Dederang BESS

Planning Permit Application report

Mint Renewables Pty Ltd

Reference: 524537

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Executive summary

This report has been prepared on behalf of Mint Renewables Pty Ltd (Mint Renewables, the Proponent) to support a planning permit application for the use and development, and associated native vegetation removal, of a proposed Battery Energy Storage System (BESS) in Dederang, Victoria (the Project).

The Project will involve the following buildings and works:

- Installation of the BESS;
- Construction of ancillary infrastructure including (but not limited to) an onsite substation, operational and maintenance facility and control room;
- Development of a new site access from Yackandandah-Dederang Road; and
- Installation of underground cabling (220kV or 330kV) to connect the onsite substation to the adjoining Dederang Terminal Station (DDTS)

The Project is defined as a Utility Installation pursuant to Clause 73.03 (Land Use Terms) of the Alpine Planning Scheme. The Project will help maintain affordable energy supply, ensuring reliable, accessible and cost-effective energy options for Victoria.

The Project triggers planning approval for the following:

- Clause 35.07 (Farming Zone) – For use of land and buildings and works for the purpose of a 'Utility Installation' in the Farming Zone (FZ)
- Clause 43.02 (Significant Landscape Overlay) – To construct a building or carry out works in the Significant Landscape Overlay – Schedule 1 (SLO1)
- Clause 52.05 (Signs) – To construct a sign.
- Clause 52.17 (Native Vegetation) – To remove, destroy or lop native vegetation, including dead native vegetation
- Clause 52.06 (Car Parking) – To provide car parking spaces to the satisfaction of the responsible authority
- Clause 52.29 (Land Adjacent to the Principal Road Network) – To create or alter access to a road in the Transport 2 Zone (TRZ2)

This application seeks planning approval from the Minister for Planning via the Development Facilitation Program using the approval pathway provided through Clause 53.22 (Significant Economic Development) of the Alpine Planning Scheme.

The Project is consistent with the Planning Policy Framework of the Alpine Planning Scheme.

The Project will have no significant detrimental impact on the environment, including ecological value, Aboriginal cultural heritage, historic heritage, traffic, and amenity such as landscape and visual, and noise.

The Project is considered to have met the current requirements and policy direction of the Alpine Planning Scheme. The application is supported by environmental impact assessments that support the proposed site selection and indicative design.

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Glossary

Acronym	Definition
Aurecon	Aurecon Australasia Pty Ltd
BESS	Battery Energy Storage System
BMO	Bushfire Management Overlay
CHMP	Cultural Heritage Management Plan
CHS	Cultural Heritage Sensitivity
CMA	Catchment Management Authority
DDAC	Duduroa Dhargal Aboriginal Corporation
DDTS	Dederang Terminal Station
DTP	Department of Transport and Planning
DWNAC	Dhudhuroa Waywurru Nations Aboriginal Corporation
EVC	Ecological Vegetation Class
FP-SR	First Peoples-State Relations
FZ	Farming Zone
GW	Gigawatts
ha.	hectares
km	kilometres
MWh	Megawatt-hours
P&E Act	Planning and Environment Act 1987
RAP	Registered Aboriginal Party
REAP	Renewable Energy Action Plan
SGD	Significant ground disturbance
SLO	Significant Landscape Overlay
SUZ	Special Use Zone
SWMP	Stormwater management plan
The Project	Dederang Battery Energy Storage System
The Proponent	Mint Renewables
The site	The larger property in which the Project Area is located
TIA	Traffic Impact Assessment
TO	Traditional Owner
TRZ2	Transport Zone – Principal Road Network
VRET	Victorian Renewable Energy Target

1 Introduction

Aurecon Australasia Pty Ltd (Aurecon) has prepared this planning permit application report on behalf of Mint Renewables Pty Ltd (Mint Renewables, 'the Proponent') to support the planning permit application for the use and development of a Utility Installation and associated native vegetation removal, including all ancillary infrastructure, for the Dederang Battery Energy Storage System (BESS) (the Project).

The Project Area is located in Dederang, Victoria and is subject to the provisions of the Alpine Planning Scheme. Further project details are outlined in Table 1-1, below.

Table 1-1 Application Summary

Application Summary	
Project Location	Yackandandah-Dederang Road, Dederang 3691
Local Government Area	Alpine Shire Council
Total Project Area and indicative disturbance area	Project Area: 60 hectares (ha.) Indicative Disturbance Area: 9.5ha
Proposal	The Project will involve the following buildings and works: ■ Installation of the BESS ■ Construction of ancillary infrastructure including (but not limited to) an on-site substation, underground cabling, operational and maintenance facility, water storage, fencing, access, car parking and signage
Land Use Term	Utility Installation
Zones	The Project is located within the following zones: ■ Farming Zone (FZ) ■ Special Use Zone – Schedule 3 (GPU Powernet Pty Ltd Terminal Station) (SUZ3). ■ Transport Zone – Principal Road Network (TRZ2)
Overlays	The Project intersects with the following overlays: ■ Significant Landscape Overlay – Schedule 1 (Upper Kiewa Valley Significant Landscape Area) (SLO1)
Planning Permit Triggers	Planning approval is required under the following clauses: ■ Clause 35.07 – to use the land and buildings and works for the purposes of 'Utility Installation' in the FZ ■ Clause 43.02 – to construct a building or carry out works in the SLO1 ■ Clause 52.05-13 – to construct a sign ■ Clause 52.17 – to remove, destroy or lop native vegetation, including dead native vegetation ■ Clause 52.06 – to provide car parking spaces to the satisfaction of the responsible authority ■ Clause 52.29 - to create or alter access to a road in the Transport 2 Zone
Approval Pathway	The Project seeks planning approval from the Minister for Planning via the Development Facilitation Program using the approval pathway provided in Clause 52.33 (Significant Economic Development) of the Alpine Planning Scheme. The Minister for Planning is the responsible authority. This pathway exempts third party appeal rights.

1.1 Purpose

The purpose of this report is to:

- Provide an overview of the Project Area and surrounding area;
- Outline the specific details of the Project;
- Provide an analysis of the Project against the relevant planning requirements, provide an overview of the environmental impacts of the Project and provide an overview of the consultation undertaken to date.

Mint Renewables is seeking planning approval from the Minister for Planning for the Project.

1.2 Supporting Documents

This report should be read in conjunction with the documents prepared and submitted as part of the planning application, see Table 1-2.

Table 1-2 Supporting Documents

Appendices reference	Document name	Author
Appendix A	Certificate of Title	N/A
Appendix B	Application Plans	Mint Renewables, Sivcon and EHV Consulting and Design
Appendix C	Ecological Assessment	Aurecon
Appendix D	Traffic Impact Assessment (TIA)	Aurecon
Appendix E	Landscape and Visual Impact Assessment (LVIA)	Landform Architects
Appendix F	Environmental Noise Assessment	Sonus
Appendix G	Environmental Noise Assessment, Peer Review	Resonate
Appendix H	Surface Water Assessment	Water Technology
Appendix I	Risk Management Plan (including Fire Safety Study)	Fire Risk Consultants
Appendix J	Consultation Summary Report	Mint Renewables

2 The Project

2.1 The Proponent

The Proponent, Mint Renewables, was established in 2022, to be a privately held large-scale renewable energy and storage developer, with the aim to build, own and operate projects throughout Australia. Mint Renewables aims to be a leading player in a rapid and sustainable transition to renewable energy.

The Mint Renewables team combines experience, determination and a commitment to genuine lasting partnerships to generate clean energy that will truly make a difference. The Dederang BESS is Mint Renewables' first public project.

2.2 Project Description

The Proponent is proposing to build a BESS, with an indicative installed capacity of 400MWh, with an indicative disturbance footprint of approximately 9.5 ha, including approximately 4 ha for the BESS and onsite substation, and 5.5 ha for access tracks, underground cabling and temporary construction areas.

The Project will include:

- BESS units, inverters and transformers;
- Civil and structural works including laying of crushed rock;
- Construction of internal access roads and access (and egress) points;
- Underground cabling (33kV) to provide a connection between the battery units and inverters and on-site substation;
- On-site substation (including transformer to step up from 33 kV to the connection voltage (either 220 kV or 330 kV) and potential reactive power equipment;
- Underground cabling (220kV or 330kV) to connect the onsite substation to the adjoining Dederang Terminal Station (DDTS)
- Permanent Operations and Maintenance Facility;
- Water storage (including firefighting water supply and fire water runoff containment);
- Temporary disturbance for construction compound and laydown and work areas;
- Security fencing;
- Car parking;
- Landscape mitigation measures, as required[1]; and
- Business identification signage, at site entry.

Additionally, works are likely to be required within the Dederang Terminal Station (DDTS) site (e.g. installation of high voltage electrical equipment and associated permanent and temporary buildings and works). These works are not proposed as part of this application as do not require planning approval.

The site is proposed to be accessed from Yackandandah-Dederang Road, via one of two options:

- *AusNet Access Option:* Access via land adjacent to the DDTS, outside the fenced terminal station.
- *Government Road Access Option:* Access via the unused government road which runs between AusNet land and the adjoining private property.

The final location of the Project infrastructure, including access, will be determined once a BESS supplier has been selected and will be in accordance with commitments made within this planning application.

[1] the landscape mitigation measure could be located outside the Project Area however it will be within the same land parcel as the Project.

Construction is expected to take approximately 12-18 months.

2.3 The Project Area

The Project Area is located in Dederang, in north-eastern Victoria, approximately 2 kilometres (km) northwest of the Dederang town centre, within the Alpine Shire municipality. The Project area and indicative layout is shown in Figure 2-1.

The Project area is located adjacent to the DDTS which is owned and operated by AusNet, with several transmission lines running through the Project area into the DDTS. The majority of the Project area is within privately owned, agricultural land. Two small waterways/drainage lines run through the centre of the Project area.

The Project Area includes the DDTS, a small parcel of land south-east of the DDTS owned by AusNet, sections of the Yackandandah-Dederang Road reserve and potentially an unused road reserve which runs south along the eastern boundary of the AusNet owned land.

Vehicle access to the site is proposed from Yackandandah-Dederang Road, which runs east to west along the northern site boundary.

The Project area is within the Glen Creek Catchment, which includes several small tributaries upstream of the Project Area. The Project is located on the high ground between two defined flow paths.

At the time of writing this report, we understand that another BESS project is proposed to the south of the Project Area, the Kiewa Valley BESS. Consideration of cumulative impacts of this project has been included in the LVIA, Environmental Noise Assessment and TIA and discussed in Section 5. The Project Area is shown in relation to nearby landmarks in Figure 2-2.

