profile, and visual intrusion is mitigated by distance from public viewpoints, the existing terminal station, existing windbreaks and proposed screening vegetation.
 - The overall siting and design of the project respond to the area's rural character and landscape sensitivity, and detailed landscape treatments are proposed to soften visual impacts where necessary.
 - The facility is significantly obscured by the existing Dederang Terminal Station which dominates the landscape given its scale, form and location along Yackandandah Dederang Road and existing transmission lines and associated infrastructure which traverses the landscape.
 - Landscaping options have been proposed to soften the appearance of the BESS from adjoining properties.
85. DTP considered the objectives of SLO1 to be appropriately met.

Amenity impacts

Operation Noise

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



Figure 8. Project Area and nearest noise receivers and nearby proposed Keiwa Valley BESS (Environmental Noise Assessment, Sonus 2024)

87. The application is supported by an Environmental Noise Assessment prepared by Sonus and dated October 2024. The noise impact assessment has been prepared in accordance with EPA Publication 1826.4: *Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues*. Further, the application is supported by a Peer reviewed assessment of the Environmental Noise Assessment prepared by Resonate, dated 29 October 2024.
88. The assessment adopted a conservative approach by including cumulative impacts from the existing Dederang Terminal Station and nearby proposed Kiewa Valley BESS, currently under assessment, and assumed continuous operation of the facility. The Noise limits applied are 3 dB(A) lower than standard to accommodate equal contribution from the two BESS projects.
89. The three nearest noise-sensitive receivers in the vicinity of the site are shown in Figure 8 and are located:
- A dwelling on Goonans Lane approximately 460 metres west (D12)
 - Dwellings on Speers Lane located over 1.5 kilometres north (D14)
 - At further distances to the east across the Dederang Terminal Station and associated landholdings (D15)
90. Predicted noise levels with tonal penalties applied initially exceeded relevant criteria at two locations (D12 and D14) during the evening and night periods. Revised predictions with noise mitigation measures in place demonstrate the facility will meet EPA noise limits at all sensitive receptors and in all seasonal conditions, as shown in Table 2.

Location	Day and Evening (Operating Scenario A)			Night (Operating Scenario B)		
	Prediction	Prediction with Tonal Adjustment	Lowest Noise Limit	Prediction	Prediction with Tonal Adjustment	Lowest Noise Limit
D12 - West	36	38	36	30	35	31
D14 - North	30	32	31	24	26	26
D15 - East	29	31	36	24	26	30

Table 1. Comparison of predicted noise limits. (Sonus, October 2024)

Location	Day and Evening (Operating Scenario A)			Night (Operating Scenario B)		
	Prediction	Prediction with Tonal Adjustment	Lowest Applicable Criterion	Prediction	Prediction with Tonal Adjustment	Lowest Applicable Criterion
D12 - West	36	36	36	29	31	31
D14 - North	30	30	31	24	26	26
D15 - East	29	29	36	24	26	30

Table 2. Comparison of predicted noise limits with noise mitigation applied (Sonus, October 2024)

91. To mitigate these impacts, the proponent proposes the following design measures to reduce inverter noise levels by 5 dB(A):
- Internal cabinet lining
 - Isolation of tonal components (e.g. fans or electronics) from the cabinet structure using rubber mounts.
 - Application of damping materials or mass-loaded panels

92. It is noted that operational noise levels are set by the EPA in accordance with EPA Publication 1826, and compliance with the Noise Protocol will be managed by Council.
93. A condition has been included in the recommendation requiring the proponent to complete a final predictive noise assessment demonstrating that the final infrastructure chosen will comply with the protocol.

