Attexo
APEM Group

Planning Assessment Report

Tully Battery Energy Storage System

Prepared for: RWE Tully Battery Pty. Ltd.

Date: 5 June 2026

Document information

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1. Introduction

1.1 Purpose of the report

This Planning Assessment Report (Report) has been prepared by Attexo Group Pty Ltd (Attexo) on behalf of RWE Tully Battery Pty. Ltd. (the Applicant) to provide supporting information for a Development Application (DA) to the State Assessment and Referral Agency (SARA) under the *Planning Act 2016* (Planning Act). The application seeks approval from the Assessment Manager (SARA) for a development permit for Material Change of Use (MCU) for a Battery storage facility and Major electricity infrastructure. A completed DA Form 1 is contained in **Appendix A**.

A detailed Project overview is provided in **Section 3**.

This Report evaluates the Tully Battery Energy Storage System (BESS) Project (the Project) against the relevant assessment benchmarks under the Planning Act and the associated State Development Assessment Provisions, including State Code 27: Battery storage facility development, and the Cassowary Coast Regional Council (CCRC) Planning Scheme. Further details regarding the statutory framework relevant to the proposed development are provided in **Section 4**.

1.2 Structure of Report

This Report is structured as follows:

- Section 1: Introduces the Project and sets out the purpose and structure of the Report
- Section 2: Identifies the site, describes the site characteristics, key environmental values present, and tenure
- Section 3: Describes the Project, including all components, and the construction and operation requirements
- Section 4: Sets out the comprehensive statutory framework applicable to the Project
- Section 5: Presents the assessment of Project impacts with respect to the relevant planning considerations
- Section 6: Provides a conclusion that brings together the various aspects of this Report to summarise the land use and planning merits of the Project.

1.3 Project definitions

The Project definitions presented in **Table 1.1** are utilised throughout this Report and associated documentation.

Table 1.1: Project Definitions

Term	Definition
Project Area	The extent of the lot boundaries subject to this development application, comprising Lot 1 on RP735276, Lot 1 on RP852238 and Lot 1 on RP716718.
Project Site	The extent of the lot boundaries for Lot 1 on RP735276 and Lot 1 on RP852238. The combined area of both lots is 28.7 ha. The Project Site will host the BESS infrastructure and the majority of the overhead transmission line (OHTL).
Grid Connection	The proposed OHTL to the existing Powerlink 132kV Tully Substation within Lot 1 on RP716718. The Grid Connection requires approximately 540 m of OHTL to be constructed within the Project Site and 60 m of OHTL to be constructed within Lot 1 on RP716718.
Development Footprint	The area that will be directly impacted by the Project. The total area of the Development Footprint is approximately 9 ha and includes infrastructure located within the Project Site and the Grid Connection.

Term	Definition
Project Infrastructure	Includes the components that form the construction and operation of the Project proposed within the Development Footprint. Further detail of the Project Infrastructure that is proposed is provided in **Section 3**.

1.4 Application summary

A key application summary is provided below in **Table 1.2**.

Table 1.2: Application summary

Application Details				
Applicant	RWE Tully Battery Pty. Ltd. Suite 5, Level 9, 350 Collins Street, Melbourne VIC 3000 ABN 27 694 427 953			Refer to DA Form 1 in **Appendix A**.
Site address	37 Sandy Creek Road, Tully QLD 4854	71 Sandy Creek Road, Tully QLD 4854	174 Tully Gorge Road, Tully QLD 4854	Refer to Owner's Consent and Title Searches in **Appendix B**.
Real property description	Lot 1 on RP735276	Lot 1 on RP852238	Lot 1 on RP716718	
Registered owner	Glenn John Dawe and Sirikul Wongsa-Nga	Terry John Lack	Queensland Electricity Transmission Corporation Limited	
Tenure	Freehold			
Development Footprint area	9 ha			
Local government area	Cassowary Coast Regional Council			
Project description	Material Change of Use (MCU) for a battery storage facility with a capacity of up to 200 MW / 800 MWh and associated infrastructure (e.g. transformer, OHTL, air insulated switchgear, access roads, laydown areas, foundations, hard stand, parking, switch rooms and storage).			
Approval sought	MCU Development Permit for 'battery storage facility' and 'major electricity infrastructure'			
Assessment manager	The Chief Executive administering the Planning Act (SARA)			
Category of assessment	Impact assessment			
Referral agencies	Section 21(5)(b)(ii) of the Planning Regulation 2017 Determination made by the Minister for CCRC to be referral agency		CCRC	
	Schedule 10 – Part 9, Division 1, Table 1 Development on designated premises Lot 1 on RP852238 is subject to a designation for the Powerlink OHTL that traverses the lot.		SARA	

Application Details		
	Schedule 10 – Part 9, Division 2 Material Change of Use of premises near a substation or subject to an easement The Project Site is near the Ergon and Powerlink Tully Substations and is subject to the Powerlink OHTL.	The chief executive of the distribution entity or transmission entity – being Powerlink and Ergon
Assessment benchmarks	State Development Assessment Provisions, State Code 27: Battery storage facility development CCRC Planning Scheme	
Contact Person	Attexo Group Pty Ltd PO Box 617, Fortitude Valley, QLD 4006 Sue Walker – Principal Consultant – Statutory Planning and Approvals E: Sue.walker@attexo.com.au Ph: 0449 109 356	

1.5 Supporting Documentation and Technical Assessments

This report should be read in conjunction with the documentation and supporting technical assessment supplied in the appendices. **Table 1.3** provides an appendix list for reference.

Table 1.3: Appendix list

Appendix A	DA Form 1
Appendix B	Owner's Consent and Title Searches
Appendix C	Development Plans
Appendix D	Pre-lodgement Minutes and Correspondence
Appendix E	Community Engagement Report
Appendix F	Social Impact Assessment
Appendix G	Community Benefit Agreement
Appendix H	Ecological Assessment Report
Appendix I	Fire Safety Study
Appendix J	Risk Management Assessment Report
Appendix K	Safety and Emergency Management Plan
Appendix L	Agricultural Land Assessment
Appendix M	Natural Hazards and Extreme Weather Risk Assessment
Appendix N	Bushfire Hazard Assessment and Management Plan
Appendix O	Flood Hazard Assessment and Stormwater Management Plan
Appendix P	Preliminary Erosion and Sediment Control Plan
Appendix Q	Noise and Vibration Impact Assessment
Appendix R	Scenic Amenity Impact Assessment
Appendix S	Landscape Plan

Appendix T	Traffic Impact Assessment
Appendix U	Heavy Vehicle and OSOM Construction Concept Strategy
Appendix V	Preliminary Decommissioning Security Report
Appendix W	Preliminary Battery Recycling Strategy
Appendix X	State Development Assessment Provisions: State Code 27 Assessment
Appendix Y	CCRC Planning Scheme Code Assessment
Appendix Z	Economic Impact Assessment

1.6 About the proponent

RWE Tully Battery Pty. Ltd. is part of RWE Renewables, one of the world's leading producers of renewable energy. RWE operates a global portfolio of approximately 24 gigawatts (GW) of wind, solar and battery storage projects, with a further 10.4 GW currently under construction.

RWE has been present in Australia since 2013. In 2018 RWE successfully delivered the 249 MW Limondale Solar Farm in New South Wales, and more recently Australia's first eight-hour BESS, also at Limondale.

RWE's Australian team is supported by the broader expertise of RWE Renewables' global workforce across Europe, North America and the Asia Pacific region.

In Queensland, RWE is progressing several major projects. The Theodore Wind Farm, located near Biloela, received state government planning approval in 2025, and will comprise up to 170 wind turbines and an integrated Battery Energy Storage System (BESS), generating approximately 1 GW of renewable energy.