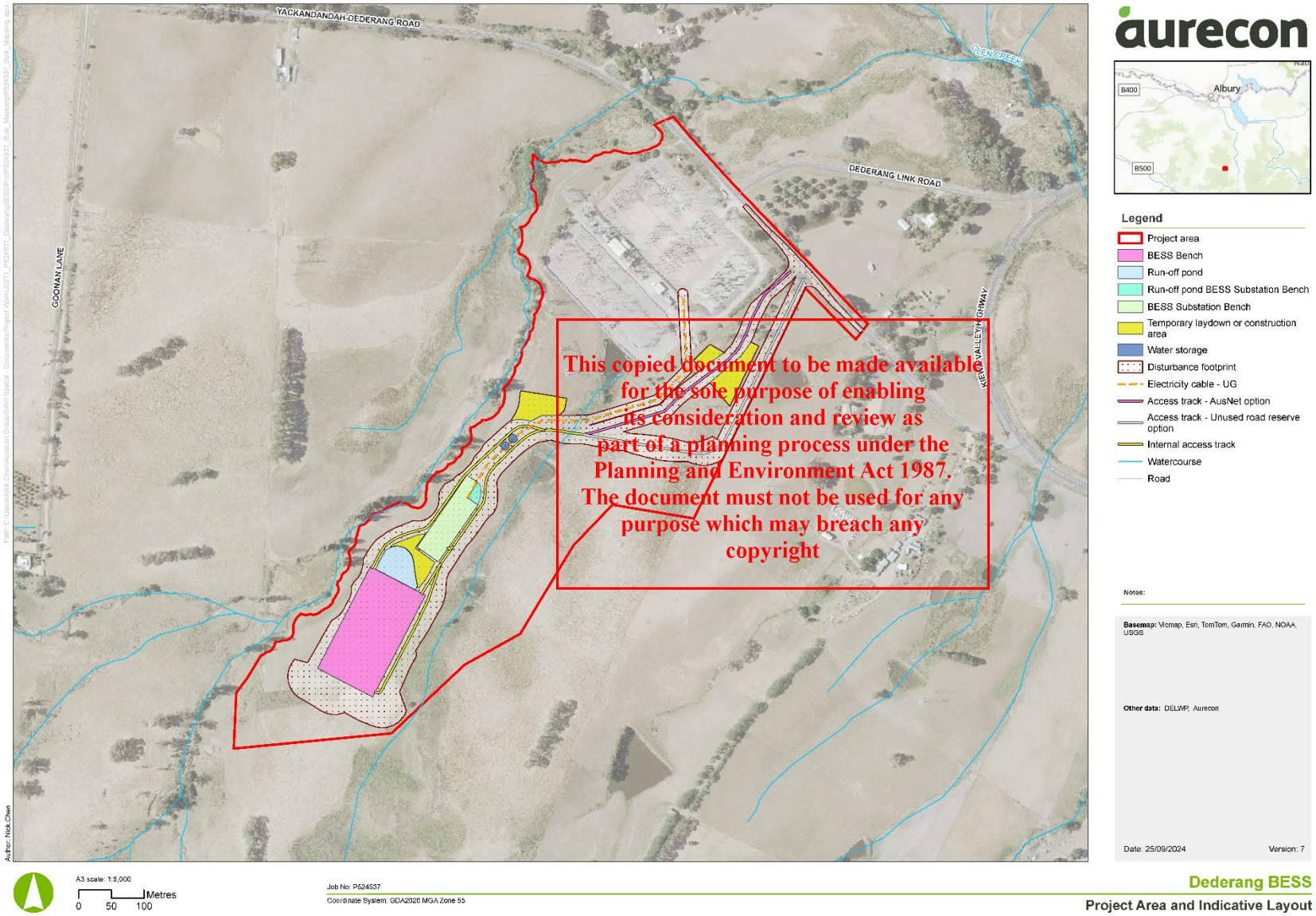


Figure 2-1 Project Area and Indicative Layout

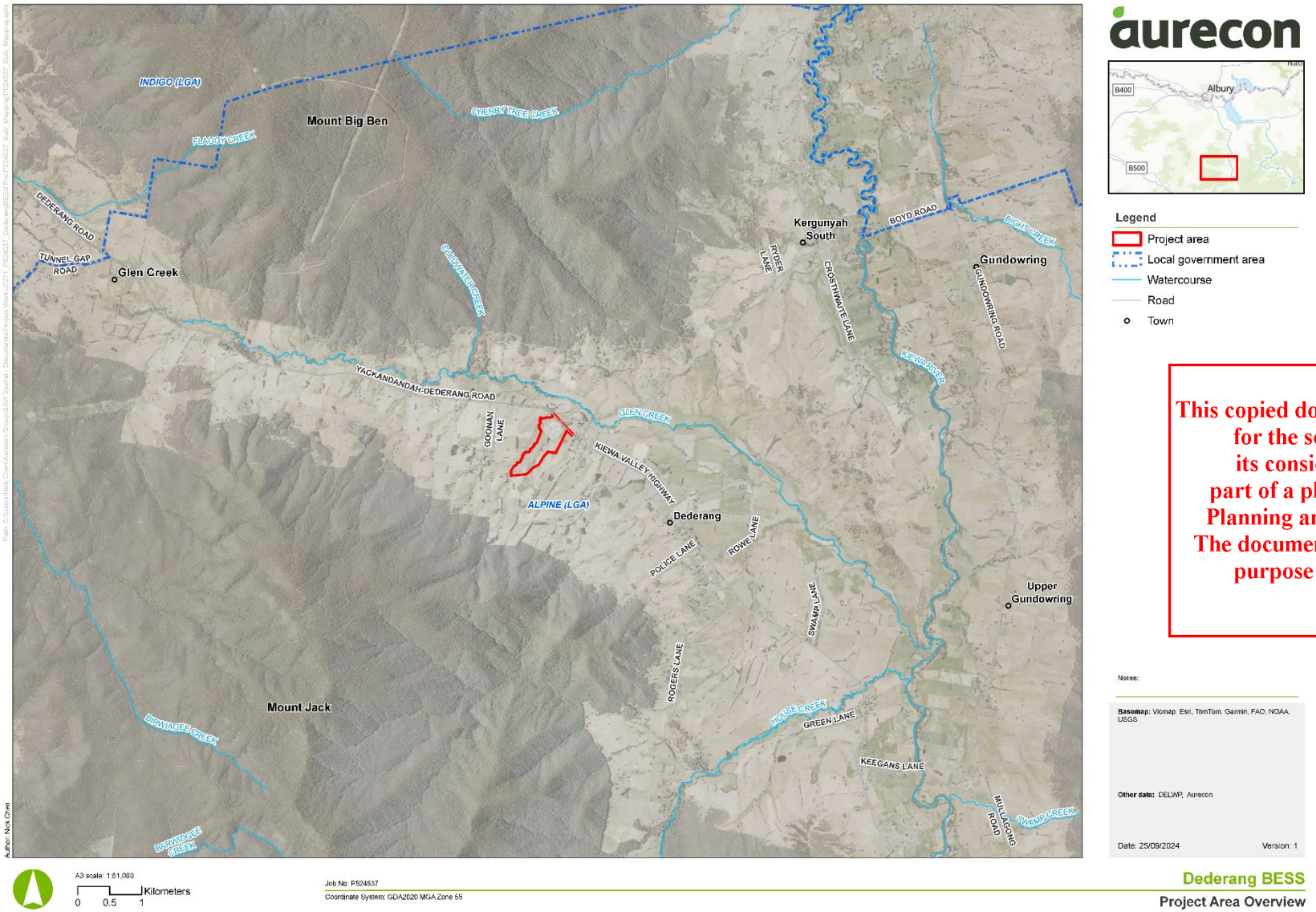


Figure 2-2 Project Area and Surrounding Location

2.4 Site Selection and Project Justification

Large-scale energy storage (e.g. BESS) will play an important role in creating a flexible and reliable energy system and supporting the rapid deployment of variable renewable energy sources.

In order to operate reliably and securely any electricity system requires sophisticated monitoring and control systems to ensure supply and demand is balanced in real time. It is important that equipment connected to the electricity grid can respond quickly to ensure the power system can be managed to maintain power system parameters within acceptable limits. Batteries are key to the energy transition and stable operation of because they can react very quickly to disturbances and can provide important services that support the stable operation of the electricity grid, e.g to help ensure the voltage and frequency of the grid remain within stable limits.

BESS can also contribute to improving security of supply by soaking up excess generation when output is high (e.g. when solar and wind power is plentiful) and discharging when there might otherwise be a shortfall in supply (e.g. when solar generation drops off overnight). Importantly, this can reduce the delivered cost of electricity to consumers by reducing curtailed (i.e. split) energy and improving the overall efficiency of the electricity grid.

BESS are often co-located with or near a network connection point, such as a terminal station. As such, the Project site has been selected due its proximity to the existing DDTS and transmission infrastructure. This maximises the use of existing infrastructure to reduce impacts on nearby residents by minimising the need for new infrastructure.

The project has been sited to ensure efficient use of land and minimal impacts to the environment, neighbours and road users. The process included a two staged assessment process:

1. identify the constraints and risks of the Project that will inform the Project's final location, indicative design, and further technical assessments required to support the planning approval application and consideration of environmental requirements and legislation
2. conduct the necessary technical assessments of the final indicative project and preparation of this planning approval application.

This was an iterative process, which incorporated engagement with and feedback from key stakeholders (discussed in Section 4).

The Project Area has been heavily altered and largely dominated by sown pasture grasses from agricultural use. The Project Area contains patches of native vegetation (along the Yackandandah-Dederang Road road reserve) and remnant native eucalypts, some of which are classified as large trees (along the road reserve and within the AusNet owned south-east of the DDTS). The Project design will continue to be refined to minimise impacts to native vegetation.

The Project is located on high ground between two defined flow paths to avoid impacts to waterways. The Project will be accessed via Yackandandah-Dederang Road, the road is zoned as TRZ2 which means it has been identified as being part of the principal road network. The site being accessed from this location minimises any impacts to local road users. The Project site and infrastructure has been located away from sensitive receptors to minimise visual and noise impacts.

The Project will provide benefits through a boost to local and regional economy and local businesses through spending and jobs during construction. For a project of this size, it could include around 150 direct construction jobs. Typical jobs created during construction include:

- General labourers
- BESS installers
- Concrete workers
- Accommodation providers
- Local pubs, hotels, food and service providers.

During the operation of the Project, employment is generally limited to inspection and maintenance activities by the BESS operator.

The Proponent is committed to employing local people and buying local wherever possible.

2.5 Title information

The Project Area intersects with the following parcels:

Table 2-1 Title information

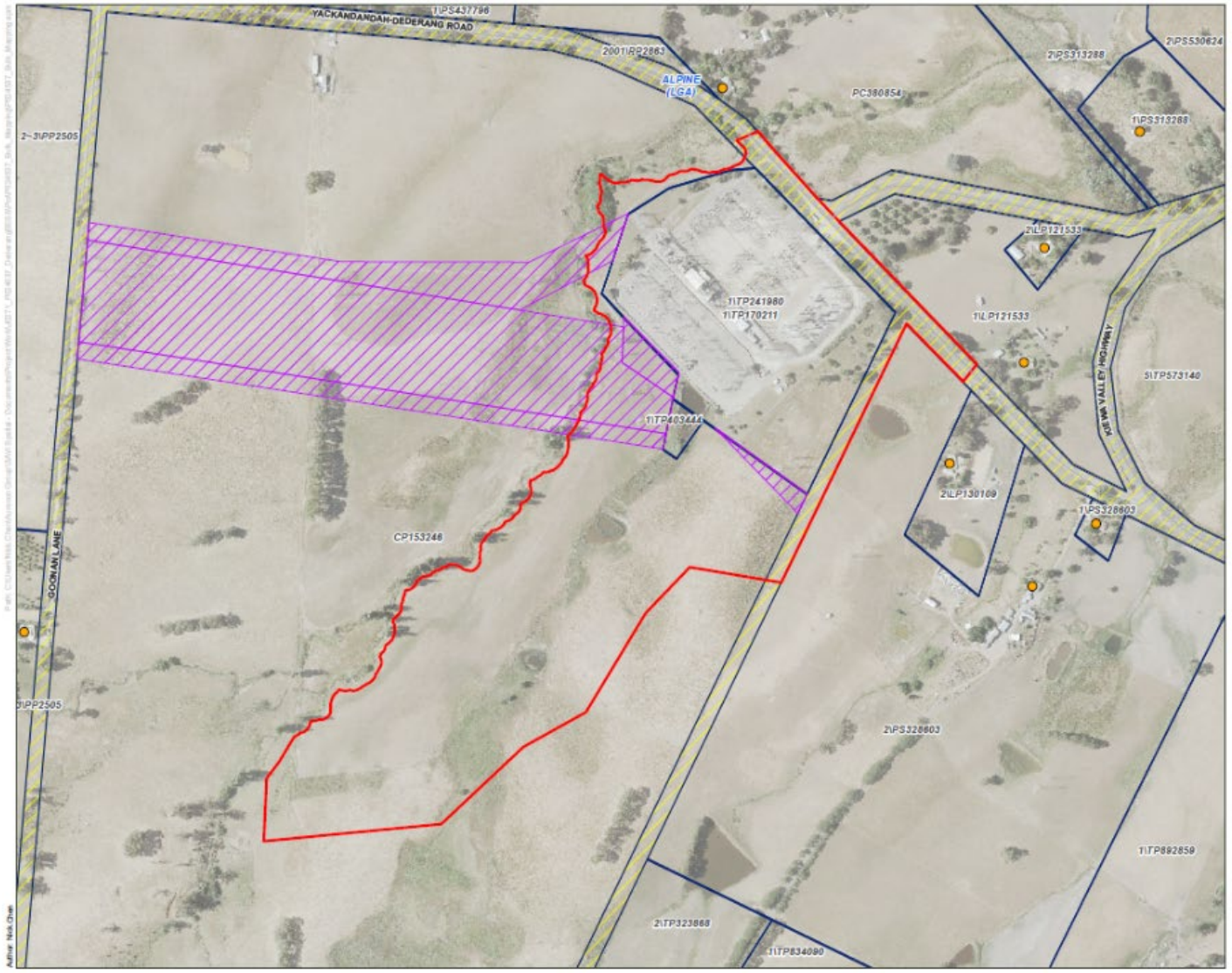
Address	Land Description	Status	Easements or Restrictions
Yackandandah-Dederang Road, Dederang VIC 3691	CP153246 Volume 9477 Folio 366	Privately owned by host landowner (Main Site)	4 easements on behalf of the state electricity commission of Victoria are located on the land. The Project infrastructure does not intercept the easements except for the proposed access crossing the easements in 1 of 2 locations
1402 Yackandandah-Dederang Road, Dederang VIC 3691	Lot 1 TP170211 Volume 09316 Folio 039	Private (DDTS, AusNet Services)	Not applicable
	Lot 1 TP241980 Volume 8128 Folio 603		
	Lot 1 TP403444 Volume 8166 Folio 875		
-	Road ID 1107031	Unused Government Road	
	Road reserve of Yackandandah-Dederang Road (adjacent to Lots 1\TP241980 and 1\TP170211 and Road ID 1107031	Road Reserve	Not applicable

The Certificate of Titles are included at Appendix A and a map of the cadastre information is shown in Figure 2-3.

