Amey

Scoping Report

Bathurst Battery

AGL Energy Limited
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PREPARED BY	REVIEWED BY	AUTHORISED BY
Name: YiSong Liu Signature: 	Name: Lucy McDermott Signature: 	Name: David Walker Signature: 

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Abbreviations

ABBREVIATIONS	ABBREVIATED TERM
ACHA	Aboriginal Cultural Heritage Assessment
AHIMS	Aboriginal Heritage Information Management System
Ancillary infrastructure	All project infrastructure with the exception of battery storage, including but not limited to the substation, switching rooms, control rooms, permanent offices, site compounds, maintenance buildings, laydown areas, noise barriers, internal site access and parking, lighting, electricity transmission lines and internal roads
BESS	Battery Energy Storage System
Battery storage infrastructure	Battery modules including inverters/power conversion systems and battery management systems
DA	Development application
DPHI	Department of Planning, Housing and Infrastructure
EDC	Estimated development cost
EIS	Environmental Impact Statement
EP&A Act	*Environmental Planning and Assessment Act 1979*
EP&A Regulations	*Environmental Planning and Assessment Regulation 2021*
ha	Hectares
Infrastructure SEPP	*State Environmental Planning Policy (Transport and Infrastructure) 2021*
km	Kilometres
kV	Kilovolt
LEP	*Bathurst Regional Local Environmental Plan 2014*
LGA	Local Government Area
m	Metres
MW	Megawatt
MWh	Megawatt-hour
MVPS	Medium Voltage Power Station
PMST	Protected Matters Search Tool
REAP1	Renewable Energy Action Plan
REAP2	Registered Environmental Assessment Practitioner
REZ	Renewable Energy Zone
RNE	Register of the National Estate
SEARs	Secretary's Environmental Assessment Requirements

ABBREVIATIONS	ABBREVIATED TERM
SEPP	State Environmental Planning Policy
SHI	State Heritage Inventory
SHR	State Heritage Register
SSD	State Significant development
SSDA	State Significant Development Application
Systems SEPP	*State Environmental Planning Policy (Planning Systems) 2021*

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1. Introduction

1.1. Overview

AGL Energy Limited (AGL) (AGL Energy Ltd; the Applicant) is seeking development consent to construct, operate and maintain a battery energy storage facility (Bathurst Battery).

The Bathurst Battery would be designed to provide up to 500 megawatt (MW) of electricity to the grid for 4,000 MW hours [MWh]. While the battery equipment would have a higher installed storage capacity of 5,400 MWh, not all of this capacity is intended for routine operation. The additional capacity would help maintain performance as the battery ages and supports efficient system operation throughout the life of the Project.

The Bathurst Battery battery storage infrastructure is to be located on land at 310 Eleven Mile Drive, Eglinton, NSW 2795, also known as Lot 10 DP1016481 (refer to

Figure 1-1). Other land potentially impacted by the Project other than the above, such as in relation to potential road upgrades, may include Thomas Drive (a local road) and other roads along the transport route. Subject to detailed design and clarification of specific impacts, all relevant lands will be listed in the Environmental Impact Statement (EIS).

The proposed Bathurst Battery is located within the Bathurst Regional Local Government Area (LGA), approximately six (6) kilometres north of the Bathurst Central Business District (CBD), in the Central Tablelands region. The Bathurst Battery is not located within a Renewable Energy Zone (REZ). The regional context of the Project area is depicted in **Figure 1-2**. The project area is expected to occupy an area of up to 115 ha. It is anticipated, at this stage, that this area will reduce in size as the design is further developed.

The development footprint of the Bathurst Battery, including ancillary infrastructure and site access, will occupy an area of up to 70 hectares (ha), noting that it is anticipated, at this stage, that this area will reduce in size as the design is further developed. Access to the development footprint is expected to be from Thomas Drive, in the west, either via an existing access point (A) or a new access point (B) to be developed. Thomas Drive is a local road, sealed for approximately 1 km from Eleven Mile Drive and then featuring a maintained gravel surface. The existing access point (A) is approximately 550 m from the point at which the road transitions from sealed road to gravel. If a new access point was established (B), it would be built at approximately the location where the sealed portion of Thomas Drive ends. A third access option (C) is also being considered, which would utilise the existing property access from Eleven Mile Drive, together with construction of a new internal access driveway. The development footprint and the three access option locations are shown in **Figure 3-1**.

Subject to agreement with Transgrid, the Bathurst Battery would connect to the network via a cut-in connection to the adjacent 330 kilovolt (kV) transmission line, which runs through the development footprint.

Key components of the Bathurst Battery would include:

- Enclosed batteries and associated infrastructure;
- Power conversion systems including associated transformers and infrastructure;
- Above ground, below ground or a combination of both power and fibre optic cabling interconnecting the equipment;
- Grid connection equipment including switchgear, protection and control equipment, metering, reactive power equipment, harmonic filters, auxiliary transformers and enclosures/buildings for housing equipment;
- An overhead 330 kV transmission line to connect between the new 330 kV substation and Transgrid's existing 330 kV transmission line. Total length of the new 330 kV transmission lines will be dependent on Transgrid's final design but is expected to be less than 250 m;
- Earthing and lightning protection systems;
- Temporary and permanent control room/s office and maintenance buildings, warehouses, site office and amenities, construction compounds, switch room/s, site access, internal roads, laydown areas, heavy vehicle turning areas and car parking;
- Other associated and ancillary infrastructure, including, for example, fire suppression, drainage and stormwater management, security fencing, lighting and CCTV;
- A 330 kV substation, two (2) x 330/33 kV Transformers, a 33 kV substation and associated infrastructure;
- Possible upgrades to Thomas Drive, the site access and roads along the transport route, subject to detailed assessment;
- Noise barriers (if required);
- Vegetation screening (if required); and
- Subdivision of the land to create a host lot for the Project transformer and/or switching station.

A conceptual layout of the indicative battery and associated infrastructure has been provided in **Figure 3-1**.

This scoping report has been prepared by Amey Australia Pty Ltd (Amey) to support a request to the Department of Planning, Housing and Infrastructure (DPHI) under section 173(1) of the EP&A Regulations for the Secretary's Environmental Assessment Requirements (SEARs). The SEARs will inform preparation of

an Environmental Impact Statement (EIS) submitted under Part 4 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act). A scoping report summary table is provided in **Appendix A**.

The project is a State Significant development (SSD) as declared by Section 4.36(2) of the EP&A Act and under Section 2.6(1)(b) and Section 20, Schedule 1 of the *State Environmental Planning Policy (Planning Systems) 2021* (Systems SEPP). Section 4.5(a) of the EP&A Act provides that, in the case of SSD, the consent authority for such development will be the Independent Planning Commission (if the development is of a kind for which the Independent Planning Commission is declared the consent authority by an environmental planning instrument) or the Minister (if the development is not of that kind). In this regard, section 2.7(1) of the Systems SEPP confirms the categories of development for which the Independent Planning Commission is declared to be the consent authority.

A core objective of the scoping report is to ensure a complete understanding of site sensitivities and to prioritise a strategy of avoid, minimise, and offset. Strategies for key impact areas in this respect are as follows:

Table 1-1: Impact Minimisation Strategy

KEY IMPACT AREAS	AVOID	MINIMISE	OFFSET
Access	Prioritise the use of existing road infrastructure, subject to agreement with the road's authorities.	Where impacts cannot be avoided, negotiate with regulators to ensure that designs minimise impact where possible.	Any residual impacts (such as to native vegetation associated with road works) would be assessed via the project Biodiversity Development Assessment Report (BDAR) and residual credit liability would be discharged prior to works commencing.
Amenity, built environment and land use	The positioning of the facility has been carefully conceived to avoid impacts to nearby non-associated receivers.	Residual impacts would be identified through detailed assessment and measures taken to avoid and minimise these.	Where impacts cannot be avoided or minimised to an acceptable extent, agreements with neighbours would be negotiated to offset residual impacts.
Biodiversity	Prioritise development of lands that have been cleared of native vegetation.	Where impacts cannot be avoided, negotiate with regulators to ensure that designs minimise impact where possible.	Any residual impacts (such as to native vegetation associated with road works) would be assessed via the project BDAR and residual liability would be discharged prior to works commencing.
Economic	Economic impacts are largely positive.	Harm is minimised through ensuring the adoption of best practice principles in construction and operation.	No residual impacts are predicted.
Hazard and risks	Avoidance and minimisation of the risks of hazard would be delivered through a strong understanding of project risks, through specialist investigations, and adoption of key recommendations.		N/A
Aboriginal heritage	Known sites of Aboriginal significance have been taken into consideration in the initial layout, including avoiding impacts where possible, and would be avoided where possible in the developed design for DA. Sufficient investigations will be completed to identify any previously unidentified sites, and these would also be avoided where possible.	Where avoidance cannot be achieved, impacts would be minimised through consultation with Registered Aboriginal Parties (RAPs) on the best approach for impacts to Aboriginal Cultural heritage. This will be delivered through the projects Aboriginal Cultural Heritage Assessment (ACHA).	Any unavoidable impacts (not expected) would be assessed and agreed with RAPs and in consultation with Heritage NSW prior to works commencing and documented in the ACHA.
Historic heritage	Site selection has avoided/minimised direct impacts through ensuring adequate separation to sites of historic heritage importance.		No residual impacts are predicted due to the separation distance between the proposed battery infrastructure and the heritage items in the locality.

KEY IMPACT AREAS	AVOID	MINIMISE	OFFSET
Social impact	A clear understanding of potential social impacts would be determined through effective, proactive, and genuine engagement with community stakeholders. Once these issues are clearly understood, strategies will be adopted via the project EIS to ensure avoidance and minimisation.		To the extent that residual impacts are identified, impacts would be offset by the overarching positive benefit associated with the delivery of the Project, to meet the State and Federal goals around decarbonisation of the energy industry.
Water	Impacts to surface water are avoided through ensuring appropriate offsets between project infrastructure and mapped waterways.	Harm minimisation would be delivered through adoption of best practice principles outlined in adopted DPE Water riparian corridor guidelines	Offsetting, if required, would be completed in accordance with the average rule outlined in the DPE Water riparian corridor guidelines
Air quality	Impacts to air quality would be avoided/minimised through adopting standard mitigation measures, to be outlined in a project CEMP.		No residual impacts requiring offsetting are predicted.

Key features of the Project are summarised in **Table 1-2**. The local context of the development is reflected in

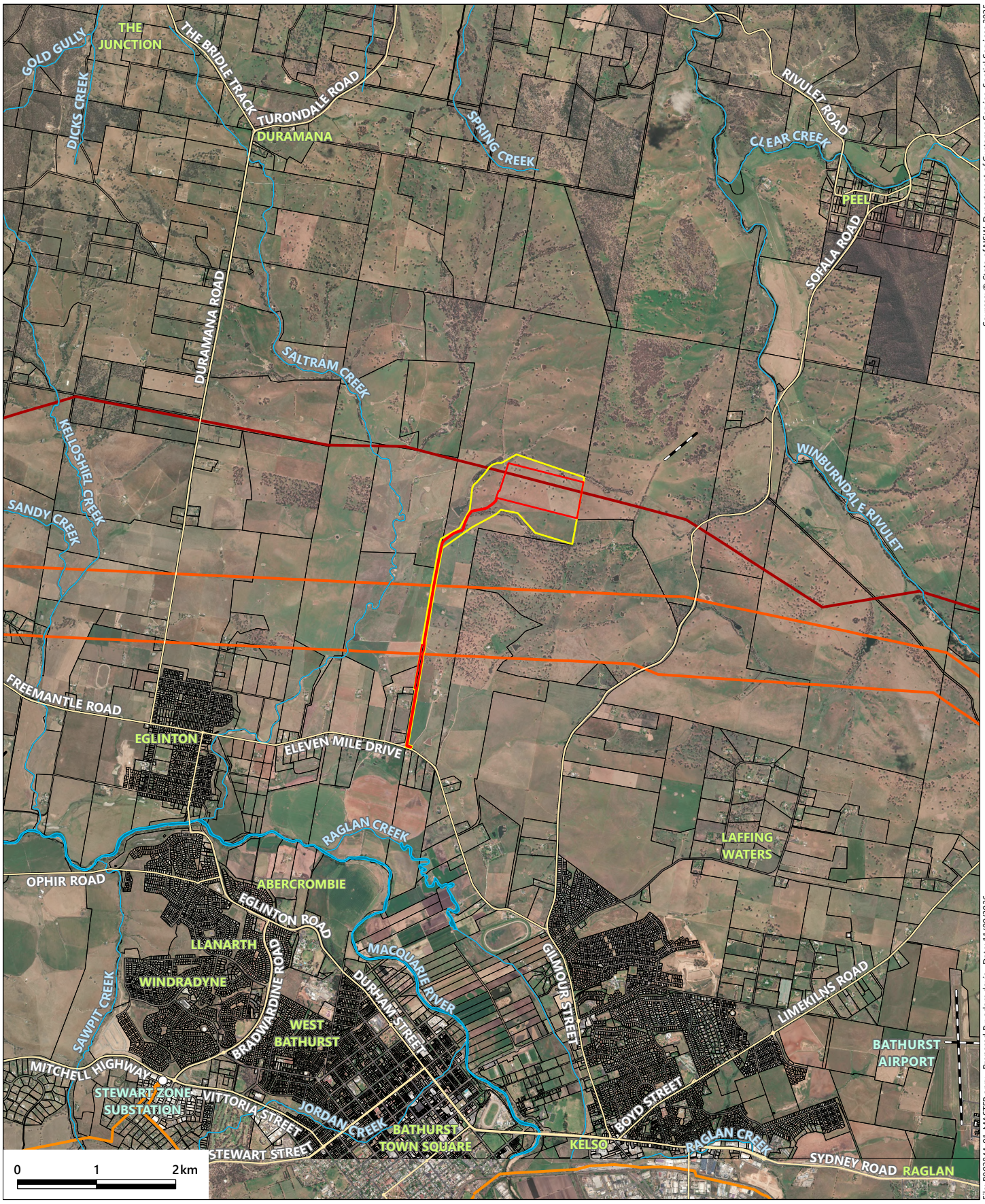
Figure 1-1 and the regional context is reflected in **Figure 1-2**. Site constraints are reflected in **Figure 2-3**.

Table 1-2: Project Summary

PROJECT ELEMENT	SUMMARY OF THE PROJECT
Development footprint	The indicative battery, site access and driveway, potential road upgrades and ancillary infrastructure will occupy an area of up to 70 ha, noting that this area is expected to be reduced through the development of design. The development footprint is the area within which all physical aspects of the Project will be contained and is located within the broader project area.
Project area	• The areas of Lot 10 DP1016481 affected by the Project • Works within the Thomas Drive road reserve, if required, and subject to ongoing engagement with Bathurst Regional Council (BRC). • Upgrade works along the transport route, if required, and subject to ongoing engagement with Transport for NSW (TfNSW), BRC and any other affected local Council. The project area consists of all impacted land within Lot 10 together with those areas of the above land outside the host lot that is subject to physical disturbance; this area is currently up to 115 ha, noting that it is anticipated, at this stage, that the area is expected to be reduced as the design detail is further developed.
Maximum energy discharge	Up to 500 MW
Energy storage output capacity	4,000 MWh - 5,400 MWh
Effective energy storage capacity of the Project at the beginning of service life (installed capacity)	5,400 MWh
Project lifespan	Approximately 20-30 years, with the possibility of upgrades to extend the operational life
Infrastructure	• An up to 500 MW, 4,000 – 5,400 MWh battery (with effective energy storage capacity up to 5,400 MWh); • Overhead 33 kV lines, underground 33 kV cabling or a combination of both, to connect the battery step up transformers to the 33 kV substation. • A 330 kV substation and associated switching station, 2 x 330/33 kV transformers and a 33 kV substation; • An overhead 330 kV transmission line to connect between the new 330 kV substation and Transgrid's existing 330 kV transmission line; • Temporary construction compound including material laydown areas, site offices, vehicle parking, and amenities; • Potential upgrade works in relation to Thomas Drive and the site access • Potential road adjustment/upgrades along the transport route (if required); • Site access arrangements (refer following cell) • Security fencing.
Subdivision	• Creation of a lot/s to host the substation and/or switching station to enable dedication to the electricity authority (if required)
Site access	Site access from either: • Existing access on Thomas Drive and utilisation of existing internal access driveway; • New access from Thomas Drive together with new internal access driveway; or • Existing access from Eleven Mile Drive together with new internal access driveway,
Access route	A number of route options are being considered for the delivery of project infrastructure, with high risk components to be delivered from either: • Port Newcastle; • Port Adelaide; or • Melbourne (Glen Waverley). • Non high risk components would be expected to be delivered from Port Newcastle. Other project elements (gravel, soil, water etc) would be delivered from local and regional suppliers using appropriately gazetted transport routes.

PROJECT ELEMENT	SUMMARY OF THE PROJECT
Construction	Construction is currently anticipated to commence in late-2028 and require up to 24 months
Operations and maintenance	The project is anticipated to operate for approximately 20-30 years and would be operated remotely, with staff attending site to undertake maintenance activities.
Decommissioning and rehabilitation	At the end of the Project's life, the assets will be decommissioned and the components above ground and below ground removed and rehabilitated.
Workforce	Up to 200 FTE construction jobs and up to 3 FTE operational and maintenance jobs.
Hours of operation	24 hours, 7 days a week.

Figure 1-1
Local Context



Sources: © State of NSW, Department of Customer Service, Spatial Services 2025
ESRI 2025

File: P003844_01_MASTER.aprx Prepared By: adam.davis Date: 11/09/2026

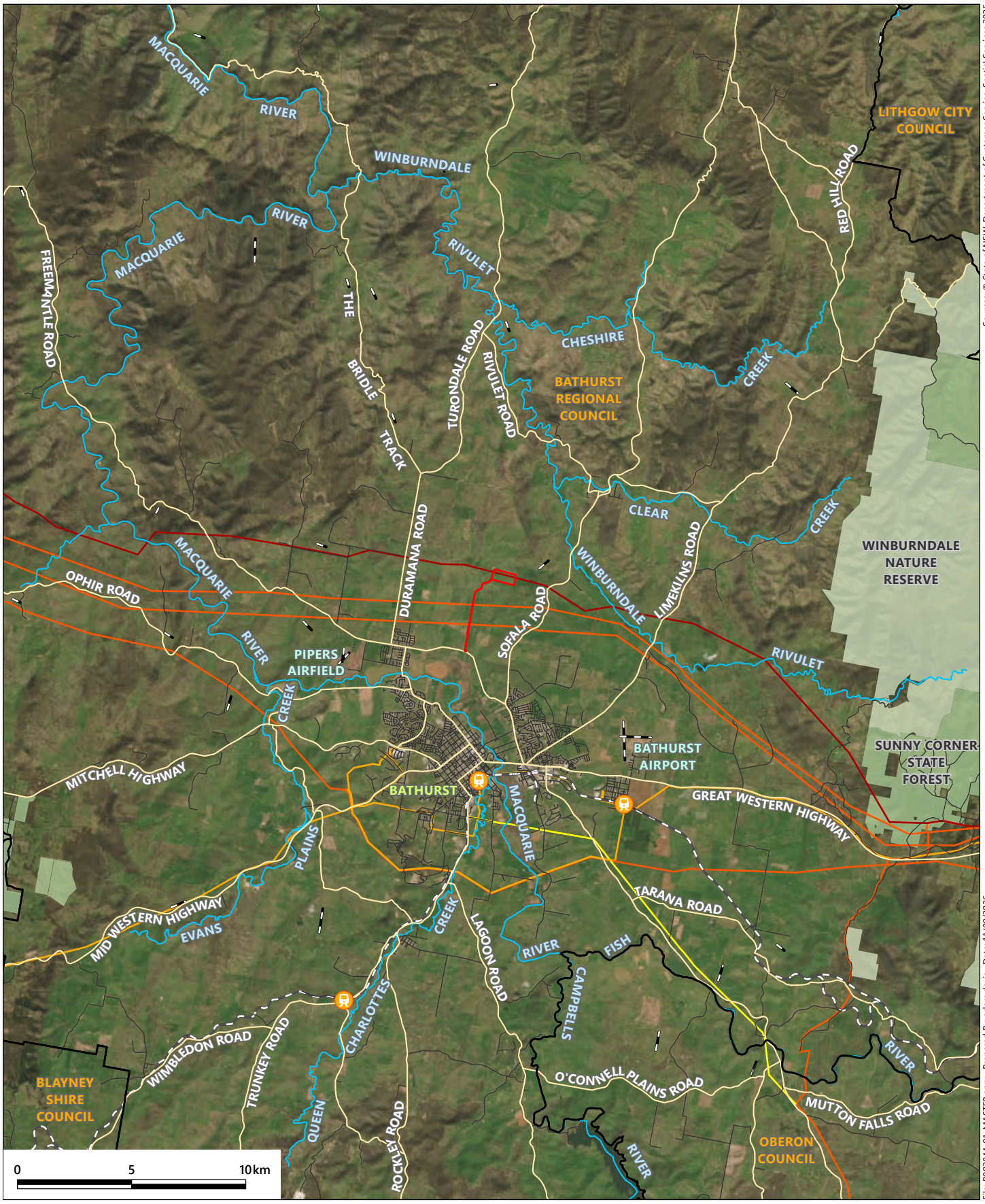
Legend

- Development Footprint - Indicative Land Area
- Project Area
- Lot
- Major Road
- Runway
- Named Water Body
- Named Watercourse

Electricity Transmission Line

- 66 kV
- 132 kV
- 330 kV

Figure 1-2
Regional Context



Sources: © State of NSW, Department of Customer Service, Spatial Services 2025
ESRI 2025

File: P003844_01_MASTER.aprx Prepared By: adam.davis Date: 11/09/2026

Legend

- Development Footprint - Indicative Land Area
- Local Government Area
- Major Road
- Minor Road
- Railway
- Runway
- Railway Station
- Major Watercourse (Strahler Equal To or Greater Than 6)
- State Forest
- NPWS Reserve

Electricity Transmission Line

- 33 kV
- 66 kV
- 132 kV
- 330 kV

1.2. Applicant

AGL Energy Limited (AGL) (ABN: 45 086 586 192) (the Applicant) was founded in 1837 as Australia's first gas company, 'The Australian Gas Light Company' and currently operates Australia's largest private electricity generation portfolio with a total installed capacity of 10,330 MW accounting for approximately 20% of the total generation capacity within Australia's National Electricity Market (NEM). The business address of AGL is Level 24, 200 George Street, Sydney, NSW, 2000.

1.3. Planning Framework

The proposed project is defined as electricity generating works under the *Bathurst Regional Local Environmental Plan 2014* (LEP) as it is:

a building or place used for the purpose of—

(a) making or generating electricity, or

(b) electricity storage.

The project area is zoned RU1 Primary Production pursuant to the LEP (refer **Figure 4-1**). Electricity generating works are permitted with consent within the RU1 Primary Production zone pursuant to the LEP.

In addition, the proposed project is defined as electricity generating works under section 2.35 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021* (Infrastructure SEPP) as it is:

a building or place used for the following purposes, but does not include a solar energy system—

(a) making or generating electricity, or

(b) electricity storage.

Electricity generating works are also permitted with consent under section 2.36(1)(b) of the Infrastructure SEPP on the basis that the RU1 Primary Production zone is a "prescribed non-residential zone" under the Infrastructure SEPP.

The proposed battery is SSD, pursuant to section 4.36(2) of the EP&A Act and Section 2.6(1)(b) and Section 20, Schedule 1 of the Systems SEPP, as it is for the purposes of electricity generating works with an estimated cost of development (EDC) of more than $30 million, and it is permitted with consent.

As the proposed development contains a battery with a capacity of greater than 30 MW, it would constitute designated development by reference to Section 7 of Schedule 3 of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulations). However, Section 4.10(2) of the EP&A Act provides that SSD is not designated development. In any event, the requirement in relation to the designated development is to prepare an EIS in support of the Development Application (DA). This is also a requirement of the SSD process, and thus there is no demonstrable difference in the environmental assessment approach.

1.4. Report Structure

Consistent with the requirements of the State Significant Development Guidelines – Preparing a Scoping Report (DPIE 2022), the report is structured as follows:

- **Section 1** introduces the Project, its location, the development details, and the planning framework.
- **Section 2** details the development's strategic context.
- **Section 3** provides a description of the proposed development.
- **Section 4** provides the statutory context.
- **Section 5** provides details of community engagement completed during the scoping phase.
- **Section 6** provides a summary of the proposed level of assessment of project impacts in the Project EIS.

2. Strategic Context

2.1. Policy

2.1.1. Australia's Long Term Emissions Reduction Plan

Australia's Long Term Emissions Reduction Plan (Australian Government, 2021) (LTERP) sets out how Australia will achieve the goal of net zero emissions by 2050. One key principle of the plan is to lower the costs of low emissions technology. This involves prioritising technologies that will achieve this. One of the identified priority technologies is "energy storage for firming". The proposed Bathurst Battery will provide energy storage, contributing to grid stability and supporting the supply of clean and affordable electricity. The proposed Bathurst Battery is considered consistent with the priorities of the plan as it will provide opportunity for energy storage within the regional context.

2.1.2. NSW 2021 Plan and Renewable Energy Action Plan

NSW 2021: A Plan to Make NSW Number One (NSW Government, 2011) (NSW 2021 Plan) sets state-wide priorities for action and guides resource allocation. Goal 22 of this plan seeks to protect the natural environment and includes a specific target to increase renewable energy. The NSW 2021 Plan states:

"We will contribute to the national renewable energy target by promoting energy security through a more diverse energy mix, reducing coal dependence, increasing energy efficiency, and moving to lower emission energy sources."

Since release of the NSW 2021 Plan, the NSW Government has overseen the development of the NSW Renewable Energy Action Plan (REAP). The vision of the plan is a 'secure, affordable and clean future for NSW'. Goal 1 of the REAP is to attract renewable energy investment.

The proposed Bathurst Battery sits comfortably within this state-led objective and is consistent with the goal and intent of the REAP. Large-scale battery systems represent a fundamental component of the REAP, facilitating greater flexibility in electrical generation and stabilising the grid such that further deployment of renewables can be made possible.

Through assisting the expansion of renewable forms of electrical generation, the proposed battery further supports the NSW Climate Change Policy Framework (NSW Government, 2016) (Framework). This Framework is committed to effective action on climate change, outlining long term objectives to achieve net-zero emissions by 2050 and to make NSW more resilient to a changing climate. The achievement of net zero emissions by 2050 is reliant on the transition towards more sustainable and renewable forms of electrical production.

The Bathurst Battery supports this objective by improving the reliability and stability of the electricity grid. Battery systems balance electrical demand and supply, and support responsive management of the electricity network, particularly during periods of peak generation and use. Increased variability within the grid is expected as the network transitions to increasingly renewable means of generation. The proposed Bathurst Battery is consequently consistent with the objective of the Framework.