RWE is also advancing the Cattle Creek Wind Farm near Toowoomba, a 1 GW project that will include up to 135 wind turbines and an integrated BESS.

These investments demonstrate RWE's commitment to supporting Queensland's energy sector across northern, central and southern regions, while delivering local economic benefits, creating employment opportunities, and building long-term partnerships with regional communities.

1.7 Project overview

RWE is seeking to develop the proposed Tully BESS (the Project) across three land parcels (the Project Area), including:

- 37 Sandy Creek Road (Lot 1 on RP735276)
- 71 Sandy Creek Road (Lot 1 on RP852238)
- 175 Tully George Road (Lot 1 on RP716718).

Lot 1 on RP735276 and Lot 1 on RP852238 (the Project Site) will host the BESS infrastructure and the majority of the OHTL to connect to the grid via the neighbouring Powerlink 132 kV Tully substation, located on Lot 1 on RP716718.

The Project Site is located approximately 4 km south-west of the township of Tully in Far North Queensland, within the CCRC local government area (LGA).

The Project will have a capacity of up to 200 MW / 800 MWh for a duration of up to 4 hours and is proposed to take electricity from the grid in periods of low demand, and feed back into the grid at periods of high demand.

The location of the Project is shown in **Figure 1.1** and the proposed Project infrastructure is shown in **Figure 1.2**.

1.7.1 Rationale and Benefits

The Australian Energy Market Operator (AEMO) and Powerlink have identified for additional system strength and increasing network constraints across the Far North Queensland (FNQ) region. As the penetration of renewable

energy continues to grow, particularly rooftop solar, the demand for firming capacity and grid stability services has grown.

AEMO's Quarterly Energy Dynamics Report (Q1 2026) highlights the increasing role of grid-scale battery energy storage systems (BESS) in absorbing excess daytime generation and dispatching stored energy during evening peak periods. This capability is already contributing to improved market efficiency and moderating wholesale electricity prices during periods of high demand.

The Project aligns with the Queensland Government's Energy Roadmap, which identifies energy storage as a critical component of Queensland's future energy mix. By storing excess generation and dispatching energy during periods of peak demand, the Project will support energy security, improve network reliability, reduce network stress and contribute to the delivery of affordable, reliable and sustainable energy for Queenslanders.

The Project is proposed to respond directly to these identified network needs. The Project is strategically located adjacent to Powerlink's existing 132 kV and recently upgraded 275 kV Tully Substation, a critical node in the transmission network supplying North and Far North Queensland. This location enables efficient integration with existing infrastructure and maximises the project's ability to provide system support services where they are most needed.

The Project will deliver two key functional benefits to the electricity network:

- **Grid-forming capability:** The BESS will operate as a grid-forming system, actively regulating voltage and frequency. This enhances system strength and stability, particularly in regions with reduced synchronous generation.
- **Energy shifting and reliability:** The system will store excess energy generated during low-demand periods (typically daytime) and discharge it during peak demand periods, or when required to support grid balancing. This improves overall reliability and resilience of the FNQ electricity network.

In addition, the Project contributes broader network and policy benefits:

- **Decentralisation:** Enabling energy to be stored and dispatched closer to FNQ - reduces reliance on long-distance transmission infrastructure, lowering losses and improving reliability in regional areas.
- **Affordability:** By reducing peak demand pressures and improving overall system efficiency, the Project supports downward pressure on wholesale electricity prices during high-demand periods.
- **Lower emissions:** The Project will facilitate greater utilisation of renewable energy by storing excess generation—particularly from the significant uptake of rooftop solar across Queensland—thereby lowering emissions.
- **Alignment with policy objectives:** The Project supports the Australian Government's emissions reduction targets of 62–70% below 2005 levels by 2035 and achieving net zero emissions by 2050, as well as Queensland's energy security objectives.

1.7.2 Project approvals history

A DA for MCU for an Undefined Use (Battery Energy Storage System) for the Project was properly made to CCRC on 30 September 2025 (Council ref: MCU25/0043) and referred to SARA (SARA ref: 2510-48638 SRA). The DA was impact assessable under the CCRC Planning Scheme and completed public notification on 28 November 2025. A decision on the DA was expected in January 2026.

Following the commencement of the *Planning (Battery Storage Facilities) and Other Legislation Amendment Regulation 2025* on 12 December 2025, the DA for the Project (Council ref: MCU25/0043) is now taken to be a pre-existing application for a Battery storage facility under section 51IA(1)(a) of the *Planning Regulation 2017*. Therefore, the DA is not properly made under section 51A(3)(a).

This DA is a combined application for MCU (Battery storage facility) assessable by SARA and MCU (Major electricity infrastructure) assessable by CCRC. Accordingly, a request was made on 29 April 2026 for the Minister's determination of assessment manager for the DA under section 21(5)(b)(ii) of the Planning Regulation.

A determination was made by the Minister on 21 May 2026 that the Chief Executive of the Planning Act should be the assessment manager under section 48(6) and CCRC should be a third-party advice agency under section 48(7). The letter of determination is included in **Appendix D**.

This DA is now made to SARA as the assessment manager with referral to CCRC.

1.8 Pre-lodgement Meeting and Advice

1.8.1 State Assessment and Referral Agency

A pre-lodgement meeting was held between SARA, RWE and Attexo on 18 December 2025. Meeting minutes are included in **Appendix D** and key items discussed are summarised in **Table 1.4**. A second pre-lodgement meeting was held on 29 April 2026 in advance of DA lodgement, this meeting was a briefing style meeting for the project team to update SARA no meeting notes were issued.

Table 1.4: Pre-lodgement discussion items with State Assessment and Referral Agency

Item	Project Response
Hazard and risk	
The mitigation of hazards is a key issue for BESS development.	Comprehensive hazard and risk assessment has been undertaken for the Project and is documented within the Fire Safety Study (**Appendix I**) and Risk Management Assessment Report (**Appendix J**).
Hazard reporting must include consideration of water and soil contamination.	The Fire Safety Study (**Appendix I**) and Stormwater Management Plan (**Appendix O**) identify, assess and mitigate where necessary potential sources of water and soil contamination from Project infrastructure.
Management plans must include measures regarding fire containment.	Measures regarding fire containment are documented within the Fire Safety Study (**Appendix I**).
There is an expectation the Queensland Fire Development (QFD) are consulted with throughout the DA process, including in preparation of management plans.	Consultation with QFD has been undertaken on the following Project assessments and management plans and feedback integrated within reporting where relevant: • Fire Safety Study (**Appendix I**) • Risk Management Assessment Report (**Appendix J**) • Safety and Emergency Management Plan (**Appendix K**) • Bushfire Management Plan (**Appendix N**).
Natural hazards	
A natural hazard and risk assessment (NHRA) report must consider all types of natural hazards (i.e., cyclone), including cumulative risk.	All types of natural hazards applicable to the Project Site and the region have been considered in the Natural Hazards and Extreme Weather Risk Assessment (**Appendix M**).
SARA will accept a single document that address the scopes of the safety and emergency management plan (PO13-PO15) and the emergency response plan (PO5).	A Safety and Emergency Management Plan (**Appendix K**) has been prepared to address the requirements of PO5 and PO13-PO15.