2.6 Land use terms

The proposed BESS (including ancillary infrastructure) is defined as a Utility Installation pursuant to Clause 73.03 (Land Use Terms) of the Planning Scheme. Utility Installation includes “transmission, distribution and storage of power”.

The underground cabling (220/330kV) that will connect the BESS (including ancillary infrastructure) to the existing DDTS and potential upgrade works within the DDTS (e.g. installation of high voltage electrical equipment etc) is also defined as Utility Installations.



Legend

- Dwelling location
- Project area
- Easement
- Local government area
- Cadastre parcel
- Road reserve
- Road

Notes:

Basemap: Vicmap, Esri, TomTom, Garmin, FAO, NOAA, USGS

Other data: DELWP, Aurecon, Mint Renewables

Date: 28/10/2024 Version: 4

A3 scale: 1:5,000
0 50 100 Metres

Job No: PS24537
Coordinate System: GDA2020 MGA Zone 55

Dederang BESS
Project Area and Adjacent Cadastre Information

Figure 2-3 Project Area and Cadastre Information

3 Planning policy context

The *Planning and Environment Act 1987* (P&E Act) establishes a framework for planning the use, development and protection of land in Victoria. Planning schemes are subordinate legislation to the P&E Act and set out how land may be used and developed. The planning schemes set out the relevant planning controls that determine whether planning approval is required for the use and/or development of land. These controls include zones, overlays, particular and general provisions.

The Project Area is within the Alpine Shire Council and the Project has been assessed against the Alpine Planning Scheme. This section outlines the planning zones, overlays and other provisions in the Alpine Planning Scheme relevant to the Project and provides an assessment against permit triggers and decision guidelines.

3.1 Zones and overlays

The Project Area intersects with the following zones and overlays of the Alpine Planning Scheme:

- Farming Zone (FZ)
- Special Use Zone – Schedule 3 (GPU Powernet Pty Ltd Terminal Stations) (SUZ3)
- Transport 2 Zone (TRZ2)
- Significant Landscape Overlay – Schedule 1 (Upper Kiewa Valley Significant Landscape Area) (SLO1)

The zones and overlays that apply to the Project Area are shown in Figure 3-1and Figure 3-2, below.

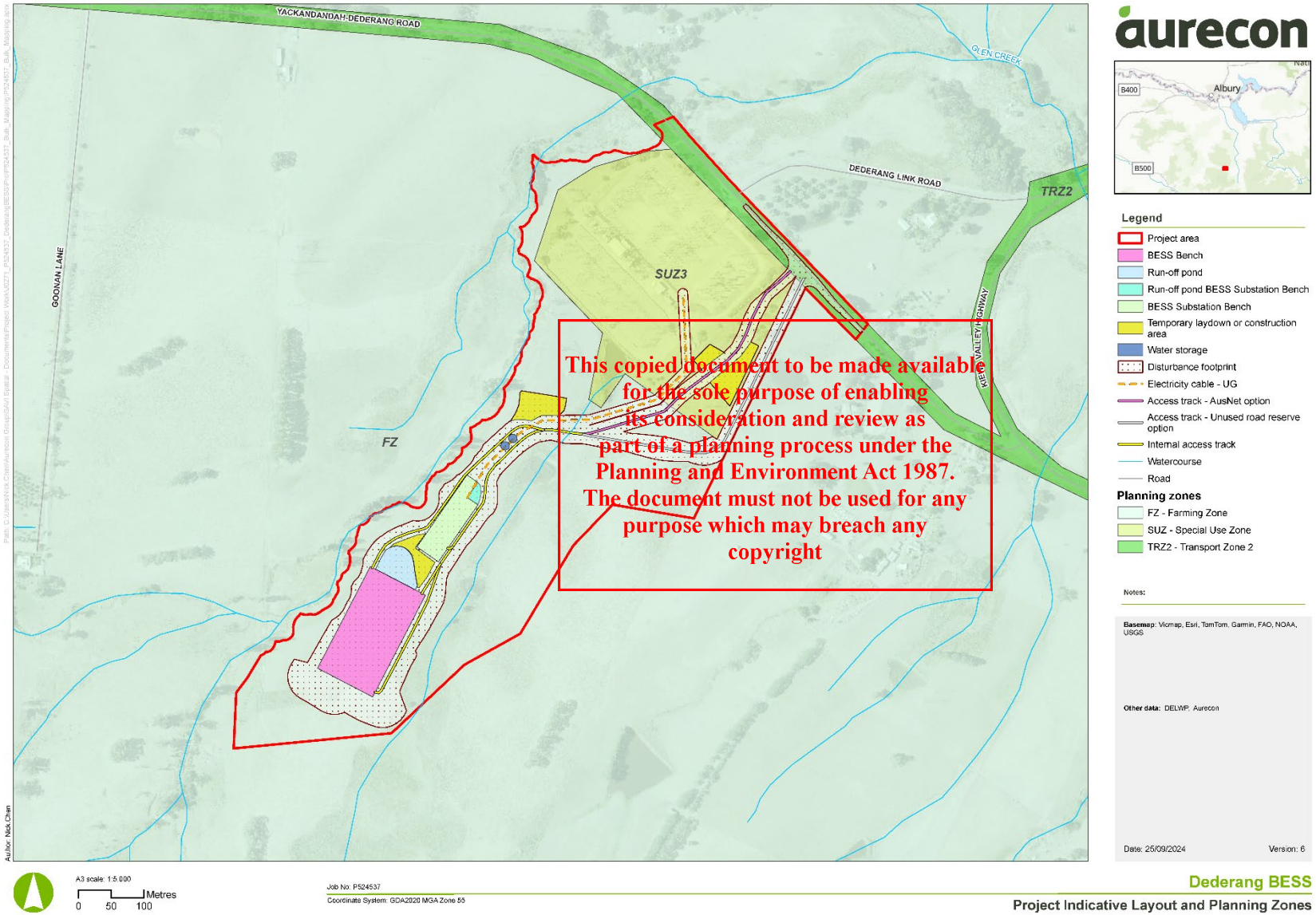


Figure 3-1 Project Area - Zone Mapping

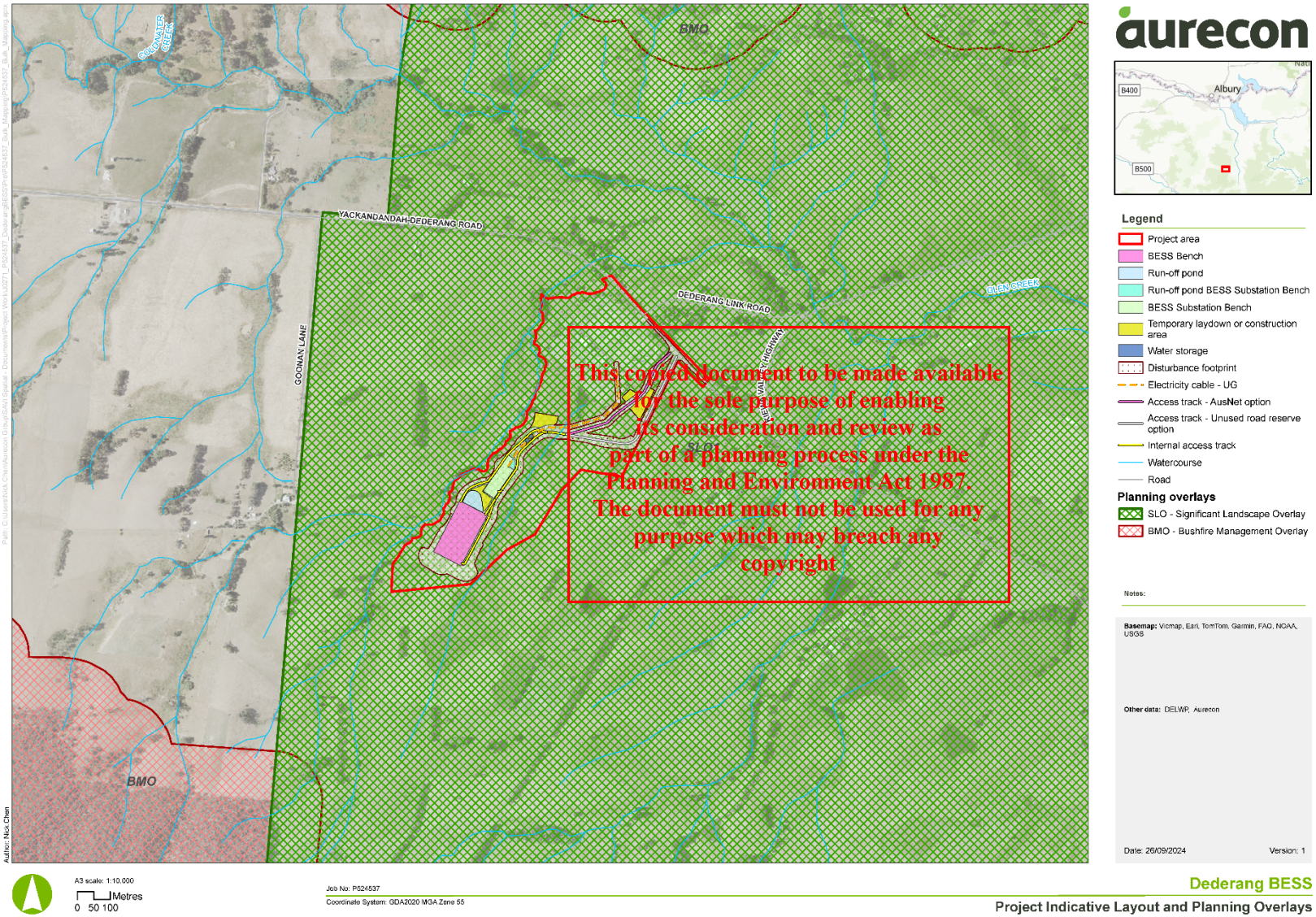


Figure 3-2 Project Area - Overlay Mapping

3.1.1 Special Use Zone – Schedule 3 - GPU POWERNET PTY LTD TERMINAL STATIONS

The Project Area includes the DDTS and broader AusNet owned land which sits within the SUZ3. Works proposed within the SUZ3 include underground electricity cable (220/330kV), temporary laydown area, access tracks (including AusNet Access Option) and potential upgrade works within the DDTS (e.g. installation of high voltage electrical equipment etc) for the purpose of transmission or distribution of electricity.