2.1.3. NSW Net Zero Plan

Since release of the 2021 Plan, the NSW Government has overseen the development of the NSW Net Zero Plan. The objective of the plan is to achieve net zero emissions by 2050 by creating new jobs, cutting household costs and attracting investment. Net Zero Plan Stage 1: 2020-2030. The Net Zero Plan identifies four (4) priority areas for action to achieve this objective which include:

1. Drive uptake of proven emissions reduction technologies that grow the economy, create new jobs or reduce the cost of living
2. Empower consumers and businesses to make sustainable choices
3. Invest in the next wave of emissions reduction innovation to ensure economic prosperity from decarbonisation beyond 2030
4. Ensure the NSW Government leads by example

The proposed Bathurst Battery is consistent with the state-led priorities, particularly Priority 1 and Priority 4, by creating new jobs and supporting the growing renewable energy market. Large-scale battery systems are a new proven technology that is contributing to the stability and reliability of the Australian electricity network. The battery systems have been developed to support the increased number of renewable energy sources that are emerging across Australia to support the objective to achieve net zero emissions.

2.1.4. NSW Electricity Strategy

The NSW Electricity Strategy 2019 (NSW Government, 2019) is a state-wide plan to ensure a reliable, affordable, and sustainable electricity future. The purpose of the NSW Electricity Strategy is to:

"Improve the efficiency and competitiveness of the NSW electricity market and encourage investment in new price reducing generation and energy saving technology."

The strategy is underpinned by the following four important principles:

- *New market-driven electricity generation should drive down prices and help protect the environment. This is because firmed renewables are the cheapest form of new reliable generation and cheaper than the current wholesale price*
- *As electricity is an essential service, state and Commonwealth governments are ultimately responsible for reliable electricity*
- *Government action should limit costs to households, businesses and taxpayers*
- *Government action should be consistent with the nature of the national electricity system and NSW policy objectives.*

In relevance to meeting the State's Energy Security Target the Electricity Strategy also states that:

NSW is projected to experience its tightest reserve conditions in 2023-2024 after the Liddell power station closes in April 2023.

The proposed Bathurst Battery supports the objectives of NSW Electricity Strategy, improving the reliability and affordability of electricity through its ability to balance electrical supply and demand. Large-scale energy storage is a core component of the NSW Electricity Strategy due to its ability to enhance the dispatchability of renewable energy generation and provide firming capacity to the broader NSW market.

2.1.5. NSW Electricity Infrastructure Roadmap

The former Department of Planning, Industry and Environment (DPIE) released the NSW Electricity Infrastructure Roadmap (DPIE, 2020) in November 2020. Key actions from the Roadmap include:

- Renewable Energy Zones (REZs);
- Transmissions development scheme;
- Electricity Infrastructure Investment Safeguard;
- Pumped Hydro Recoverable Grants Program; and
- Internationally competitive NSW industries.

Whilst the Bathurst Battery is not located within a REZ, the Project will significantly contribute to the NSW Electricity Infrastructure Roadmap by enhancing the state's renewable energy capacity.

The Project aligns with the Roadmap's goals of reducing greenhouse gas emissions and lowering electricity costs for consumers. The Project will create construction and ongoing jobs and stimulate economic growth in the region, further supporting the objectives of the State's Roadmap.

2.1.6. Energy Security Safeguard

The Energy Security Safeguard (NSW Government, 2020) is part of the NSW Electricity Strategy and legislation to establish the Safeguard was passed by Parliament in May 2020 with an objective to improve the affordability, reliability, and sustainability of energy through the creation of financial incentives for energy activities.

Under the Electricity Supply Amendment (Peak Demand Reduction Scheme) Regulation 2021, the Government will establish a new Peak Demand Reduction Scheme (PDRS) to support activities that reduce demand at peak times, including flexible demand response.

Coupled with the Energy Saving Scheme (ESS), the PDRS is expected to deliver a net economic benefit for New South Wales of $1.2 billion.

The proposed Bathurst Battery supports the objectives of the Energy Security Safeguard by providing capacity to reduce peak demand during summer periods and assists NSW in meeting its peak demand reduction targets.

2.1.7. Renewable Energy Policy Framework

The Renewable Energy Policy Framework (Policy Framework) was published by Department of Planning, Housing and Infrastructure (DPHI) in November 2024 to help achieve the transition to renewable energy, support legislated net zero targets by 2050 and secure an affordable supply of electricity for NSW. While the Policy Framework generally relates to solar energy, wind energy, hydrogen and transmission projects, it also accounts for both associated and stand-alone battery projects, highlighting the need for two gigawatts of long-duration energy storage. The Policy Framework is relevant to stand-alone battery projects in terms of benefit sharing to the local neighbourhoods and local community, and private agreements with landowners and adjacent landowners. The Policy Framework will provide guidance for future benefit sharing agreements with BRC and private agreements with landowners.

2.1.8. The Central West and Orana Regional Plan 2041

The Central West and Orana Regional Plan 2041 set out a 20-year vision for a productive and resilient region with a strong renewable energy and resources economy. The vision states: “A healthy, connected and resilient region, with a prosperous economy.”

The following objectives are directly relevant to the Bathurst Battery:

- Objective 2: Support the State’s transition to Net Zero by 2050
- Objective 17: Co-ordinate smart and resilient utility infrastructure.

The Bathurst Battery supports these objectives by providing critical energy storage capacity that enables greater integration of renewable generation, improves grid stability, and strengthens energy reliability.

2.1.9. Bathurst Regional Local Strategic Planning Statement

The *Bathurst Regional Local Strategic Planning Statement* (Vision Bathurst 2040) sets the land-use direction for the Bathurst Region to the year 2040, guiding economic, social and environmental outcomes and identifying nineteen planning priorities in four themes. It seeks to enhance infrastructure, grow a diverse economy, protect heritage and environment, and support dynamic communities.

The proposed battery is consistent with the following strategic priorities of the Vision Bathurst 2040:

- Planning Priority 7 – Leverage new opportunities:

This priority identifies the need to promote innovation, attract new investment and support emerging industries in the Bathurst Region. The Bathurst Battery represents an innovative energy infrastructure project that can attract investment, create jobs in construction and operation, and diversify the regional economy.

- Planning Priority 8 – Become a Smart city:

This priority focuses on embracing education, knowledge and technological change. The Bathurst Battery supports technological advancement in energy systems, enabling integration of renewable energy generation, improving grid stability and enhancing the regional capability to adopt smart energy solutions.

- Planning Priority 14 – Create a sustainable Bathurst Region:

This priority emphasises sustainable land use and environmental stewardship. The Bathurst Battery contributes to sustainable energy infrastructure by facilitating the uptake of renewable energy, reducing reliance on fossil fuel generation and supporting climate resilience objectives identified in the Vision Bathurst 2040.

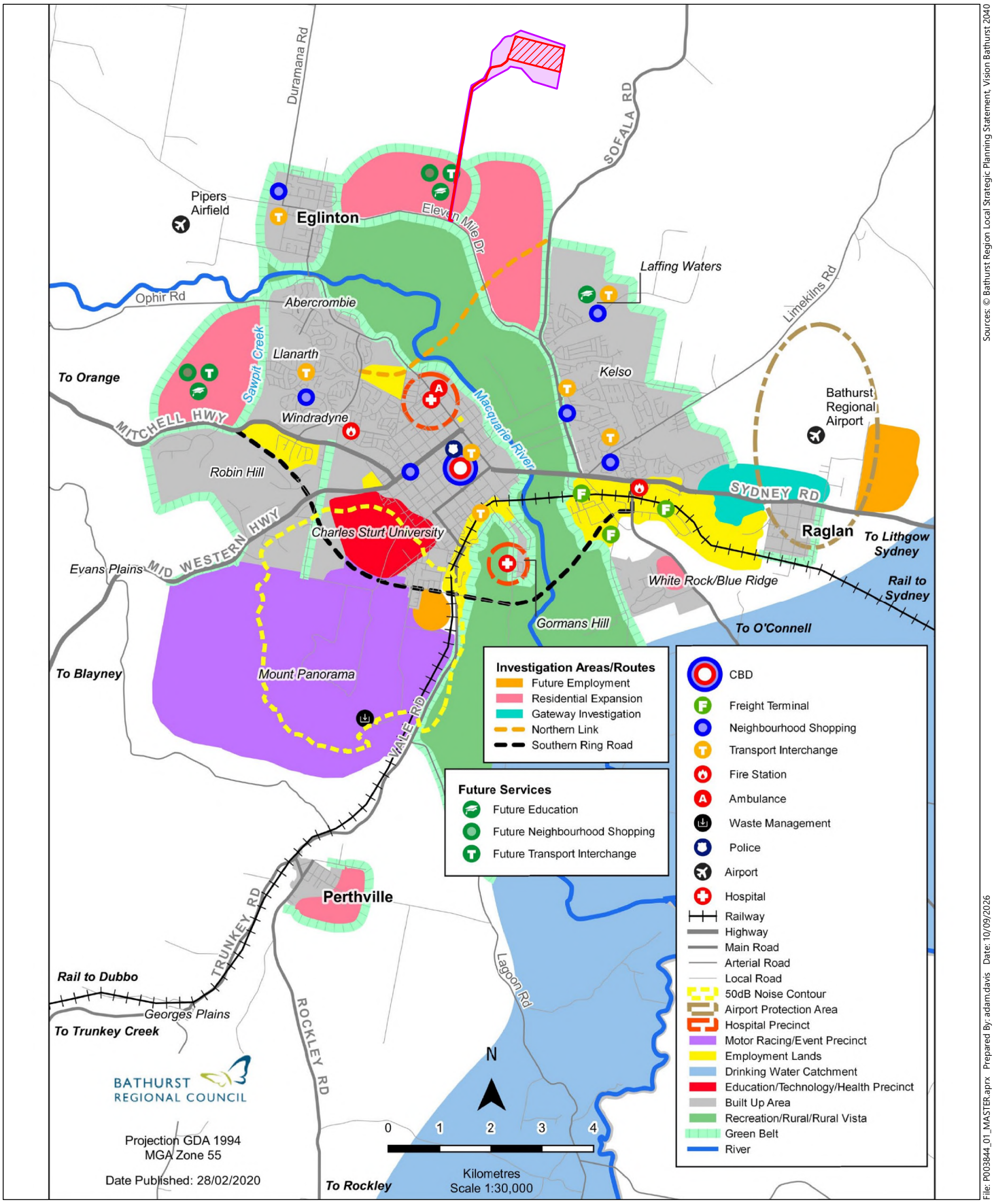
In these respects, the Bathurst Battery aligns with the Vision Bathurst 2040 by supporting economic opportunity, technological innovation and regional sustainability.

The Vision Bathurst 2040 identifies land in the north of the city, bordering Eleven Mile Drive, as an investigation area for residential expansion – refer **Figure 2-1**. The investigation area extends to a distance of approximately 1.5 km north of Eleven Mile Drive, while the proposed Bathurst Battery is situated approximately 3 km north of Eleven Mile Drive, or 1.5 km from the northern boundary of the investigation area. It is also notable that the landform in this area slopes to the north, from a low point at Eleven Mile Drive of approximately 660 metres Average Height Datum (mAHD) to a high point south of the proposed battery development footprint of approximately 740 mAHD. This topography provides effective visual and aural screening for the battery development footprint from these investigation lands.

Finally, the structure plan also identifies other investigation areas at Stewarts Mount (west of Sawpit Creek), and Perthville, in the south of the city. Land at Eglinton, Kelso and Laffing Waters are currently zoned for residential development and are in the development phase, at varying levels of completion. Eglinton was zoned in 2011 and is well developed, Laffing Waters is zoned and subject to current planning to bring development forward and East Kelso was zoned in 2014 with key infrastructure provided. Stewarts Mount is in the planning proposal phase and is likely to be zoned and available for subdivision within the next 1-2 years. Laffing Waters and Stewarts Mount are predicted to supply around 7,500 homes over the next 20-30 years, accounting for a significant proportion of the anticipated growth in the Bathurst LGA to 2036 (expected to achieve 55,250 by 2036). The concurrent delivery of city expansion as identified in the LSPS is unlikely to lead to cumulative impacts when considered in relation to the development and operation of the proposed Bathurst Battery, however this would be considered further in the cumulative impact assessment section of the EIS – refer **Section 3.3**.

On this basis, it is unlikely that zoning of the Eleven Mile Drive investigation area for residential purposes will occur in the next 20-30 years. It is also likely that land constraints may impact the final area available for residential zoning such that the entirety of the investigation area is unlikely to be suitable or zoned for future residential purposes.

Figure 2-1
Bathurst Local Strategic Planning Statement Structure Plan



Legend

Development Footprint - Indicative Land Area

Project Area

Sources: © Bathurst Region Local Strategic Planning Statement, Vision Bathurst 2040

File: P003844_01_MASTER.aprx Prepared By: adam.davis Date: 10/09/2026

2.2. Site Description

The Bathurst Battery and ancillary infrastructure would be located on land identified as 310 Eleven Mile Drive, Eglinton. The project area is expected to comprise part Lot 10 DP 1016481 together with areas of Thomas Drive (and potentially Eleven Mile Drive) that may be subject to road upgrades. The indicative battery, access road and ancillary infrastructure, being the development footprint, would cover an area of up to 70 ha. The broader project area currently being investigated has an area of up to 115 ha. It is anticipated, at this stage, that this area will reduce in size as the design detail is further developed.

The proposed Bathurst Battery would connect to the electricity network via a cut-in to the immediately adjacent 330 kV transmission line.

The project area is generally cleared of substantial vegetation and has historically been used for agricultural purposes, including grazing of deer and cattle. There are no significant improvements within the development footprint. The indicative location of the battery is generally flat, with slope variance of less than five percent (Figure 2-2).

All of Lot 10 DP 1016481 is identified as bushfire-prone land within vegetation category 1 and buffer. The development footprint itself is mapped as bushfire-prone land vegetation buffer.

The closest major project to the project area is the Bathurst Hospital Redevelopment, located approximately 7.5 km to the south. Other major renewable energy projects located in the Bathurst Regional LGA include:

- Glanmire Solar Farm approximately 14km south-east, approved on 30 January 2024
- Crudine Ridge Wind Farm approximately 50km north, approved on 21 September 2020. Operational as of 2026
- Panorama Battery Energy Storage System, 12.5km south-west, under assessment
- Sunny Corner Wind Farm, 26.2KM east, SEARs issued, preparing EIS.

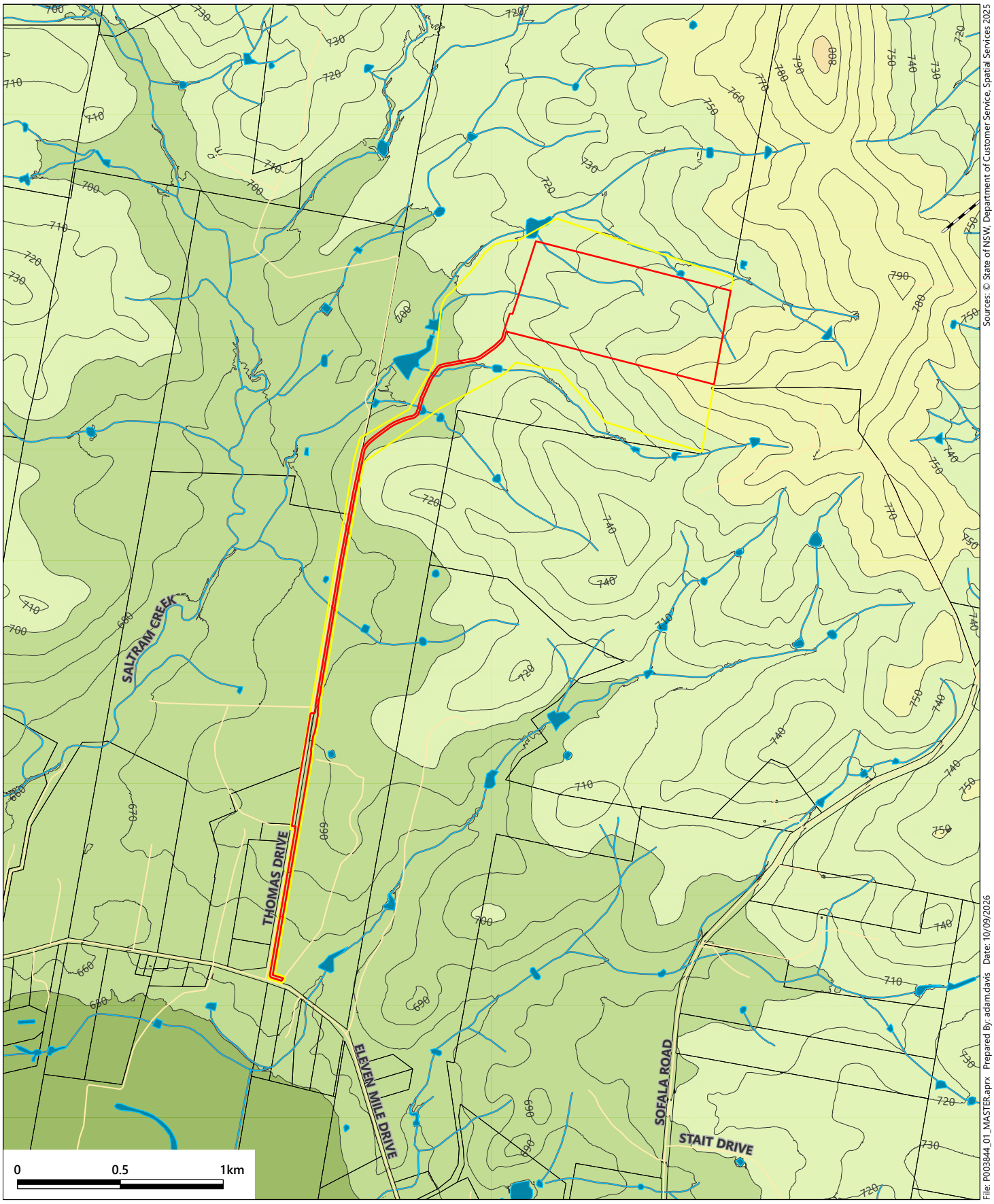
The extent to which the Bathurst Battery is likely to generate cumulative impacts with other relevant projects in the area (including as listed above) is addressed in **Section 3.3** of this Scoping Report.

The indicative location of the Bathurst Battery is mapped via the NSW Land and Soil Capability mapping as a mix of class 5 (severe limitations) and class 3 (moderate limitations).

Key environmental site constraints are depicted in **Figure 2-3**.

At the time of writing, the Project has not entered into any landholder or neighbour agreements. It is expected that a voluntary planning agreement will be negotiated with Bathurst Regional Council in relation to benefit sharing, in accordance with the DPHI Benefit Sharing Guideline (2024).

Figure 2-2
Topography



Legend

- Development Footprint - Indicative Land Area
- Project Area
- Lot
- Road
- Runway
- Water Body
- Watercourse
- Natural Contours (10 m Interval)

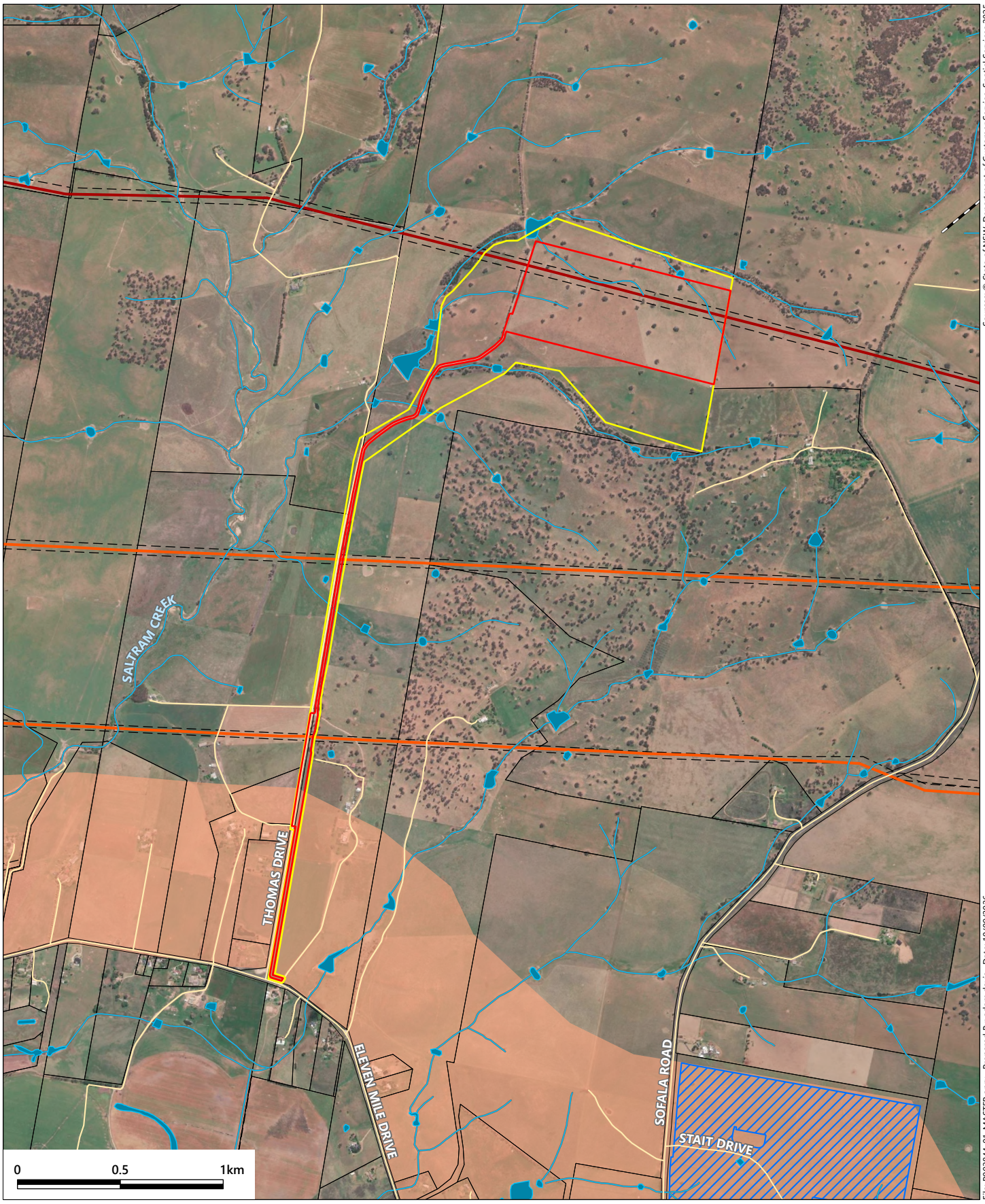
Elevation (m)

- 600 - 650
- 650 - 700
- 700 - 750
- 750 - 800
- 800 - 850

Sources: © State of NSW, Department of Customer Service, Spatial Services 2025

File: P003844_01_MASTER.aprx Prepared By: adam.davis Date: 10/09/2026

Figure 2-3
Site Constraints



Legend

- Development Footprint - Indicative Land Area
- Project Area
- Lot
- Easement
- Road
- Runway
- Water Body
- Watercourse
- Urban Release Area
- Future Residential Growth Area

Electricity Transmission Line

- 132 kV
- 330 kV

Sources: © State of NSW, Department of Customer Service, Spatial Services 2025
State of NSW, Department of Planning Housing and Infrastructure 2025; ESRI 2025

File: P003844_01_MASTER.aprx Prepared By: adam.davis Date: 10/09/2026

2.3. Local Context

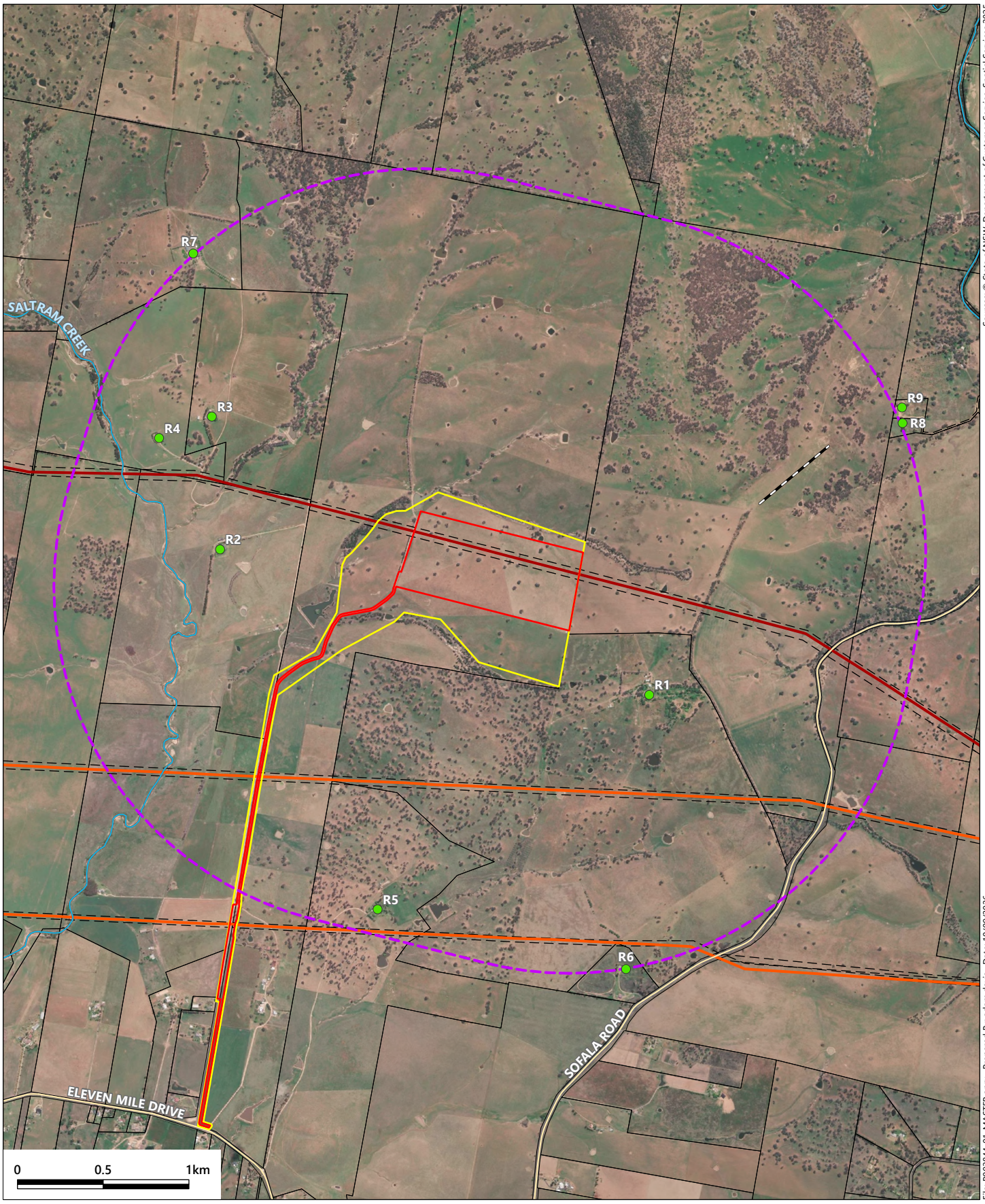
The Bathurst Battery is located within the Bathurst Regional Local Government Area (LGA), approximately six (6) kilometres north of the Bathurst in the Central Tablelands region. The Bathurst Battery is not located in a REZ. The local and regional context are depicted in **Figure 1-1 and Figure 1-2.**

The project area is situated in a rural locality characterised by large agricultural landholdings and low residential density. The development footprint is currently accessible via an internal farm road linking to Thomas Drive. A 330 kV electricity transmission line is located in the northern extent of the development footprint. The project area contains several minor first-and second order watercourses and farm dams that form part of the local catchment, with the indicative development footprint largely sited to avoid direct disturbance, aside from limited crossings required for access infrastructure.