Item	Project Response
Vibration	
Identify the level of risk associated with the manufacturer's technical specifications of equipment from a site-specific construction point of view	The Noise and Vibration Impact Assessment (**Appendix Q**) identifies vibration risk from specific construction equipment to be used for the Project and assesses potential impacts on surrounding sensitive land uses.
The assessment must consider impacts of vibration risk (if any) to sensitive receptors within or adjacent to the site.	
For construction related impacts, identify potential sources of vibration (e.g., vibration) and provide assessment of impacts (if relevant)	
Traffic	
Submit a Heavy Vehicle and OSOM Construction Concept Strategy to ensure large equipment (e.g., transformers) there is a feasible transportation route to site.	A Heavy Vehicle and OSOM Construction Concept Strategy is provided in **Appendix T** and identifies a feasible OSOM transport route to the Project Site.,
Decommissioning	
Financial security for decommissioning activities.	Financial securities for decommissioning and identified and discussed within the Preliminary Decommissioning Security Report (**Appendix V**).
Other	
Inclusion of ancillary infrastructure under the 'battery storage facility' as defined in the Planning Regulation 2017.	The OHTL will be assessed as ancillary infrastructure to the primary BESS use.
Identification of a suitable water source.	The Project's preliminary water supply strategy is discussed in **Section 3.2.9.1** and will be refined through future Project development. Relevant obligations under the *Water Act 2000* will be met.

1.8.2 Cassowary Coast Regional Council

A pre-lodgement meeting was held between CCRC, RWE and Attexo on 5 December 2024 in advance of lodgement of the previous DA made to CCRC. Key items discussed during CCRC pre-lodgement are summarised in **Table 1.5**.

Table 1.5 Pre-lodgement discussion items with Cassowary Coast Regional Council

Item	Project Response
Site characteristics	
The site is considered suitable for the proposed use.	Refer to **Section 2** for a discussion of the Project Site and the proposal plans in **Appendix C**.
The mahogany glider corridor partially present on site and the adjacent lots to the east.	Ecological assessment has been undertaken for the Project Area to identify any areas of key habitat. Project design has incorporated mitigation measures to protect the mahogany glider corridor. Refer to **Section 5.1** and **Appendix H**.

Item	Project Response
While not currently used for cropping purposes, the site can still support cattle grazing (the current operation) or similar.	An Agricultural Land Assessment has been undertaken for the Project. Refer to **Section 5.5** and **Appendix L**.
The site contains a Great Barrier Reef wetland protection area, which can require assessment against State Code 9.	While the Project involves Material Change of Use of premises in a wetland protection area, assessment against State Code 9 is not required as the Project does not involve high impact earthworks.
Design considerations	
Floor levels to be suitable for flood immunity, at 0.2% AEP for the substation and 1% AEP for the office.	Project design has been undertaken with consideration of flood immunity. A design floor level equal to the 0.2% AEP has been adopted for the Project. The majority of the proposed development is located outside of the 1% AEP flood event. Refer to **Section 5.7** and **Appendix O**.
Buffers to waterway corridors.	Project design has incorporated buffers to waterways and the Great Barrier Reef wetland protection area. Refer to the proposal plans in **Appendix C**.
Ensure all fencing is free of barbed wire.	Barbed wire will not be used for fencing of Project Site. The applicant can commit to adhering to the requirement as part of a subsequent condition of approval.
Minimum supporting technical studies required for the DA	
Visual impact assessment, including landscaping that will be visible from public roads.	Refer to **Section 5.9** and **Appendix R** for the Scenic Amenity Impact Assessment and **Appendix S** for the Landscape Plan.
Bushfire risk assessment.	Refer to **Section 5.6.1** and **Appendix N**.
Traffic impact assessment, including construction and operation phases.	Refer to **Section 5.10** and **Appendix T**.
Ecological assessment report.	Refer to **Section 5.1** and **Appendix H**.
Stormwater management plan.	Refer to **Section 5.7.1** and **Appendix O**.

1.8.3 Queensland Fire Department

Pre-lodgement consultation has been undertaken with the Queensland Fire Department, including:

- Meeting held between RWE, Attexo and the Complex Infrastructure Section on 12 March 2026 on facility fire related risk
- Submission of a preliminary Bushfire Management Plan (BMP) for comment to Bushfire Resilient Communities on 13 March 2026.

Consultation with the Complex Infrastructure Section has informed the development of the Project's Fire Safety Study (FSS), Risk Management Assessment Report (RMAR) and Safety and Emergency Management Plan (SEMP). Meeting minutes are included in **Appendix D**. A response from the Bushfire Resilient Communities has not been received at time of writing this report.

1.9 Other approvals

This section sets additional approvals and permits that may be required for the Project, together with a status of the requirements. The relevance of these requirements to the Project will be determined in further design process. The following sections present some of the permits and approvals (not necessarily an exhaustive list) that are expected to be required in addition to the MCU Development Permit that is the subject of this DA.

1.9.1 Commonwealth

1.9.1.1 Environment Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Conservation Act* 1999 (EPBC Act) is the Australian Government's central piece of environmental legislation that provides a legal framework to protect and manage environmental values considered to be of national environmental significance.

Pursuant to Part 3 of the EPBC Act, a person must not take an action that has, or is likely to have, a significant impact on MNES, or on Commonwealth land, unless that person can rely on an exemption, or obtain an approval from the Minister. If the Minister determines that an action is a 'controlled action', which would have, or is likely to have, a significant impact on a MNES or Commonwealth land, then the action may not be undertaken without prior approval of the Minister. To request a determination from the Minister, a referral was lodged on 2 December 2025.

On 14 January 2026, the Minister determined that the Project does not constitute a 'controlled action' (EPBC 2025/10377).

1.9.2 State

1.9.2.1 Fisheries Act 1994

There is a low impact (green) water for waterway barrier works mapped under the *Fisheries Act 1994* (Fisheries Act) located on Lot 1 on RP735276.

The proposed OHTL alignment to the Powerlink 132kV Tully Substation will cross the waterway. All crossings of mapped Fisheries Act waterways will be designated to comply with the Accepted Development Requirements for operational works (OPW) that is constructing or raising waterway barrier works (ADR). Where the ADR cannot be met, a separate OPW DA for waterway barrier works will be sought pursuant to Schedule 10 of the Planning Regulation.