The relevant purpose of SUZ3 is:

- *To provide for the use and development of land as a terminal station for electricity supply.*

Pursuant to Clause 37.01 Special Use Zone, 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.

All works within the SUZ3 are considered a Utility Installation that is used for the transmission or distribution of electricity and therefore no approval is required under the SUZ3.

3.1.2 Transport 2 Zone

The Project intersects with the TRZ2, Yackandandah-Dederang Road, along the northern boundary of the Project Area.

The relevant purpose of the TRZ2 is:

- *To provide for an integrated and sustainable transport system.*
- *To identify transport land use and land required for transport services and facilities.*
- *To provide for the use and development of land that complements, or is consistent with, the transport system or public land reservation.*
- *To ensure the efficient and safe use of transport infrastructure and land comprising the transport system.*

Works proposed within the TRZ2 are to create access to the Project, via Yackandandah-Dederang Road. The proposed works remain consistent with the intention of the zone and will ensure the site can be accessed safely.

Planning approval is not required for works within the Transport 2 Zone.

While planning approval is not required under the Zone, approval is triggered under Clause 52.29 (Land adjacent to the principal road network), this is discussed at Section 3.3.5.

3.1.3 Farming Zone

The Project is primarily within the FZ south of Yackandandah – Dederang Road to the southern boundary of the Project Area.

The relevant purpose of the FZ is:

- *To provide for the use of land for agriculture.*
- *To encourage the retention of productive agricultural land.*
- *To ensure that non-agricultural uses, including dwellings, do not adversely affect the use of land for agriculture.*
- *To encourage the retention of employment and population to support rural communities.*
- *To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.*

- *To provide for the use and development of land for the specific purposes identified in a schedule to this zone.*

Planning approval is required for use of the land and to construct a building or carry out works for a Utility Installation, pursuant to Clause 35.07-1 (Table of uses) and Clause 35.07-4 (Buildings and works), respectively.

There is no exemption to notice and review under the FZ and therefore the planning approval application will go on public notice and nearby neighbours will be notified of the application.

Assessment against Decision Guidelines under the Farming Zone

Before deciding on an application to construct a building or construct or carry out works, the responsible authority must consider decision guidelines, an assessment against the decision guidelines is included in Table 3-2, below.

Table 3-1 Assessment of the Project against FZ Decision Guidelines

Decision Guideline	Response
The Municipal Planning Strategy and the Planning Policy Framework.	Refer to Section 3.5 and Section 3.6.
Any Regional Catchment Strategy and associated plan applying to the land.	The Project Area is located within the North East Catchment area. The Project Area is within the Glen Creek Catchment. Glen Creek is located to the north of the Project Area, north of Yackandandah – Dederang Road, running east to west. The Project is located on high ground between two defined flow paths. The indicative design and mitigation measures for the Project have and will be developed to ensure that the Project will not impact the water quality of water bodies (See Section 5.7).
The capability of the land to accommodate the proposed use or development, including the disposal of effluent.	
Whether the site is suitable for the use or development and whether the proposal is compatible with adjoining and nearby land uses.	The Project is compatible with and/or complements the adjoining land uses. Locating a BESS on this site, adjacent to the existing DDTS and transmission line infrastructure maximises the use of existing infrastructure to reduce impacts on nearby residents by minimising the need for new infrastructure. Agricultural land surrounds the Project Area and the Project will not adversely impact nearby agricultural uses, as confirmed by the assessments undertaken to support this application. These assessment have considered the location of existing dwellings, in particular including landscape and visual and noise (see Section 5.5 and 5.4).
How the use and development makes use of existing infrastructure and services.	
How the use or development relates to sustainable land management.	The Project will occupy approximately 4ha of the overall property post construction, the remaining area will continue to be used by the landowner hosting the facility for their agricultural purposes. The Project will not impact the host landowner's, or surrounding agricultural lands, access to water and nearby resources. Impacts to soil quality and the ability of the site to sustain agriculture following decommissioning will be minimised and managed through the agreed Environmental Management Plan.
Whether the use or development will support and enhance agricultural production.	
Whether the use or development will adversely affect soil quality or permanently remove land from agricultural production.	
The capacity of the site to sustain the agricultural use.	

Decision Guideline	Response
The agricultural qualities of the land, such as soil quality, access to water and access to rural infrastructure.	
Any integrated land management plan prepared for the site.	
Whether Rural worker accommodation is necessary having regard to: ■ The nature and scale of the agricultural use ■ The accessibility to residential areas and existing accommodation, and the remoteness of the location The duration of the use of the land for Rural worker accommodation	Rural worker accommodation is not required, nor proposed for the Project.
Whether the dwelling will result in the loss or fragmentation of productive agricultural land.	Not applicable - The Project does not propose a dwelling.
Whether the dwelling will be adversely affected by agricultural activities on adjacent and nearby land due to dust, noise, odour, use of chemicals and farm machinery, traffic and hours of operation. Whether the dwelling will adversely affect the operation and expansion of adjoining and nearby agricultural uses. The potential for the proposal to lead to a concentration or proliferation of dwellings in the area and the impact of this on the use of the land for agriculture. The potential for accommodation to be adversely affected by noise and shadow flicker impacts if it is located within one kilometre from the nearest title boundary of land subject to: ■ A permit for a wind energy facility; or ■ An application for a permit for a wind energy facility; or ■ An incorporated document approving a wind energy facility; or ■ A proposed wind energy facility for which an action has been taken under section 8(1), 8(2), 8(3) or 8(4) of the *Environment Effects Act 1978*. The potential for accommodation to be adversely affected by vehicular traffic, noise, blasting, dust and vibration from an existing or proposed extractive industry operation if it is located within 500 metres from the nearest title boundary of land on which a work authority has been applied for or granted under the *Mineral Resources (Sustainable Development) Act 1990.*	
The impact of the proposal on the natural physical features and resources of the area, in particular on soil and water quality.	Due to the long agricultural use of the Project Area limited native vegetation is located within the Project Area. The Project has minimised impacts where possible and the Project is unlikely to have significant impact on environmental and biodiversity values in the area.
The impact of the use or development on the flora and fauna on the site and its surrounds.	

Decision Guideline	Response
The need to protect and enhance the biodiversity of the area, including the retention of vegetation and faunal habitat and the need to revegetate land including riparian buffers along waterways, gullies, ridgelines, property boundaries and saline discharge and recharge area.	The Project Area is within the Glen Creek Catchment. Glen Creek is located to the north of the Project Area, north of Yackandandah – Dederang Road, running east to west. The Project is located on high ground between two defined flow paths. The civil disturbance of the indicative design for the Project will slightly encroach a 30 m waterway buffer of the eastern tributarily. The main access and underground caballing to connect to the DDTS will also cross this waterway. This encroachment is not considered to threaten the health or function of the waterway, see Appendix H for further information. Batteries are required to have bunding (made of stainless steel) in place to catch any runoff within each container, whilst the civil and drainage design will ensure any run-off from the BESS area is captured in a dedicated storage pond. The Project considers specific drainage requirements to minimise any risk of indirect impacts to waterways, including a dedicated storage pond will be designed in consultation with the CFA, to ensure that its volume is adequate to capture any fire water runoff in the event of a fire.
The location of on-site effluent disposal areas to minimise the impact of nutrient loads on waterways and native vegetation.	
Design and siting issues	
The need to locate buildings in one area to avoid any adverse impacts on surrounding agricultural uses and to minimise the loss of productive agricultural land.	The Project will not adversely impact surrounding agricultural uses. The design and siting of the Project, adjacent to the existing DDTS and transmission line infrastructure maximises the use of existing infrastructure to reduce impacts on agricultural land and nearby residents by minimising the need for new infrastructure. The Project will be accessed via Yackandandah-Dederang Road which is zoned as TRZ2 which is identified as being part of the principal road network. The site being accessed from this location minimises any impacts to local road users. The Project will occupy approximately 4ha of the overall property post construction, the remaining area will continue to be used by the host landowner for their agricultural purposes. The temporary loss of the land for agriculture due to construction is small in the context of the land available in the region for agricultural purposes. It provides a diverse income stream for the landowner to help contribute to the productivity of the region. The siting of the BESS has been carefully considered. Locating the BESS behind the existing DDTS infrastructure will minimise impact on the character and appearance of the Project Area from the surrounding area. The Project minimises impact to native vegetation and waterways present within the Project Area. See Section 5 for further details on the environmental impacts.
The impact of the siting, design, height, bulk, colours and materials to be used, on the natural environment, major roads, vistas and water features and the measures to be undertaken to minimise any adverse impacts.	
The impact on the character and appearance of the area or features of architectural, historic or scientific significance or of natural scenic beauty or importance.	
The location and design of existing and proposed infrastructure including roads, gas, water, drainage, telecommunications and sewerage facilities.	

Decision Guideline	Response
Whether the use and development will require traffic management measures.	Whilst the Project will generate an increase in vehicle movements during construction, this is expected to be manageable. Appropriate measures will be undertaken during construction to minimise and manage traffic impacts. This will be managed through the preparation and implementation of a Traffic Management Plan (TMP). It is not expected that the BESS will generate increased traffic in during operation and maintenance. Minimal impacts are anticipated to the surrounding road network, see the Traffic Impact Assessment (TIA) in Appendix D for further information.

3.1.4 Significant Landscape Overlay – Schedule 1 - UPPER KIEWA VALLEY SIGNIFICANT LANDSCAPE AREA

The Project Area is covered by the SLO1.

The relevant purpose of the SLO1 is:

- *To identify significant landscapes.*
- *To conserve and enhance the character of significant landscapes.*

Planning approval is required to construct a building or carry out works under the overlay, under Clause 42.03-2 (Permit requirement) of the SLO1.

Assessment against Decision Guidelines of the SLO1

Before deciding on an application, the responsible authority must consider decision guidelines articulated under the SLO1.

There is no exemption to notice and review under the SLO1 and therefore the planning approval application will go on public notice and nearby neighbours will be notified of the application.

A discussion of the Project against these guidelines is included in Table 3-2, below. Further discussion on the SLO1 can also found in Section 5.5 and Appendix E.

Table 3-2 Assessment of the Project against Significant Landscape Overlay Decision Guidelines

Decision Guideline	Response
The Municipal Planning Strategy and the Planning Policy Framework.	Refer Section 3.5 and Section 3.6.
The statement of the nature and key elements of the landscape and the landscape character objective contained in a schedule to this overlay.	The Project considers key landscape elements of the Project Area and has carefully designed the Project to minimise impacts to these values. The Project aims to reduce impacts to the waterways and native vegetation, retaining landscape elements crucial to the Upper Kiewa Valley. The Project has been located adjacent to existing transmission infrastructure on Yackandandah- Dederang Road to ensure the Project does not impact the key landscape elements including the contrast in landforms between the surrounding vegetated mountains and the valley floor.
The conservation and enhancement of the landscape values of the area.	

Decision Guideline	Response
The need to remove, destroy or lop vegetation to create a defendable space to reduce the risk of bushfire to life and property.	Due to the previous agricultural use and cleared nature of the Project Area, vegetation removal is not required to create a defendable space around the Project. The Fire Management Plan prepared for the project will include vegetation management measures surrounding the Project to ensure this defendable space is maintained.
The impact of the proposed buildings and works on the landscape due to height, bulk, colour, general appearance or the need to remove vegetation. The extent to which the buildings and works are designed to enhance or promote the landscape character objectives of the area. The impact of buildings and works on significant views. The impact of the proposed buildings and works on the landscape due to siting.	The Project has considered the surrounding landscape and views. The Project will occur low in the landscape and will be partially screened by topography and existing vegetation. The siting of the Project near existing terminal station and transmission infrastructure will minimise visual impacts from Yackandandah-Dederang Road and surrounding area. The Project will be screened from most areas recognised by the SLO1. The Project will not be visible from within the Dederang Township and will have limited visibility along public roads. Neighbouring dwellings with potential views of the Project include: ■ Elevated areas approximately 1.5 km north of the Project, where the Project would be added to the background of views, including the existing DDTS and overhead transmission lines ■ One dwelling approximately 460 m to the southwest of the site, where landscape screening can be established to assist in mitigating any landscape and visual impacts. Three options for landscaping have been identified (all to be located within the Project's host landowner's property) to assist with minimising the Projects visual impacts from the neighbouring dwelling west of the Project. The Proponent has made a number of attempts to consult with the neighbouring dwelling owners on the view of the Project from their dwelling and potential landscape screening options, however the owners has declined these offers. The Proponent will continue to attempt to engage with the owners prior to selecting of the final option prior to the commencement of construction. In all options, species would be selected Ecological Vegetation Classes (EVC's) from the local area, and relevant to the setting (e.g. Riparian).
The extent to which the site of the buildings and works will be landscaped and the type of vegetation used.	Three options for landscaping have been identified (all to be located within the Project's host landowner's property) to assist with minimising the Projects visual impacts from the neighbouring dwelling west of the Project. The Proponent has made a number of attempts to consult with the neighbouring dwelling owners on the view of the Project from their dwelling and potential landscape screening options, however the owners has declined these offers.