Consistent with the rural nature of the locality, there are approximately nine (9) non associated sensitive residential receivers within 2 km of the Bathurst Battery. Site investigations and doorknocking have confirmed the current use of these buildings. The extent and outcomes of doorknocking are further discussed in **Section 5**. Further analysis will occur during the EIS phase to verify land use.

Five of the receivers (R1, R5, R6, R8 and R9) are expected to have limited or no visibility of the Project, due to intervening vegetation and topography. Four of the receivers (R2, R3, R4 and R7) have some visibility, albeit separated by reasonable distances. Only one receiver is located within 1 kilometre of the proposed battery infrastructure (R1), and this receiver has no visibility of the Project. Receiver locations within 2 km are illustrated in **Figure 2-4**.

Figure 2-4
Receiver Locations



Sources: © State of NSW, Department of Customer Service, Spatial Services 2025
ESRI 2025

File: P003844_01_MASTER.aprx Prepared By: adam.davis Date: 10/09/2026

Legend

- Development Footprint - Indicative Land Area
- Project Area
- 2 km Buffer
- Non Associated Receivers Within 2 km
- Lot
- Easement
- Major Road
- Runway
- Named Watercourse

Electricity Transmission Line

- 132 kV
- 330 kV

3. Project Description

3.1. Proposed Development Overview

The proposed Bathurst Battery comprises an up to 500 MW and 4,000-5,400 MWh grid-scale battery and associated infrastructure at 310 Eleven Mile Drive, also known as Lot 10 DP 1016481. Site entry is proposed from Thomas Drive or Eleven Mile Drive, subject to design and landholder discussions.

The Bathurst Battery will be located within the project area as identified in **Figure 3-1**, which comprises part of Lot 10 DP 1016481, and has an area of up to 115 ha, noting that it is anticipated, at this stage, that this area will reduce in size as the design is further developed. The development footprint, also shown in **Figure 3-1** by the red line boundary, has an area of up to 70 ha, again noting that it is anticipated, at this stage, that this area will reduce in size as the design detail is further developed.

The development footprint includes (but is not limited to) areas for the battery, associated infrastructure, road works, access tracks, defendable space, fencing and temporary laydown areas.

The Bathurst Battery will comprise the following key components:

- Enclosed batteries and associated infrastructure;
- Power conversion systems including associated transformers and infrastructure;
- Above ground, below ground or a combination of both power and fibre optic cabling interconnecting the equipment;
- Grid connection equipment including switchgear, protection and control equipment, metering, reactive power equipment, harmonic filters, auxiliary transformers and enclosures/buildings for housing equipment;
- An overhead 330 kV transmission line to connect between the new 330 kV substation and Transgrid's existing 330 kV transmission line. Total length of the new 330 kV transmission lines will be dependent on Transgrid's final design but expected to be less than 250 m
- Earthing and lightning protection systems;
- Temporary and permanent control room/s office and maintenance buildings, warehouses, site office and amenities, construction compounds, switch room/s, site access, internal roads, laydown areas, heavy vehicle turning areas and car parking;
- Other associated and ancillary infrastructure, including, for example, fire suppression, drainage and stormwater management, security fencing, lighting and CCTV;
- A 330 kV substation, 2 x 330/33 kV Transformers, a 33 kV substation and associated infrastructure;
- Possible upgrades to Thomas Drive, the site access and roads along the transport route, subject to detailed assessment;
- Noise barriers (if required);
- Vegetation screening (if required); and
- Subdivision of the land to create a host lot for the project transformer and/or switching station.

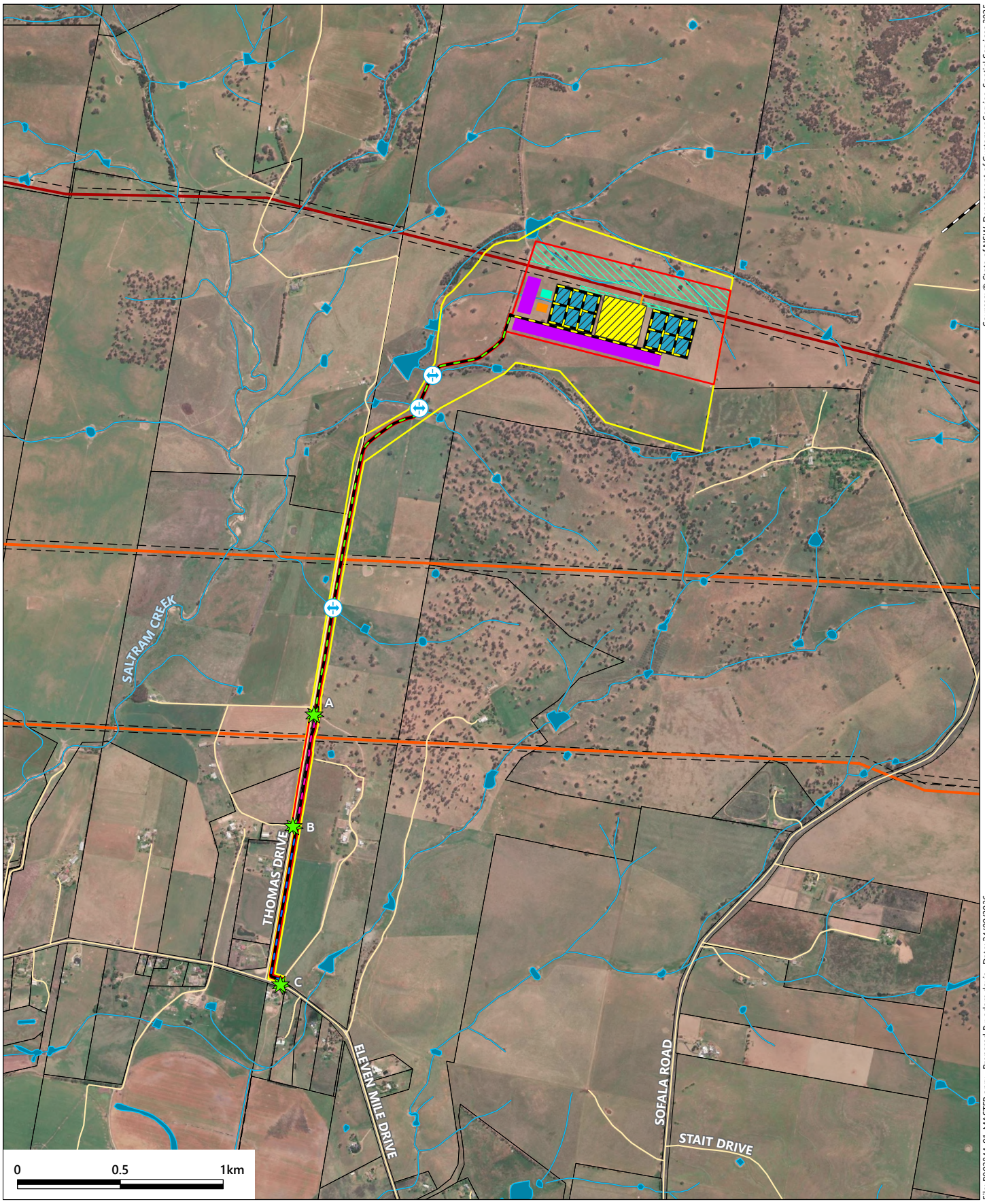
A review of the relevant land title confirms a number of easements and restrictions applying to Lot 10, including:

- 1 Reservations and conditions in the Crown grant(s)
- 2 Limited title. Limitation pursuant to section 28t(4) of the Real Property Act, 1900. the boundaries of the land comprised herein have not been investigated by the Registrar General.
- 3 BK 2884 no 153 right of footway and carriageway appurtenant to the part shown so benefited in the title diagram affecting the land shown so burdened in dp635206
- 4 DP235951 right of carriageway appurtenant to the part shown so benefited in the title diagram
- 5 DP590814 right of carriageway appurtenant to the part shown so benefited in the title diagram

- 6 Notification in Government gazette dated 18.2.1972, Folio 506; easement for transmission line affecting the part shown so burdened in the title diagram 2636553 now vested in New South Wales electricity transmission authority
- 7 Notification in Government gazette dated 19.3.1954 FOL 825: easement for transmission line wide affecting the part shown so burdened in the title diagram 5230486 easement vested in New South Wales electricity transmission authority
- 8 BK 3688 no 833 easement for transmission line 60 metres wide affecting the part shown so burdened in the title diagram 3232003 easement vested in the New South Wales electricity transmission authority
- 9 DP1016481 right of carriageway 8.996 metre(s) wide appurtenant to the land above described
- 10 AU277274 caveat by Firm Power Assets Pty Ltd

None of these easements or restrictions are an impediment to the Project proceeding.

Figure 3-1
Concept Site Layout



Sources: © State of NSW, Department of Customer Service, Spatial Services 2025
AGL Energy Limited 2026; ESRI 2025

File: P003844_01_MASTER.aprx Prepared By: adam.davis Date: 24/09/2026

Legend

- Development Footprint - Indicative Land Area
- Project Area
- Site Access Options
- Indicative Access Route A
- Indicative Access Route B
- Indicative Access Route C
- Indicative Internal Driveway
- Indicative Water Crossing
- Indicative BESS Area
- Indicative O&M Compound
- Indicative Parking area
- Potential easement requirements for Transgrid
- Indicative Substation and Switchyard
- Indicative Temporary Construction Compound
- Indicative Connection Route
- Lot
- Easement
- Road
- Runway
- Water Body
- Watercourse
- Electricity Transmission Line
  - 132 kV
  - 330 kV

3.1.1. Battery Technology

The battery technology type and layout will undergo further refinement during project development and the preparation of the EIS. Given the rapid evolution of battery chemistry and associated technology options, coupled with declining costs, there is a growing emphasis on exploration and pursuit of these advancements. Examples of battery types that may be used are explored further in **Table 3-1**.

Table 3-1: Possible Battery Types

BATTERY CHEMISTRY	OVERVIEW
Lithium-ion	Lithium-ion chemistries are diverse. Nickel-Manganese-Cobalt and Iron Phosphate formulations are commonly used within battery facilities
Lithium-ion polymer battery	Alternative being investigated as certain formulations are quoted to achieve greater safety (e.g., reduction or elimination of thermal runaway), increased energy density, material stability within a greater operating envelope, and an enhancement in overall performance.
Vanadium redox flow battery (flow battery)	Alternative capable of long-duration discharge. Quoted to achieve greater safety (e.g., reduction or elimination of thermal runaway), greater temperature operating envelope and longer operational design life.
Sodium-ion battery	Alternative option given its environmental abundance, non-flammable nature, and reduced susceptibility to temperature changes relative to Lithium-ion batteries

3.2. Project Phases

3.2.1. Construction

The construction period is currently anticipated to be up to 24 months and is expected to commence in late-2028.

The construction and/or upgrading activities would primarily occur during standard construction hours (7 am to 6 pm Monday to Saturdays, 8am to 1pm on Sundays and NSW public holidays.)

Activities that may be undertaken outside of the aforementioned hours would be completed in accordance with an Out of Hours Works procedure and include:

- Receipt of deliveries
- Emergency situations where work is required to prevent harm to persons, property and environment
- Testing and commissioning

An indicative list of the plant and equipment that would be used for the construction of the Project is provided in **Table 3-2** – noting this list will be further refined during detailed design:

Table 3-2: Indicative equipment to be used during construction

ENABLING WORKS AND PREFABRICATION	
Front end loaders	Heavy vehicles
Excavators	Light vehicles
Dump trucks	Chainsaws
Graders	Tractors
Road trucks	Woodchippers/mulchers
Compactors	Diesel generators
Water trucks	Flood lights
STRUCTURAL, CIVIL, MECHANICAL AND ELECTRICAL WORKS	

Front end loaders	Telehandler
Dump trucks	Cranes (either an All-Terrain Crane, or Crawler Crane)
Road trucks	Backhoe
Bobcat	Forklift
Excavators	Concrete saws and grinders
Graders	Diesel generators
Scrapers	Water trucks
Concrete trucks and pumps	Light vehicles
Compactors and rollers	Heavy vehicles
Elevated work platforms	Flood lights
TRANSMISSION CONNECTION	
Excavators	Water trucks
Elevated work platforms	Woodchippers/mulchers
Backhoe	Light vehicles
Cranes	directional drilling rig
Compactors	Diesel generators
Chainsaws	Flood lights
Commissioning	
Elevated work platforms	Light vehicles
Diesel generators	Flood lights
Cranes	Light vehicles
FINISHES AND DEMOBILISATION	
Road trucks	Compactors
Backhoe	Light vehicles
Water trucks	Diesel generators

Batteries required for the development would be manufactured offsite and delivered to site. Deliveries of other equipment will be made via flatbed trucks on the approved route and via the approved site entrances. Three nominated route options have been identified in **Figure 3-2** and these will be subject to further analysis in the EIS.

For the largest high risk equipment, being large transformers, these routes would be either from the Port of Newcastle, Port of Adelaide or from the Wilsons Transformer factory in Glen Waverley, Victoria (although it may be necessary, due to unforeseen circumstances or other reasons, for alternative routes to be used in particular limited circumstances, which would generally be addressed through contingencies in any traffic management plan approved for the development). Batteries units and inverters are expected to be imported to Australia to the Port of Newcastle, following the same route as assessed for the transformer. Other project construction equipment, including materials such as gravel and sand, are likely to come from local or regional suppliers using gazetted and appropriate routes.

The project would involve seven key construction stages (stages 3, 4, 5 and 6 overlap during the peak construction period):

1. Establishment, drainage, roads and fencing (including pre-construction minor works and road upgrades).
2. Footing installation.
3. Delivery and installation of cabling.
4. Concrete footings or steel platform installation.
5. MVPS & battery delivery and installation, including electrical installation.
6. Control room, transformer and switchgear delivery and installation.
7. Commissioning and demobilisation.

The primary components associated with the installation of the Bathurst Battery are as follows:

- Off-site manufacture of the batteries and associated equipment.
- Necessary road upgrades to facilitate site access.
- Vegetation clearing to provide a constructable site.
- Installation of security fencing and gates to secure the batteries and ancillary infrastructure.
- Cut and filling the land as required.
- Installation of footings and/or platforms on which to install the batteries, Inverters, transformers, the 330 kV switchgear and the 330/33 kV substation building.
- Delivery and installation of batteries.
- Aboveground or belowground (or a combination of both) cabling and construction of earthing system.
- Auxiliary power and protection and control systems.
- Lighting inside battery and inverter containers to provide illumination for operation and/or maintenance, when needed, primarily at night.
- Ancillary high voltage equipment, such as circuit breakers, switching equipment, harmonic filters, transformers, and other electrical protection equipment.
- Cut-in connection of the batteries to the existing transmission network.
- Surface water drainage systems.
- Forming of internal access roads.
- Testing and commissioning.

The project is expected to generate up to 200 Full Time Equivalent (FTE) jobs during construction.

Figure 3-2
Materials Transport Routes



Sources: © State of NSW, Department of Customer Service, Spatial Services 2025
Rex J Andrews Engineered Transportation 2026; ESRI 2025

File: P003844_01_MASTER.aprx Prepared By: adam.davis Date: 10/09/2026

Legend

- State Boundary
- Major Road
- Port Adelaide to Bathurst Battery Route
- Melbourne to Bathurst Battery Route
- Port of Newcastle to Bathurst Battery Route
- Maritime Ports
- Wilson Transformer Company
- Bathurst Battery

3.2.2. Operation

It is anticipated that the Bathurst Battery would be operational for a period of approximately 20 to 30 years, operating 24 hours a day, seven days a week.

Once operational the Bathurst Battery would be operated primarily remotely, with staff attending site to undertake routine work including:

- Monitoring, testing and maintenance of onsite equipment;
- Receipt of goods;
- Removal of waste; and
- Other general site maintenance (e.g. vegetation management).

The above activities are expected to generate up to 3 FTE jobs during operation associated with operation, maintenance, and vegetation management.

The remainder of the project area is likely to continue to be used for agricultural activities.

The following indicative plant and equipment is expected to be necessary to maintain the Project and site:

- Chainsaws,
- tractors,
- elevated work platforms,
- diesel generators,
- light vehicles,
- woodchippers,
- mulchers and
- cranes.

3.2.3. Repowering and Decommissioning

It is anticipated that the Bathurst Battery would be operational for an initial period of at least 20 years, after which it is likely to be re-powered with new inverters and battery cells. The grid connection and associated infrastructure are valuable assets and as coal-fired generators continue to retire, long duration battery storage is expected to continue to be an important part of the electricity system. Re-powering to extend the life of the Project would be subject to securing necessary approvals and agreement with the landowners.

At the end of the Project's life, the assets will be decommissioned. Upon decommissioning, the following indicative steps would be likely to occur:

- Batteries and ancillary infrastructure would be removed. All site infrastructure would be taken away for resale or to an appropriate recycling or waste facility; and
- The land on which the battery and ancillary infrastructure were located on would then be landscaped to a safe, clean, and stable state enabling it to return to use for its current agricultural use.

3.3. Cumulative Impacts

Cumulative impacts, as defined by the *Cumulative impact assessment guideline* (DPIE, 2022) (the 'CIA guideline'), are a result of incremental, sustained, and combined effects of human action and natural variations over time and can be both positive and negative.

The development of any project has the potential to lead to an accumulation of impacts, either associated with the nature of construction or operation activities occurring on site, or in conjunction with other projects being developed in the locality or region.

The EIS will provide a detailed assessment of potential cumulative impacts in relation to other state significant projects, construction projects, industrial and employment generating projects within the locality. This will include a detailed review of the local strategic planning framework. Preliminary consideration is

provided in **Section 2.1.9**. On balance, cumulative impacts between the Bathurst Battery and the strategic considerations of the Bathurst LSPS are not expected due to the short timeframe for construction of the Bathurst Battery, the low levels of activity during operation and the progressive nature of strategic objectives. An undercurrent of activity prevails in regional cities like Bathurst to continue delivering housing and services to meet the demand of a growing city as underpinned by strategic objectives, and the concurrent development of infrastructure projects such as the Bathurst Battery are not expected to result in any additional impacts beyond those currently experienced in the community on an ongoing basis.

Projects in the locality with the potential to contribute to cumulative impacts are discussed in the following sections.

An initial review of SSD projects in close proximity to the Bathurst Battery, registered via the Major Projects Portal, has identified the following projects listed in **Table 3-3** with the potential to result in cumulative impacts.

Table 3-3: Projects with potential for cumulative impacts

PROJECT	PROXIMITY TO THE PROJECT	LGA	STATUS	POTENTIAL CONSTRUCTION START DATE	POTENTIAL CUMULATIVE IMPACTS	LEVEL OF ASSESSMENT REQUIRED
Glanmire Solar Farm	14km south-east	Bathurst Regional	Approved	Unknown	• Social (impacts of providing worker accommodation) • Traffic (regional)	• Standard • Detailed
Crudine Ridge Wind Farm	50km north	Bathurst Regional	Operational	N/A	Traffic (regional)	Detailed
Panorama Battery Energy Storage System	12.5km south-west	Bathurst Regional	Under Assessment	Q3-2026 per the EIS (likely to be 12-18 months after this)	• Social (impacts of providing worker accommodation) • Traffic (regional)	• Standard • Detailed
Sunny Corner Wind Farm	26.2km east	Bathurst Regional	Preparing EIS	2028	• Social (impacts of providing worker accommodation) • Traffic (regional)	• Standard • Detailed
McPhillamy's Gold Project	28.7km south-west	Blayney Shire	Approved	Unknown	• Social (impacts of providing worker accommodation) • Traffic (regional)	• Standard • Detailed
Brewongle Solar Farm	18km south-east	Bathurst Regional	Assessment	Feb 2027	• Social (impacts of providing worker accommodation) • Traffic (regional)	• Standard • Detailed

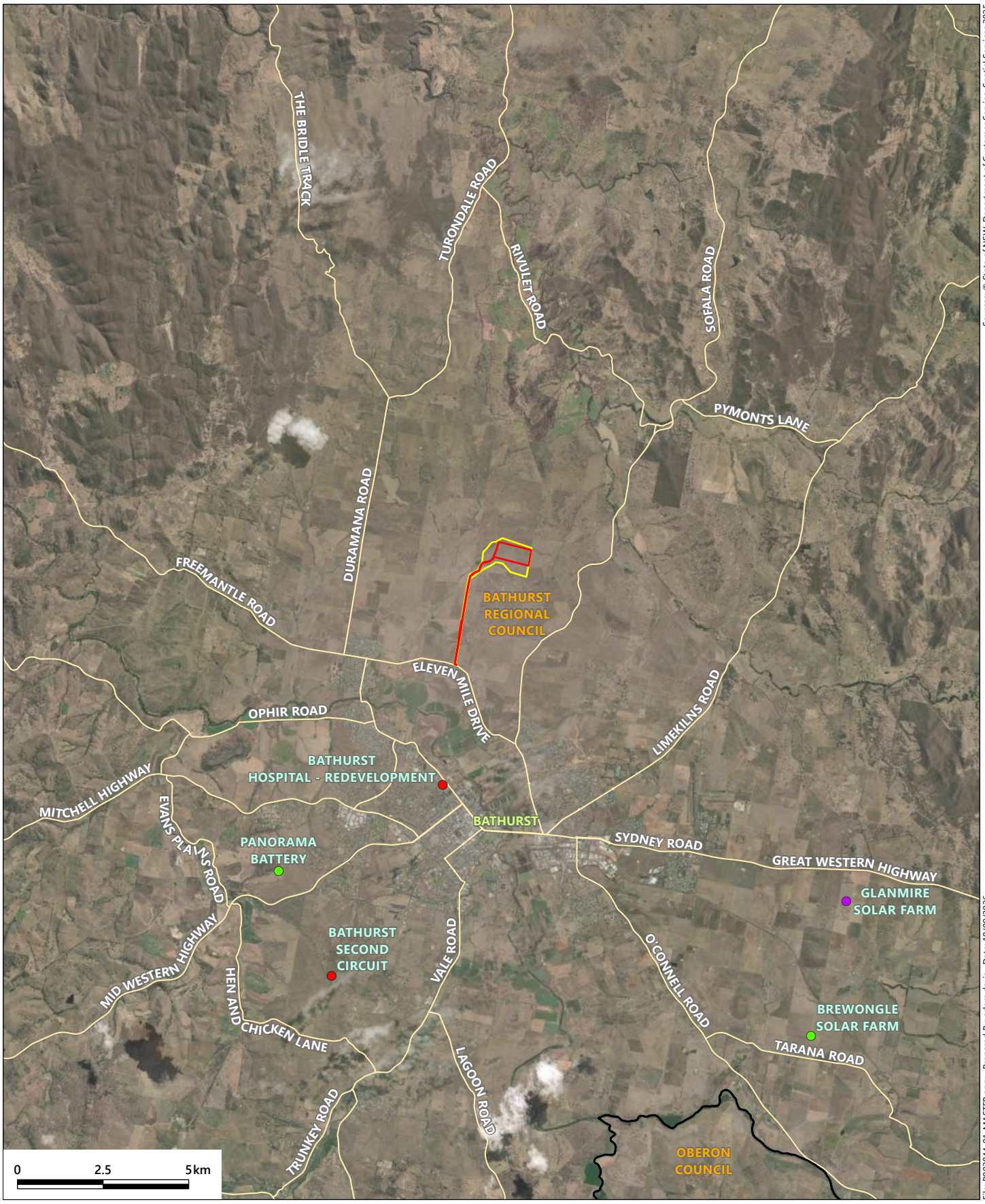
Other non-SSD projects in the locality with the potential to result in cumulative impacts include the Bathurst hospital redevelopment (approved as a Part 5 activity 1 July 2025), Laffing Waters trunk infrastructure DA, Windy 1100 residential subdivision, Sunnybright Stage 2 residential subdivision, and St Stanislaus College redevelopment.

The Bathurst Hospital redevelopment is already in construction and is expected to be completed prior to construction commencing on the Bathurst Battery. Stages 1, 2 and 3 of the Windy 1100 subdivision have been constructed and lots are currently selling in stage 1. The Laffing Waters and Sunnybright subdivisions, and the St Stanislaus College, have not yet commenced construction.

Initial cumulative impacts are anticipated to be minor and would only occur should the timing of construction occur simultaneously. As detailed above, there are several other renewable SSDs within the region which have been considered in the assessment of potential cumulative impacts. In terms of local and regional projects, many of these are in the operational phase.

Further consideration of any cumulative impacts would be addressed in detail within the EIS.

Figure 3-3
Major Projects



Sources: © State of NSW, Department of Customer Service, Spatial Services 2025
State of NSW, Department of Climate Change Energy the Environment and Water 2025; ESRI 2025

File: P003844_01_MASTER.aprx Prepared By: adam.davis Date: 10/09/2026

Legend

- Development Footprint - Indicative Land Area
- Project Area
- Local Government Area
- Major Road
- Nearby Major Projects

Renewable Energy Projects

- Approved
- In planning

3.4. Consideration of Alternatives

Development options considered as part of this Scoping Report and to be considered in greater detail in the EIS are described in **Table 3-4**.

It is noted that recent changes to the DPHI SSD Guidelines include the removal of the requirement to consider alternatives in a SSD EIS. Notwithstanding, this is still a requirement of the current DPHI scoping report guidelines.

Table 3-4: Consideration of alternatives

ALTERNATIVES:		DESCRIPTION:
Option 1	Base Case, 'Do Nothing'	Option 1 would involve not installing and operating a battery within the development footprint or elsewhere.
Option 2	Alternative Site	Option 2 would involve installing and operating a battery at an alternative site.
Option 3	Battery at Bathurst, 'preferred option'	Option 3 would involve the installation and operation of a battery within the development footprint.

Of the above, Option 3 is the preferred option, and this is discussed in the following sections.