1.9.2.2 Nature Conservation Act 1992

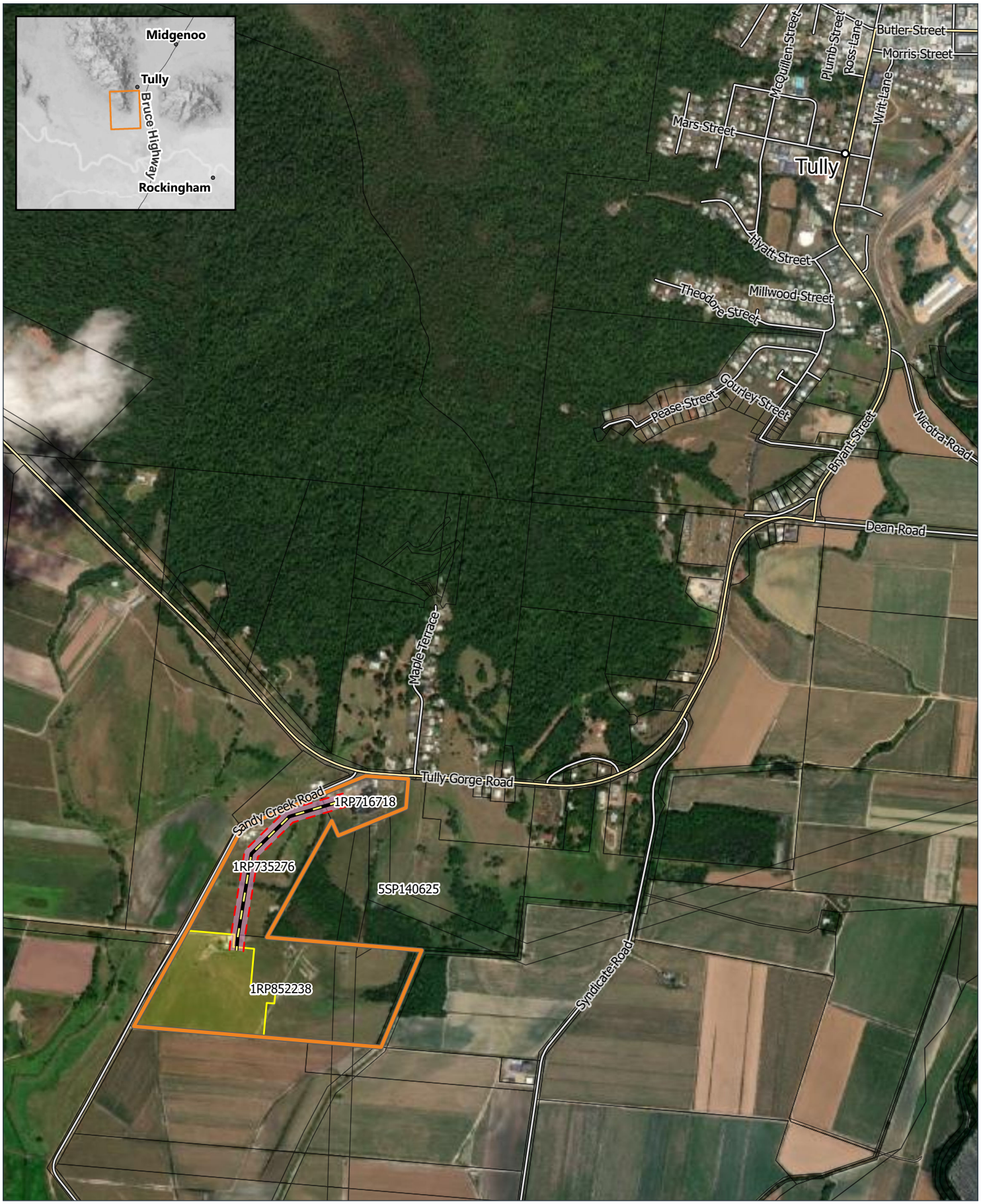
The *Nature Conservation Act 1992* (NC Act) regulates impacts on plants and animals through the protected plants framework and species management program requirements. Permits are required to authorise certain activities which typically include:

- Clearing permit: For the clearing of 'protected plants' identified on the on a Flora Survey Trigger Map.
- Species management program (SMP) ('high risk' or 'low risk'): For tampering with animal breeding place.

The development footprint is not located within a mapped High Risk Trigger Area, and flora surveys did not identify any threatened flora species, and therefore a Protected Plants Clearing Permit under the NC Act is not required.

1.9.2.3 Vegetation Management Act 1999

Clearing of vegetation regulated under the *Vegetation Management Act 1999* is not anticipated for the Project. However, should any clearing of mapped Category R vegetation be required to facilitate construction of the OHTL, this will be undertaken in accordance with the *Accepted development vegetation clearing code for infrastructure* (ADVCC). If required, ADVCC notification will be completed as part of the Project's secondary approvals.



Project Location

Figure 1.1

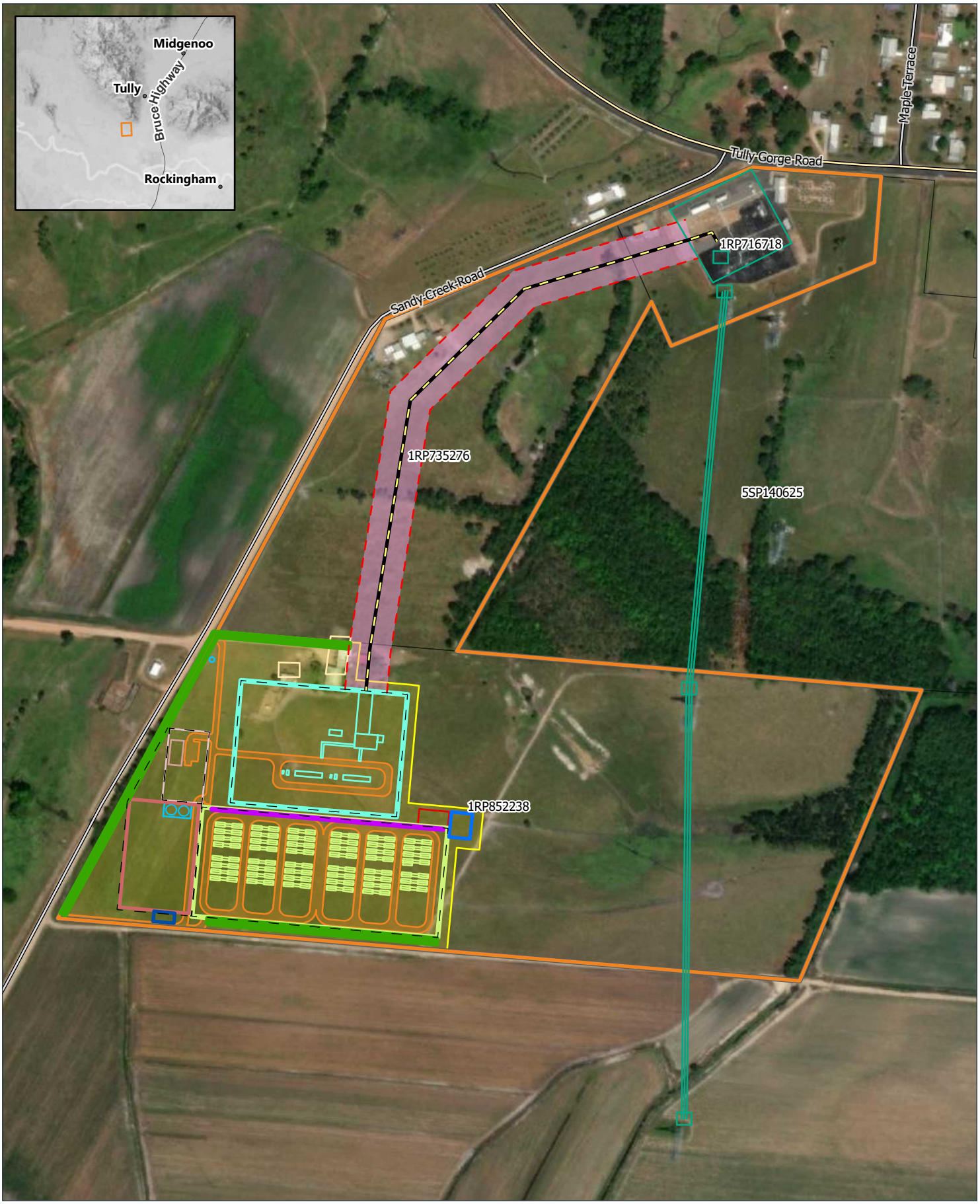
Project Area
Development Footprint
Proposed Transmission Line Corridor
Proposed transmission line
20m exclusion zone
Main Road
Local Road
Cadastral Parcels

DWG No: RWE-002-013 [C]
DATE: 16/04/2026
DRAWN: KB,JM
REVIEWED SW
SCALE (A4): 1:15,000

N

0 km 1

GDA2020



Project Layout Plan

Figure 1.2

DWG No: RWE-002-014 [D]
DATE: 7/05/2026
DRAWN: KB,JM
REVIEWED EJ
SCALE (A4): 1:5,000

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GDA2020

- Project Area
- Development Footprint
- Proposed Access Track Footprint
- Proposed Transmission Line Corridor
- Proposed Transmission Line
- 20m Exclusion Zone
- Substation Area
- BESS Area
- Bioretention Basin A
- Bioretention Basin B
- Construction Laydown Area
- Noise Wall
- Landscaping Area
- Existing 132kV Line
- Existing Dwellings
- Water Storage
- O&M Building
- O&M Area
- Emergency Containment Storage
- Fence
- Main Road
- Local Road
- Cadastral Parcels

1.10 Community and Stakeholder Engagement

1.10.1 Project Engagement

Community and stakeholder engagement for the Project commenced in 2024, with RWE undertaking early consultation with landholders, the Gulngay People, CCRC, and the Tully community.