Decision Guideline	Response
	The Proponent will continue to attempt to engage with the owners prior to selecting of the final option prior to the commencement of construction. In all options, species would be selected Ecological Vegetation Classes (EVC's) from the local area, and relevant to the setting (e.g. Riparian).
The document Landscape Planning & Conservation in North-East Victoria, National trust of Australia (Victoria), 1977.	The document has informed the SLO1, including its objectives and decision guidelines. As described above in this table, the Project will be screened from most areas recognised by the SLO1. The Project has considered the surrounding landscape and views and has carefully designed the Project to minimise impacts to these values. The Project will occur low in the landscape and will be partially screened by topography and existing vegetation. The Project has been located adjacent to existing transmission infrastructure on Yackandandah- Dederang Road to ensure the Project does not impact the key landscape elements including the contrast in landforms between the surrounding vegetated mountains and the valley floor. The Project aims to reduce impacts to the waterways and native vegetation, retaining landscape elements crucial to the Upper Kiewa Valley. The siting of the Project near existing terminal station and transmission infrastructure will minimise visual impacts from Yackandandah-Dederang Road and surrounding area.

3.2 Particular Provisions

The following section details the particular provisions relevant to the Project.

3.2.1 Clause 52.05 Signs

Clause 52.05 aims to regulate the development of land for signs and associated structures, ensuring that signs do not contribute to excessive visual clutter or visual disorder.

The proposed sign will be a self-supporting structure located at the entrance to the site on Yackandandah-Dederang Road. The sign will be used to identify the facility as the Dederang Battery Energy Storage System and identify the owner and operator of the facility (logo(s) will be displayed). The sign will include a contact number for the facility and other key project information.

The indicative dimension of the business identification signage will be approximately 1.5m (width) by 1m (height) and will site approximate 1m above the ground. The sign will be non-reflective and not be illuminated, electric or animated.

The location of the sign will be finalised prior to construction following consultation with the Department of Transport and Planning (DTP) in its capacity as both the Responsible Authority for the planning approval and the relevant road authority. An assessment of approval requirements against each location has been undertaken below:

- Sign requirements in the SUZ are classified as in Category 3 – High amenity areas. Under Clause 52.05-13 planning approval is required for business identification signs.
- Sign requirements in the FZ are classified as in Category 4 – Sensitive areas. Under Clause 52.05-14 planning approval is required for business identification signs.
- Sign requirements in the TRZ2 are based on the adjoining zone nearest to the land and the category which applies to that zone. If the signage is located within the TRZ2 the classification will either be Category 3 or 4 based on the requirements under the SUZ and the FZ. This will be determined once the location of the sign has been finalised.

Assessment against Clause 52.05-8 decision guidelines

Before deciding on an application, the responsible authority must consider decision guidelines, outlined in Table 3-3.

Table 3-3 Assessment against Clause 52.05-8 Decision guidelines

Decision Guideline	Project response
The character of the area including: ■ The sensitivity of the area in terms of the natural environment, heritage values, waterways and open space, rural landscape or residential character. ■ The compatibility of the proposed sign with the existing or desired future character of the area in which it is proposed to be located. ■ The cumulative impact of signs on the character of an area or route, including the need to avoid visual disorder or clutter of signs. ■ The consistency with any identifiable outdoor advertising theme in the area.	The sign will be located at the site entrance on Yackandandah – Dederang Road. The Project is positioned near the existing DDTS to minimise the impact on views from the road or character of the area. As such, proposed signage will be compatible with infrastructure visible from the road and not significantly detract from the character of the area.

Decision Guideline	Project response
The impacts on views and vistas: ■ The potential to obscure or compromise important views from the public realm. ■ The potential to dominate the skyline. ■ The potential to impact on the quality of significant public views. ■ The potential to impede views to existing signs.	The sign will be located on the roadside at the entrance of the Project site on Yackandandah- Dederang Road. The sign will be fit for purpose, of an appropriate scale and design to ensure it does not impact views of compromise the public realm. The signage will be appropriately sited to remain consistent with typically road signage and signage at the DDTS. No vegetation removal will be required to facilitate the sign.
The relationship to the streetscape, setting or landscape: ■ The proportion, scale and form of the proposed sign relative to the streetscape, setting or landscape. ■ The position of the sign, including the extent to which it protrudes above existing buildings or landscape and natural elements. ■ The ability to screen unsightly built or other elements. ■ The ability to reduce the number of signs by rationalising or simplifying signs. ■ The ability to include landscaping to reduce the visual impact of parts of the sign structure.	
The relationship to the site and building: ■ The scale and form of the sign relative to the scale, proportion and any other significant characteristics of the host site and host building. ■ The extent to which the sign displays innovation relative to the host site and host building. ■ The extent to which the sign requires the removal of vegetation or includes new landscaping.	
The impact of structures associated with the sign: ■ The extent to which associated structures integrate with the sign. ■ The potential of associated structures to impact any important or significant features of the building, site, streetscape, setting or landscape, views and vistas or area.	
The impact of any illumination: ■ The impact of glare and illumination on the safety of pedestrians and vehicles. ■ The impact of illumination on the amenity of nearby residents and the amenity of the area. ■ The potential to control illumination temporally or in terms of intensity.	The proposed sign will not be illuminated, electric or animated. As such it will not create glare or impact the safety of pedestrians or vehicles.
The impact of any logo box associated with the sign: ■ The extent to which the logo box forms an integral part of the sign through its position, lighting and any structures used to attach the logo box to the sign. ■ The suitability of the size of the logo box in relation to its identification purpose and the size of the sign.	The sign will identify the owner and operator of the facility. The logo(s) will be of an appropriate scale relative to the size of the sign. The sign will display key project information including a contact person, safety protocols for the site and security information.

Decision Guideline	Project response
The need for identification and the opportunities for adequate identification on the site or locality	
The impact on road safety. A sign is a safety hazard if the sign: ■ Obstructs a driver's line of sight at an intersection, curve or point of egress from an adjacent property. ■ Obstructs a driver's view of a traffic control device, or is likely to create a confusing or dominating background that may reduce the clarity or effectiveness of a traffic control device. ■ Could dazzle or distract drivers due to its size, design or colouring, or it being illuminated, reflective, animated or flashing. ■ Is at a location where particular concentration is required, such as a high pedestrian volume intersection. ■ Is likely to be mistaken for a traffic control device, because it contains red, green or yellow lighting, or has red circles, octagons, crosses, triangles or arrows. ■ Requires close study from a moving or stationary vehicle in a location where the vehicle would be unprotected from passing traffic. ■ Invites drivers to turn where there is fast moving traffic or the sign is so close to the turning point that there is no time to signal and turn safely. ■ Is within 100 metres of a rural railway crossing. ■ Has insufficient clearance from vehicles on the carriageway. ■ Could mislead drivers or be mistaken as an instruction to drivers.	The sign will be of an appropriate location, scale and design to fit their purpose and will be appropriately sited to avoid driver conflict. The sign will not impact the safety of drivers.

3.2.2 Clause 52.06 Car parking

The purpose of Clause 52.06 is:

- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

BESS facilities are available to operate 24/7 and are monitored remotely in real-time and do not require dedicated staff to be on-site at all times. Staff will access the site periodically for inspections and maintenance activities. Vehicles accessing the site will be mostly light vehicles (e.g. passenger cars, utility vans) with some heavy vehicles to be required for major maintenance during the operational phase.
A 'Utility Installation' is not listed as a use in Table 1 of Clause 52.06-5; hence, under Clause 52.06-06, the provision for car parking is required prior to the commencement of a new use, and the number of car parking spaces must be provided to the satisfaction of the Responsible Authority. The final number and location of parking spaces for the operations phase will be determined through detailed design and the secondary consent process for Condition 1 Development Plans. Considering the limited workers required at the Project

and the allowance of space on the site the Project will be able to support car parking spaces required by the Responsible Authority.

Assessment against Car parking decision guidelines

Pursuant to Clause 52.06-6, before a new use commences, car parking spaces must be provided to the satisfaction of the responsible authority.

The final number and location of parking spaces for the Project's operational phase will be determined through detailed design and provided as a condition of approval of the planning permit.

A Traffic Impact Assessment (TIA) was conducted that assessed permanent parking requirements of the Project and concluded that the site provides enough spaces for the provision of sufficient car parks. This report is discussed at Section 5.3, and included in full at Appendix D.

3.2.3 Clause 52.17 Native vegetation

Clause 52.17 (Native Vegetation) seeks to ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. This is achieved by applying the *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, 2017).

The Clause seeks to avoid, minimise and offset the removal, destruction or lopping of native vegetation to minimise land and water degradation.

Planning approval is required to remove, destroy or lop any native vegetation, including dead vegetation.

The Project will require the removal of some native vegetation in order to create access to the Project. Planning approval is being sought for two options for site access– these are detailed below with respective vegetation removal figures.

- AusNet Option – Five large scattered trees equating to 0.174 ha of native vegetation
- Unused Road Reserve Option – Four large scattered trees and two small scattered trees equating to 0.203 ha of native vegetation.

The Proponent will, where possible, reduce the impacts to native vegetation during the detailed design stage of the Project. Where impacts to trees cannot be avoided, an arborist may be engaged to assess the impacts under the Australian Standard AS4970-2009 Protection of trees on development sites.

The final access option will be selected prior to construction, including confirmation of final native vegetation removal. Assessment against Native Vegetation decision guidelines

Before deciding on an application, the responsible authority must consider decision guidelines specified in the *Guidelines for the removal, destruction or lopping of native vegetation* as appropriate. A consideration of these guidelines is included in Table 3-4, below.

Table 3-4 Assessment against the *Guidelines for the removal, destruction or lopping of native vegetation*

Decision Guideline		Project Response
1.	Efforts to avoid the removal of, and minimise the impacts on, native vegetation should be commensurate with the biodiversity and other values of the native vegetation and should focus on areas of native vegetation that have the most value. Taking this into account consider whether: ■ the site has been subject to a regional or landscape scale strategic planning process that appropriately avoided and minimised impacts on native vegetation ■ the proposed use or development has been appropriately sited or designed to avoid and minimise impacts on native vegetation ■ feasible opportunities exist to further avoid and minimise impacts on native vegetation without undermining the key objectives of the proposal.	Ecological investigation concluded that the Project Area has been heavily altered, owing to its previous agricultural use. The Study Area contains some patches of native vegetation and remnant native eucalypts. The Project has been carefully designed and sited to avoid significant impacts to any native vegetation patches. The proposed project access will require the removal of up to six scattered trees located along the entrance to the site off Yackandandah – Dederang Road.
2.	The role of native vegetation to be removed in: ■ Protecting water quality and waterway and riparian ecosystems, particularly within 30 metres of a wetland or waterway in a special water supply catchment area listed in the Catchment and Land Protection Act 1994. ■ Preventing land degradation, including soil erosion, salination, acidity, instability and water logging particularly: ■ where ground slopes are more than 20 per cent ■ on land which is subject to soil erosion or slippage ■ in harsh environments, such as coastal or alpine areas. ■ Preventing adverse effects on groundwater quality, particularly on land: ■ Where groundwater recharge to saline water tables occurs ■ that is in proximity to a discharge area ■ that is a known recharge area.	Due to the previous agricultural use, the Project Area has been heavily modified and is largely dominated by sown pasture grasses. The removal of native vegetation is not within 30 m of a waterway or on land with a slope greater than 20 per cent so is not likely to have any adverse impacts on groundwater, land degradation or water quality in the area. Surface water treatment associated with the Project is proposed as part of the works, as outlined in Section 5.7.
3.	The need to manage native vegetation to preserve identified landscape values.	
4.	Whether any part of the native vegetation to be removed, destroyed or lopped is protected under the Aboriginal Heritage Act 2006.	No native vegetation to be removed is protected under the *Aboriginal Heritage Act 2006.*
5.	The need to remove, destroy or lop native vegetation to create defendable space to reduce the risk of bushfire to life and property, having regard to other available bushfire risk mitigation measures	Due to the previous agricultural use of the Project Area, vegetation does not need to be removed surrounding the Project infrastructure in order to create a defendable space. The Fire Management Plan prepared for the project will include vegetation management measures surrounding the Project to ensure this defendable space is maintained.
6.	Whether the native vegetation to be removed is in accordance with any Property Vegetation Plan that applies to the site.	There is no Property Vegetation Plan applicable to the Project Area.