Light Spill

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

Electromagnetic field/ interference

95. The Australian Radiation Protection and Nuclear Safety Agency advises that the strength of radiation decreases exponentially with distance from the source, and it will become indistinguishable from background radiation within 50 m of a high voltage power line and within 5 m to 10 m of a substation.
96. The closest dwelling is located approximately 460m from the facility, well in excess of the 50m separation recommended in the *Solar Energy Facilities Design and Development Guidelines*. As such, the proposal will not have any electromagnetic interference related impacts on nearby dwellings or sensitive receptors. No further mitigation measures are required.

Landscape character and visual impact

97. A Landscape and Visual Impact Assessment (LVIA) was prepared by Landform Architects to support the application. The assessment considered the visibility of the proposed development from public roads, the Dederang township, and nearby residential dwellings, as well as the cumulative visual context in relation to the existing Dederang Terminal Station (DDTS) and overhead transmission infrastructure.
98. The site is located within a rural landscape at the foothills of the Victorian Alps and is affected by the Significant Landscape Overlay – Schedule 1 (SLO1) which applies to the broader Upper Kiewa Valley Landscape.
99. The surrounding area includes a mix of cleared grazing land and forested hills with existing energy infrastructure including the Dederang Terminal Station (DDTS) and high-voltage transmission lines forming part of the local landscape context.
100. The project infrastructure, including battery enclosures, inverters, and substation elements, is generally low-profile and will be partially or fully screened from most public vantage points due to the existing terminal station, landform and vegetation. Viewpoint 4 which represents a dwelling located approximately 460m west of the development footprint. This vantage point represents the dwelling most likely to be affected due to its proximity and elevation. However, as demonstrated in Figure 9, the undulating topography, and location of the project area in a valley, assists in largely concealing the BESS from view. The assessment concluded a negligible to low impact due to breaks in vegetation.



Figure 9. Perspective of the proposed development from Goonans Lane (Landform Architects, October 2024)

101. Figure 10 confirms the existing Dederang Terminal Station significantly obscures the views of the proposed BESS facility from Yackandandah-Dederang Road. The Terminal Station is a dominant visual element in the landscape, due to its scale, built form and elevated position, and already interrupts views across the valley. The proposed BESS and on-site substation are located to the south of the Terminal Station and set further into the landscape. As a result, the existing infrastructure will provide a degree of screening, reducing the visibility of the new development from public roads and properties to the north.



Figure 10. Perspective of the proposed development from Yackandandah-Dederang Road (Landform Architects, October 2024)

102. The LVIA concluded that the development would not result in unacceptable visual or landscape character impacts, particularly given its low profile, separation from prominent ridgelines, and integration into an already modified landscape. It is noted that the project will not be visible from the Dederang township or other major public or tourist viewpoints.
103. To mitigate the impacts from the nearest dwelling (viewpoint 4) three landscape screening options have been proposed:
- Option 1: Establishing native riparian vegetation along the waterway west of the site.
 - Option 2: Enhancing existing windbreaks between the BESS and Goonans Lane.
 - Option 3: Planting a new native screening row along the eastern edge of Goonans Lane.
104. The owner of the nearest dwelling has advised they do not support Option 3. DTP supports the applicant's commitment to work with the neighbour in selecting the preferred landscaping option and recommend a condition requiring consultation to be undertaken prior to selecting an option.
105. All proposed landscaping options are considered to effectively mitigate the visual impact to the nearest dwelling. A condition is recommended requiring an endorsed Landscape Plan prior to works, confirming planting layout, species, and maintenance. Further, a condition requiring non-reflective material to be used will be included to further address visual impact.

Natural environment and natural systems

Flora and Fauna impacts

106. The application is supported by an Ecological Assessment prepared by Aurecon dated October 2024. The assessment confirms that the subject land is highly modified from past agricultural use and comprises predominantly of sown pasture grasses with little ecological value.
107. A limited extent of native vegetation is present within the study area, primarily along the Yackandandah-Dederang Road reserve and in proximity to the proposed access track options.
108. A total of 0.347 hectares of Valley Grassy Forest (EVC 47 – endangered in the bioregion) was recorded on site. These zones are characterised by low native understorey diversity, high weed cover, and limited canopy structure. Three large trees were recorded within these patches.