3.4.1. Option 1

Option 3 is preferred over Option 1. Proceeding with Option 1 would be inconsistent with the strategic context set by State and local policy, including:

- The NSW Government has recently increased the target for long-duration energy storage, with only 40% of the 2030 objective currently met.
- Goal 22 of the NSW 2021 Plan, which seeks to "promote energy security through a more diverse energy mix, reduce coal dependence, increase energy efficiency and move to lower emission energy sources";
- Goal 1 of the NSW REAP, which seeks to attract renewable energy investment;
- Objectives of the Safeguard legislation to improve the affordability, reliability and sustainability of energy by addressing the shortfall in firm capacity during times of peak demand;
- Objective 2 of the Regional Plan, which seeks to support the State's transition to net zero by 2050
- Planning Priority 7, 8, 14 of the BSPS which seeks to attract investment, becoming a smart city, and create a sustainable Bathurst region
- Option 1 fails to enable the regulation of electricity supply which improves its efficiency, consistency and reliability for consumers as it becomes increasingly variable due to the transition from traditional to more sustainable, renewable energy sources in the region. It would also result in a lack of investment or job creation in the Bathurst Regional LGA.

3.4.2. Option 2

Option 3 is preferred over Option 2 as the latter would result in increased costs and environmental impacts associated with the acquisition of a suitable property, given the proximity of the Bathurst Battery to the adjacent high voltage transmission line.

Bathurst Battery has been strategically located in an area that minimises environmental and community disturbance, is on relatively flat ground and on a property that has an existing powerline running through it. The landowners are supportive of the Project as it provides additional income on top of grazing and allows the landowners to retain ownership.

4. Statutory Context

The key statutory requirements for the Project are set out in **Table 4-1**.

Table 4-1: Statutory considerations

MATTER	COMMENT
Power to grant consent	Section 4.5 of the EP&A Act provides that the consent authority for State significant development is the Independent Planning Commission or the Minister based on the development type. Section 4.36(2) of the EP&A Act provides that a State Environmental Planning Policy may declare any development, or any class or description of development, to be State significant development. The proposed development is for the purposes of electricity generating works that has an estimated development cost of more than $30 million and is therefore declared to be State significant in accordance with Section 20 of Schedule 1 of the SEPP. On this basis the consent authority for the proposed development is likely to be the Minister. However, it is noted that the consent authority with become the Independent Planning Commission in accordance with Section 2.7(1) of the *State Environmental Planning Policy (Planning Systems) 2021* (Systems SEPP) if the development application is made by a person who has disclosed a reportable political donation under section 10.4 to the Act in connection with the development application. The council objection and public objection triggers no longer apply to standalone battery energy storage system projects under the Systems SEPP. Bathurst Battery is considered a battery energy storage system under the Systems SEPP.
Permissibility	The project area is located on land zoned RU1 Primary production. Electricity generating works are permitted with consent within the RU1 Primary Production zone pursuant to both the Bathurst LEP and Section 2.36 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021* (Infrastructure SEPP).
Other approvals	The Project may need to seek approvals, or undertake appropriate investigations to the satisfaction of relevant regulators and DPHI, as required under the following relevant legislation: • *Environmental Protection and Biodiversity Conservation Act 1999 (Cth) (EPBC Act)* • *Native Title Act 1993 (Cth)* • *Aboriginal Land Rights Act 1983* • *Biodiversity Conservation Act 2016* • *Biosecurity Act 2015* • *Contaminated Land Management Act 1997* • *Crown Land Management Act 2016* • *Electricity Supply Act 1995 and Electricity Network Assets (Authorised Transactions) Act 2015* • *Heritage Act 1977* • *National Parks and Wildlife Act 1974* • *Native Title (New South Wales) Act 1974* • *Protection of the Environment Operations (POEO) Act 1997* • *Roads Act 1993* • *Rural Fires Act 1997* • *Waste Avoidance and Resource Recovery Act 2001* • *Water Management Act 2000*
Pre-conditions to exercising the power to grant consent	Pre-conditions to the grant of consent include consideration of the following: • Consideration as to whether the site is suitable in its contaminated state - or will be suitable, after remediation - for the purpose for which the development is proposed to be carried out • Consideration as to whether the Project represents potentially hazardous or offensive development. • Consideration of impacts associated with earthworks. • Consideration of impacts on land identified as biodiversity. These matters are discussed in additional detail in **Sections 4.1 and 4.2**.
Mandatory matters for consideration	Pursuant to Section 4.15 of the EP&A Act, the following mandatory matters for consideration apply: Relevant environmental planning instruments, including: • *State Environmental Planning Policy (Resilience and Hazards) 2021* (the Hazards SEPP): - Chapter 3 Hazardous and offensive development; and - Chapter 4 Remediation of land. • Infrastructure SEPP: - Chapter 2 Infrastructure.

MATTER	COMMENT
	• *State Environmental Planning Policy (Planning Systems) 2021* (the Systems SEPP): - Chapter 2 State and regional development. • *State Environmental Planning Policy (Biodiversity and Conservation) 2021* (the Biodiversity SEPP): - Chapter 3 Koala habitat protection 2020 • *Bathurst Regional Local Environmental Plan 2014*. • The relevant Development Control Plan (DCP) (the Bathurst Regional DCP 2014). It should be noted that the application of a DCP is excluded from SSD under Section 2.10 of the Systems SEPP. • The likely impacts of the development including environmental impacts on natural and built environments and social and economic impacts in the locality. • The suitability of the site for the development. The public interest.

4.1. State Environmental Planning Policies

4.1.1. State Environmental Planning Policy (Resilience and Hazards) 2021

The Hazards SEPP comprises several chapters including Chapter 3 Hazardous and Offensive Development and Chapter 4 Remediation of Land, which both potentially apply to this project. These chapters have been addressed below.

4.1.1.1. Chapter 3 Hazardous and offensive development

Section 3.7 of the Hazards SEPP requires the consideration of current circulars or guidelines prepared by the Department of Planning in determining whether a development is:

- hazardous storage establishment, hazardous industry, or other potentially hazardous industry; or
- offensive storage establishment, offensive industry, or other potentially offensive industry.

The current and most recent guidelines prepared by the Department of Planning, the Hazardous and Offensive Development Application Guidelines – Applying SEPP 33 (Applying SEPP 33 Guideline; Department of Planning 2011), includes the screening tests to be used to determine whether a development is a potentially hazardous development. If the screening tests indicate that a development is potentially hazardous development, a preliminary hazard analysis (PHA) is required to be provided as part of the DA. The type of screening test to be used is dependent upon the class, as categorised under the Australian Dangerous Goods Code (ADG; National Transport Commission 2020) of dangerous goods proposed to be accommodated on-site.

The dangerous goods associated with battery depend on battery chemistry. Lithium-ion, lithium-ion polymer, and sodium-ion batteries are Class 9 under the ADG Code and vanadium redox flow batteries are Class 8. Lithium-ion technology represents the dominant commercial battery technology and is the anticipated technology for the proposed facility. Class 9 goods do not exceed the screening thresholds under the Applying SEPP 33 Guideline as they "pose little threat to people or property" (Department of Planning 2011, p. 33). Class 8 goods are similarly unlikely to exceed screening thresholds at the proposed scale. Battery technology will be confirmed at detailed design stage.

Notwithstanding, a Preliminary Hazard Analysis (PHA) would be prepared to support the project EIS to consider risks associated with the batteries consistent with the expected advice of the project SEARs.

4.1.1.2. Chapter 4 Remediation of Land

Section 4.6(1) of the Hazards SEPP states that a consent authority must not consent to the carrying out of development unless it has considered whether the land is contaminated. If the land is contaminated, the consent authority must not consent to the carrying out of development unless it is suitable for the proposed use in its contaminated state or will be suitably remediated before the land is used for that purpose.

Searches of the NSW EPA contaminated land records were completed on 26 February 2026, covering both the regulated and notified databases. The regulated database identified 3 sites within the Bathurst LGA, while the notified record identified 14 sites, giving a combined total of 17 sites. The closest site across both databases is 9.5 km from the Project.

The project area has historically been utilised for agricultural purposes, including grazing and cropping activities, and Lot 10 hosts an associated dwelling house and ancillary outbuildings. The development footprint is well clear of the dwelling and outbuildings.

Based on the above, the EIS will contain consideration of contamination within the EIS and provide necessary mitigation measures or further analysis should potential contamination be identified on site. Based on the information currently available, contamination requiring remediation is not anticipated. Notwithstanding, a phase 1 preliminary site investigation would be prepared to assess whether any contamination exists, the results of which would be provided within the EIS.

4.1.2. State Environmental Planning Policy (Planning Systems) 2021

The Systems SEPP comprises several chapters, including Chapter 2 State and regional development.

Section 2.6(1)(b) of the Systems SEPP declares, for the purpose of section 4.36(2) of the EP&A Act, that development is SSD for the purposes of the Act if the development is specified in Schedule 1 or 2.

Section 20 of Schedule 1 confirms that electricity generating works and heat or co-generation projects with an estimated development cost (EDC) of more than $30 million (or more than $10 million where located on an environmentally sensitive area of state significance) is an SSD project. As the Project EDC will exceed $30 million, the Bathurst Battery project is SSD.

4.1.3. State Environmental Planning Policy (Biodiversity and Conservation) 2021

The Biodiversity SEPP comprises several chapters, including koala habitat protection and water catchments, which are discussed below:

4.1.3.1. Chapter 3 Koala habitat protection 2020

Under Section 3.3(1) of the Biodiversity SEPP, the SEPP applies to land within the RU1 Primary Production, RU2 Rural Landscape and RU3 Forestry and equivalent zones in an LGA not marked with a '*' in Schedule 2 of the SEPP. A three-step process applies where the SEPP applies, and the development footprint has an area of more than one (1) hectare.

The Bathurst Battery is located within the RU1 zone within the Bathurst Regional LGA (which is an LGA not marked with an '*' in Schedule 2 of the SEPP) and therefore, Chapter 3 applies. The project area has been cleared as a consequence of historical grazing activities however scattered paddock trees remain throughout the development footprint. A BDAR will be prepared to support the EIS and will provide detailed consideration in relation to Koala habitat.

4.1.4. State Environmental Planning Policy (Transport and Infrastructure) 2021

Permissibility for the Project is provided by Part 2.3, Division 4 of the Infrastructure SEPP. More specifically, the Project is defined as electricity generating works under section 2.35 of the Infrastructure SEPP as it is:

a building or place used for the following purposes, but does not include a solar energy system—

(a) making or generating electricity, or

(b) electricity storage.

Electricity generating works are permitted with consent under section 2.36(1)(b) of the Infrastructure SEPP on the basis that the RU1 Primary Production zone is a "prescribed non-residential zone" under the Infrastructure SEPP.

Additionally, Section 2.42 applies to Determination of development applications for solar or wind electricity generating works on certain land and refers to the regional cities map. The regional cities includes the City of Bathurst. As the development is not for the purposes of either solar or wind electricity generating works, Section 2.42, including the provisions relating to the regional cities map, does not apply.

4.2. Other Environmental Planning Policies

4.2.1. Bathurst Regional Local Environmental Plan 2014

The project area is zoned RU1 Primary Production under the LEP (see **Figure 4-1**). Electricity generating works are permissible with consent in the RU1 via the LEP.

Additionally, electricity generating works are permissible with consent under Section 2.36(1) Division 4 of the Infrastructure SEPP when on land in a prescribed non-residential zone, such as the RU1 land use zones. Therefore, the proposed development is permissible with development consent under both the LEP and the Infrastructure SEPP.

The objectives of RU1 Primary Production zone under the LEP are:

- *To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.*
- *To encourage diversity in primary industry enterprises and systems appropriate for the area.*
- *To minimise the fragmentation and alienation of resource lands.*
- *To minimise conflict between land uses within this zone and land uses within adjoining zones.*
- *To maintain the rural and scenic character of the land.*
- *To provide for a range of compatible land uses that are in keeping with the rural character of the locality, do not unnecessarily convert rural land resources to non-agricultural land uses, minimise impacts on the environmental qualities of the land and avoid land use conflicts.*

The Bathurst Battery is not inconsistent with the objectives of the RU1 zone on the basis that it provides for development that would not result in conflict with other land uses within the zone, will be supported by appropriately scoped assessments to consider all impacts, and will ensure that residual impacts that cannot be avoided are appropriately mitigated. The construction of the Bathurst Battery will generate employment opportunities within the Bathurst LGA and will allow for the continued use of the project area for agricultural purposes in conjunction with the electricity generating works.

It is likely that subdivision of the land will be required to create a land parcel to host the switching station, to be dedicated to Transgrid. This will involve the creation of a lot of approximately 3-6 hectares. A residue lot would also be created with an area in excess of 200 ha. The subdivision is proposed to:

- Establish a distinct legal lot containing the switching station (and potentially the substation) to be dedicated to Transgrid;
- Enable tenure and operational management consistent as required by Transgrid; and
- Facilitate future easement for vehicular access and maintenance arrangements without impeding the operation of the adjoining battery facility.

The minimum lot size applying to the land for the purposes of subdivision is 200 ha and thus the residue lot will satisfy the minimum lot size.

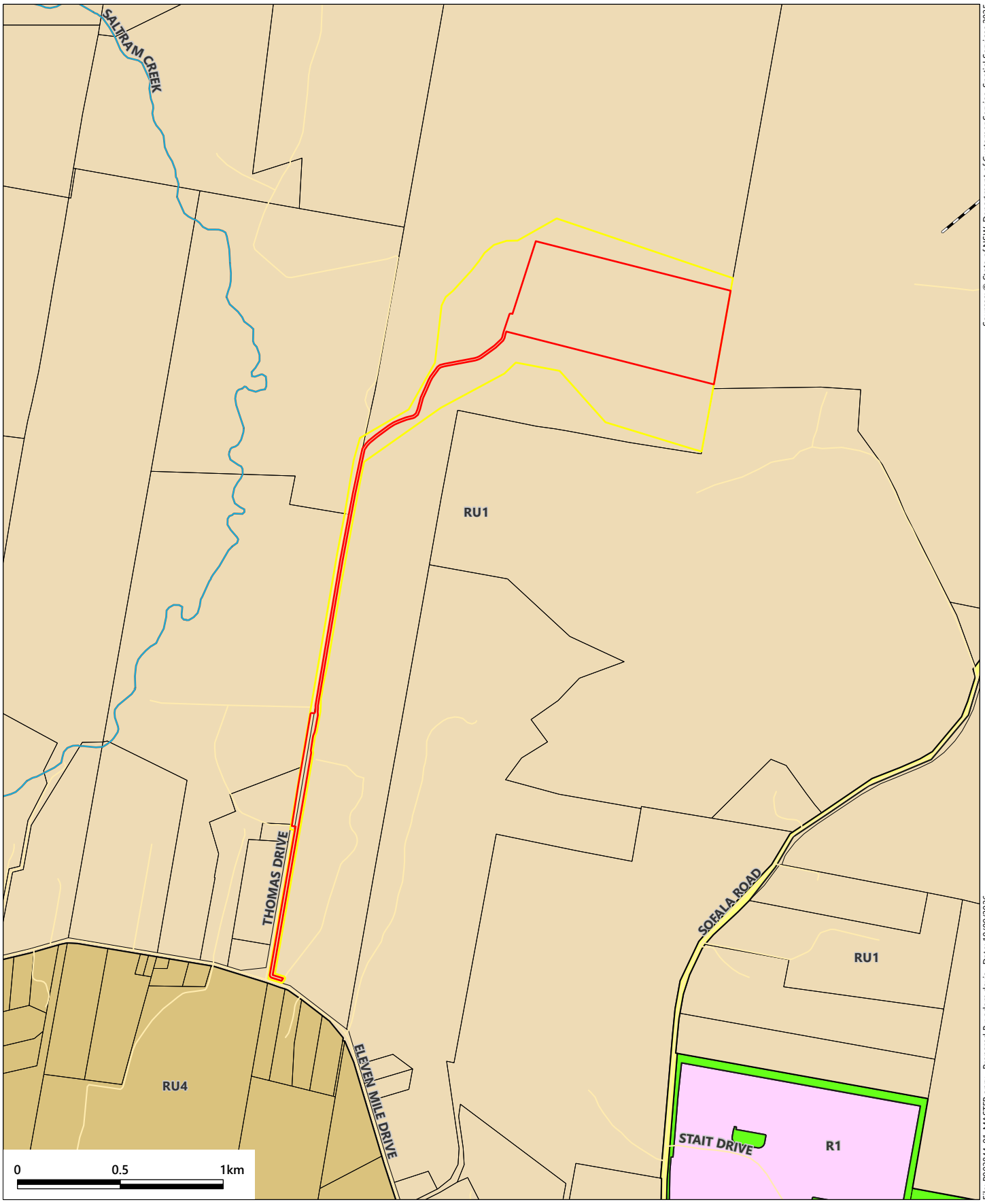
The proposed substation/switching station lot will not meet the minimum lot size requirement as per the LEP, however, pursuant to Section 4.38(3) of the EP&A Act, the Minister may permit an element of an SSD application that is prohibited, including a proposed lot that is less than the minimum lot size. The creation of a lot below the minimum lot size is not considered to be contrary to the objectives of the RU1 zone on the basis that:

- The proposed substation lot represents a minor, functional subdivision associated with electricity infrastructure and will not further fragment rural land;
- The residual land outside the development footprint will remain available for agricultural purposes;
- The proposed subdivision will not increase conflict between land uses within this zone; and

- The subdivision facilitates long-term energy infrastructure that supports the rural economy and broader regional energy network through grid firming.

The inclusion of the subdivision of land is to facilitate the ultimate Transgrid tenure of the switching station area (and potentially substation) and operational arrangements for the grid connection infrastructure. The proposed subdivision will not result in additional environmental impacts or rural land fragmentation inconsistent with the objectives of the RU1 zone. The subdivision does not result in any additional opportunities for the development of dwellings and reflects the proposed built form of the facility. The creation of freehold lots for the purposes of hosting electrical infrastructure is common in projects of this nature.

Figure 4-1
Land Zoning



Sources: © State of NSW, Department of Customer Service, Spatial Services 2025
State of NSW, Department of Planning Housing and Infrastructure 2025

File: P003844_01_MASTER.aprx Prepared By: adam.davis Date: 10/09/2026

Legend

- Development Footprint - Indicative Land Area
- Project Area
- Lot
- Road
- Runway
- Named Watercourse

Land Zoning (LZN)

- R1
- RE1
- RU1
- RU4
- SP2

5. Engagement

5.1. Overview

AGL is committed to building and fostering trust with all stakeholders throughout the Project. Community and stakeholder feedback will be used to refine the Project's design, and help identify, avoid and minimise community impacts. This engagement will also inform how AGL interacts with the community and communicates project updates.

5.2. Community and stakeholder engagement plan

AGL has prepared a community and stakeholder engagement plan (CSEP) in line with the 'Undertaking Engagement Guidelines for state significant projects' (DPHI, 2026) and AGL's Community Engagement Standard. The CSEP aims to establish community and stakeholder engagement as part of the Project's development and to seek genuine and authentic engagement with all stakeholders, based on transparency, accessibility and inclusiveness. The CSEP is provided in **Appendix E**.

The objectives of the CSEP are to:

- increase Project awareness and benefits amongst stakeholders (local, regional, NSW) to ensure they are meaningfully informed and included prior to the lodgement of the Scoping Report
- educate the community and stakeholders about how batteries contribute to the renewable energy transition
- mitigate reputational risks by identifying potential issues and working with stakeholders and community to better understand and resolve concerns
- establish a strong social licence to operate by understanding Project impacts, local sentiment and meeting community expectations
- ensure the community and stakeholders are aware of opportunities and channels to provide feedback during the various Project phases
- ensure the community understand the Project phases
- communicate how feedback has been considered and actioned
- prepare the community for Project construction following approval
- facilitate understanding about how AGL can positively contribute to the community during the Project and establish a positive legacy in the community; and
- meet regulatory community engagement requirements for development applications and all approvals.

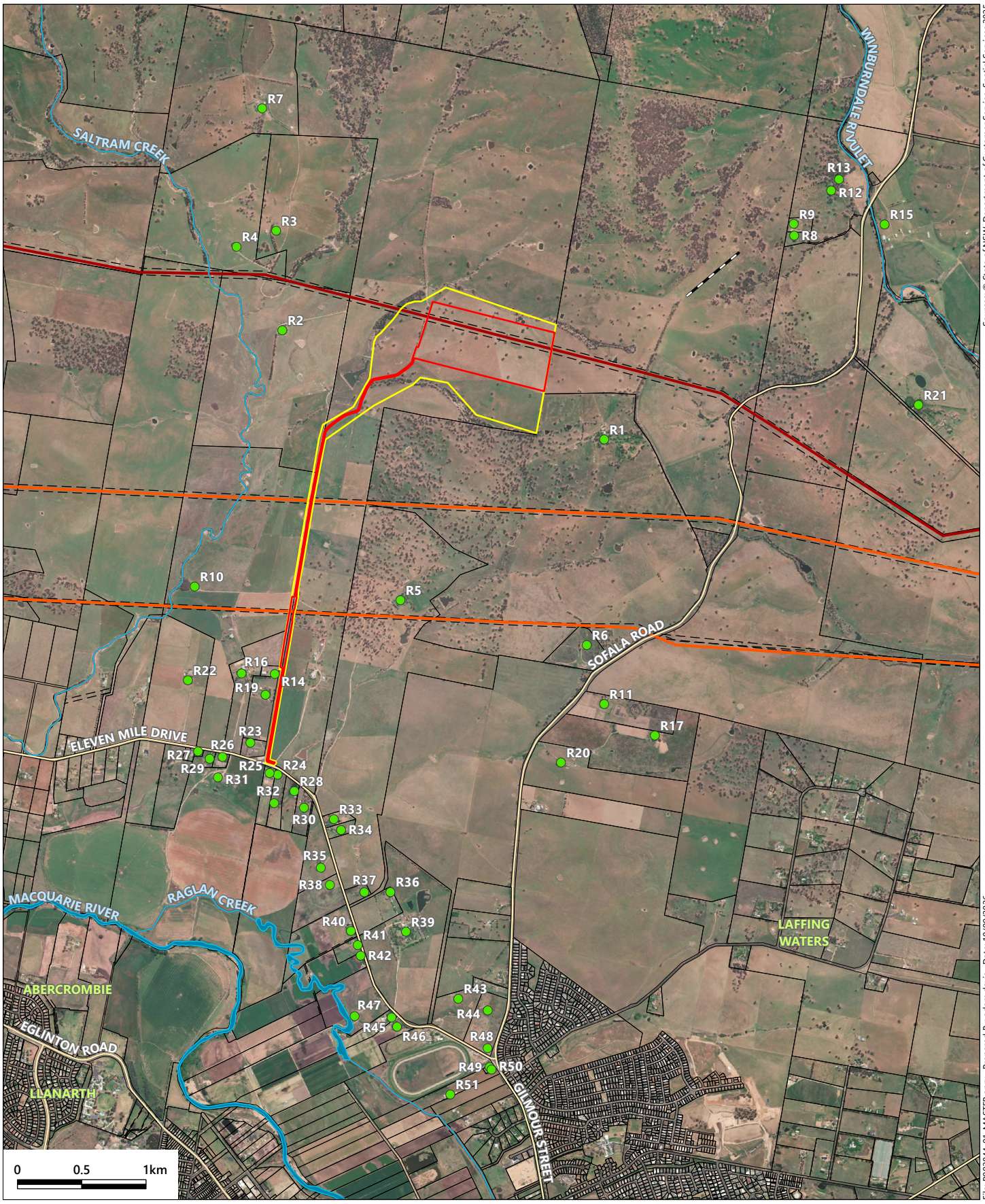
5.2.1. Stakeholder Identification

Understanding the community and identifying stakeholders is key to designing and delivering effective engagement. For this Project, stakeholders have been identified as those who may experience impacts (both positive and negative) or who may have an interest in the Project.

Stakeholders were identified based on their proximity to the Project, potential exposure to construction and operational impacts, interest in the Project, regulatory responsibilities, or ability to influence project outcomes.

Preliminary mapping identified nine (9) non associated sensitive receivers within 2 km of the development footprint. For the purposes of engagement during scoping, this was expanded to include 49 potentially sensitive receivers in the locality, particularly along the proposed transport route. A map of properties approached during engagement has been provided in **Figure 5-1**.

Figure 5-1
Properties Visited During Door Knocking



Sources: © State of NSW, Department of Customer Service, Spatial Services 2025
ESRI 2025

File: P003844_01_MASTER.aprx Prepared By: adam.davis Date: 10/09/2026

Legend

- Development Footprint - Indicative Land Area
- Project Area
- Non Associated Receivers
- Lot
- Easement
- Major Road
- Runway
- Named Water Body
- Named Watercourse
- Electricity Transmission Line
  - 132 kV
  - 330 kV

5.3. Engagement carried out during scoping

AGL employed a variety of tools to engage with stakeholders and the community during scoping. The tools used during community engagement are summarised in **Table 5-1**.

Stakeholder information and interactions are recorded within a secure cloud-based database. Data is de-identified and stored in accordance with AGL's Privacy Policy.

Table 5-1: Tools used during engagement for the scoping phase

TOOL	DESCRIPTION
Briefings	Project team members facilitated in person and videoconferencing briefings with Bathurst Regional Council (BRC) representatives and local MPs.
Community email inbox	AGL Community Team can be contacted via AGLCommunity@agl.com.au
Community phone line	AGL Community Team can be contacted on the community phone line 1800 039 600
Doorknocking	Doorknocking was undertaken with non-associated landowners to provide a project update, answer any questions and collect contact details, where possible. If nobody was home, a Sorry We Missed You card was left.
Fact sheets	Fact sheets were created and shared during in-person activities. This included a Bathurst Battery fact sheet, Grid-Scale Battery: Fire Prevention and Management fact sheet, Project timeline and maps fact sheet and Project side by side comparison. Copies of fact sheets used during doorknocking are provided at **Appendix F.**
Letters	Project introduction letters were sent via registered mail to 49 non-associated landowners. The letter provided an overview of the Project and notice of the doorknocking. A close the loop letter was sent to 49 non-associated landowners to provide an overview of feedback given and answer common questions asked during doorknocking.
Meetings	Project representatives met with non-associated landowners to provide a Project overview, answer questions and gather feedback.
Website	AGL's project pipeline webpage was updated to include a brief Project update on 20 June 2026. A stand-alone Project Bathurst Battery website www.www.agl.com.au/about-agl/operations/bathurst-battery went live on 8 July 2026 to provide a Project overview, timeline, overview of the planning process, and online forms to register to receive Project updates and register their business for future opportunities.

5.3.1. Community

Engagement with the associated landowner began in August 2024.

A Project introduction letter was sent to non-associated landowners and select landowners along the transport route. The letter provided an overview of the Project, offered an opportunity to meet with Project team members, a project map identifying the study area and indicative development footprint, Project contact information and a QR code to access more information on AGL's website. A copy of the introduction letter can be found in Appendix F.