RWE's overarching approach to stakeholder engagement focuses on delivering best practice engagement that is founded on the principles of honesty, respect, adaptability, consistency and consideration. RWE applied multiple community engagement methods to engage with the community and key stakeholders. The engagement methods used evolved over time in response to stakeholder's preferences.

A Community Engagement Report (CER) for the Project is provided in **Appendix E** and outlines the consultation undertaken for the Project to date and the proposed forward engagement program.

The Project's key stakeholders include:

- Host landholders, primary, fence line and near neighbours
- Traditional Owners
- Local government council
- Tully community groups and service providers (e.g., emergency services)
- Industry bodies and local businesses
- Australian and Queensland Government regulators and other agencies.

Community and stakeholder engagement included face-to-face meetings, Project briefings, community drop-in sessions and hosting a stall at the Tully Show. Stakeholders are able to engage with RWE via phone and email and register on the Project's mailing list. The project has a dedicated complaints process and register, with further information on the project website (tullybess.com.au).

A dedicated community engagement office has been established in Tully on the main street (Butler Street). The office will serve as a local hub where residents, businesses, and other stakeholders can obtain information about the Project and actively engage in the Project's development while learning about its potential community benefits including economic opportunities such as local procurement and employment.

Engagement with key stakeholders achieved the following:

- A letter of support from CCRC for the DA to SARA
- A Community Benefit Agreement (CBA) with CCRC, following completion of the Social Impact Assessment (SIA).
- A Cultural Heritage Agreement with Gulngay Kinjufile Aboriginal Corporation RNTBC on behalf of the Gulngay People
- General positive sentiment towards the Project from the Tully community.
- Identification of potential social impacts and benefits of the Project that informed the SIA.
- Identification of potential community benefit investment opportunities to inform the CBA.
- Establishment of a project office on the main street of Tully.
- Establishment of a $35,000 Community Sponsorship Fund during the development phase.

RWE's community and stakeholder engagement for the Project is ongoing and will continue throughout the life of the Project. Forward engagement activities will continue to seek feedback and build relationships with the Tully community by providing regular Project updates through existing Project communication channels and in meetings and briefings. RWE will also continue engaging with key stakeholders to enter into and implement agreements, where relevant.

1.10.2 Social Impact Assessment and Engagement

A range of community engagement has been undertaken in support of the Project's Social Impact Assessment (SIA), including meetings with CCRC and interviews with community members and stakeholders. Consultation was undertaken from November 2025 – January 2026 to understand the local context and explore the potential Project impacts and benefits to the local region and area.

The SIA (**Appendix F**) provides further detail on the findings of the engagement activities and suggestions for community investment opportunities, which have informed the Community Benefit Agreement (**Appendix G**) executed for the Project between CCRC and RWE. Overall, the social impact assessment concluded that the Project would result in no potential negative impacts of the Project with a residual significance rating of medium or higher. Conversely, the assessment identified five potential positive impacts of the Project with a residual significance rating of medium or higher.

2. Site description

2.1 Overview

The Project Site is located approximately 4 km south-west of the Tully town centre, accessed via Tully Gorge Road. The Project Site is situated approximately 145 km south of Cairns and 200 km north of Townsville. Access to the Project Site is facilitated via the Dean Road/Tully Gorge Road bypass from the Bruce Highway, enabling direct access while avoiding the Tully township.

The proposed development is to be located on a site with a total area of approximately 28.7 hectares, comprising two freehold parcels Lot 1 on RP735276 and Lot 1 on RP852238, with grid connection proposed within Lot 1 on RP716718 (refer to **Figure 1.1**).

2.2 Project Land Parcels

2.2.1 Landowners

The Certificates of Title for the Project Area parcels identified in **Table 2.1** are provided in **Appendix B**. Letters signed by the relevant property landowners consenting to the lodgement of this DA are also supplied in **Appendix B**.

2.2.2 Tenure

The three (3) land parcels comprising the Project Area are freehold, as listed in **Table 2.1**.

Table 2.1: Tenure of project land parcels

Lot	Plan	Tenure	Area (ha)	Registered Owner
1	RP735276	Freehold	8.094	Glenn John Dawe and Sirikul Wongsa-Nga
1	RP852238	Freehold	20.6	Terry John Lack
1	RP716718	Freehold	2.704	Queensland Electricity Transmission Corporation Limited

2.2.3 Easements and Encumbrances

The Certificate of Titles identify several registered easements burdening Lot 1 on RP852238, as described in **Table 2.2**. There are no easements or encumbrances for Lot 1 on RP735276 and Lot 1 on RP716718.

Table 2.2 Easements and encumbrances

Easement or Encumbrance	Dealing	Grantee
Lot 1 on RP852238		
Easement N on RP730844	Easement in Gross No. 601019808 (N839772) 01/03/1977	Council of the Shire of Cardwell, for drainage
Easement D on SP233167	Easement in Gross No. 713644394 23/12/2010	Powerlink, for electricity purposes
Easement E on SP338637	Easement in Gross No. 722883807 16/11/2023	Powerlink, for electricity purposes

2.3 Site Characteristics

2.3.1 Topography

The Project Site is relatively flat, with an elevation of approximately 12 m AHD.

2.3.2 Watercourses and Wetlands

The Project Site is located within the Wet Tropics Region, which is part of the Great Barrier Reef catchment identified under the *Great Barrier Reef catchment and river basins* map (Queensland Government, 2018). The Project Site is also mapped within the Tully catchment area, where the majority of the catchment is drained by the Tully River, characterised by steep ranges transitioning into coastal floodplains.

A Great Barrier Reef wetland protection area is located across the eastern extent of the Project Site, spanning through all subject land parcels. The wetland itself is predominantly located within the adjacent Lot 5 on SP140625 and is also identified as a wetland of high ecological significance (HES) (refer to **Figure 2.1**).

The Project Site contains several surface water features (refer to **Figure 2.1**), including:

- Three unmapped watercourses under the *Water Act 2000*, that flow into the wetland area within Lot 5 on SP140625
- One of the unmapped watercourses is additionally mapped as a low impact (green) waterway for waterway barrier works under the Fisheries Act and traverses both Lot 1 on RP735276 and Lot 1 on RP852238
- A mapped watercourse identified as an unnamed tributary of Tully River (Sandy Creek), located along the eastern boundary of Lot 1 on RP852238 and additionally mapped as a moderate impact (amber) waterway for waterway barrier works.

2.3.3 Vegetation and Biodiversity

The Project Site has been largely cleared to accommodate the existing rural, rural residential and infrastructure use. There is a concentration of vegetation at the wetland protection area in the east of the Project Site.

Vegetation within the Project Site was ground-truthed during an ecological survey undertaken in November 2024. Ground-truthed regional ecosystems (GTREs) within the Project Site are summarised in **Table 2.3** and shown within **Figure 2.2**.

Table 2.3 Ground-truthed regional ecosystems

Regional Ecosystem	VM Act Status	Category	Description
7.3.5	Least Concern	B, C	*Melaleuca quinquenervia* and/or *Melaleuca cajuputi* subsp. *platyphylla* closed forest to shrubland on poorly drained alluvial plains
7.3.7a	Endangered	C	*Eucalyptus pellita* and *Corymbia intermedia* open forest and woodland. Poorly drained alluvium, including seasonal swamps. Contains Palustrine. (BVG1M: 9e).
Non-remnant	None	X	Non-remnant

No State or Commonwealth threatened flora species or vegetation aligning with the key diagnostic criteria for Commonwealth listed Threatened Ecological Communities (TEC) were identified within the Project Site.