Decision Guideline		Project Response
7.	Whether an offset that meets the offset requirements for the native vegetation to be removed has been identified and can be secured in accordance with the Guidelines.	Appropriate offsets in accordance with the Guidelines will be secured once the extent of native vegetation removal has been confirmed. Sufficient general habitat units are readily available in the North East Catchment Management Authority (CMA) area.

3.2.4 Clause 52.29 Land Adjacent to the Principal Road Network

The purpose of Clause 52.29 is to ensure appropriate access to the Principal Road Network or land planned to form part of the Principal Road Network.

Yackandandah-Dederang Road, running east to west along the north boundary of the Project Area, is in the TRZ2. The Project proposes to create a new primary access to the site via Yackandandah-Dederang Road, with an approximately 6m wide access road into the site.

Planning approval is required under the Clause, which requires approval to create or alter access to a road in a TRZ2.

Assessment against Land adjacent to the principal road network decision guidelines

Before deciding on an application, the responsible authority must consider decision guidelines, outlined in Table 3-5 below. Further information can be found in Section 5.3 and Appendix D.

Table 3-5 Assessment of the Project against Clause 52.29 Decision Guidelines

Decision Guideline	Project Response
The Municipal Planning Strategy and the Planning Policy Framework.	Refer Section 3.5 and Section 3.6.
The views of the relevant road authority.	Early engagement with the road authority (DTP) did not identify any concerns with siting a new access point at these locations, subject to reviewing this planning application, including TIA.
The effect of the proposal on the operation of the road and on public safety.	The Project is not expected to generate significant traffic and no notable impact is anticipated on the capacity or safety of either Yackandandah-Dederang Road or Kiewa Valley Highway, or the surrounding road network. A preliminary safe intersection sight distance (SISD) assessment for both site access locations for cars and trucks has been undertaken which found that the SISD is adequate in both directions for both access. Furthermore, indicative intersection design and swept path assessments confirm the appropriateness of these locations. These assessments have been included with the TIA in Appendix D.
Any policy made by the relevant road authority pursuant to schedule 2, clause 3 of the *Road Management Act 2004* regarding access between a controlled access road and adjacent land.	Not applicable.

3.2.5 Clause 53.22 Significant Economic Development

The Project seeks planning approval from the Minister for Planning via the Development Facilitation Program utilising the approval pathway Clause 53.22 (Significant Economic Development) of the Alpine Planning Scheme.

Clause 53.22 Significant Economic Development seeks to:

- *To prioritise and facilitate the planning, assessment and delivery of projects that will make a significant contribution to Victoria's economy and provide substantial public benefit, including jobs for Victorians.*
- *To provide for the efficient and effective use of land and facilitate use and development with high quality urban design, architecture and landscape architecture.*

The provisions of this clause prevail over any inconsistent provision in this planning scheme.

This clause applies to an application under any provision of this planning scheme if the condition corresponding to a category in Table 1 of the clause is met. The appropriate condition for this development is Category 1:

- The use must be specified in Table 2 and the condition corresponding to that use must be met. If the application includes more than one use in Table 2, only one use must meet the corresponding condition.
- Must have written advice from the Chief Executive Officer, Invest Victoria confirming the likely financial feasibility of the Proposal. However, this condition does not apply to an application for the use or development of land for a renewable energy facility or utility installation.

Table 2 specifies that a development for a 'Utility Installation' must be proposed wherein a 'Utility Installation' is used to:

- Transmit or distribute electricity; or
- Store electricity if the installed capacity is 1 megawatt or greater.

The Project is targeting a nominal installed capacity of 400 MWh (over 1 megawatt) and therefore, is considered a category 1 development and does not require written advice from the Chief Executive Officer, Invest Victoria.

An application under any provision of this planning scheme is exempt from the decision requirements of sections 64(1), (2) and (3), and the review rights of sections 82(1) of the Act.

Assessment against significant economic development decision guidelines

Before deciding on an application, the responsible authority must consider:

Table 3-6 Assessment of the Project against Significant Economic Development Guidelines

Decision Guidelines	Project Response
The purpose of the Clause: *To prioritise and facilitate the planning, assessment and delivery of projects that will make a significant contribution to Victoria's economy and provide substantial public benefit, including jobs for Victorians.* *To provide for the efficient and effective use of land and facilitate use and development with high quality urban design, architecture and landscape architecture.*	The Project supports the implementation of technology that helps facilitate the transition to more sustainable electricity sources via the provision of battery energy storage. The Project forms part of new-energy infrastructure required for a to a low-carbon economy, providing public benefit to Victorians. See Section 3.5 for Project consistency with the planning policy framework that guides the planning outcomes for the benefits of all Victorians.

3.3 General provisions

3.3.1 Clause 66.02 (Use and Development Referrals)

Clause 66 of the Alpine Planning Scheme sets out the referral and notice requirements under the State Standard and Local provisions. The following referrals apply to the Project:

- Pursuant to Clause 66.02-4 (Major electricity line or easement) a referral is required to AusNet in their capacity as determining referral authority 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. A 220kv transmission line extends east to west across the Project Area, connecting into the DDTS. Refer to the transmission easement location in Figure 2-3.
- Pursuant to Clause 66.02-7 (Industry, Utility Installation of Warehouse), a referral is required to The Victorian WorkCover Authority as determining authority. A referral is required to use land for an Industry, Utility Installation or Warehouse where the fire protection quantity is exceeded under the Dangerous Goods (Storage and Handling) Regulations 2012. The Project is likely to exceed UN Class 9 for the use of Lithium Ion. The application therefore be referred to WorkSafe Victoria as the Victorian WorkCover Authority.
- Pursuant to Clause 52.29-4, an application must be referred under Section 55 of the Act to the Head, Transport for Victoria as determining referral authority.

3.4 Consistency with the Municipal Planning Strategy

The Alpine Shire Municipal Planning Strategy (Clause 2 of the Scheme) sets out strategic directions to guide the development in the area. Such strategic directions reflect ongoing demand for new housing in townships while supporting tourism, as the Shire's largest industry. The directions are general in nature and rely on the application of the Local Planning Policies to achieve the broad strategic direction of the Shire.

An assessment against the Municipal Planning Strategy of the Alpine Planning Scheme is provided in Table 3-, below:

Table 3-7 Assessment of the Project against the Municipal Planning Strategy

Clause	Project Response
Clause 02.03-2 Environmental and landscape The Shire's relevant strategic directions are as follows: **Protection of biodiversity and native vegetation management** ■ Minimise the impacts of the reduction and modification of vegetation across freehold land including vegetation clearing along fence lines. **River corridors and waterways** ■ Protect the quality of the water in catchments in the Shire, recognising that they are significant catchment areas within the Murray Darling Basin. **Landscapes** ■ Protect the significance, attractiveness and environmental qualities of the Shire's natural landscapes from inappropriate use and development that detracts from these qualities. ■ Avoid poorly sited and designed buildings and changes in land management practices that reduce	Impacts to native vegetation have been considered in Project design, and removal will be undertaken to the minimum extent necessary, with appropriate offsets to be secured. The Project Area is within the Glen Creek Catchment. Glen Creek is located to the north of the Project Area, will not be impacted by the Project. No impact is anticipated to water catchments in the area. Batteries are required to have bunding (made of stainless steel) in place to catch any runoff within each container, whilst the civil and drainage design will ensure any run-off from the BESS area is captured in a dedicated storage pond. The Project considers specific drainage requirements to minimise any risk of indirect impacts to waterways, including a dedicated storage pond will be designed in consultation with the CFA, to ensure that its volume is adequate to capture any fire water runoff in the event of a fire. The Project is located next to existing transmission line and terminal station infrastructure to reduce any visual

Clause	Project Response
the quality of views from the Shire's various scenic lookouts and vantage points. ■ Avoid promotional signage along the main tourist and traffic routes within the Shire.	impact on significant landscapes in the area. See Appendix E for further information
Clause 02.03-3 Environmental risks and amenity The Shire's relevant strategic directions are as follows: ■ Plan for the impacts of climate change on bushfire risk, flooding, erosion and landslip risk. ■ Ensure that decision making takes into account the impacts of climate change on storm events. ■ Ensure disturbed and contaminated land, such as old dredge sites, is remediated before development. 	The Project supports the implementation of technology that helps facilitates the transition to a more sustainable electricity source via the provision of battery energy storage. The potential impact of the project on surface water flows has been assessed including 1% AEP event and 1% AEP climate change conditions as part of the Surface Water Assessment. The assessment found that flows for these events remain confined to a narrow flow width, all contained within the incised creeks floodplain (between the two Glen Creek tributaries and proposed access). Due to the previous agricultural use of the land, no remediation is required prior to development commencing.
Clause 02.03-4 Natural resource management The Shire's relevant strategic directions are as follows: **Agriculture:** ■ Maintain a viable and sustainable agricultural industry to support the municipal economy and wellbeing.	The Project Area can return to agricultural use following the completion of use as a BESS (Utility Installation) and rehabilitation of the land.
Clause 02.03-7 Economic development The Shire's relevant strategic directions are as follows: **Business** ■ Encourage economic diversity and emerging shifts in economic activity.	The Project supports the Shire's strategic direction to encourage economic diversity that will come from enabling the alternative energy industry and will encourage further investment in the municipality. The Project makes efficient use of existing energy infrastructure and transmission networks.