Non-associated landowners were door knocked on 26-27 June 2026 and invited to speak to members of the Project team. Where no-one was home, a dated and timestamped 'Sorry We Missed You' flyer was left. A copy of the flyer can be found in Appendix F.

Meetings and emails with non-associated landowners were completed in June-July 2026. Non-associated landowners asked questions about Project details, provided Project feedback and registered details to be informed of ongoing Project updates.

On 13 August 2026, a close the loop letter was sent to the non-associated landowners within a 4km distance of the proposed Project site. This letter summarised what was heard during community engagement and the next steps for the Project. A copy of this letter can be found in **Appendix F**.

5.3.2. Bathurst Regional Council

Engagement with Bathurst Regional Council (BRC) began in early 2026 (3rd February) with a combined in-person and video-conference meeting. The purpose of the meeting was to introduce the Project, provide an overview of the Project planning process and outline planned engagement activities. Council officers were neutral with respect to the Project however outlined regional pressures from multiple renewable projects and noted community fatigue, particularly around cumulative impacts such as roads, amenity and construction activity. The meeting set the foundation for co-operative early engagement, acknowledging local sensitivities while recognising the system-wide benefits of battery technology.

Prior to door knocking, an email was sent to BRC representatives to make them aware of door knocking dates and share copies of the collateral that the community would be provided with. After door knocking was completed, BRC were sent an email summarising community feedback and outlining the Project's next steps.

Engagement with BRC will continue during the preparation of the EIS.

5.3.3. DPHI

AGL and their Consultant Amey, met with DPHI via an online meeting on the 11 February 2026 to provide a project briefing and provide a summary of project timing and activities to date, together with details of key focus areas for the scoping report. DPHI was again provided project update and timing at a teleconference with AGL 30th June 2026.

5.3.4. Members of Parliament

State and Federal Members of Parliament were offered a project briefing, either in person or via video conference. Project team members met with the Member for Bathurst Paul Toole MP on 6 May 2026. The purpose of the meeting was to introduce the Project, provide an overview of the planning process and outline engagement activities. Mr Toole raised concerns the Project location was on the same site as the previously proposed Eglinton Solar Farm. The Project team explained the difference in project size and visual impact. Mr Toole was neutral about the Project and stressed the importance of effective and appropriate community engagement.

Requests for a meeting have been emailed to the office of the Member for Calare Andrew Gee MP to offer a Project briefing. Mr Gee's office was sent an email outlining the planned door knocking activities.

A summary of community and stakeholder engagement and communication activities completed to date is outlined in **Table 5-2**.

Table 5-2: Community and stakeholder engagement and communication activities

DATE	ACTIVITY	PURPOSE	STAKEHOLDER
3 February 2026	Briefing in person and via videoconference	To provide an overview of the Project and planning process, and understand Council feedback/concerns	BRC
11 February 2026	Briefing via videoconference	To provide a summary of Project timing and activities to date, and key focus areas for the scoping report	DPHI
4 March 2026	Email	To provide BRC with Project fact sheets which could be shared with Councillors	BRC
12 March 2026	Email	To understand community values and experience with the previous solar project to inform engagement approach	BRC
8 April 2026	Email	To request any available background information about the Eglinton Solar Farm	BRC
29 April 2026	Email	To request a project briefing to provide an overview of the proposed project	Member for Calare (Federal)
18 May 2026	Phone call	To follow up the request to provide a project briefing and overview of the proposed project	Member for Calare (Federal)

DATE	ACTIVITY	PURPOSE	STAKEHOLDER
22 May 2026	Phone call	To follow up the request to provide a project briefing and overview of the proposed project	Member for Calare (Federal)
27 May 2026	Phone call	To follow up offer of a project briefing to provide an overview of the proposed project	Member for Calare (Federal)
6 May 2026	Briefing	To provide an overview of the Project and planning process, and understand MP feedback/concerns	Member for Bathurst (State)
16 June 2026	Email	To inform BRC that AGL would be undertaking doorknocking and enquired about the November Council motion regarding renewable energy projects	BRC
18 June 2026	Letters via registered post	To introduce the Project to the community, offer meetings with the Project team	Non-associated landowners near the Project site and along transport route
19 June 2026	Email	To inform Mr Gee MP and Mr Paul Toole MP that AGL would be undertaking doorknocking	Member for Calare (Federal) Member for Bathurst (State)
20 June 2026	Website – Project pipeline page	To provide a brief project overview while Project website is being built	Community
24 June 2026	Email	To request meeting with Project team member and ask questions about the Project design	Non-associated landowner
26-27 June 2026	Doorknocking	To introduce the Project, gather feedback and answer questions, collect contact details	Non-associated landowners near the Project site and along proposed transport route near the site.
27 June 2026	In-person meeting	To ask questions about the Project design, provide feedback	Non-associated landowner
27 June 2026	Phone call	To ask questions about Project design and provide feedback	Non-associated landowner
1 July 2026	In-person meetings	To ask questions about the Project design, provide feedback	Non-associated landowner
8 July 2026	Project website live	To share project information, sign up to receive project updates and register for future business opportunities	Community
31 July 2026	Email	To provide a summary of community feedback to date and outline the Project's next steps	BRC Member for Bathurst (State) Member for Calare (Federal)
12 August 2026	Conference and Expo	Hosting land Property Manager to attend the Renewables in Agriculture Conference with members of the proponent (AGL)	Representative of the Associated landowner
13 August 2026	Letters	To close the loop and share feedback and questions asked during the doorknocking	Non-associated landowners near the Project site and along transport route near the site.

5.3.5. Community Views and Areas of Interest

The community had mixed views and feedback about the Project. Feedback included concerns about construction impacts (dust, traffic and amenity) fire, noise, visual, transport routes, historic and Aboriginal heritage and land use.

Some members of the community had a strong understanding of the SSD planning process; however, they expressed frustration and mistrust for the Project and process based on engagement for a previous project (Eglinton Solar Farm SSD-8994273 – withdrawn in December 2022) that had been proposed on the site.

Community engagement has highlighted the importance of transparent communication and ongoing engagement due to community familiarity with previous renewable energy proposals within the locality.

Overall, the Community feedback received to date included a mix of supportive, neutral and opposing views.

It is likely that the community will remain interested in these aspects of the Project throughout development:

- business opportunities and community benefits
- community engagement
- construction impacts
- decommissioning process
- fire safety
- land use and location
- Project information
- site access
- traffic and transport
- visual and noise amenity

Likely areas of community interest, feedback and the proposed engagement approach to manage queries during preparation of the EIS is provided in **Table 5-3**.

Table 5-3: Summary of community views

LIKELY AREAS OF COMMUNITY INTEREST	FEEDBACK	PROPOSED ENGAGEMENT APPROACH
Business opportunity	Some residents asked whether there would be opportunities for their businesses to be involved in the Project and how they would register their interest.	• Add a business registration of interest form to the Project website • Update the CSEP to reflect local business engagement and opportunities
Community engagement	Community members expressed frustration and mistrust based on previous community engagement for the Eglinton Solar Farm	• Prepare and distribute regular Project updates to keep the community informed • Regularly review and update the CSEP in response to community and stakeholder feedback • Communicate opportunities for community input and feedback • Maintain community phone line and community inbox for ad-hoc enquiries
Construction impacts	There were some concerns raised about construction impacts. Specifically, this included noise and dust during construction and use of Thomas Drive.	• Undertake targeted consultation with affected residents to understand and mitigate noise and dust impacts
Decommissioning process	One resident raised concerns about the Project's impact on the land and the decommissioning process.	• Prepare and distribute regular Project updates and frequently asked questions about the Project
Fire safety	Some residents asked questions about the risk of fire and the safety of grid-scale batteries.	• Publish the Grid-Scale Batteries: Fire Prevention and Management on the Project website and have copies available during in-person activities • Undertake targeted engagement with residents to understand concern and minimise Project impacts • Engage with local Rural Fire Service and Project neighbours to understand concerns and inform the bushfire assessment report

LIKELY AREAS OF COMMUNITY INTEREST	FEEDBACK	PROPOSED ENGAGEMENT APPROACH
Land use and location	Two residents asked questions about why this location was chosen for the Project and why agricultural land was being used.	• Engage with residents during preparation of the EIS to understand concerns with use of agricultural land • Communicate findings of land use assessment with residents
Transmission lines	Three residents asked about transmission lines and whether these would be new or existing. Some were concerned these would be new high-voltage lines, such as being constructed in the Central-West Orana REZ.	• Update collateral to include labelling on maps to show the transmission line is existing • Communicate information about anticipated connection to existing transmission line
Flooding, stormwater and drainage	A few residents enquired about the potential for the Project to contaminate surrounding water supplies if there was flooding on the Project site.	• There will be a number of proposed protections including bunding to prevent contamination of surrounding land, which will be communicated to the community • Where relevant, these matters will be considered through environmental assessments prepared for the EIS.
Project information	There was some confusion about the Project's status and ownership. Some believed it was the same or linked to the previously proposed Eglinton Solar Farm.	• Include information about Project ownership in Project updates and collateral • Reiterate key messaging about the SSD planning process, Project status and timeline • Prepare and regularly update frequently asked questions about the Project and make these available on the Project website
Property values	Some residents expressed concern about how the Project may impact their property value. They were concerned that the Project would decrease the value of their properties which would affect their financial position.	• Share the 'Renewable Energy Rising: Property Values and Insurance Fact Sheet' (Clean Energy Council, 2025) and have copies available during in-person activities • Engage with adjoining landowners and communicate findings of specialist studies to better understand the full extent of Project impacts • Work closely with affected landowners to seek input into how Project impacts might be mitigated or minimised
Site access	Some residents raised concerns about site access via Thomas Drive. This included noise, dust and road suitability due to being unsealed and used recreationally (horse riding, cycling and running) by community members.	• Undertake targeted consultation with residents who live on Thomas Drive as part of site access investigations and planning
Traffic and transport	Some community members expressed concerns about the suitability of Eleven Mile Drive as the traffic route. Residents raised concerns about visibility, safety and road condition. Residents noted that Eleven Mile Drive is used as a transport route by other companies.	• Undertake engagement with residents along Eleven Mile Drive to understand concerns as part of transport route planning
Visual amenity	Some residents asked questions about the visual impact of a grid-scale battery and potential loss of view. Questions included what the Project would look like, the approximate distance from their properties and what mitigation measures may be used.	• Undertake targeted engagement to understand concerns and landscape values to inform the landscape and visual impact assessment • Engage with impacted landowners to negotiate any proposed screening mitigations • Engage in good faith to negotiate any neighbour agreements (if required) in accordance with the 'Private Agreement Guideline – Guidance for State significant renewable energy development' (DPHI, 2024)
Insurance Premiums	One resident queried if living next to a high value asset like a grid-scale battery would increase their public liability insurance premiums	• Engage with the Insurance Council of Australia to determine whether insurance premiums of non-associated residents would be affected by the Project.

5.3.6. Other Stakeholder and Regulator Views

An online meeting was held with DPHI on the 11 February 2026 to provide a pre-scoping briefing of the Project. The briefing provided an overview of the Project, indicative timelines and key areas for further investigation. Feedback included the need to provide clear timing advice around submission target date and ensuring that all relevant SSD guidelines are addressed in the scoping report.

BRC and Mr Paul Toole MP provided neutral feedback about the Project. Key feedback was related to community engagement, fatigue and confusion based on the site previously being a proposed location for a solar farm. Other matters discussed included Aboriginal and historical heritage, community benefits, site access and traffic and transport.

AGL has commenced engagement with Lumea to investigate transmission connection options for the Bathurst Battery, and a pathway has been established for progressing the Connection Enquiry and subsequent CPA process, providing a foundation for future connection studies and preliminary 330 kV substation development.

Other stakeholder and regulator views and approaches to manage these issues during the preparation of the EIS is provided in **Table 5-4**.

Table 5-4: Summary of other stakeholder and regulator views

ISSUE	FEEDBACK	PROPOSED ENGAGEMENT APPROACH
Bathurst Regional Council		
Aboriginal heritage	Council identified there are known Aboriginal artefacts near the Project site which may trigger additional assessment or impact the Project.	• Undertake targeted engagement with local Aboriginal representatives to understand any Aboriginal heritage and mitigate any impacts • Engage local Registered Aboriginal Parties in the Aboriginal and cultural heritage assessment process, in accordance with consultation requirements
Community benefits	There was a perception that Bathurst hosts large-scale projects without receiving proportionate return.	• Engage with BRC to develop a proposal for a community benefit sharing scheme
Community engagement	Council raised concerns about community fatigue and scepticism based on previous wind/solar project proposals within the Bathurst Region.	• Prepare Project updates and collateral to inform the community about the Project • Undertake targeted engagement with sensitive receivers to understand and minimise impacts
Council resolution	Council staff raised a resolution moved by council in November 2025 related to expectations for proponents during the scoping phase of projects. This included preparing reports on traffic, haulage routes and transport, workforce accommodation, water impacts, waste impacts, community services and infrastructure impacts, cumulative impacts, community consultation, and decommissioning.	• As a referral agency, Council will be invited to provide advice for consideration as part of the Project's SEARs • Provide regular updates to Council about the status of Project investigations • Consult with Council as required to inform specific assessments such as traffic and transport • Invite Council staff to participate in interviews as part of the social impact assessment to discuss social impacts
Heritage	Council identified heritage-listed buildings are located near the Project and impacts should be minimised or avoided.	• Engage with affected landowners and relevant agencies to understand heritage values and inform the statement of heritage impacts
Site access	There was discussion about site access via Thomas Drive. It was raised that this access point may have visibility and safety issues.	• Undertake engagement with BRC and residents on Thomas Drive to understand and minimise impacts • Three access options are being considered by the project team, two of which provide access from Thomas Drive (A and B) and one provides access from Eleven Mile Drive (C). These options would be investigated through design and either discussed or excluded in the EIS.
Traffic and transport	It was identified that construction traffic and oversize over mass vehicles may damage local roads.	• Engage with BRC and Transport for NSW to identify and investigate suitable traffic and transport routes

ISSUE	FEEDBACK	PROPOSED ENGAGEMENT APPROACH
Members of Parliament		
Community engagement	Concerns were raised that the Project is located on the same site as the previously proposed Eglinton Solar Farm. It was suggested that this may lead to engagement fatigue and confusion about project ownership.	• Include information about Project ownership in Project updates and collateral • Reiterate key messaging about the SSD planning process, Project status and timeline • Prepare and regularly update frequently asked questions about the Project and make these available on the Project website
DPHI		
DPHI	AGL and Amey completed a pre-scoping meeting with DPHI on 11 February 2026 to provide a briefing of the Project, timing and inputs. Commentary from DPHI highlighted the importance of ensuring consistency with DPHI SSD guidelines, effective and transparent community engagement and the need to ensure a clear understanding of transport routes was provided.	• Engage with affected landowners and relevant agencies to understand community areas of concern or enquiry • Engage with landowners along the local transport route • Complete preliminary route investigations to understand areas of potential impact and confirm suitability • Continue to engage with DPHI as the Project proceeds to ensure a clear understanding of expectations and timing.
Transmission Connection		
Lumea	Requirement for a consent letter enabling Lumea's participation in connection discussions with TNSP Transgrid and AGL. Discussions also included the requirements for the development of a new 330 kV substation.	• Execution of a consent letter enabling Lumea's participation in connection discussions with TNSP Transgrid and AGL. This will assist AGL with clarification of Connection Enquiry (CE) requirements and associated fees, and investigation of connection arrangements for a potential 330 kV connection with both Lumea and Transgrid. • Lumea advised that, following submission of the Connection Enquiry and receipt of the Connection Enquiry Response (CER), it can support preliminary engineering, concept development and substation design activities. More detailed design deliverables, including planning schedules, data packs and preliminary designs, would be progressed during the Connection Project Agreement (CPA) phase.
Mid-Western Regional Council		
Road upgrades	Details of the potential route to the site from the port of import may include the need for temporary road upgrades within the Mid-Western Regional Council area.	• Details of the Project together with specific potential impacts were provided to Council staff by email on the 4 August 2026. • At the time of writing no response has been received.

5.3.7. How Community Feedback Will Inform the EIS Scope

Feedback received during early engagement has informed the scope of investigations proposed for the EIS. Key matters raised by stakeholders included traffic and transport, visual amenity, noise, battery safety, heritage, land use compatibility and local economic opportunities. These matters have been incorporated into the EIS assessment framework and will be investigated through specialist studies and ongoing stakeholder engagement during the preparation of the EIS.

5.3.8. Future Engagement

Engagement during the preparation of the EIS would be undertaken in accordance with the SEARs and the ‘Undertaking Engagement Guidelines’ (DPHI, 2026). The CSEP will be updated at regular intervals to reflect any changes to the Project, or in response to the feedback from stakeholders.

Where appropriate, community feedback may be used to help shape aspects of the Project, including:

- site access and traffic arrangements
- the methods and frequency of community engagement
- potential mitigation measures for visual impacts
- management of construction impacts, such as dust
- bushfire and emergency response communications during construction and operation
- community benefit initiatives

The extent to which feedback can influence the Project will be considered alongside technical, environmental and regulatory requirements. The Project team will communicate how feedback has been considered and which aspects of the Project are open to possible changes.

Engagement during this period will:

- inform the community about the opportunities to engage
- provide relevant information in plain English so that potential impacts and implications can be readily understood
- be clear about the level of influence stakeholders can have by identifying what aspects of the Project can be shaped by community
- help provide clarity to stakeholders regarding key Project elements
- give the community the opportunity to voice their concerns or share local knowledge so that this information can be shared early in the planning, design and assessment of the Project
- consider the issues raised by the community, council and relevant government agencies when making Project refinements and accurately reflect how these issues have been addressed in EIS documentation
- keep the community, council and relevant government agencies informed with up-to-date information on the Project

To achieve this, AGL is committed to undertaking the various activities during the engagement of the EIS. These activities may include:

- community information sessions
- in-person and virtual meetings with the associated and non-associated landowners, local government, business and community groups
- site visits and investigations with associated and non-associated landowners who may be impacted
- interviews to inform the SIA
- surveys
- doorknocking and letterbox dropping neighbours for whom the Project has no contact details
- presentations to community groups and local government
- briefings to BRC, state and federal members of Parliament
- distribution of Project updates
- maintaining the Project website with updated content and fact sheets
- responding to phone calls and community emails

Further engagement will be undertaken with BRC to negotiate a VPA that meets the DPHI Benefit Sharing Guideline (DPHI, 2024) and the BRC Development Contribution Plans.

Engagement will be undertaken with First Nations representatives once the Scoping Report has been completed.

The CSEP will continue to be updated at regular intervals informing the approach to future engagement beyond the submission of the EIS, including during public exhibition and response to submissions.

Feedback received during early engagement has informed the scope of investigations and stakeholder engagement activities proposed for the EIS. The matters identified through consultation will be incorporated into the EIS assessment framework and considered by the technical specialists during EIS preparation .

As the Project is currently at the scoping stage, detailed technical investigations are yet to be completed. Further assessment of Project impacts and mitigation measures will be undertaken as part of the EIS process. The Project team will continue to engage with the community, Bathurst Regional Council, government agencies and other stakeholders as the EIS studies progress, including through project updates, targeted briefings and the formal exhibition of the EIS, and determination stages.

6. Proposed Assessment of Impacts

6.1. Introduction

An initial review of information has been completed to provide a summary of matters requiring assessment at EIS preparation stage and the level of assessment required for each issue. By reference to the State significant development guidelines – preparing a scoping report (DPIE 2022), a number of factors have been considered through this process, including:

- the scale and nature of the likely impact of the Bathurst Battery and the sensitivity of the receiving environment;
- whether the Bathurst Battery is likely to generate cumulative impacts with other relevant future projects in the area; and the ability to avoid, minimise and/or offset the impacts, to the extent known at the scoping phase.

The following sections provide details on specific assessment areas. A summary table is provided in Appendix A categorising these areas as per the Scoping Report Guidelines. By reference to Appendix A of the guidelines, the level of assessment is either detailed, standard or 'matters requiring no further assessment in the EIS'. Detailed assessment is for those impacts likely to have a significant impact, including cumulative impacts. A standard assessment is unlikely to result in significant impacts. A standard assessment may still include technical specialists however impacts in this category are likely to be well understood and easy to predict.

The level of assessment is identified as standard and is summarised as follows.

Table 6-1: Level of assessment

LEVEL OF ASSESSMENT		
DETAILED	**STANDARD**	**NO FURTHER ASSESSMENTS**
Traffic	Amenity – visual	Air quality
Amenity – Noise	Economic	
Biodiversity	Hazards and risks	
Aboriginal heritage	Land Use	
European heritage	Social (including accommodation)	
	Cumulative	
	Water	
	Waste	

6.2. Transport, Traffic and Access

6.2.1. Road Network

Access to the development footprint is expected to be from Thomas Drive, in the west, either via an existing access point (A) or a new access point (B) to be developed. Thomas Drive is a local road, sealed for approximately 1 km from Eleven Mile Drive and then featuring a maintained gravel surface. The existing access point (A) is approximately 550 m from the point at which the road transitions from sealed road to gravel. If a new access point was established (B), it would be built at approximately the location where the sealed portion of Thomas Drive ends. A third access option (C) is also being considered, which would utilise the existing property access from Eleven Mile Drive, together with construction of a new internal access driveway. The development footprint and the three access option locations are shown in **Figure 3-1**.

Eleven Mile Drive is a local unclassified road with a speed limit of 80kmph within the vicinity of the project area, which is connected to Sofala Road, a state classified road leading into Bathurst CBD. In the vicinity of

the intersection with Thomas Drive, Eleven Mile Drive has a 9.6m wide sealed carriageway in a 21m wide road reserve. The intersection of Eleven Mile Drive and Sofala Road currently features an auxiliary left (AUL) and a channelised right (CHR) that is compliant with current Austroads standards.

Thomas Drive is a local unclassified road with a speed limit of 100km/h. The road terminates in cul-de-sac, and its main function is providing access to Eleven Mile Drive. Thomas Drive has 7.2m wide carriageway in 20m wide road reservation. The carriageway is sealed to approximately 765m north of the intersection with Eleven Mile Drive from where it continues as unsealed carriage way.

As of present, there is no available traffic data on TfNSW's Traffic Volume Viewer on Eleven Mile Drive or Sofala Road near the intersection with Eleven Mile Drive.

A number of access options to the development are being investigated, including:

- from Thomas Drive and utilising an existing property access approximately 1,300m north of the intersection with Eleven Mile Drive;
- from Thomas Drive and via a new property access/internal driveway; or
- from Eleven Mile Drive and a new internal driveway.

Either a decision on access will be made prior to the EIS being prepared, or all three options will be carried forward into the EIS, for a decision to be made prior to construction commencing.

There are two bus stops in proximity of the project area. The stops are named "Eleven Mile Drive at Thomas Drive" and "310 Eleven Mile Drive." These stops facilitate Route S707 (Bathurst Buslines) and Route S777 (Sinclair Buses). These services operate primarily as dedicated school transport connecting the Kelso and Peel catchment areas to the Bathurst CBD. Consequently, the service frequency is limited, providing only one service during the AM and PM school peak periods respectively in line with typical school hours. Construction traffic management measures will be developed to avoid heavy vehicle movements during identified school bus peak periods.

At present, there are no dedicated pedestrian or cycling facilities on Eleven Mile Drive in vicinity of the intersection with Thomas Drive. Pedestrian and cycling facilities are classified as "General Roads-A Road where bicycles share space with motor vehicles (Mixed Traffic), buses (Bus Lane) or parked cars (Parking Lane).

The project area's connectivity will potentially be affected by the upcoming Bathurst Region Active Transport Strategy (BRATS), currently being developed by Bitzios Consulting for BRC (due 2026). This document will guide future infrastructure upgrades and delivery timelines prioritising connections between new developments and the CBD

The project commits to preparing pre and post construction dilapidation reports and rectification of any damage or wear and tear resulting from the construction of the Project. This will be addressed in more detail in the project Traffic Impact Assessment (TIA) once the Project develops further in the EIS stage of the Project.

6.2.2. Transport Route

The point of origin for key project components will vary subject to decisions on procurement. AGL is committed to local procurement where possible, which may result in the project transformers, switching stations and control rooms being procured in Australia and transported from these local manufacturers. Battery units and inverters are likely to be imported from international providers, to be shipped to a port of entry to Australia (expected to be Port of Newcastle).

The likely routes to the site for transport of project infrastructure are:

- Transformer procurement from a local supplier in Victoria – utilising a regional transport route via Dubbo and Newcastle;
- Transformer procurement from an international supplier – to be shipped to Australia to either the Port of Newcastle or the Port of Adelaide;
- Battery procurement from an international supplier (these are not expected to be classified as high risk movements) – to be shipped to Australia to either the Port of Newcastle or Port Adelaide;

- Control room procurement from a local supplier in South Australia – utilising a regional transport route (this is not classified as a high risk movement); and/or
- Control room procurement from an international supplier – to be shipped to Australia to either the Port of Newcastle or the Port of Adelaide (this is not classified as a high risk movement).

The high-risk movements associated with the Project is the transfer of the two project transformers. Due to the size of the transformers, there is the potential that they would be transported on a beam set configuration.

The proposed route from the Port of Newcastle is via the M15 to Dunedoo, the B55 via Gulgong and Mudgee to Wallerawang, the A32 to Bathurst, and then to the site via Gilmour Street and Eleven Mile Drive – refer **Figure 3-2**.

The proposed route from Adelaide is via the M2 to Willaston Gawler, the B82 to Giles Corner, the A32 via Broken Hill, Nyngan and Dubbo to Bathurst and then to the site via Gilmour Street and Eleven Mile Drive – refer **Figure 3-2**.

The proposed route from Victoria is via the M31 via Albury, Yass, Goulburn, the M5 and M7 around Sydney, the M1 to west of Newcastle, the M15 to Dunedoo, the B55 via Gulgong and Mudgee to Wallerawang, the A32 to Bathurst, and then the site via Gilmour Street and Eleven Mile Drive – refer **Figure 3-2**.

As project design progresses, either the above options would be refined to adopt the preferred option, or all options will be retained. In either scenario, detailed Oversize Overmass (OSOM) route surveys would be undertaken at a later stage to confirm the nature of any physical or geometric constraints and the extent of any changes required along the route. Any physical changes to the route would be included for full assessment in the EIS and associated specialist assessments.

6.2.3. Vehicle Access

Three access options to the site are being investigation. Option 1 would be via Thomas Drive and an existing property access located approximately 1.1 km north of the end of the bitumen seal. Option 2 would be a new access from Thomas Drive at the end of the bitumen seal. Option 3 would be either a new access or upgrade of the existing access from Eleven Mile Drive together with a new internal driveway to connect to the development footprint.