No threatened fauna was observed during the ecological survey.

Refer to the Ecological Assessment Report (**Appendix H**) for further discussion of vegetation and biodiversity.

2.3.4 Road Frontages and Access

The Project Area has frontage to Sandy Creek Road:

- Lot 1 on RP735276 has a frontage length of approximately 590 m
- Lot 1 on RP852238 has a frontage length of approximately 320 m
- Lot 1 on RP716718 has a frontage length of approximately 265 m.

It is proposed that two vehicular access points be established for the development from Sandy Creek Road into Lot 1 on RP852238, one at the north boundary with Lot 1 on RP735276 utilising an existing crossover. With secondary access at the southern end of Lot 1 on RP852238. Refer to the development plans in **Appendix C**. The requisite approvals will be sought from CCRC to establish the second access point.

No change to access to Lot 1 on RP716718 is proposed.

2.3.5 Heritage Values

A search of the Aboriginal and Torres Strait Islander Cultural Heritage Database and Register confirmed that there are no cultural heritage areas within the Project Site. Despite the lack of recorded cultural heritage sites of significance, the proposed development is to be undertaken in accordance with the Cultural Heritage Duty of Care Guidelines.

RWE has been actively working with the Gulngay People and GAC and a Cultural Heritage Agreement (CHA) has been agreed and executed. This CHA process has been undertaken in a respectful and collaborative manner to ensure that cultural heritage values are identified, protected, and appropriately managed throughout the development. Ongoing engagement with the Traditional Owners is a key priority, and the agreement provides a clear framework for managing cultural heritage matters during construction and operation of the Project.

The Traditional Owners have requested to be involved in site earthworks for the Project, and RWE will continue to engage with the Traditional Owners to assist in risk assessment and supervising the work on the Project Site.

Site walk overs were conducted with Gulngay people in November and December 2025 and no cultural heritage sites or artefacts were identified.

Parts of the Wet Tropics World Heritage Area are within 1 km of the Project Site. The Project will not impact the Wet Tropics World Heritage Area values.

2.4 Land Use

2.4.1 Existing

The Project Site is located within the CCRC LGA, located at 37 and 71 Sandy Creek Road, Tully. The real property descriptions are Lot 1 on RP735276 and Lot 1 on RP852238, with a combined area of 28.694 ha. The eastern extent of the Project Site is located within a Great Barrier Reef wetland protection area.

Lot 1 on RP735276 and Lot 1 on RP852238are currently used as rural residential properties and are largely undeveloped, with a dwelling on each as well as livestock grazing. Lot 1 on RP852238 contains the Powerlink 132 kV OHTL and Infrastructure Designation that connects to the adjacent Powerlink 132kV Tully Substation.

Lot 1 on RP716718 is the existing Powerlink 132kV Tully Substation, located to the north, the proposed OHTL connection is via this lot and substation. The new Powerlink 275 kV Tully substation is located on Lot 5 on SP140625 in the adjacent lot to the north-east of the Project Site. Land to the south and east of the Project Site are rural areas used for sugar cane farming.

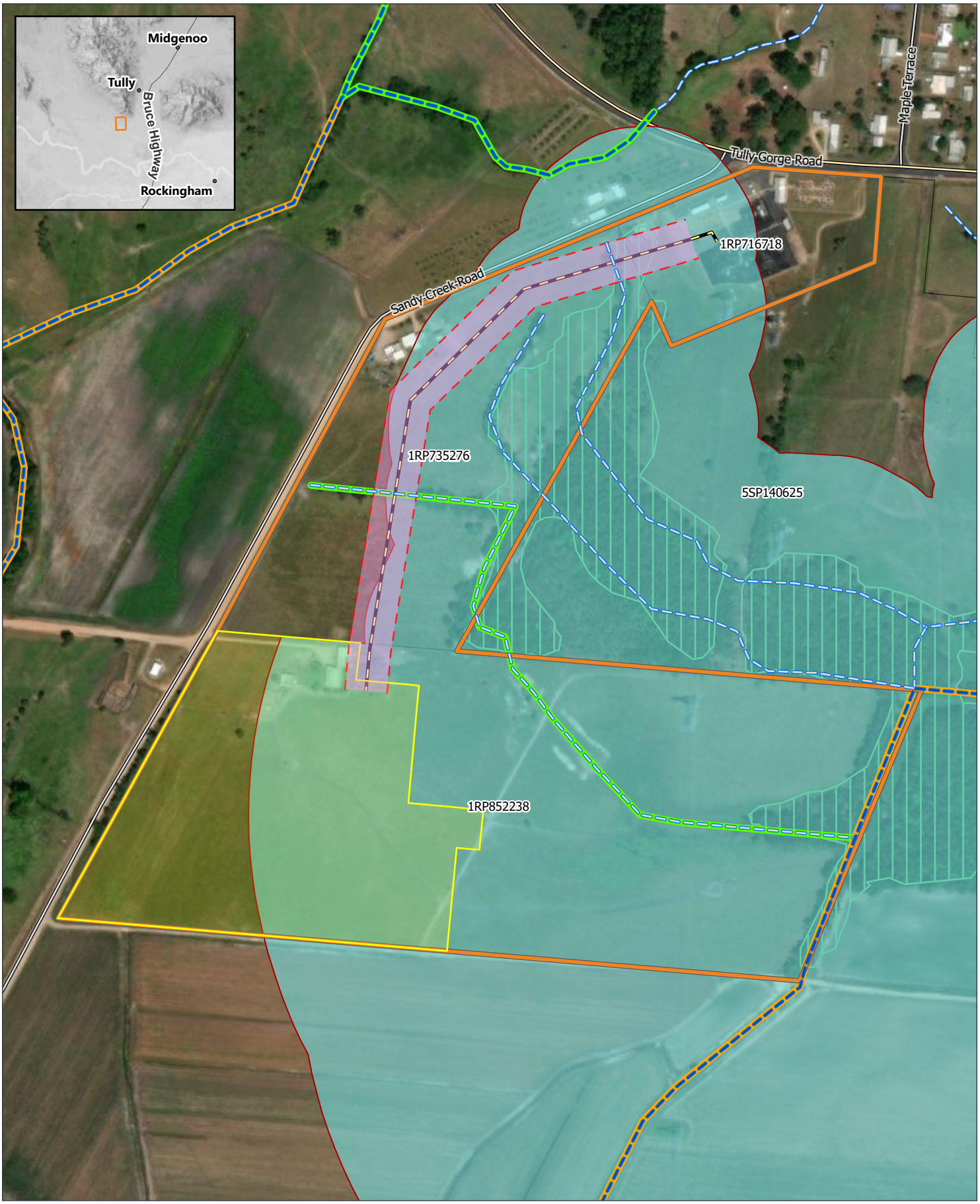
2.4.2 Proposed

The Project proposes a change in land use to accommodate the development of a BESS and requires a development footprint of approximately 9 ha; this includes the establishment of the BESS use, the grid connection to the adjoining Powerlink 132 kV Tully Substation within Lot 1 on RP716718 via an OHTL, and two site access points from Sandy Creek Road.

RWE's intention is that the remaining area of the Project Site not occupied by the Project will continue to be used for cattle grazing and RWE will maintain the entirety of the Project Site.

While the Project Site currently contains two dwellings, RWE Renewables Australia Pty Ltd have options to purchase both lots. The project design where possible will try to utilise the dwellings for on-site operations and maintenance (O&M) facilities during Project construction and operation or subject to design they will be removed from site. e.