3.5 Consistency with Planning Policy Framework

The Planning Policy Framework (PPF) contains local, state and regional level policies that apply across Victoria. An assessment of the Project against the relevant sections of the PPF is provided below:

Table 3-8 Assessment of the Project against Planning Policy Framework

Clause	Project Response
Clause 12: Environmental and Landscape Values Clause 12.01-1S Protection of biodiversity Clause 12.01-1L Protection of biodiversity and native vegetation Clause 12.01-2S Native vegetation management Clause 12.03-1S River and riparian corridors, waterways, lakes, wetlands and billabongs Clause 12.03-1L River corridors and waterways Clause 12.05-2L Landscapes	The Project Area is largely absent of native vegetation due to its previous agricultural use. Some large scattered trees have been identified near the proposed access point off Dederang – Yackandandah Road. The Project siting and access track alignment has considered the location of existing native vegetation and biodiversity values to minimise impacts to native vegetation. The Project Area is within the Glen Creek Catchment. Glen Creek is located to the north of the Project Area. The Project is located next to existing terminal station and transmission line infrastructure which minimises impact to rural character and landscape values along the Kiewa

Clause	Project Response
	Valley Highway, which is located to the north-east of the Project Area.
Clause 13: Environmental Risks and Amenity Clause 13.01-1S Natural hazards and climate change Clause 13.02-1S Bushfire Planning Clause 13.02-1L Bushfire Planning Clause 13.04-2L Erosion and Landslip Clause 13.05-1S Noise Clause 13.07-1S Land use compatibility	The Project Area is located next to existing terminal station and transmission infrastructure and the proposed use is considered compatible with the adjoining DDTS and transmission infrastructure. Co-locating these assets together is an effective use of land as it will reduce the requirement for additional transmission infrastructure. The Project Area is located near a limited number of sensitive receivers. The location, coupled with noise management strategies, ensure appropriate integration with the surrounding environment, demonstrating a commitment to maintaining amenity and functionality without causing undue disturbances. The Project will continue to have an obligation to implement methods of reducing noise, as per the General Environmental Duty. See the Noise Impact Assessment in Section 5.4 for further information. The land can be rehabilitated at the end of the Project's life (during decommissioning) when all above ground infrastructure will be removed, allowing farming activities to recommence. The Project is within an area where bushfires are possible. The bushfire risk is largely influenced by the Public Land Reserves to the north and south of Dederang. Bushfires that start in these areas can travel into the area surrounding the Project and start new fires. The Project has been designed to limit both the potential impact on the Project of a surrounding bushfire and to limit the risk of fires leaving the property and entering the surrounding landscape. As the development is required to achieve the requirements outlined within the CFA Guidelines as a minimum, this will ensure that the settlement planning objectives are achieved. See the Risk Management Plan (including Fire Safety Study) in Appendix I for further information.
Clause 14: Natural Resource Management Clause 14.01-1L Protection of agricultural land Clause 14.01-2L Sustainable agricultural land use	At the conclusion of the Project's life, the land will be rehabilitated and returned to agricultural use. The proposed use of land for a BESS (Utility Installation) will not adversely impact the agricultural land that currently surrounds the Project Area. Utility installations are considered compatible with existing farmland as they allow the land to be rehabilitated at the end of the Project life cycle.
Clause 15 Built environment and Heritage Clause 15.01-1L-01 Urban Design Clause 15.01.1L-02 Signs	The Project has been strategically located next to existing terminal station and transmission line infrastructure to group similar uses together, reducing visual impact to road users and the local community. A business identification sign will be located along Yackandandah – Dederang Road to provide key information about the Project and direct incoming visitors to the Project site.
Clause 17: Economic Development	The Project and the construction work will increase employment opportunities (e.g general labourers and

Clause	Project Response
Clause 17.01-1S Diversified economy Clause 17.01-1L Diversified economy	concrete works) and spending in the local region (e.g. accommodation, food and services providers). The Project supports the expansion and diversification of rural economies, contributing to their sustainable development.
Clause 19 Infrastructure Clause 19.01-1L Energy Supply Clause 19.01-2S Renewable energy Clause 19.03-2L Infrastructure design and provision	The Project involves the development of energy storage infrastructure, supporting the transition to a low-carbon economy, strongly aligning to the delivery of these planning policies. The Project has been appropriately sited and designed in an area with minimal land use conflicts, leveraging existing infrastructure networks and minimising impact on the broader community and environment. The co-location of the Project next to existing DDTS and transmission line infrastructure will facilitate the efficient provision of energy storage infrastructure while minimising any visual impacts to road users and the local community. The project will contribute to the local economies through construction and will contribute to long-term sustainability and social outcomes by promoting future renewable energy infrastructure. The Project is resilient to climate change impacts through bushfire management controls and surface water considerations.

3.6 State legislation and policy

3.6.1 *Aboriginal Heritage Act 2006* and Aboriginal Heritage Regulations 2018

The *Aboriginal Heritage Act 2006* is administered by First Peoples-State Relations (FP-SR), Department of Premier and Cabinet. It is the principal legislative instrument providing for the protection of Aboriginal Cultural Heritage and Aboriginal intangible Heritage and outlines heritage management requirements.

The Project Area is located within a non-Registered Aboriginal Party (RAP) area. There are two Traditional Owner (TO) groups identified as having connections to the Project Area: Dhudhuroa Waywurru Nations Aboriginal Corporation (DWNAC) and Duduroa Dhargal Aboriginal Corporation (DDAC).

The Aboriginal Heritage Regulations 2018 (Regulations) are designed to give effect to the Act. Key objectives of the Regulations are to:

- Specify the circumstances in which a CHMP is required for an activity
- Prescribe standards for the preparation of a CHMP.
- Regulation 7 of the prescribes that a CHMP is required for an activity if:
- All or part of the activity area is defined as an area of cultural heritage sensitivity (CHS; see Regulation 5 for definitions); and
- All or part of the activity is a high impact activity (see Regulation 5 for definitions).

The Project is not intersecting any areas of Cultural Heritage Sensitivity however a voluntary Heritage Cultural Management Plan (number 19987) is being prepared. Consultation with these groups has taken place during the preparation of the Cultural Heritage Management Plan (CHMP) and DDAC participated in the preparation of the CHMP. First Peoples-State Relations will review and approve the CHMP.

3.6.2 *Road Management Act 2004*

The *Road Management Act 2004* provides for the coordinated management system that provides for safe and efficient road networks at state and local levels. Consent is required (from the coordinating works authority) for any works on the road network.

The project proposes a new crossover on Yackandandah-Dederang Road and will be referred to the Head, Transport for Victoria as a determining referral authority during assessment of this application.

3.6.3 *Water Act 1989*

Works and activities in, under, on or over the bed and banks of Designated Waterways require a Works on Waterways Permit from the North East CMA. This seeks to protect rivers and creeks from new activities or works undertaken, so to not adversely affect the health of those waterways.

A works on waterways permit will be required where works intersect the designated waterways and associated buffers.

3.6.4 Climate Change Act 2017

The *Climate Change Act 2017* provides Victoria with the legislative foundation to manage climate change risks, maximise the opportunities that arise from decisive action, and drive our transition to a climate-resilient community and economy with net-zero emissions by 2050.

The Act identifies a long-term target of net zero greenhouse gas emissions by 2050 and sets five-yearly interim targets. Additionally, the Act details policy objectives and guiding principles to help embed climate change into government decision making, a climate change strategy, adaption action plans, pledges, information and reporting, carbon sequestration rights, as well as integrates the *Environment Protection Act 1970.*

The Project supports the policy objectives of the Act as it facilitates the development of renewable energy supply infrastructure. The Project will support the transition to a low-carbon economy with renewable energy and greenhouse emission reductions through the provision of energy storage capacity for renewable energy generation projects.

3.6.5 Victoria's Climate Change Strategy

Victoria's Climate Change Strategy (May, 2021) sets out the pathway for reducing emissions and building resilience to the impacts of climate change. The Strategy provides a roadmap to net-zero emissions in Victoria by 2050 and sets targets to reduce the state's greenhouse gas emissions from 2005 levels by 28–33% by 2025 and 45–50% by 2030.

This includes a 5-point plan to transform Victoria's electricity system to renewables, support the development of new technology, investing in the natural environment, support business to reduce emissions and improve recovery from extreme weather. The 5-points are as follows:

1. A clean energy economy
2. Innovation for the future
3. Resilient farms and forests
4. Climate smart businesses and communities
5. A climate resilient Victoria

The Project will contribute towards Victoria's 2050 vision for achieving zero-net emissions as identified in the Framework through the investment in, and development of, large-scale energy storage system. The Project will also introduce new jobs into regional Victoria.

3.6.6 Renewable Energy Action Plan (2017)

The Renewable Energy Action Plan (REAP) establishes how Victoria will ensure a renewable, affordable and reliable renewable energy supply using large-scale renewable energy technology and ensures grid stability.

The REAP specifically supports commercial investments in energy storage. Implementation of the REAP will support Victoria's pathway from a carbon-intensive to net zero emissions energy sector by 2050, with current renewable energy generation targets of 40% by 2025.

The REAP focuses on the following key areas:

- Supporting sector growth
- Empowering communities and consumers
- Modernising our energy system

The Victorian Government has since increased the Victorian Renewable Energy Target (VRET) to 50% by 2030, legislated via the *Renewable Energy (Jobs and Investment) Act 2017* (Vic).

The Victorian Government established the Victorian Renewable Energy Auction Scheme in 2017 (VRET1 and VRET2) to support achievement of the VRET. Under VRET1, five projects were delivered, bringing forward 800 MW of new renewable capacity. VRET2 has delivered six projects and brought forward 623 MW of renewable generation capacity and delivering up to 365 MW and 600 megawatt-hours (MWh) of new battery energy storage.

VRET2 will help meet Victoria's legislated renewable energy targets of 40% by 2025 and 50% by 2030 and continue to place downward pressure on electricity prices. VRET2 projects will also help meet Victoria's new renewable energy storage target of at least 2.6 gigawatts (GW) of energy storage capacity by 2030.

Large-scale energy storage (e.g. BESS) will play an important role in creating a flexible and reliable energy system and supporting the rapid deployment of variable renewable energy sources.

In order to operate reliably and securely any electricity system requires sophisticated monitoring and control systems to ensure supply and demand is balanced in real time. It is important that equipment connected to the electricity grid can respond quickly to ensure the power system can be managed to maintain power system parameters within acceptable limits. Batteries are key to the energy transition and stable operation of because they can react very quickly to disturbances and can provide important services that support the stable operation of the electricity grid, e.g.: to help ensure the voltage and frequency of the grid remain within stable limits.

BESS can also contribute to improving security of supply by soaking up excess generation when output is high (e.g. when solar and wind power is plentiful) and discharging when there might otherwise be a shortfall in supply (e.g. when solar generation drops off overnight). Importantly, this can reduce the delivered cost of electricity to consumers by reducing curtailed (i.e. spilt) energy and improving the overall efficiency of the electricity grid.

Currently, BESS most commonly use lithium technology to store the electricity, however there are a variety of technologies and chemistries available.

3.6.7 Victoria's Climate Change Framework (2016)

In June 2016, Victoria set a target of net zero emissions by 2050. This target is considered best practice in addressing global warming and the negative effects of this process on the Victorian environment and economy. The Project will contribute to Victoria's aim for net-zero emissions whilst also boosting the local regional economy.

3.6.8 Victoria's Regional Statement (2015)

Victoria's Regional Statement is the State Government's acknowledgement of the enormous contribution that regional Victoria makes to the State's economic strength and way of life. The statement encourages further development and investment in regional Victoria that the Project will contribute to by creating jobs and new industries within this area during both the construction and operation phases.

3.6.9 Designated Bushfire Prone Area

Clause 13.02 (Bushfire) applies to all development in a designated BPA, Bushfire Management Overlay (BMO) or any development that may create a bushfire hazard. The Project is located within a Designated Bushfire Prone Area however not located within the BMO.

Clause 13.02-1S (Bushfire Planning) outlines the State's objectives in managing bushfire risk to life and property through appropriate hazard identification and strategic planning and includes strategies for bushfire hazard identification. A summary of the assessment against Clause 13.02-1S (Bushfire Planning) can be found in Section 3.6 and a detailed assessment is within the bushfire report (Appendix H).

4 Consultation

The Projects engagement program commenced publicly in October 2023, with a purpose to:

- Build stakeholder and community awareness of the Project ahead of submission of the planning application.
- Provide clear information through public channels to assist in understanding of the proposal.
- Collect feedback from the community and key stakeholders to inform the Project design and development.

The Proponent introduced the Project to direct neighbours in October 2023, as well as to Council and authorities, such as the CFA, Regional Roads Victoria, North East CMA, DTP.

Three drop-in information sessions were held in February 2024. Engagement has continued including targeting meetings, calls and emails, newsletter updates, website updates and communication materials etc.

A Consultation Summary Report is contained in Appendix J, which provides a summary of the engagement undertaken to date and feedback provided by the neighbours and authorities. The Proponent commits to continue to communicate and engage as the Project progresses.

5 Summary of impact assessment

5.1 Ecology

An Ecological Assessment (Aurecon) has been undertaken to support this application, included in full at Appendix C.

The assessment sought to evaluate the existing ecological conditions of the Project Area and identify any species and vegetation communities of conservation significance within proximity to the Project. The assessment investigated the presence of Commonwealth and State listed flora and fauna species and ecological communities within the Project Area and surrounding study area, characterising the existing ecological condition of the Project Area and its surroundings.

The assessment included field surveys on 13 and 14 November 2023.

The Project Area has a long history of agricultural use. As a result of this and disturbance resulting from farming practices, ecological investigation identified that the site has been heavily altered from its natural state and was largely dominated by sown pasture grasses.