109. The proposed development footprint of the BESS itself avoids all patches of native vegetation and scattered trees, being located entirely within cleared and previously disturbed farmland. However, removal of native vegetation is required to accommodate site access, with two access route options assessed:
- The **AusNet Option** would require removal of five large scattered trees, equating to 0.174 hectares of native vegetation.
 - The **Unused Road Reserve Option** would require removal of four large and two small scattered trees, equating to 0.203 hectares of native vegetation.
110. In accordance with Clause 52.17 of the Alpine Planning Scheme and the DELWP Guidelines, 2017, a permit is required for the removal of native vegetation. The application falls within location 2 and follows the Intermediate Assessment Pathway. Offset requirements have been confirmed given an access route has been selected. As such, a condition requiring a general offset amount of 0.057 General Habitat Units and a minimum strategic biodiversity value score of 0.6857 within the North East CMA or Alpine Shire Council area, forms part of the permit.



Figure 11. Comparison of mapped native vegetation removal required for site access (Aurecon, October 2024)

111. No EPBC Act or FFG Act listed ecological communities occur within the study area, and no threatened flora species were recorded. The site contains limited habitat value due to long-term agricultural use and weed dominance. Four threatened or migratory fauna species—Diamond Firetail, Painted Honeyeater, Powerful Owl and White-throated Needletail—have a moderate likelihood of occasional use of the site, primarily for foraging or movement. The project is not expected to result in a significant impact on these species.
112. The proponent has demonstrated that the project has been sited to avoid native vegetation where practicable. Impacts on biodiversity and ecological values are limited and acceptable, subject to conditions requiring offset delivery and the preparation of a Construction Management Plan to manage impacts to ecological values during construction.

Vehicle access and traffic

113. The application is supported by a Traffic Impact Assessment (TIA) prepared by Aurecon dated November 2024, which provides an assessment of vehicle access, traffic volumes, and road capacity during construction, operation and decommissioning phases of the project.
114. This TIA concluded the following:

- Vehicle access to the site is proposed via Yackandandah-Dederang Road, with two access options being proposed at the time of lodging the application. The AusNet option would utilise the land adjacent to the subject site, the Dederang Terminal Station. Alternatively, access is proposed through an existing unused road reserve to the east.
- The assessment anticipates the project will generate up to 66 light vehicle movements and 12 heavy vehicle movements per day, during peak construction period.
- Construction traffic will originate from Wodonga, Myrtleford, Mount Beauty and the Port of Melbourne. Roads such as Kiewa Valley Highway and Yackandandah-Dederang Road are sealed and of suitable standard for the forecast volumes and vehicle types.
- Swept path assessments demonstrate that each intersection layout can accommodate the expected construction vehicles, including B-Doubles and a 38-metre transformer trailer.
- A Safe Intersection Sight Distance (SISD) assessment confirms that a minimum of 332 metres of sight distance is available in both directions, which meets the requirements for a 110 km/h rural road.
- It is expected that approximately two to three staff will attend the site at any given time during the operational phase, generating minimal daily traffic movements.

115. Head, Transport for Victoria provided a referral response on 16 December 2024 which supports site access via the unused road reserve along with other typical permit requirements. The applicant confirmed this access option would be pursued via an email dated 30 April 2025. A condition will be included on the permit requiring access to be formalised via the unused road reserve and constructed to the satisfaction of the relevant road authority.
116. The increases in traffic volumes are not expected to adversely affect the safety or capacity of these roads. DTP officers recommend that a permit condition be included that requires a Traffic Management Plan (TMP) be prepared prior to construction and approved by the Minister for Planning. The TMP will include necessary load carrying assessments, final construction routes and mitigation measures to manage construction-related traffic.