Further description of the proposed development is provided in **Section 3** and development plans in **Appendix C.**



Watercourses and Wetlands

Figure 2.1

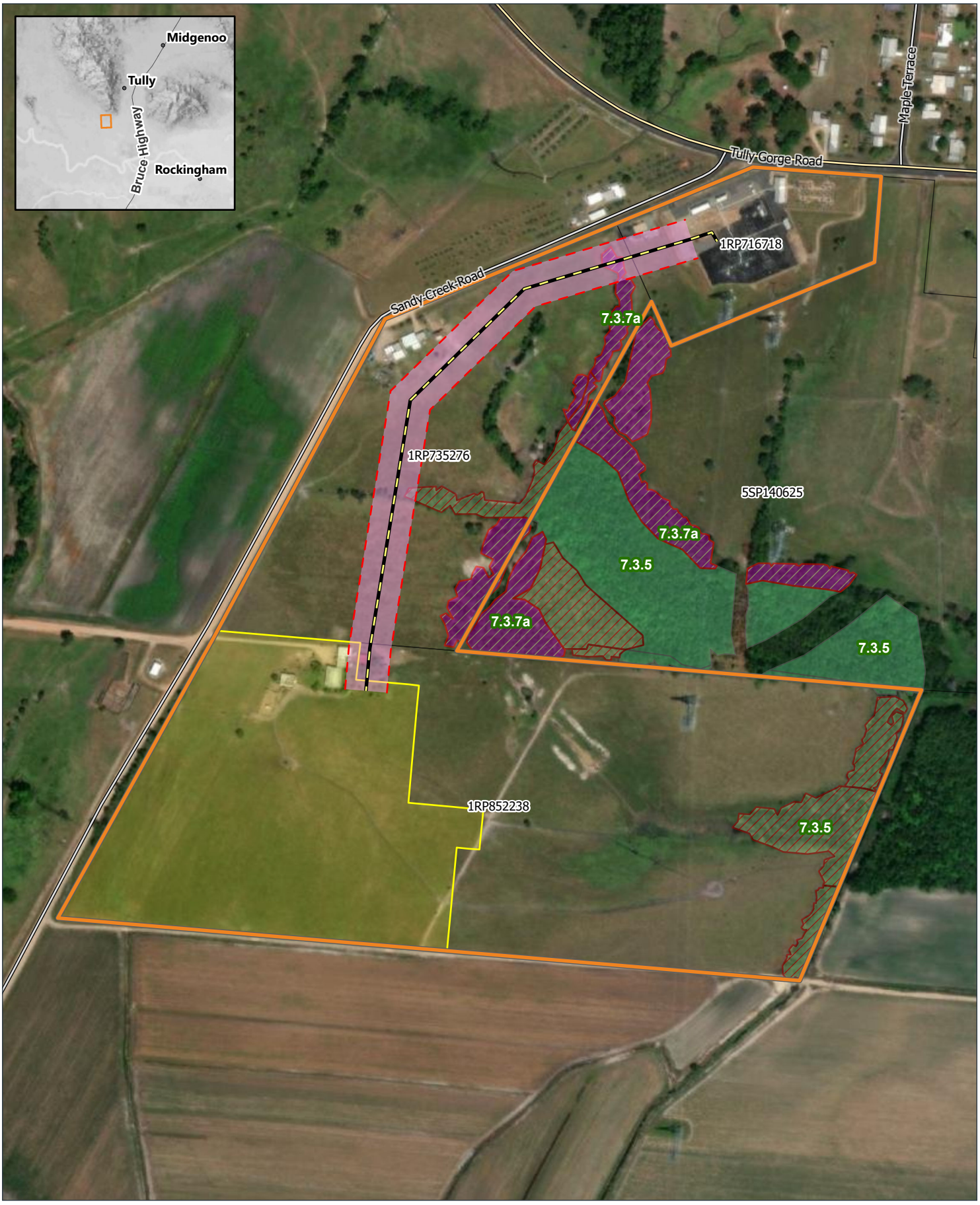
DWG No: RWE-002-015 [C]
DATE: 17/04/2026
DRAWN: KB,JM
REVIEWED EJ
SCALE (A4): 1:5,000

N

0 Meters 100

GDA2020

- Project Area
- Development Footprint
- Proposed Transmission Line Corridor
- Proposed transmission line
- 20m exclusion zone
- MSES high ecological significance wetlands
- Great Barrier Reef wetland protection area
- Waterway barrier works
  - Moderate
  - Low
- Watercourse [defined by Water Act 2000]
- Unmapped
- Main Road
- Local Road
- Cadastral Parcels



Ground-truthed Regional Ecosystems

Figure 2.2

DWG No: RWE-002-016 [C]
DATE: 16/04/2026
DRAWN: KB,JM
REVIEWED EJ
SCALE (A4): 1:5,000

N

0 Meters 100

GDA2020

- Project Area
- Development Footprint
- Proposed Transmission Line Corridor
- Proposed transmission line
- 20m exclusion zone

Ground-Truthed Regional Ecosystems

- Endangered (regrowth)
- Least Concern (regrowth)
- Least Concern

- Main Road
- Local Road
- Cadastral Parcels

3. Project description

3.1 Overview

The Project includes a proposed BESS with a capacity up to 200 MW / 800 MWh for a duration of 4 hours and associated infrastructure (e.g., transformer, OHTL, air insulated switchgear, access roads, laydown areas, foundations, hard stand, parking, switch rooms and storage). The BESS and associated infrastructure will comprise a total development footprint of approximately 9 ha within the 28.7 ha Project Site. Refer to development plans in **Appendix C**.

3.2 Built Form and Concept Design

The Project has been designed to minimise impacts, in keeping with the sustainable nature of the development for supporting energy projects and reducing greenhouse gas emissions. Accordingly, the existing environment; existing land use at the Project Site and the surrounding locality; proximity to existing electricity infrastructure; stormwater management; and noise impact have all been considered in the design development.

The primary components of the Project will consist of the following:

- **Battery Units:** Up to 188 battery units will cover a total area of up to 2.5 ha. The foundations for the proposed battery units will likely be screw piles, piers or concrete pad formations. The BESS will be connected to the adjacent switch rooms via underground cables.
- **Switching Station:** A switching station will be located to the north of the battery units and will include a 132/33 kV high-voltage transformer, associated switchgear, an auxiliary transformer, two 33 kV switch rooms, and, if required, harmonic filters.
- **Stormwater Management:** Stormwater infrastructure will be designed and constructed to ensure the safe collection, containment, and management of runoff across the site during both construction and operational phases. This will include any emergency containment storage for containment for fire water in an emergency event.
- **Site Access and Internal Circulation:** Access to the site will be via the existing road network, including the Bruce Highway and Tully Gorge Road, with upgrades proposed to the two access point from Sandy Creek Road. The BESS facility will be secured by perimeter fencing. Internal access tracks will be provided around the battery units to facilitate operations, maintenance, and emergency response.
- **Grid Connection Infrastructure:** The Project will connect to the adjacent Powerlink 132 kV Tully Substation via an overhead transmission line extending north from the BESS area. The line will be supported approximately five (5) single-circuit 132 kV poles, each approximately 27.5 m in height.
- **Asset Protection Zone (APZ**): An Asset Protection Zone will be established and maintained around the battery infrastructure to mitigate bushfire risk and provide access for firefighting activities.
- **Fire Safety Measures:** Fire protection infrastructure will include, subject to detailed design, approximately 472,000 litres (L) of on-site static water storage, together with a fire hydrant system designed in accordance with Australian Standard (AS) AS 2419.1.
- **Acoustic Treatment:** A 6 m high noise wall is currently incorporated along the northern boundary of the BESS area to mitigate potential noise impacts. The requirement for this wall will be confirmed during detailed design and may be refined or omitted subject to equipment specifications and acoustic performance.
- **Earthworks:** Earthworks will include site levelling, formation of batters, and clearing necessary to facilitate construction and access.
- **Lighting:** Lighting will be installed to support maintenance activities, when maintenance works are to be undertaken at night; these will be on 10 m high poles. Security lighting will be sensor-controlled. All lighting will be designed and operated in accordance with AS 4282:2023 Control of the obtrusive effects of outdoor lighting.