The two key intersections requiring further consideration in relative vicinity to the project area are the intersection of Eleven Mile Drive and Sofala Road (Gilmour Street) and the intersection of Eleven Mile Drive and Thomas Drive. As Sofala Road is a regional road, TfNSW would be consulted however it is not expected that upgrades would be required. There is the potential that a number of intersections along the various routes from port may require amendment to facilitate vehicle movements, however these would be reversible matters such as temporary sign removal, temporary traffic signal removal or, potentially, temporary hard stands. If required, these would be subject to assessment in the EIS to ensure all impacts are clearly understood and approved. Landowner consent for these works, if required, would be obtained for submission with the EIS.

Should intersection upgrades be required on state roads, a concept strategic intersection design would be prepared and provided with the TIA. Engagement in the EIS phase with BRC will confirm expectations with regard to local roads and addressed in the TIA.

Any physical impacts associated with the construction of the upgraded site access or road/intersection upgrades would be addressed by relevant supplementary reports.

6.2.4. Traffic Generation

The construction phase of the Project will have a more significant impact on the road network as it generates a higher volume of motor traffic and attracts larger vehicles compared to the operational phase. Therefore, this phase of the Project will be the primary focus of the traffic impact assessment. The pre-construction, operational and decommissioning phases will also be considered, however these phases are expected to generate lower vehicle volumes than the construction phase.

Based on the previous experience, typical peak times for constructions sites are 06:30-07:30 (AM peak) and 17:00-18:00 (PM peak), coinciding with the commencement and end of workers' shifts. Construction peaks are not expected to coincide with network peak times.

Based on established AGL procurement policies, approximately 60-70% of construction workers are expected to be sourced locally, with 30-40% from out of town. Non local workers would stay in organised accommodation during the construction duration and will take advantage of organised transport options. It is expected that shuttle bus would be used to transport the workforce from organised accommodation to the project area.

The remaining 60-70% of the workforce is likely to be local or housed in other local accommodation, arriving to work site in individual passenger vehicles.

It is anticipated the local traffic network can accommodate the expected traffic generated by the Project during the construction phase without significant impact. Other phases would be expected to generate lower levels of traffic generation. As the site is expected to be monitored remotely, daily traffic numbers would be very low.

Heavy vehicles arriving to the project area during the construction phase are likely to comprise of:

- Predominantly General Access Vehicles (GAV) (Classified as Austroads Class 3-9, length ranging from 8m to 19m);
- Low loaders transporting construction equipment, materials and/or elements;
- Special Purpose Vehicles (SPV) such as mobile cranes and other construction vehicles;
- Occasional B-Doubles;
- Over Size Over Mass (OSOM) Class 1 vehicles not requiring escort;
- Escorted OSOM vehicles (estimated 2-3 movements for the duration of construction, inclusive of transformer transport)

Eleven Mile Drive is not an approved OSOM route (**Figure 6-1**), however it is a pre-approved B Double route (**Figure 6-2**). Once the transformer size and port of import is confirmed, a formal OSOM route survey will be prepared. All OSOM operators must apply for and secure a specific NHVR Access Permit and Council consent before traversing this section of road.

Figure 6-1: OSOM Pre-approved roads (source: NHVR)

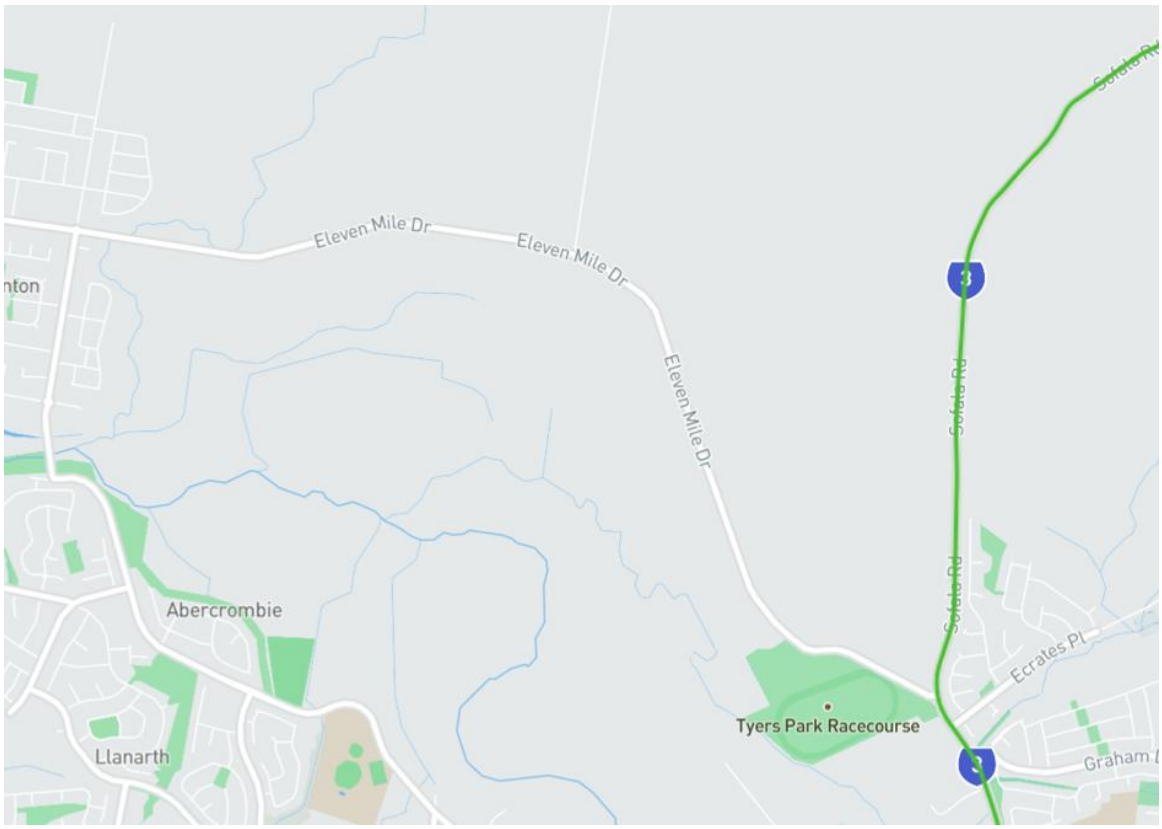
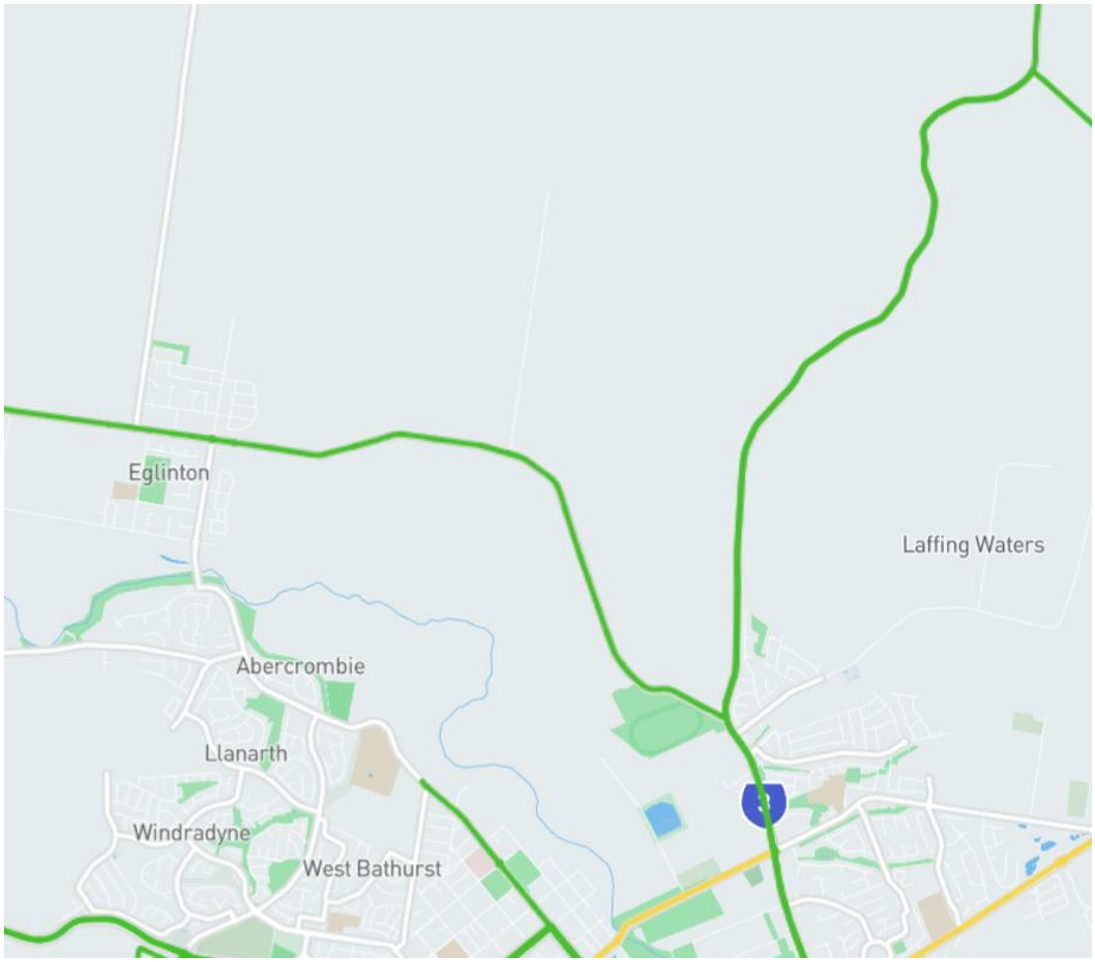


Figure 6-2: Pre-approved B Double routes (source: NHVR)



6.2.5. Intersection Treatments

Intersection treatments will be determined at a later stage, subject to confirmation of peak hour traffic volumes accessing the project area.

It is anticipated that approximately 60% of light vehicle traffic to and from the project area will approach from the west via Eglinton, with the remaining 40% expected to arrive from the southeast via Kelso. The majority, if not all, heavy vehicles are expected to arrive from the east and depart in the same direction.

6.2.6. Carparking

The development footprint can suitably accommodate required parking for the Project.

Set down and parking areas for heavy vehicles can also be accommodated, preferably separated from the general parking area.

6.3. Air

Air impacts arising from dust generation and vehicle emissions during construction are of a limited nature and relatively easily predicted. Once the Project is operational, impacts to air quality are expected to be of a limited nature.

It is not proposed to assess air quality impacts in the EIS.

Implementation of appropriate mitigation measures via a Construction Environmental Management Plan (CEMP) would be expected to address any potential air quality impacts.

6.4. Amenity

6.4.1. Visual Impact

The indicative battery and ancillary infrastructure are to be located north of the suburb of Eglinton in a rural landscape featuring scattered vegetation across undulating slopes. Due to the setting and the scale of the Project, it is expected that landscape character and visual impacts would have limited impact on non-associated receivers and the public domain. There are approximately nine (9) non associated sensitive residential receivers within a 2km buffer of the indicative battery and ancillary infrastructure.

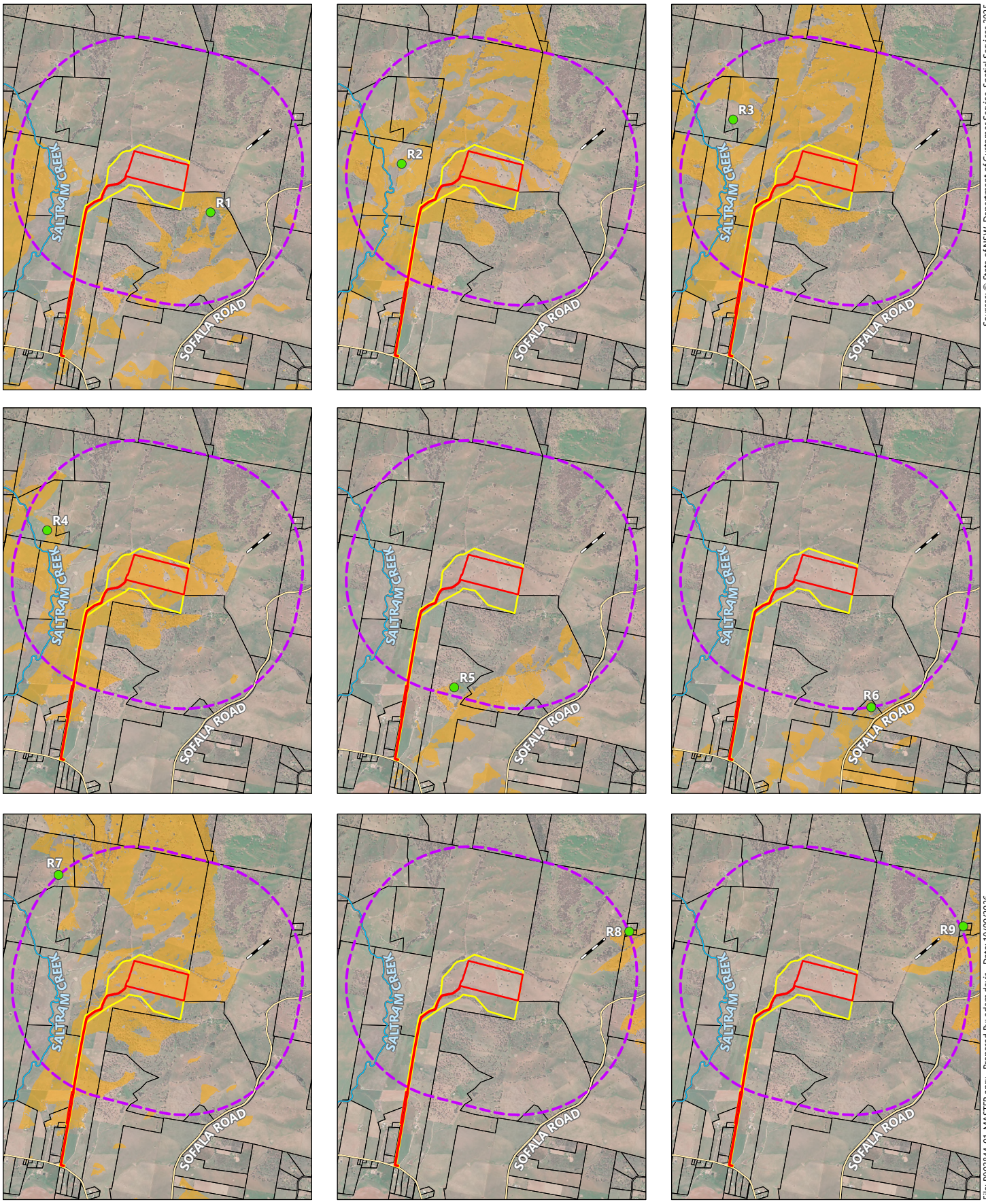
Of these nine (9) non associated receivers, the closest is R1 (at approximately 520m from the battery infrastructure). R1 is located on the west of the Sofala Road and has no predicted direct view of the battery area due primarily to intervening topography.

The nine (9) mapped receivers have the following characteristics (**Figure 6-3**):

- R1 is located approximately 600m south-east of the indicative battery infrastructure, separated from the Project by a low ridge. This receiver is located at a similar elevation as the Project, but due to the higher land in between, together with scattered vegetation, has no views back to the Project.
- R2 is located approximately 1050m west of the indicative battery infrastructure. The receiver is located at a slightly lower elevation, with local vegetation partial screening. Some views of infrastructure are expected.
- R3 is located approximately 1350m west-north-west of the indicative battery infrastructure, beyond the transmission line corridor. The receiver is positioned at a similar elevation to the Project, with lower land in between. Whilst well separated from the Project, some visibility of infrastructure is expected.
- R4 is located approximately 1600m west of the indicative battery infrastructure, at a similar elevation to R3. Whilst well separated from the Project some visibility of infrastructure is expected.
- R5 is located approximately 1800m south of the indicative battery infrastructure, within a rural agricultural setting. The receiver is located at a lower elevation, with intervening landform and vegetation ensuring no views back to the Project.
- R6 is located approximately 1950m south-east of the indicative battery infrastructure within a rural setting. Due to intervening topography, R6 is not expected to have views to the Project.
- R7 is located approximately 1800m north-west of the indicative battery infrastructure within a rural setting. R7 sits in an elevated location and is expected to have views back to the Project.
- R8 is located approximately 1800m east of the indicative battery infrastructure within a rural setting. Due to intervening topography, R8 is not expected to have views to the Project.
- R9 is located approximately 1800m east of the indicative battery infrastructure within a rural setting. Due to intervening topography, R9 is not expected to have views to the Project.

Of the identified non-associated receivers, R2 has the greatest potential for visual interaction due to its position in the landscape, proximity and limited intervening shielding. Notwithstanding, R2 is well separated from the Project.

Figure 6-3
Non-associated Receiver Visibility
Preliminary Analysis



Sources: © State of NSW, Department of Customer Service, Spatial Services 2025
AGL Energy Limited 2026; ESRI 2025

Legend

- Development Footprint - Indicative Land Area
- Project Area
- 2 km Buffer
- Lot
- Major Road
- Runway
- Named Watercourse
- Non Associated Receivers Within 2 km
- Land Visible from Receiver

0 1 2km

File: P003844_01_MASTER.aprx Prepared By: adam.davis Date: 10/09/2026

Overall, the potential for significant visual impacts to non-associated receivers is considered low due to good separation distances.

The undulating topography of the project area and surrounding land is expected to contain views of the Project from the public domain, particularly from the south and south-east. Analysis indicates there is no likely visibility of the battery infrastructure from Eglinton or Laffing Waters to the south-west and south-east. Where views are available, they are likely to be filtered or partial due to terrain and existing vegetation, including along local roads and the transmission line corridor.

During construction and operation, temporary and permanent visual changes may occur, primarily associated with earthworks, temporary plant, and the presence of above-ground infrastructure. These impacts are expected to be localised and limited in extent due to separation distances, landform and screening vegetation.

With respect to the construction phase, impacts would be temporary with some Construction impacts including:

- Construction facilities including portable structures and laydown areas;
- Excavations and earthworks;
- Construction machinery;
- Civil works to facilitate access and easements; and
- Dust and reduced air quality from construction works.

Impacts during operation would be associated with the potential visibility of the following infrastructure associated with the Project:

- Electrical infrastructure including battery and medium voltage power station (MVPS) units arranged in rows
- Transformers, switchgear and overhead transmission lines connecting the BESS to the existing electricity transmission network
- Other permanent ancillary infrastructure including small buildings (site office, operation and maintenance facility and control room)
- Car parking, internal access tracks, security fencing and signage.

A detailed visual impact assessment (VIA) would be provided as part of the EIS to further analyse the potential visual impact of the Project. The detailed VIA will include an assessment of the likely visual and landscape impacts of the Project on surrounding residences, including field verification of the visibility analysis and an assessment of representative viewpoints.

Where relevant, the VIA will identify appropriate measures to help minimise the potential for the Bathurst Battery to impact visual amenity.

6.4.2. Noise and Vibration

Noise and vibration impacts are expected to occur during both the construction and operation of the Bathurst Battery and would include:

- Construction noise associated with earthworks and construction activities
- General operational noise from the Project (including battery HVAC, transformers and inverters)
- Additional traffic associated with construction

Within 2 km of the development footprint there are approximately nine (9) non-associated residential receivers – refer **Figure 2-4**. The closest non associated residential receiver is R1 and is located approximately 600 m from the indicative battery and ancillary infrastructure.

Based on preliminary analysis, there is confidence that the Project can be developed in compliance with key noise criteria and without resulting in significant noise impacts to non-associated receivers. AGL is committed to ensuring the Project is sensitively designed and constructed to limit impacts to non-associated receivers. Through effective engagement, AGL seeks to ensure that all nearby non associated receivers are

provided with a clear understanding of the scope and scale of the Project and that opportunities for mitigation, including the potential for neighbour agreements where warranted, are thoroughly investigated.

The potential noise and vibration impact of the construction and operational battery on nearby sensitive receivers would be considered in a Noise and Vibration Impact Assessment to be provided as part of the EIS. The Noise and Vibration Impact Assessment will be prepared in accordance with:

- *NSW Interim Construction Noise Guideline;*
- *NSW Noise Policy for Industry;*
- *NSW Road Noise Policy; and*
- *Assessing Vibration: A Technical Guidelines.*

6.5. Biodiversity

A preliminary desktop assessment of biodiversity is provided in this section. A preliminary site walkover was also completed on 19 May 2026 by accredited ecologists to ground truth the preliminary results. The findings of this walkover are reflected in **Figure 6-4**.

6.5.1. Methods

An initial threatened species desktop review was conducted on 19 February 2026, which included a review of the following:

- Biodiversity Values Map (NSW DCCEEW 2026a);
- NSW BioNet Vegetation Classification (NSW DCCEEW, 2025c);
- NSW State Vegetation Type Map (NSW DCCEEW 2025d);
- NSW ePlanning Viewer (NSW Government 2025); and
- Protected Matter Research Tool (Cwth DCCEEW 2025).

The outcomes of this investigation informed the threatened species assessment in **Section 6.5.2**.

6.5.2. Threatened Species Desktop Review

6.5.2.1. Plant Community Types

One Plant Community Type (PCT) is mapped over the project area on the NSW State Vegetation Type Map (SVTM)(NSW DCCEEW 2025d):

- Southern Tableland Grassy Box Woodland (PCT 3376) is mapped as a small component within the project area but extends across a larger area to the south of the project area.

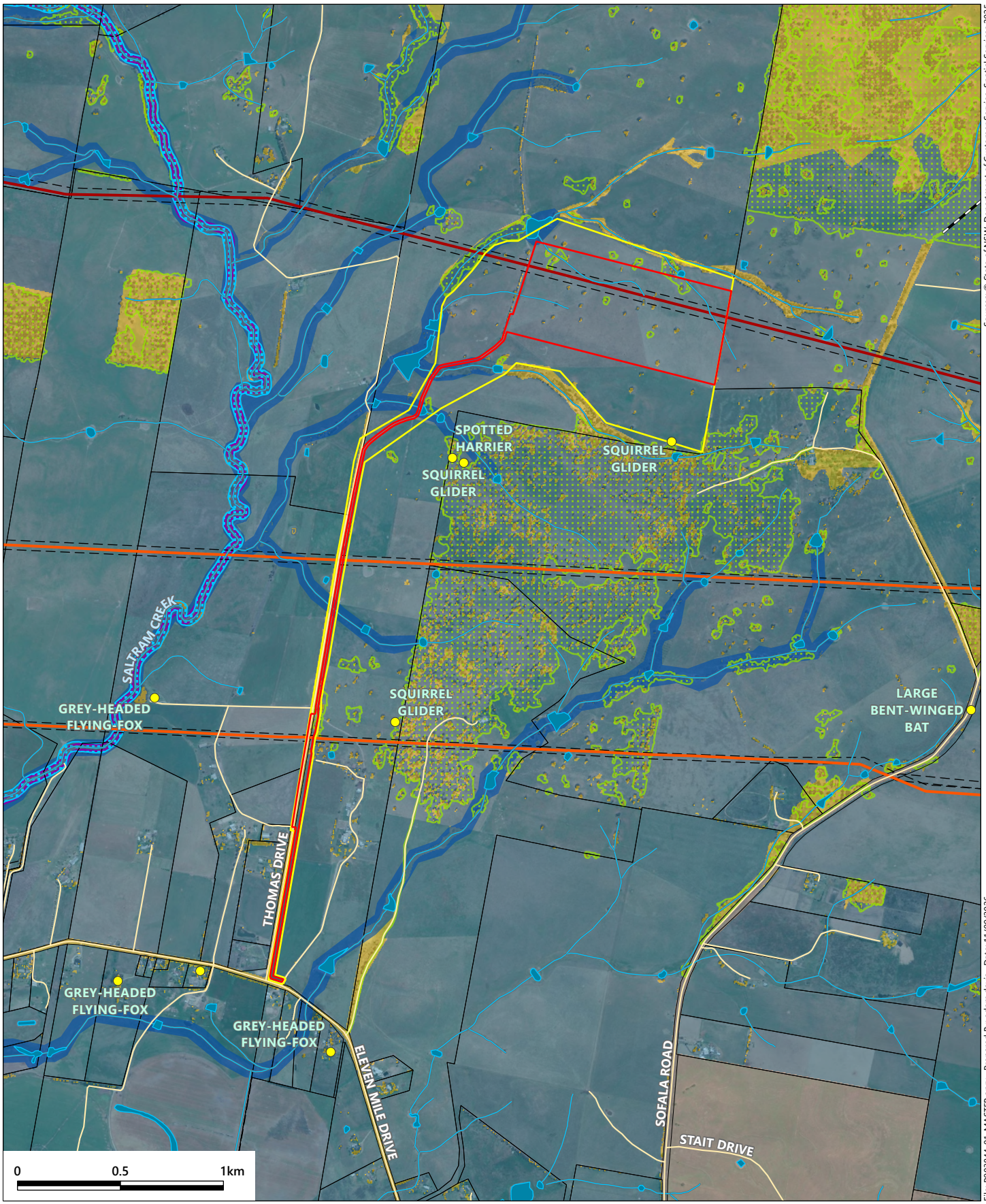
6.5.2.2. Threatened Species Assessment

Based on a desktop review and database searches, a total of three (3) threatened ecological communities (TECs) and 127 threatened species have the potential to occur within the Southern Tableland Grassy Box Woodland PCT. The 127 threatened species comprise 50 plant species, eight (8) amphibians, 17 mammals, seven (7) reptiles, 35 birds, and three (3) invertebrates, namely the Golden Sun Moth (*Synemon plana*), Purple Copper Butterfly (*Paralucia spinifera*), and Key's Matchstick Grasshopper (*Keyacris scurra*). Three (3) endangered populations were also identified, comprising one (1) Emu population, one (1) Yellow-bellied Glider (*Petaurus australis*) population on the Bago Plateau, and one (1) Squirrel Glider (*Petaurus norfolcensis*) population in the Bathurst Local Government Area. Of the 127 threatened species, 116 are listed under the NSW *Biodiversity Conservation Act 2016* (BC Act) and 72 are listed under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

A search of the Commonwealth Department of Climate Change, Energy, the Environment and Water (DCCEEW) Protected Matters Search Tool (Appendix B) returned two (2) TECs, 37 threatened species, and nine (9) migratory species as potentially occurring within or adjacent to the project area.

As illustrated in **Figure 6-4**, no threatened species records occur within the proposed development footprint. Two (2) vulnerable species sightings are recorded immediately south of the proposed development footprint, comprising the Squirrel Glider (*Petaurus norfolcensis*) and Spotted Harrier (*Circus assimilis*).