Car Parking

117. In accordance with Clause 52.06-6, the provision of car parking for the proposed facility must be provided to the satisfaction of the responsible authority.
118. During the operational phase, the facility will not require full-time staffing. It is anticipated that approximately two to three staff will attend the site at any one time for routine inspections and maintenance. Car parking will be provided within the facility boundary, with sufficient space available to meet operational demands.
119. Final car parking design will be confirmed through condition requiring detailed design and is expected to comply with Clause 52.06 and Australian Standard AS2890.1.

Potential hazards

Fire and Emergency Management

120. The application is supported by a Risk Management Plan (RMP), including a Fire Safety Study, prepared by Fire Risk Consultants (dated October 2024). The report assesses the bushfire and internal fire risks associated with the proposed Dederang Battery Energy Storage System (BESS) and outlines compliance with Clause 13.02-1S of the Alpine Planning Scheme and the CFA's *Guidelines for Renewable Energy Facilities* (2023).
121. The RMP concludes the following:
- The project site is located within a Bushfire Prone Area (BPA) but is not affected by a Bushfire Management Overlay (BMO). The site is largely cleared farmland, with vegetation managed for agricultural purposes and some scattered trees near watercourses.
 - Bushfires have historically occurred in the surrounding public land, with the most significant event being the 2009 Beechworth fire. The risk from landscape-scale bushfire has been assessed as moderate, with key ignition paths identified from the northwest and southwest.




- The BESS layout includes a minimum 10 m fire break around infrastructure, supplemented by vegetation management zones and access roads, consistent with the CFA Guidelines.
 - The facility will be accessible via two separate access points and a perimeter road, with internal access for emergency vehicles. A fire hydrant system compliant with AS2419.1-2021 will be provided, with 432,000 L of static water storage.
 - The BESS units will incorporate battery management systems (BMS), internal suppression, and SCADA monitoring, with remote shutdown capability and IP ratings to prevent ember ingress.
 - All Battery Units will be installed on non-combustible surfaces, with separation distances to prevent fire propagation between containers or to other infrastructure.
122. The RMP demonstrates compliance with the CFA Guidelines and Clause 13.02-1S. The proposal avoids increasing bushfire risk to the broader landscape and incorporates appropriate mitigation measures to manage fire ignition and response risk.
123. CFA provided a submission of support subject to standard conditions in line with the CFA Guidelines, as detailed above.
124. Conditions provided by CFA are recommended to be included on the permit requiring an updated Risk Management Plan, Emergency Management Plan, and Fire Management Plan prior to construction, reflecting the selected BESS supplier and final design. These documents must be prepared in consultation with CFA and demonstrate continued compliance with the CFA Guidelines.

Hydrology

125. The application is supported by a Surface Water Assessment prepared by Water Technology, dated October 2024. The report assesses the potential flood and stormwater impacts of the proposed Dederang BESS and provides guidance to support future drainage and stormwater design.
126. The project site is located between two waterways of Glen Creek. The proposal was modelled using RORB and TUFLOW software in accordance with ARR2019 guidelines, with consideration of both current and future climate conditions.
127. The flood modelling concludes the following:
- Under both 1% AEP and 1% AEP climate change scenarios, flows remain confined to the creek channels and access roads.
 - The BESS bench and substation pad remain dry during all modelled events, with no inundation predicted.
 - Flood depths in adjacent waterways reach up to 1.2 m, with velocities between 0.5 m/s and 3.5 m/s.
 - Flood hazard in the vicinity of the BESS site ranges from H1 to H5, with the hazard at the proposed access road crossings rated H1 or lower – generally safe for vehicles, people and buildings.
 - Afflux assessments indicate that changes to flood depths are minor and largely confined to the access road and creek crossing locations. There is no increase in flood level on adjoining properties.
128. Stormwater runoff from hardstand areas will be managed via retention basins, swale drains, and rehabilitation works. A concept drainage layout has been prepared, and future designs will be required to comply with Best Practice Environmental Management Guidelines (BPEM).
129. Based on the findings of the Surface Water Assessment, DTP officers are satisfied that the proposal can manage flood risk, maintaining safe access and protecting downstream waterways. It is recommended that conditions be included on the permit requiring a detailed Stormwater Management Plan, prior to the commencement of works.