Whilst the main area of the Project area was found to be heavily altered nature of the ground layer, the Yackandandah-Dederang Road road reserve and AusNet owned land contains several patches of native vegetation and remnant native eucalypts, some of which are classified as large trees.

The following native vegetation was recorded in the Study Area:

- 0.34 ha of Valley Grassy Forest (Ecological Vegetation Class (EVC 47)) across 11 patches (including three large trees in a patch); and
- 16 scattered trees (including 10 large and six small).

The assessment assisted in refining the Project Area and siting buildings and works to avoid or minimise impacts to native vegetation where possible. See Appendix C for further information.

The Project requires the removal of a number of scattered trees which triggers planning approval under Clause 52.17 (Native Vegetation) of the Alpine Shire Planning Scheme. The removal of trees is required to facilitate the construction of access to the Project.

As discussed in Section 2.2, two access options are currently being considered. Native vegetation removal required for each access track is outlined below:

- Access provided through the AusNet owned land would result in the removal of 0.174 ha of native vegetation.
- Access provided via the unused government road would result in the removal of 0.203 ha of native vegetation.

Offsets are required in accordance with the *Guidelines for the removal, destruction and lopping of native vegetation* (DELWP, 2017). The amount of offsets required is dependent on the access option chosen. Sufficient offsets are available in the North East CMA area. The Proponent will reduce native vegetation impacts through detailed design, including selection of the access track.

5.2 Heritage

5.2.1 Aboriginal Cultural Heritage

A part of Yackandandah-Dederang Road includes an area of Cultural Heritage Sensitivity (CHS) associated with Glen Creek however the design has been refined to avoid impacts in this location.

The Project is not intersecting any areas of Cultural Heritage Sensitivity however a voluntary Heritage Cultural Management Plan (number 19987) is being prepared due to the potential for unknown Aboriginal heritage to be present in the Project Area.

5.2.2 Historic Heritage

There are no historic heritage approval requirements for the Project under the *Heritage Act 2017* and *Planning and Environment Act 1987* and no recommendations for further historic heritage assessments. The desktop assessment and site inspection did not identify such requirements for historic heritage.

5.3 Traffic

A Traffic Impact Assessment (TIA) (Aurecon) has been undertaken to support this application, included in full at Appendix D. The assessment was undertaken to assess the anticipated parking, traffic and transport implications of the Project. Additionally, the TIA is supported by a range of technical memoranda and road intersection design (iCubed Consulting).

The assessment found that for operation and maintenance activities the Project is not expected to notably impact the capacity or safety of either Yackandandah-Dederang Road or Kiewa Valley Highway, or the surrounding road network.

Whilst the Project will generate an increase in vehicle movements over a 12-18 month construction period, it is not expected to notably impact the operation of these roads. Yackandandah-Dederang Road has an unposted (default) speed limit of 100 km/h and carries in the order of 240 vehicles per day, of which approximately 8% are heavy vehicles[2]. Yackandandah-Dederang Road is an approved B-Double and Higher Mass Limit (HML) vehicle route.

During the peak construction period the project is estimated to generate the following vehicle movements.

- 33 'in' light vehicles in the AM peak
- 33 'out' light vehicles in the PM peak

6 'in' and 6 'out' heavy vehicles per day across construction hours.

During construction, this is expected to be manageable. The additional traffic flow on the key access roads will be subject to appropriate traffic management treatments and mitigation works, identified and addressed via the prepaation and implemention of a Traffic Management Plan (TMP) prepared to the satisfaction of the responsible authority. Therefore, construction impacts are expected to be manageable.

The Project is proposed to be accessed off Yackandandah-Dederang Road, via a new access (for both construction and operation vehicle access). Two access locations are currently being explored, with the location to be finalised prior to construction. Both options as shown below are appropriate for access points and can accommodate the required construction vehicles:

- AusNet Access Option: Access via land adjacent to the DDTS, outside the fenced terminal station.
- Government Road Access Option: Access via the unused government road which runs between AusNet land and the adjoining private property.

Kiewa Valley BESS is a proposed project to the south of the Project site. Access from the arterial road network to both BESS sites could be from Yackandandah-Dederang Road via the Unused Road Reserve access point during both construction and operation. The cumulative impact of both BESS sites being constructed and operating within the same period is assessed in the TIA. It is also possible that the construction phases of both projects does not overlap, therefore the cumulative assessment is considered a worst-case assessment.

5.4 Noise

An Environmental Noise Assessment (Sonus) has been undertaken to support this application, included in full at Appendix H.

The assessment has reviewed the noise impacts at the three closest noise sensitive receivers as achieving the noise limits at the three closest noise sensitive receivers will demonstrate compliance at all other noise

[2] Source: Department of Transport Open Data Hub – Traffic Volume

receivers. The assessment also considered the future Kiewa Valley BESS and the cumulative impacts from this proposed project.

The noise levels have been predicted using the ISO 9613-2:1996 noise model and compared against relevant criteria. When considering the potential tonal nature of the predicted noise, and the cumulative effect of other existing and proposed noise sources (including the Kiewa Valley BESS) in the area, the predictions indicate that a reduction in high frequency noise from the inverters is required. Mitigation recommendations have been provided to reduce the noise level and these mitigation methods will ensure the Project can achieve the noise limits at all locations in all seasons.

The Project has been designed with the reduction of noise as a primary consideration. This has included:

- The location of the site and the site layout being designed to maximise separation distances from sensitive receivers.
- Equipment suppliers being short listed based on the ability to achieve low noise emissions.
- Manufacturer's attenuation being incorporated into the design.
- Meetings conducted with equipment manufacturers to implement designs which further reduce noise levels.

The approach to environmental noise has included a conservative assessment of criteria as well as the use of every practical measure to reduce noise. Based on this approach, it is considered that all reasonably practical methods of minimising noise pollution have been explored. The Project will continue to have an obligation to implement methods of reducing noise in accordance with the General Environmental Duty.

A pre-construction environmental noise assessment will be undertaken to confirm that compliance can be achieved for the final layout and selected BESS equipment (including any final mitigation measures).

The Environmental Noise Assessment has been peer reviewed, which confirmed that the Project can comply with the noise limits and is included in full at Appendix G.

5.5 Landscape and Visual

A Landscape and Visual Impact Assessment (LVIA) (Landform Architects) has been undertaken to support this application, included in full at Appendix E.

The LVIA concluded that there are limited locations along Yackandandah – Dederang Road where the Project would be visible. In these instances, the impact is considered to be negligible due to the limited visibility of the Project from the road and the short duration in which the Project would be visible by road users. Cumulative impacts have been assessed as part of this assessment including the current DDTS and transmission infrastructure and the proposed Kiewa Valley BESS and the potential for cumulative visual impacts would not be significant

The Project will not be visible from the Dederang township but will be visible from a neighbouring dwelling located at the southern end of Goonans Lane, approximately 460 m west of the Project Area see Figure 2-3 for dwelling locations). The Project will occur low in the landscape and will be partially screened by topography and existing vegetation. Dwellings along Speers Lane are approximately 1.5km north of the Project however are elevated enabling views to the south towards the Project. The Project views would be added to the background of views, which include the existing Dederang Terminal Station and connecting overhead transmission lines.

Three options have been identified to assist with minimising any view of the Project from the property to the west of the Project Area. These are outlined below:

- Revegetation works along the western banks of the waterway (unnamed) to the west of the BESS.
- Build upon existing windbreak plantings in farming land approximately midway between the location of proposed BESS and Goonans Lane.
- Include native windbreak plantings along eastern edge of Goonans Lane (within the Project Area).

The Proponent has made a number of attempts to consult with the neighbouring dwelling owners on the view of the Project from their dwelling and potential landscape screening options, however the owners have

declined these offers. The Proponent will continues to attempt to engage with the neighbour in order to select the final landscape screening option prior to the commencement of construction.

5.6 Bushfire

A Risk Management Plan (including Fire Safety Study) (Fire Risk Consultants) has been undertaken to support this application, included in full at Appendix H.

The Risk Management Plan for the Dederang BESS has found that the indicative design and layout can meet the requirements of the CFA Guidelines and adequately manage the fire risk to an acceptable level.

The systems and procedures that will be implemented during design, construction (including commissioning) and operation will ensure that any risk is managed to an acceptable level. Including (but not limited to):

1. Access to the site to include full perimeter access including appropriate widths and load limits from two separate access gates.
2. Perimeter fire break of 10 metres with additional managed areas of 9 metres
3. Fire hydrant system that complies with AS2419.1 and includes static water supplies (432,000 litres), booster assembly and pumps that enables appropriate pressures at the fire hydrant.
4. Fire water retention of a minimum of 432,000 litres.
5. Fire Management Plan as per the requirements of the CFA Guidelines.
6. Emergency Management Plan as per the requirements of the CFA Guidelines.
7. Emergency Information Book and Emergency Information Containers located at the Yackadandah - Dederang Road entrance.

The plan will be updated prior to construction, to the satisfaction of the CFA, to confirm the findings once a BESS supplier has been selected.

5.7 Surface Water

A Surface Water Assessment (Water Technology) has been undertaken to support this application, included full in Appendix G.

The Project Area is within the Glen Creek Catchment, and the Project is located on the high ground between two defined flow paths. These flow paths were identified as potential waterways, recommended to have 30m offsets of infrastructure to maintain waterway health and habitat.

The following findings were concluded from the assessment:

- The civil disturbance of the indicative design for the Project will slightly encroach the eastern 30 m waterway buffer. The main access and underground caballing to connect to the DDTS will also cross this waterway. However this encroachment is not considered to threaten the health or function of the waterway.
- During a 1% AEP event and 1% AEP climate change conditions, flows remain confined to a narrow flow width, all contained within the incised creeks floodplain.
- In terms of flooding considerations in any post-development scenario:
  - Flood safety hazard is not increased to a detrimental level.
  - There is no increase in flood levels on adjoining properties.
  - The proposed plan causes minor changes to conveyance over site, however no off-site impact.
  - Safe access will be achieved irrespective of which access track is adopted (AusNet or Government Road).
  - The Project will be required to be designed to manage and treat stormwater run-off under a stormwater management plan (SWMP).

The Project is expected to be able to satisfy criteria for appropriate management of water quality and flood impacts.

6 Conclusion

This planning application report demonstrates that the Project supports the Alpine Shire Council and State Planning Policy (Clause 19) in its vision to facilitate the development of alternative energy systems that enrich the area's resilience, prosperity and sustainability. The Project provides a key opportunity for the region to shift towards clean energy and climate change adaptation, and being co-located with the existing DDTS maximises the use of existing infrastructure to reduce impacts on nearby residents by minimising the need for new infrastructure.

The Project is considered to have met the current requirements and policy direction of the Alpine Planning Scheme and associate guidelines. The application is supported by environmental impact assessments that support the proposed site selection and indicative design. The application confirms the Project is suitable as:

- The Project supports the fair, orderly, economic and sustainable use and development of land.
- The Project will support the creation of a renewable, affordable and reliable energy supply using large-scale energy storage technology, by providing an indicative nominal installed capacity of 400MWh.
- The Project supports a strong and innovative economy through the provision of construction jobs and ongoing employment through this emerging technology project.
- The Project is compatible and complementary to the current land use and is strategically located adjacent to existing transmission infrastructure.
- The Project will not adversely impact the amenity of the local area. Landscape and visual, noise and traffic impact assessments have been undertaken to confirm required mitigation measures to minimise any perceived impact to the local community.
- The Project minimises biodiversity impacts. Native vegetation removal will be minimised with appropriate offsets secured to facilitate the Project.
- The Project has no impact on historical heritage and the Proponent is doing a voluntary CHMP to minimise any harm to Aboriginal cultural heritage.

Appendix A: Certificates of Title

Appendix B: Application Plans

Appendix C: Ecological Assessment

Appendix D: Traffic Impact Assessment

Appendix E: Landscape and Visual Impact Assessment

Appendix F: Environmental Noise Assessment

Appendix G: Environmental Noise Assessment, Peer Review

Appendix H: Surface Water Impact Assessment

Appendix I: Risk Management Plan (including Fire Study)

Appendix J: Consultation Summary Report

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