Figure 6-4
Biodiversity



Sources: © State of NSW, Department of Customer Service, Spatial Services 2025
State of NSW, Department of Climate Change Energy the Environment and Water 2025; ESRI 2025

File: P003844_01_MASTER.aprx Prepared By: adam.davis Date: 11/09/2026

Legend

- Development Footprint - Indicative Land Area
- Project Area
- Lot
- Easement
- Road
- Runway
- Water Body
- Watercourse
- Key Fish Habitat - Murray Darling Basin North
- Electricity Transmission Line
  - 132 kV
  - 330 kV
- Threatened Species Sightings
  - Fauna
- Biodiversity Values
  - Biodiverse riparian land
- Aquatic Groundwater Dependent Ecosystems - Macquarie-Bogan Rivers
  - High potential GDE - from national assessment
- Terrestrial Groundwater Dependent Ecosystems - Macquarie-Bogan Rivers
  - Low potential GDE - from regional studies
- Native Vegetation Regulatory Map
  - Category 1 - Exempt Land
  - Category 2 - Regulated Land
  - Category 2 - Vulnerable Regulated Land
  - Land Excluded from the LLS Act

6.5.3. Next Steps

A Biodiversity Development Assessment Report will be prepared at EIS Stage to determine the potential biodiversity impacts associated with the Bathurst Battery, including detailed site survey and targeted searches.

6.6. Built Environment

The Bathurst Battery is situated within an area characterised by rural land uses, with approximately nine (9) non-associated receivers located within a 2 km buffer of the indicative battery and ancillary infrastructure. The Bathurst Battery is surrounded by agricultural farmlands from all sides, predominantly used for grazing and cropping and scattered dwellings located to the east, south and west via local roads.

Urban development at Eglinton and Laffing Waters is approximately 4km and 2.5km from the project area and well separated by intervening topography.

The Bathurst Battery is located adjacent to an existing 330 kV transmission line, (north of the Project).

6.7. Economic

The proposed Bathurst Battery is likely to have a net positive economic impact derived from creating local employment opportunities during the construction, operation and decommissioning phases, as well as by contributing to a stable, renewable electricity supply. This is expected to contribute towards downward pressure on electricity prices paid by residents of the local area, as well as by users of the broader electricity network.

Whilst impacts to land values are not a material planning consideration, any perceived economic impacts to property prices of local residents as a consequence of air, visual, noise and vibration, hazard, land use, social or water impacts will be addressed through mitigation measures such as the implementation of a CEMP, landscaped buffers and adequate buffers to associated and non-associated dwellings.

A preliminary scoping assessment of these impacts is provided throughout **Section 6**. Each of these impacts is to be considered in greater detail in the EIS.

Opportunities for community benefit sharing will be investigated and early-stage discussions with BRC have commenced in this regard. The DPHI Benefit Sharing Guideline (2024) applies.

Opportunities will be investigated through local procurement to engage local people and collaborate with local businesses throughout the construction phase. This will be detailed in the Project economic assessment in the EIS Stage. AGL has an excellent track record of utilising local resources for development of renewable projects rather than a fly in workforce, ensuring that construction worker accommodation pressures are minimised and flow on local and regional benefits are maximised. A key opportunity for flow on benefits is associated with accommodation provision for non-local workers, providing economic benefits to accommodation providers, together with benefits to other associated businesses, such as bus companies, and local food and drink and recreational establishments.

6.8. Hazards and Risks

6.8.1. Hazardous and Offensive Development

Lithium batteries are identified as Class 9 under the Australian Dangerous Goods Code (ADGC) (National Transport Commission 2020).

Sodium-ion batteries are as also identified as class 9 under the ADGC due to containing flammable organic electrolytes. While less prone to overheating than other battery technologies, they can still experience thermal runaway.

Under the Hazardous and Offensive Development Application Guidelines – Applying SEPP 33 (Department of Planning 2011) given effect under Section 4.14 of State Environmental Planning Policy (Resilience and Hazards) 2021, Class 9 goods do not exceed the screening thresholds as they “pose little threat to people or property” (Department of Planning 2011, p. 33).

A Preliminary Hazard Analysis (PHA) is to be provided as part of the EIS and will assess risk levels associated with the proposed battery technology.

The potential for cumulative impacts associated with the operation of the Project would also be considered, as discussed in Section 3.3.

6.8.2. Electromagnetic Fields

Electricity powerlines, substations, transformers and other electrical sources, such as common electrical appliances and wiring, all emit electric and magnetic fields (EMF). EMF risks are expected to be below the International Commission on Non-Ionizing Radiation Protection (ICNIRP) guidelines (adopted by the Australian Radiation Protection and Nuclear Safety Agency, ARPANSA).

Transmission line connections from the Project would generate EMP. However, as the Site is a controlled site and entry would be limited to authorised personnel trained in these hazards and hazard avoidance, human health risks from EMF are unlikely.

A PHA will be prepared as part of the EIS and will assess EMF levels associated with the proposed infrastructure.

6.8.3. Bushfire

Parts of the northern extent of the project area are mapped as being bushfire prone land via the BRC Bushfire Prone Land Map (refer **Figure 6-5**). The indicative battery and ancillary infrastructure are proposed to be located on land clear of this mapped bushfire prone land.

A Bushfire Assessment would be provided as part of the EIS to ensure consistency of the Bathurst Battery with the NSW Rural Fire Service (RFS) guidelines, Planning for Bushfire Protection 2019, including the 2020 addendum.

6.8.4. Flooding

The project area is not mapped as flood prone land pursuant to the NSW Planning Portal Spatial Viewer, however, it is noted that there are several 1st and 2nd order streams, and farm dams, located within the project area. A flood report would be provided to support the EIS and this would include appropriate flood modelling to assess impacts to the surrounding landscape and watercourses in accordance with the requirements of the *Flood Impact and Risk Assessment – Flood Risk Management Guide LU01*.

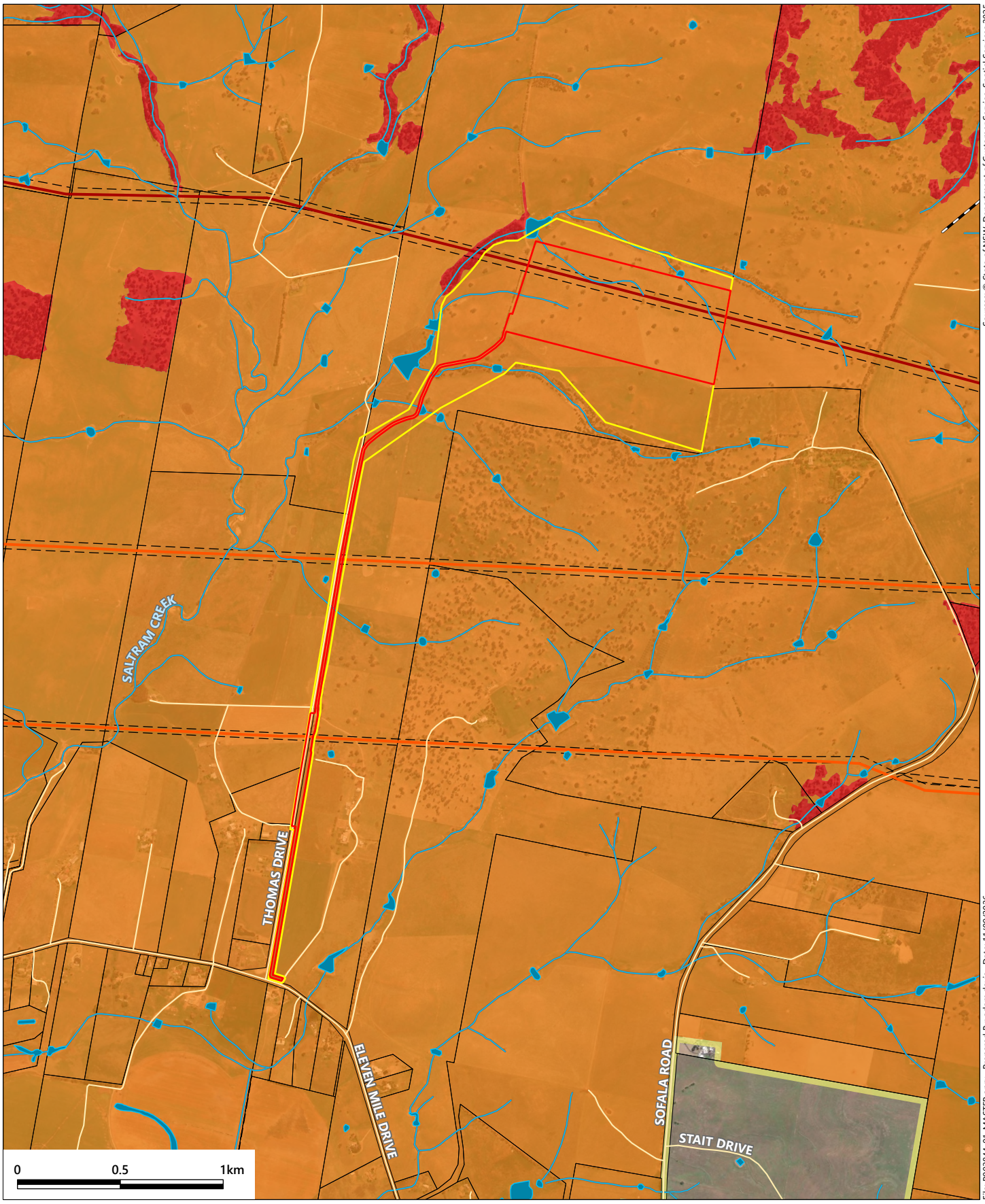
6.8.5. Waste Management

The construction and operation of the Project would result in the generation of waste. A waste management plan would be prepared to support the EIS that would identify, quantify and classify the likely waste stream to be generated during construction, operation, and decommissioning, and describe the measures to be implemented to manage, reuse, recycle and safely dispose of this waste (in consultation with waste facilities, including Council).

6.8.6. Contamination

Consideration of the potential for existing site contamination requiring remediation will be addressed in a phase 1 preliminary site investigation.

Figure 6-5
Bushfire Constraints



Sources: © State of NSW, Department of Customer Service, Spatial Services 2025
State of NSW, Department of Planning Housing and Infrastructure 2025; ESRI 2025

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Legend

- Development Footprint - Indicative Land Area
- Project Area
- Lot
- Easement
- Road
- Runway
- Water Body
- Watercourse

Electricity Transmission Line
- 132 kV
- 330 kV

Bush Fire Prone Land
- Vegetation Category 1
- Vegetation Category 3
- Vegetation Buffer

6.9. Heritage

6.9.1. European Heritage

A review of the statutory and non- statutory databases was undertaken on 19 March 2026. The results indicate that there is no World, National or Commonwealth heritage items within the project area.

A review of the State Heritage Inventory (SHI) database and Schedule 5 of the LEP indicates that there are no state heritage items or conservation areas in the project area.

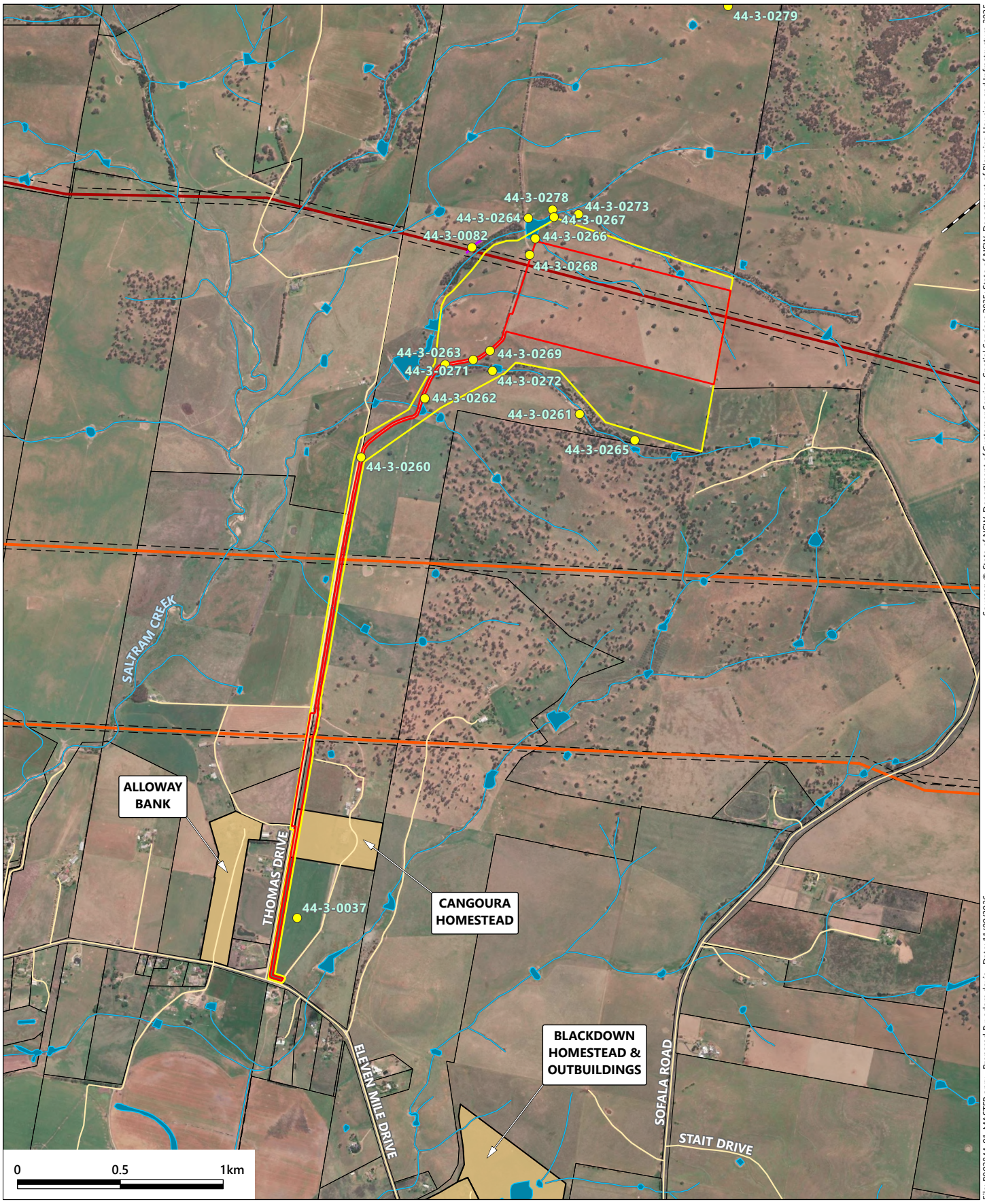
Two local heritage listed items are identified close to the project area (**Figure 6-6**) under the LEP:

- Cangoura Homestead (Item No. L119) – approximately 2.48 km to the south of the proposed battery infrastructure; and
- Blackdown Homestead and outbuildings – 90 Eleven Mile Drive Lot 22. DP 804072 (LEP ID: I117) – approximately 2.6km south-west of the proposed battery infrastructure.

A review of the non-statutory Register of the National Estate and National Trust database indicates that there are no sites located in proximity to the project area.

Further consideration and assessment of historic heritage will be undertaken at EIS stage via a statement of heritage impact.

Figure 6-6
Heritage



Sources: © State of NSW, Department of Customer Service, Spatial Services 2025; State of NSW, Department of Planning, Housing and Infrastructure 2025
State of NSW, Department of Climate Change, Energy, the Environment and Water 2025; ESRI 2025

File: P003844_01_MASTER.aprx Prepared By: adam.davis Date: 11/09/2026

Legend

- Development Footprint - Indicative Land Area
- Project Area
- Lot
- Easement
- Road
- Runway
- Water Body
- Watercourse

Electricity Transmission Line
- 132 kV
- 330 kV

Local Heritage
- Item - General

- Aboriginal Heritage Sites

6.9.2. Aboriginal Cultural Heritage

A preliminary Aboriginal cultural heritage constraints review has been undertaken to inform early project planning for the proposed battery. The project area is located within a landscape known to contain archaeological sensitivity associated with watercourses, drainage lines and gently sloping landforms. In the Bathurst region, Aboriginal sites are typically represented by open artefact scatters and isolated finds occurring in proximity to creeks and areas of past surface exposure.

Previous archaeological investigations were undertaken by OzArk Environment and Heritage in 2020/2021 for the proposed Eglinton Solar Farm, which encompassed the current project area. Overall, the surrounding landscape and historical land use onsite indicates a moderate likelihood of Aboriginal occupation and/or transient use of the area. However, Aboriginal sites/places may be identified anywhere in the landscape.

A review of the following statutory registers was undertaken on 18 March 2026 to determine the level of Aboriginal cultural heritage values associated with the project area.

A search of the Aboriginal Heritage Information Management System (AHIMS) database identified eighteen (18) Aboriginal sites within the project area, comprising predominantly isolated artefacts and small artefact scatters. These sites are generally located within disturbed agricultural contexts, including exposed track surfaces, eroded ground and drainage margins. The distribution of sites indicates a strong association with areas of surface exposure, with many sites occurring directly within or adjacent to the existing access track corridor.

One AHIMS record (44-3-0213) applies broadly to waterways across the BRC area, including a 100 m buffer either side of mapped features. The site card identifies cultural values relating to ceremony and dreaming, resource use and gathering, and historical conflict, reflecting the broader cultural significance of waterways within the landscape. These values are not classified as Aboriginal objects under the NPW Act and are not subject to statutory protection. The proposed battery layout does not directly impact mapped waterways, although a number of crossings of minor creeks is expected to provide project access. This record is not considered a significant constraint to the Project.

A search of the State Heritage Register contains no heritage listings under Sections 1 or 2 (Aboriginal Places listed under the NPW Act and Items listed under the *Heritage Act 1977* (NSW)) within or near the project area.

There are no declared Aboriginal places under the ATSIHP Act list within the project area.

There are no Aboriginal sites identified separately under the Bathurst LEP (2014) within the project area.

A search of Native Title Vision (NTV) and review of the National Native Title Tribunal's Native Title Register was undertaken to identify any Native Title claims or applications, or Indigenous Land Use Agreements (ILUAs) at or near the project area. There are no active Native Title claims, determinations or ILUA's within the project area.

An ACHA will be provided to support the EIS to identify and assess any potential impacts to Aboriginal heritage as a result of the proposed development. This will involve a site survey to inform the cultural sensitivity of the area in consultation with Registered Aboriginal Parties (RAPs) and an assessment of potential impacts.

A detailed constraints analysis is provided in Appendix C.

Previously recorded Aboriginal sites are shown in **Figure 6-6**.

Figure 6-7
Land Use



Legend

- Development Footprint - Indicative Land Area
- Project Area
- Lot
- Easement
- Road
- Runway
- Water Body
- Watercourse

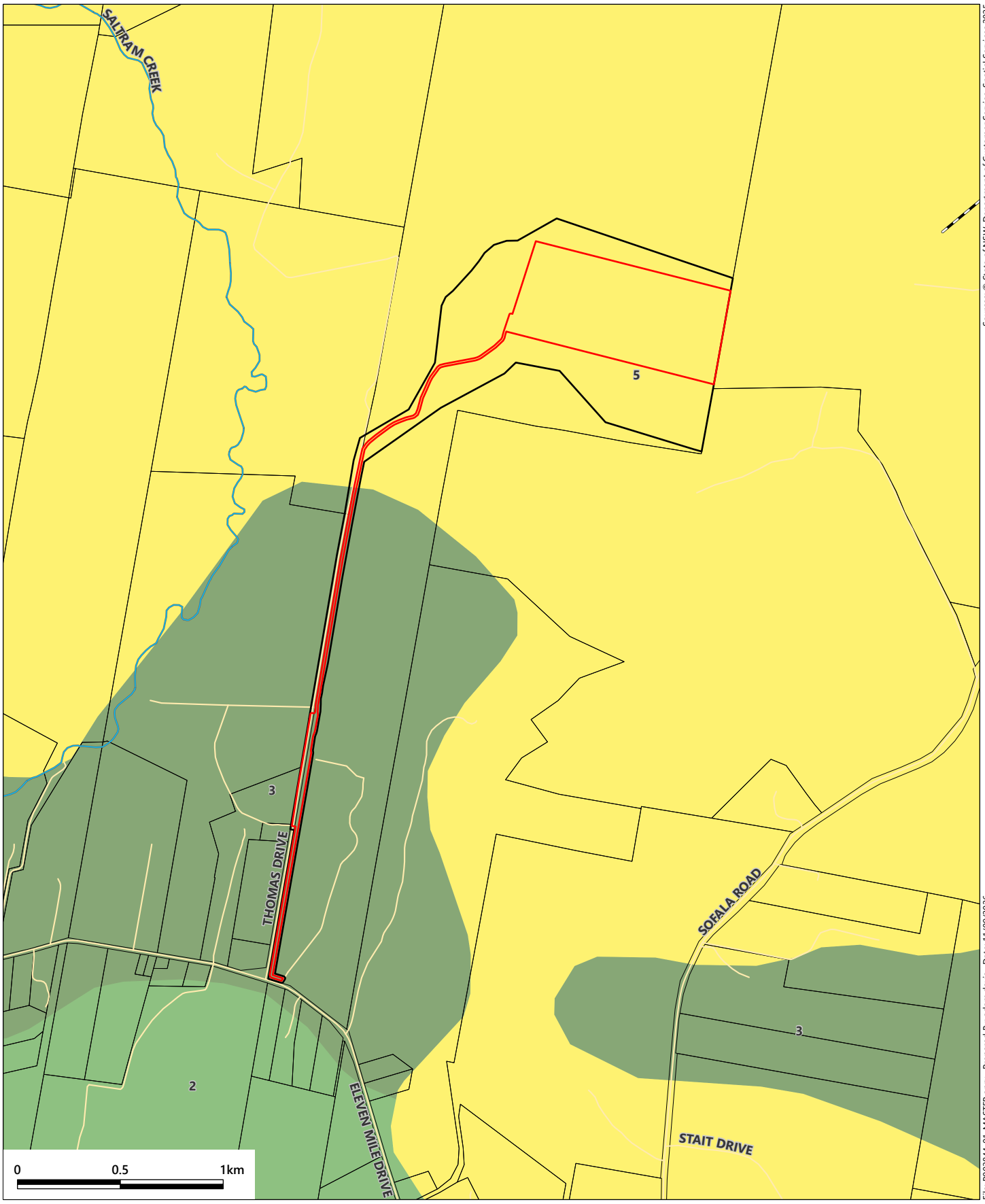
Electricity Transmission Line
- 132 kV
- 330 kV

NSW Landuse 2017 v1.5
- 1.2.0 Managed resource protection
- 2.1.0 Grazing native vegetation
- 3.2.0 Grazing modified pastures
- 3.3.0 Cropping
- 3.4.0 Perennial horticulture
- 4.3.0 Irrigated cropping
- 5.4.0 Residential and farm infrastructure
- 5.7.0 Transport and communication
- 6.2.0 Reservoir/dam
- 6.3.0 River
- 6.4.0 Channel/aqueduct

Sources: © State of NSW, Department of Customer Service, Spatial Services 2025
State of NSW, Department of Climate Change Energy the Environment and Water 2025; ESRI 2025

File: P003844_01_MASTER.aprx Prepared By: adam.davis Date: 11/09/2026

Figure 6-8
Land and Soil Capability



Sources: © State of NSW, Department of Customer Service, Spatial Services 2025
State of NSW, Department of Climate Change Energy the Environment and Water 2025

File: P003844_01_MASTER.aprx Prepared By: adam.davis Date: 11/09/2026

Legend

- Development Footprint - Indicative Land Area
- Project Area
- Lot
- Road
- Runway
- Named Watercourse

Land and Soil Capability (LSC)

- 2 - Slight but significant limitations
- 3 - Moderate limitations
- 5 - Severe limitations

6.10. Land Use

The project area is zoned as RU1 Primary Production and is predominantly identified as grazing modified pastures, cropping and grazing native vegetation on the Land Use 2017 mapping (see **Figure 6-7**).

The indicative location of the battery and ancillary infrastructure is mapped as Class 5 land with severe limitations under land and soil capability mapping, with parts of the project area mapped as Class 3 land with moderate limitations (refer **Figure 6-8**). The project area is not mapped as biophysical strategic land (BSAL) or on the draft state significant agricultural land map.

It is expected that the SEARs will require preparation of a LUCRA to consider the potential for conflict between the proposed Bathurst Battery and adjacent or nearby land uses. This will consider potential conflicts and potential mitigation measures to reduce conflicts to an acceptable level. The LUCRA will be prepared in accordance with the Department of Industry's Land Use Conflict Risk Assessment Guide (2011).

6.11. Social Impact

6.11.1. Approach

This chapter presents a preliminary identification of potential social impacts and benefits associated with the Project. Social Impact Assessment (SIA) scoping has been carried out in accordance with DPHI's 'Social Impact Assessment Guideline for State Significant Projects: March 2026' (SIA Guideline) (DPHI, 2026a) and the 'Technical Supplement: Social Impact Assessment Guideline for State Significant Projects: July 2025' (SIA Technical Supplement) (DPHI, 2025b). Scoping for potential social impacts for this Project was supported by the completion of DPHI's SIA scoping worksheet (see Appendix F).

The SIA scoping process will define a proportionate level of assessment for the Project's SIA at the EIS phase and provide social considerations for Project refinements and management measures in future Project phases.

The SIA scoping process for this Project included:

- identifying the study area: recognising those who are most likely to experience Project impacts and selecting geographies for desktop studies
- initial social baselining: snapshot of existing social environment within the study area, including key socio-economic indicators and insights from local planning documents and Project engagement activities
- social impact scoping: preliminary evaluation of social impacts using the SIA scoping worksheet as a framework, and the approach and scale of assessment for the SIA that will support the Project's EIS

6.11.1.1. Social study area

Project interests vary between stakeholder groups, making it essential to define relevant geographies to identify communities and stakeholders. The SIA Guideline describes a social locality, referred to here as a social study area, as the area where people are most likely to experience impacts (DPHI, 2026a). The social study area for this Project includes the local area of Eglinton to consider localised impacts from Project activities, such as changes to local amenity, such as noise or visual changes. The social study area also includes Bathurst Regional Local Government Area (Bathurst Regional LGA) as the wider community may experience less direct impacts, such as Project requirements for workers, accommodation, goods and services. The social study area is described in **Table 6-2**.

Table 6-2: Social study area

STUDY AREA	LOCALITY	POPULATION (ABS, 2022)
Local area	Eglinton	3,012
Council area	Bathurst Regional LGA	43,567
Baseline for comparison	Regional NSW (whole of NSW, excluding Greater Sydney)	2,829,637

It is also acknowledged that the proposed transport routes would traverse a number of other local Council areas en-route from the port of entry to the project area and may include the need to complete temporary road upgrades to facilitate transport of the project transformers. The works associated with facilitating these movements would be relatively minor and would be reversed following the passage of vehicles. The works are triggered by two movements only and the movements would occur under escort and, due to their size, are likely to occur late at night or early morning to minimise disruption to the travelling public. The SIA prepared to support the EIS would consider these impacts.

6.11.2. Social Baseline

The social baseline was developed using recent and reputable qualitative and quantitative data sources, including the 2021 Census of Population and Housing (ABS, 2022) (the '2021 Census') and integrates relevant findings from Bathurst Regional Council (BRC) planning documents.