Dangerous Goods

130. The proposal includes the presence of dangerous goods on the site in the form of lithium-ion batteries. The estimated quantity of dangerous goods (lithium-ion batteries) exceeds the 'Fire Protection Quantity' under the



Dangerous Goods (Storage and Handling) Regulations 2012. As such, a fire protection system must be established with regard to written advice from the emergency services authority.

131. As discussed above, CFA has reviewed the application documents and will inform the development of site-specific fire protection features through the preparation of management plans and ongoing consultation.
132. Exceeding the abovementioned Fire Protection Quantity also triggers referral to WorkSafe Victoria as a determining referral authority under Clause 66.02-7 of the Alpine Planning Scheme. On 20 December 2024, WorkSafe Victoria advised it does not object to a permit being granted for the proposal.
133. Risks associated with the storage of dangerous goods will be appropriately managed under the relevant Dangerous Goods regulations.

Acceptability of the proposed business identification signs

134. A permit is required under Clause 52.05-13 (Category 3 – High Amenity Areas) and Clause 52.05-14 (Category 4 – Sensitive Areas) to construct and display business identification signage within the Farming Zone and Special Use Zone respectively.
135. The proposal includes a non-illuminated, static business identification sign to be installed at the primary site entrance on Yackandandah-Dederang Road. The sign will measure approximately 1.5m wide and 1m high and will be mounted so that it sits 1m above ground level. The signage is intended to display the facility name, operator details, and emergency contact information.
136. The sign is considered appropriate for a rural setting and will not adversely affect the character or amenity of the surrounding landscape. It is consistent with the purpose of Category 3 and 4 signage controls and responds appropriately to the sensitivity of the site and its surrounds.
137. A condition is recommended to confirm the category of the sign and display details.

Social and Economic Impacts

138. Under section 60(1)(f) of the P&E Act, the responsible authority is required to consider any significant social effects and economic effects which the responsible authority considers the use or development may have. Under section 60(1)(b) of the PE Act, the responsible authority must also have regard (where appropriate) to the number of objectors in considering whether the use or development may have a significant social effect.
139. The proposal is expected to result in local and regional economic benefits, including the provision of construction jobs and ongoing operational employment opportunities. The proposal is appropriately located in an area where there is existing energy generation and utility infrastructure. This reduces potential social impacts by not introducing the use in an incompatible area and avoids the need for additional grid connection infrastructure that would further impact on social amenity.
140. The use will also contribute to the enhancement of the electricity network by ensuring grid reliability during peak demand periods.
141. The proposal will have economic and social benefits for the local community through job creation and ensuring electricity network reliability. Off-site amenity (social) impacts can be addressed through various mitigation measures including noise attenuation, landscaping and siting in an area already used for electrical infrastructure.



142. The proposal is generally consistent with the relevant planning policies of the **Alpine** Planning Scheme and will contribute to the provision of energy storage within the surrounding area.
143. It is **recommended** that the delegate on behalf of the Minister for Planning issue Planning Permit PA2403308 for the use and development of the land a utility installation (battery energy storage system and ancillary infrastructure), native vegetation removal, create or alter access to a road in a Transport Zone 2 and business identification signage, at Dederang, subject to conditions.
144. It is **recommended** that the applicant, Alpine Shire council, referral authorities and objectors be notified of the decision in writing.



[Redacted]

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

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

Name:	[Redacted]	Signed:	[Redacted]
Title:	[Redacted]		
Phone:	[Redacted]	Dated:	[Redacted]

[Redacted]

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Title:	[Redacted]		
Phone:	[Redacted]	Dated:	[Redacted]