6.11.2.1. Traditional owners

Bathurst Regional LGA is located on Country traditionally cared for by the Wiradjuri people. The Bathurst region has been occupied by the Wiradjuri people for more than 40,000 years. The Wiradjuri are known as the people of the three rivers: the Wambool (Macquarie), the Kalari (Lachlan) and the Murrumbidgee, with the Bathurst area forming the eastern extent of the Wiradjuri Nation (BRC, 2014).

The Bathurst Local Aboriginal Land Council (LALC) is the primary statutory organisation representing Aboriginal land rights and supporting community development within the Bathurst Regional LGA and surrounding localities.

6.11.2.2. Local study area

Eglinton is a northern suburb of Bathurst, located approximately 15 minutes' drive from the Bathurst city centre. At the time of the 2021 Census, Eglinton had a population of 3,012 people (ABS, 2022). While the suburb retains elements of a village character, including local amenities, Eglinton Public School, parks and sporting fields, and historic buildings, it functions primarily as a suburban residential area with a strong functional relationship to services and facilities in the Bathurst urban area (.id, 2026).

Land within Eglinton is predominantly zoned for primary production (RU1), including the Project site location. Residential development is largely concentrated in the southern portion of the locality, where land is zoned general residential (R1) and housing is clustered around the village area. Housing stock is primarily low-density, with standalone dwellings comprising 97.5% of all dwellings, and family households accounting for 83.4% of households (ABS, 2022).

Eglinton displays higher rates of home ownership (with or without mortgage) compared to Regional NSW (77.9% and 69.1%, respectively), alongside much lower proportions of lone-person households (14.9% compared to 27.9%) and people aged over 65 living alone (2.7% compared to 5.1%). The suburb has a younger median age than Regional NSW (34 years compared to 43 years) and a lower proportion of residents aged over 65 years (13.6% compared to 22.2%). Correspondingly, a higher proportion of residents are of working age (15-64 years), and unemployment rates are lower than the Regional NSW average (ABS, 2022).

Of the total resident population, 4.6% identified as Aboriginal and/or Torres Strait Islander, which is lower than the Regional NSW rate of 6.6%. Eglinton also has limited cultural and linguistic diversity, reflected in a lower proportion of residents born in non-English-speaking countries (2.8% compared to 5.1%) and lower rates of low English language proficiency (0.4% compared to 0.9%) (ABS, 2022).

6.11.2.3. Bathurst Regional LGA

Bathurst Regional LGA is located within the Central Tablelands of NSW, about a three-hour drive west of Sydney. Bathurst city is the key regional centre, surrounded by nine key villages: Georges Plains, Hill End, Peel, Rockley, Sofala, Sunny Corner, Trunkey Creek, Wattle Flat and Yetholme. Bathurst is recognised as Australia's oldest inland European settlement, established in 1815 following the crossing of the Blue Mountains (National Museum of Australia, 2023). This early colonial history has shaped the character of the city and surrounding areas, which retains a strong historic identity reflected in its built heritage, streetscapes and public spaces.

At the time of the 2021 Census, Bathurst Regional LGA had a population of 43,567 people (ABS, 2022). Aboriginal and Torres Strait Islander people comprised 7.1% of the population (3,291 persons), which is

higher than the Regional NSW average of 6.6% (ABS, 2022). As a key regional centre, Bathurst Regional LGA has experienced sustained population and economic growth (BRC, 2018), with the population projected to increase at an average annual rate of 0.88% between 2021 and 2041 (DPHI, 2024).

The Bathurst 2036 Housing Strategy identifies a need for approximately 5,245 additional dwellings to accommodate projected population growth to 2036 (BRC, 2018). Housing in Bathurst Regional LGA is characterised by mainly detached dwellings (84.8%), slightly higher than the Regional NSW average (82.3%), alongside a higher proportion of rented dwellings (30.3% compared to 26.8%) (ABS, 2022).

Bathurst Regional LGA has a relatively young population profile, with a median age of 36 years compared to 43 years across Regional NSW. Workforce participation is higher than the regional average (60.8% compared to 56.4%), while unemployment is marginally lower (4% compared to 4.6%) (ABS, 2022).

Bathurst Regional LGA is located within the Central West and Orana strategic planning region, reflecting its functional role within broader Central West infrastructure, economic and energy networks. While Bathurst Regional LGA does not fall within a declared renewable energy zone (REZ), several large-scale renewable energy projects are emerging within the LGA, including wind, solar, battery energy storage and pumped hydro proposals (BRC, 2026).

Bathurst Regional LGA is located near the southern boundary of the Central-West Orana REZ, which is the most advanced REZ in NSW in terms of proposed generation capacity (EnergyCo, 2026). Neighbouring LGAs to the north, including Mid-Western Regional and Dubbo Regional LGAs, are experiencing a substantial increase in renewable energy development. This regional context indicates the potential for cumulative social impacts associated with renewable energy development within Bathurst Regional LGA and the broader region.

6.11.2.4. Community and stakeholder issues

As described in **Section 5**, AGL has carried out community and stakeholder engagement to seek initial feedback on the Project to inform the scoping report. Future community and stakeholder engagement is planned for the EIS phase of the Project to seek further input and feedback.

Key themes relevant to the scoping of social impacts that emerged from community and stakeholder feedback included:

- opportunities for local businesses
- mistrust, community fatigue and scepticism associated with other large-scale energy projects in the region
- fire safety associated with grid-scale batteries
- impacts on agricultural land
- property values
- proportionate benefits for the region from hosting large-scale projects
- potential impacts on nearby heritage-listed buildings, which should be minimised or avoided
- potential impacts on Aboriginal heritage including Windradyne Burial Site
- site access, including potential noise, dust, road suitability, visibility and safety issues
- suitability of Eleven Mile Drive as a traffic route, including visibility, safety and road condition
- potential damage to local roads from construction traffic and oversize over mass vehicles
- visual impacts, including questions about what the Project would look like, its distance from nearby properties and potential mitigation measures
- potential noise and dust impacts during construction

6.11.2.5. Preliminary assessment

A preliminary assessment of potential social impacts was undertaken using the SIA scoping worksheet. The worksheet provides a structured framework to identify and consider what is currently understood about potential social impacts, including their nature, extent, duration and sensitivity, consistent with the SIA Technical Supplement (DPHI, 2025b).

The outcomes of the scoping process will inform and focus SIA engagement and research during the EIS phase, support opportunities to enhance positive social outcomes, and guide the development of strategies to manage potential impacts. The completed SIA scoping worksheet is provided in Appendix F and summarised in **Table 6-3**.

The scoping process identified 15 potential social impacts that may arise from Project activities. Further data collection and engagement undertaken during preparation of the SIA for the EIS phase may refine these impacts or identify additional impacts not identified at the scoping stage. The SIA prepared for the EIS phase would also address the matters set out in the SEARs and meet the requirements of the SIA Guideline (DPHI, 2026a) and the SIA Technical Supplement (DPHI, 2025b).

The SIA would:

- collect primary (stakeholder engagement) and secondary data to establish the social context and how impacts may be experienced, using the methods in this report as a guide
- evaluate social impacts based on the social context, including among vulnerable and high-risk groups within the social locality
- propose appropriate responses to key matters, such as social impact management measures and the integration of such into future project phases

Table 6-3: Preliminary assessment of social impacts and proposed data collection for the EIS phase

PROJECT ACTIVITY	SOCIAL IMPACT	IMPACTED GROUPS	LEVEL OF ASSESSMENT	DATA COLLECTION PLAN TO INVESTIGATE IMPACT
Project construction and operation	Potential impacts on the heritage significance, setting, and visual curtilage of the local heritage listed Cangoura Homestead, and other nearby heritage listed homesteads	Homestead owner and occupants Local council Local community	Standard - unknown	• Outcomes from the Project's statement of heritage impact in relation to impacted heritage values • Engagement outcomes, especially from BRC, local community, and the homestead owner, in relation to heritage values
Ground disturbing construction activity	Potential loss of Aboriginal cultural heritage, including intergenerational cultural and spiritual values, due to disturbance of unrecorded artefacts or sites	Traditional Owner groups, Registered Aboriginal Parties (RAP), and other local Aboriginal community members	Standard - unknown	• Outcomes from the Project's Aboriginal cultural heritage assessment and feedback from RAPs on the assessment • Project engagement outcomes among Traditional Owner groups, RAPs, and other local Aboriginal community members
Construction activity	Temporary changes to local amenity due to construction-related noise, vibration, visual impacts, and air quality	Residents and nearby landowners	Standard - unknown	• Presence of high-risk or vulnerable groups among nearby residents, informed by stakeholder interviews and indicators of vulnerability • Outcomes from respective technical studies and level of acceptability of management measures by nearby landowners and residents
Vehicle movements during construction	Temporary changes to road conditions during construction, with potential implications for road safety and travel efficiency	Road users, pedestrians, and recreational users (i.e. horse riders) in the local area and along transport routes	Standard - unknown	• Outcomes from the traffic impact assessment • Local road use and past experiences, deduced from stakeholder interviews and EIS engagement • Presence of high-risk or vulnerable groups among nearby landowners, informed by stakeholder interviews and indicators of vulnerability

PROJECT ACTIVITY	SOCIAL IMPACT	IMPACTED GROUPS	LEVEL OF ASSESSMENT	DATA COLLECTION PLAN TO INVESTIGATE IMPACT
Project development	Perceived risks associated with fire, leaching, or electromagnetic fields (EMF), contributing to community concern or stress and influenced by awareness of the Project and its risk management measures	Residents and nearby landowners	Standard	• Outcomes from the bushfire assessment, such as proximity of residences to project site and fire-prone vegetation • Stakeholder engagement outcomes, i.e. frequency of fire risk, leaching or EMF raised as a concern • Presence of high-risk or vulnerable groups among nearby landowners, informed by stakeholder interviews and indicators of vulnerability • Impacts of past bushfire events understood through literature review and stakeholder engagement • Community reliance on local roads or evacuation routes potentially impacted by Project infrastructure
Construction workforce accommodation demand (non-resident workforce)	Reduced access to health and medical services driven by non-resident workforce demand	Residents and workers in Bathurst Regional LGA Service providers	Detailed - unknown	• Desktop review of service provision and capacity within the study area • Presence of high-risk or vulnerable groups informed by stakeholder interviews and indicators of vulnerability • Engagement outcomes, especially service providers and BRC • Past experiences with workforce-related population spikes, deduced from literature review and stakeholder engagement
Construction workforce accommodation demand (non-resident workforce)	Reduced access to emergency and response services (police, ambulance, fire and rescue) driven by non-resident workforce demand	Residents and workers in Bathurst Regional LGA Service providers	Detailed - unknown	• Desktop review of service provision and capacity within the study area • Presence of high-risk or vulnerable groups informed by stakeholder interviews and indicators of vulnerability • Engagement outcomes, especially service providers and BRC • Past experiences with workforce-related population spikes, deduced from literature review and stakeholder engagement
Construction workforce accommodation demand (non-resident workforce)	Reduced availability of housing and short-term accommodation due to non-resident workforce demand, which may disproportionately affect vulnerable groups	Residents and workers in Bathurst Regional LGA Social and housing support services	Detailed – unknown	• Short-term accommodation and housing characteristics in the local area, including typology, rental vacancy, and occupancy • Indicators of housing affordability, including rental and mortgage stress • Presence of high-risk or vulnerable groups, informed by stakeholder interviews and indicators of vulnerability • Engagement outcomes, especially housing service providers and BRC
Construction workforce requirements	Project workforce demand potentially contributing to labour availability constraints for local businesses	Locally-owned businesses in Bathurst Regional LGA	Detailed – unknown	• Disaggregated workforce characteristics within the study area • Industries of employment within the study area • Skills and qualifications within the study area • Engagement outcomes around skill and worker demand, especially BRC and industry stakeholders
Construction demands for supplies and services	Economic benefits to local businesses arising from	Locally-owned businesses in Bathurst Regional LGA	Standard – unknown	• Local business counts, disaggregated by industry • Engagement outcomes, especially BRC and industry stakeholders

PROJECT ACTIVITY	SOCIAL IMPACT	IMPACTED GROUPS	LEVEL OF ASSESSMENT	DATA COLLECTION PLAN TO INVESTIGATE IMPACT
	project procurement of goods and services			
Construction workforce requirements	Increased employment opportunities arising from construction workforce requirements	Resident workers in Bathurst Regional LGA	Standard – unknown	• Disaggregated workforce characteristics within the study area • Industries of employment within the study area • Skills and qualifications within the study area • Engagement outcomes, especially BRC and industry stakeholders
Project operation	Changes to local landscape character associated with the presence of Project infrastructure	Residents and nearby landowners	Standard	• Outcomes from respective landscape and visual impact assessment • Level of acceptability of management measures by nearby landowners and residents • Social value placed on visual amenity as deduced from interviews with neighbouring landowners and residents
Project operation	Reduced amenity resulting from operational noise emissions	Residents and nearby landowners	Standard	• Outcomes from respective noise impact assessment • Level of acceptability of management measures by nearby landowners and residents • Social value placed on noise amenity as deduced from interviews with neighbouring landowners and residents
Project operation	Changes to land use at the site resulting in reduced agricultural output and potential indirect effects on agricultural supply chains	Businesses within the region reliant on agricultural output	Standard	• Outcomes from the Project's land use conflict risk assessment to determine land and soil capability and current output • Engagement outcomes from business and industry stakeholders in relation to effect on supply chains
Project development	Positive community development outcomes supported through benefit-sharing initiatives and a planning agreement	Bathurst Regional LGA residents	Standard – unknown	• Engagement outcomes, especially BRC and local community members • Establish social needs and opportunities for community development, as identified by engagement outcomes and the social baseline

6.11.3. Opportunities

Opportunities are considered alongside potential impacts to help ensure the Project responds to local priorities and supports positive social outcomes from an early stage. This is consistent with AGL's 'Community Engagement Standard' and 'Community Benefit Sharing Guideline for Renewable Energy Projects' (AGL, 2025). At the scoping stage, this involves a preliminary appraisal of potential benefit sharing pathways, local partnerships, employment and skills development, procurement, and First Nations participation.

An initial appraisal of opportunity areas has been identified through desktop research. As such, the following opportunities are suggestions only and should be tested through further research and engagement at the EIS phase.

6.11.3.1. Local opportunities

Village-scale amenity and community facility support

Place-based initiatives that support everyday community use or village amenity may be relevant given Eglinton's primarily suburban residential character, strong family household profile, local school, parks and sporting fields.

Local employment pathways for working-age residents

Eglinton has a comparatively younger population, a higher working-age share and lower unemployment than Regional NSW, suggesting potential for local jobs, apprenticeships or employment pathways.

The Project may support local employment, training and workforce development opportunities during construction and operation. In addition to direct employment opportunities, the Project may contribute to broader regional workforce participation through engagement with local businesses, contractors, training providers and employment initiatives. Consideration will be given to relevant regional workforce priorities identified in the Central West Local Jobs Plan during Project development and delivery.

Early community partnership and communication mechanisms

Early engagement with local community representatives may help identify practical village-scale priorities and shape locally relevant benefit sharing.

6.11.3.2. Regional opportunities

An initial appraisal of opportunities at the Bathurst Regional LGA level was also undertaken.

Aboriginal-led partnerships and benefit sharing

The presence of an Aboriginal and/or Torres Strait Islander population above the Regional NSW average provides a basis for Aboriginal-led partnerships, including cultural initiatives, employment, procurement and broader community development opportunities.

Local skills, workforce and supplier development

Bathurst Regional LGA's comparatively high workforce participation, lower unemployment and function as a regional service centre indicates opportunities to strengthen employment pathways for underrepresented groups and enhance local procurement through supplier capability building and support for tender readiness.

Opportunities may exist to engage with regional workforce development organisations, including Regional Development Australia Central West, to support awareness of local employment, training and supplier opportunities associated with the Project.

Growth-related community benefit priorities

Projected population growth, and the identified need for additional housing, indicates the potential for benefit sharing or partnerships that support local liveability, community infrastructure or service capacity.

Regional coordination in a renewable energy growth context

Bathurst Regional LGA's proximity to the Central-West Orana REZ, and the emergence of multiple renewable energy proposals, suggests a need to explore partnership opportunities that respond to cumulative change and help coordinate local benefit sharing outcomes.

6.11.3.3. Next steps

The SIA prepared at the EIS stage would address the matters set out in the SEARs and fulfil the requirements of the SIA Guideline (DPHI, 2026a) and SIA Technical Supplement (DPHI, 2025b), including to:

- predict and analyse potential social impacts arising from Project activities
- collect primary and secondary data to establish the social context and understand how impacts may be experienced, using the methods in **Table 6-3** as a guide

- evaluate social impacts in the context of local conditions, including for vulnerable and high-risk groups within the social locality
- identify and assess opportunities to enhance positive social outcomes and inform AGL's approach to benefit sharing and community participation
- propose appropriate responses, including social impact management measures and their integration into future project phases

The SIA would also build on social impact scoping through detailed baseline analysis and targeted engagement to assess social impacts and refine opportunities in line with AGL's 'Community Engagement Standard' and 'Community Benefit Sharing Guideline for Renewable Energy Projects' (AGL, 2025). This would include research and engagement to identify community priorities, inform benefit sharing arrangements, and further explore pathways for local employment, procurement, partnerships, and First Nations participation.

6.12. Water

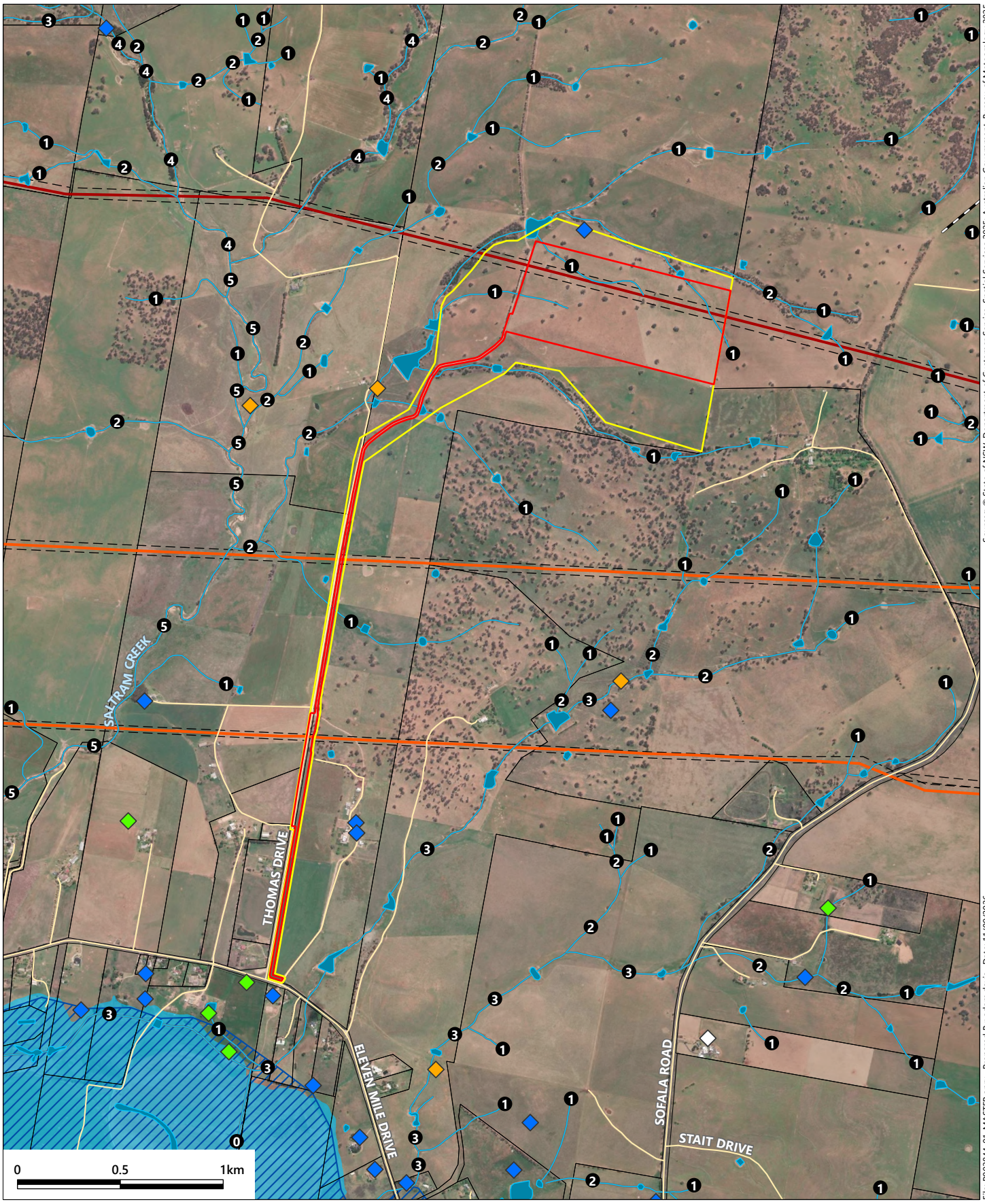
The project area is not mapped as groundwater vulnerable under the LEP.

There are several watercourses located throughout the project area (see **Figure 6-9**). The indicative battery and ancillary infrastructure intersect two waterways, whilst the project area access crosses one mapped 1st order stream.

Flooding is discussed in **Section 6.8.4**.

Further assessment of potential water quality impacts and erosion impacts will be undertaken and provided as part of the EIS.

Figure 6-9
Water



Legend

- Development Footprint - Indicative Land Area
- Project Area
- Lot
- Easement
- Road
- Runway
- Water Body
- Watercourse (Strahler Stream Order)
- Groundwater Aquifer
- Flood Planning Area

Groundwater Bore

- Irrigation
- Stock and Domestic
- Water Supply
- Unclassified

Electricity Transmission Line

- 132 kV
- 330 kV

Sources: © State of NSW, Department of Customer Service, Spatial Services 2025; Australian Government, Bureau of Meteorology 2025
State of NSW, Department of Planning Housing and Infrastructure 2025; ESRI 2025

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Appendix A - Scoping Report Summary Table

Table A-1: Scoping report summary table

LEVEL OF ASSESSMENT	MATTER	CIA	ENGAGEMENT	RELEVANT GOVERNMENT PLANS, POLICIES AND GUIDELINE	SCOPING REPORT REFERENCE
Detailed	Access	Y	General	Guide to Transport Impact Assessment (TfNSW, 2024) Guide to Traffic Management – Part 3 Traffic Studies and Analysis (Austroads, 2013) Guide to Traffic Generating Developments Version 2.2 (RTA, 2002)	**Section 6.2**
Detailed	Noise and vibration	Y	General	Construction Noise Strategy (Transport for NSW, 2012) Interim Construction Noise Guideline (Department of Environment, Climate Change and Water, 2009) NSW Industrial Noise Policy (Environment Protection Authority, 2000) NSW Road Noise Policy (Environment Protection Authority, 2011) Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006) German Standard DIN 4150-3: Structural Vibration – Effects of Vibration on Structures Environmental Noise Management Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006) Technical Basis for Guidelines to Minimise Annoyance due to Blasting Overpressure and Ground Vibration (Australian and New Zealand Environment Council, 1990).	**Section 6.4.2**
Detailed	Biodiversity	Y	General	Refer to **Section 6.5** of the Scoping Report.	**Section 6.5**
Detailed	European heritage	N	Not required	Guidelines for Preparing a Statement of Heritage Impact (DPE, 2023) Assessing Heritage Significance (DPE, 2023) NSW Skeletal Remains: Guidelines for Management of Human Remains (Heritage Office, 1998) Criteria for the Assessment of Excavation Directors (NSW Heritage Council, 2011).	**Section 6.9.1**
Detailed	Aboriginal heritage	N	Specific	Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW (OEH, 2011). Aboriginal Cultural Heritage Consultation Requirements for Proponents (DECCW, 2010). Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW, 2010)	**Section 6.9.2**
Standard	Visual	Y	Specific	Not applicable.	**Section 6.4.1**
Standard	Economic	Y	General	Not applicable.	**Section 6.7**
Standard	Hazards	Y	General	Hazardous and Offensive Development Application Guidelines: Applying SEPP 33 (DoP, 2011) International Standard (ISO / IEC 31010) Risk Management – Risk Assessment Technique Australian Code for the Transport of Dangerous Goods by Road and Rail (7th edition) (National Transport Commission, 2007) Storage and Handling of Dangerous Goods Code of Practice (WorkCover, 2005).	**Section 6.8**

LEVEL OF ASSESSMENT	MATTER	CIA	ENGAGEMENT	RELEVANT GOVERNMENT PLANS, POLICIES AND GUIDELINE	SCOPING REPORT REFERENCE
Standard	Land use	Y	Specific	Surface Development Guideline 5 – Active Mining Areas – Moderate Predicted Subsidence Impact (Subsidence Advisory NSW, 2018) Development Application – Merit Assessment Policy (Subsidence Advisory NSW, 2018) Land Use Conflict Risk Assessment Guide (DPI, 2011)	**Section 6.10**
Standard	Social	Y	General	Social Impact Assessment Guidelines for State Significant Projects (Department of Planning Industry and Environment, 2023) Environmental Planning and Impact Assessment Practice Note: Socio-economic Assessment (Roads and Maritime Services, 2013).	**Section 6.11**
Standard	Built environment	N	General	Not applicable.	**Section 6.6**
Standard	Bushfire	N	General	Planning for Bushfire Protection 2019	**Section 6.8.3**
Standard	Water	Y	General	Acid Sulphate Soils Assessment Guidelines (Department of Planning, 2008) Managing Land Contamination: Planning Guidelines SEPP 55 – Remediation of Land (Department of Urban Affairs and Planning and Environment Protection Authority, 1998) Managing Urban Stormwater: Soils and Construction Volume 1 (Landcom, 2004) Managing Urban Stormwater: Soils and Construction Volume 2 (Department of Environment and Climate Change, 2008) Approved Methods for the Sampling and Analysis of Water Pollutants in NSW (Department of Environment and Climate Change, 2008) Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZECC / ARMCANZ, 2000) Using the ANZECC Guidelines and Water Quality Objectives in NSW (Department of Environment and Conservation, 2006) Managing Urban Stormwater: Soils and Construction Volume 1 (Landcom 2004) and Volume 2 (A. Installation of Services; B. Waste Landfills; C. Unsealed Roads; D. Main Roads; E. Mines and Quarries) (DECC 2008) NSW Government's Flood risk management manual (2023)	**Section 6.12**
Not required	Air	N	Not required	Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales (EPA, 2022) NSW's Sustainable Design Guidelines (Version 3.0) (Transport for NSW, 2013) Greenhouse Gas Inventory Guide for Construction Projects (Transport for NSW, 2012).	**Section 6.3**

Appendix B - Protected Matters Search Tool (PMST) Results

Appendix C - Aboriginal Heritage Constraints Assessment and AHIMS Search Results

Appendix D - NSW DPHI Scoping Worksheet

Appendix E - Community And Stakeholder Engagement Plan

Appendix F - Consultation Documents