- **Lightning Protection:** Lightning arrestors, up to 20 metres in height, will be installed within the development footprint to protect critical infrastructure.
- **Laydown and Operations Areas:** Temporary construction laydown areas and a permanent operations and maintenance (O&M) building will be established adjacent to Sandy Creek Road. This will include an O&M building, yard, parking areas, office facilities, and storage sheds.
- **Landscaping and Screening:** Landscape buffer planting will be established along the frontage and partially along the side boundaries of Lot 1 on RP852238 to provide visual screening and enhance integration with the surrounding landscape.

Visual representation of the Project is provided with aerial view in **Plate 3.1**.

Plate 3.1: Photomontage of proposed BESS[1]

3.2.1 Battery Energy Storage System

The battery units will cover an area of approximately 2.5 ha and will include up to 188 battery units, associated infrastructure, inverters, MV transformers, internal access roads, hardstand and security fencing.

The battery units and MV transformers would be installed direct on the pad or with screw piles, piers or concrete pad formations, this will be determined through detailed design. Each battery unit is anticipated to weigh 39 tonnes and be 8.6 m in length, 2.8 m in height and 1.9 m wide. Most battery units are in the form of a 20 foot shipping container.

The associated transformers up to 47 units are estimated, subject to final equipment selection and design, and would similarly be trucked to the Project Site and arranged onto footings or screw piles via mobile crane.

[1] For information purposes only. This image is an artist's conceptual rendering, based upon preliminary development plans, and is subject to change. It is not to scale and shown solely for illustrative purposes.

3.2.2 Switching Station

A switching station is proposed comprising a 132/33 kV high-voltage transformer, associated switchgear, an auxiliary transformer, two 33 kV switch rooms and potentially harmonic filters. The switch rooms will include the switchgear and a Site office, with trenches and conduits for the cabling entering the building. The building would be manufactured off-site and delivered via truck. The switch rooms and transformers would sit on concrete footings or piles.

3.2.3 Grid Connection

The connection to the grid will be via the OHTL to connect the BESS to the neighbouring Powerlink 132 kV Tully Substation. The route is approximately 600 m in length. The OHTL will be supported by five (5) single circuit 132 kV poles approximately 27.5 m in height. The OHTL will travel north through Lot 1 on RP735276 and then east to connect to the neighbouring Powerlink 132 kV Tully Substation site on Lot 1 on RP716718. It is intended to use the Powerlink standard 132 kV pole design.

3.2.4 Operation and Maintenance Area

A temporary construction and permanent operations and maintenance (O&M) area will be established adjacent to Sandy Creek Road. This would include an O&M building, yard, parking areas, office facilities and storage sheds. Repurposing of the existing dwellings on the Project Site as O&M areas for operation is being considered.

The temporary laydown areas for use during construction will be hardstand areas, these hard stand areas will remain in place following construction.

3.2.5 Parking and Access

Access to the site is facilitated via the Dean Road/Tully Gorge Road bypass from the Bruce Highway, enabling direct access while avoiding the Tully township. Access to the facility will be via the existing road network, with two upgraded site access points to be constructed from Sandy Creek Road. The proposed access points to the Project Site from the road network are illustrated on the Project development plans (**Appendix C**). Sufficient parking to meet the needs of the development will be provided at the Project Site.

3.2.6 Fencing

Temporary fencing will be erected at the Project Site once the main earthworks have been completed. Final perimeter fencing will be erected around the BESS area, switching station and O&M area for safety and security reasons. The proposed security fencing will be fauna-friendly and free of barbed wire. The property boundary will retain the existing 3-wire and post fencing.

3.2.7 Landscaping Buffer

Landscape buffer planting will be established along the frontage and partially along the side boundaries of Lot 1 on RP852238 to provide visual screening and enhance integration with the surrounding landscape.

3.2.8 Acoustic Treatment

A 6 m high noise wall is currently incorporated along the northern boundary of the BESS area to mitigate potential noise impacts. The requirement for this wall will be confirmed during detailed design and may be refined or omitted subject to equipment specifications and acoustic performance.

3.2.9 Ancillary Services

3.2.9.1 Water Supply and Sewerage

Sandy Creek Road has reticulated water supply which will be used where possible for the O&M building. Construction water will be primarily sourced from a CCRC bulk water supply point, located approximately 6 km north of the Project Site as advised by council. Use of groundwater bores may also be investigated by RWE as a water supply option. Rainwater harvesting will be used for potable supplies where possible. Freshwater may need to be trucked in during any drought periods.

472,000 L of on-site static water storage, together with a fire hydrant system, will be available on the Project Site for firefighting purposes.

During the construction and operational phases, the Project will not require any connection to sewer mains. A portable hire toilet service will be used during the construction phase. A Home Sewerage Treatment Plant (HSTP) servicing up to four people may be used during the operational phase.

3.2.9.2 Electricity

Domestic electrical infrastructure is available on the Project Site. It is proposed that the O&M building will require connection to electrical services. Auxiliary power requirements BESS infrastructure will be drawn directly from the grid.

3.3 Construction

Construction of the BESS is estimated to be undertaken over an 18-month period, subject to final equipment selection, construction methodology and appointment of construction contractors(s). Note that stages may occur in parallel with different activities taking place on different parts of the Project Site at the same time. **Table 3.1** provides a summary of the main construction stages.

Table 3.1: Construction stages

Stage	Overview
1. Site preparation	*Vegetation clearing* Prior to construction works commencing, vegetation within the development footprint would be removed. The clearing methodology has not yet been determined, however, clearing will likely be undertaken through mechanical methods that are suitable for the applicable environmental conditions. The types of machinery will be determined prior to construction by the relevant contractor.
	Existing infrastructure The existing dwellings and sheds on the Project Site will be assessed for suitability to be repurposed as O&M areas for Project operation. Where existing structures cannot be repurposed, they will be removed.
	Earthworks Civil works will be required to prepare the Project Site for construction of the BESS and ancillary facilities. Excavation and filling will be required to make the site level and cater to stormwater management requirements. Cut and fill volumes and battery design will be finalised during detailed design.
2. Construction	*BESS Bench* If relevant, topsoil will be removed and stockpiled on site for use in landscaping and rehabilitation once construction is completed.

Stage	Overview
	Where the quality of material is acceptable, excavated material would be used as backfill and compacted during the civil works program. Gravel sheeting will be applied to the BESS bench area.
	Access Roads New internal access roads will be constructed for delivery of equipment and material and ongoing maintenance activities. The access roads would be up to 6 m wide and connect the BESS compound entrance to the Project Site frontage at Sandy Creek Road. Any topsoil would be removed for use elsewhere where applicable, and the access roads will be finished with compacted gravel. A bitumen crossover will be constructed in accordance with the appropriate standards between Sandy Creek Road and the Project Site boundary.
	Battery Units The battery units and MV transformers would be installed on either screw piles, piers or concrete pad formations (to be determined through detailed design phase). Each BESS unit is expected to be 8.6 m in length, 2.8 m in height and 1.9 m wide. The battery units would be transported to the Project Site via heavy vehicles and craned onto their concrete footings for anchoring. The associated transformers would also be trucked to site and arranged onto footings via mobile crane.
	Storage and Operation Area Areas will be designated on-site for the storage of materials in open air laydown, for use as required during operations.
	Switchgear Control Room A switchgear control room will be manufactured off-site and delivered to the BESS bench via trucks. The control building would sit on suitable concrete footings with trenches and conduits for the cabling entering the building.
	Perimeter Fencing Fencing will be erected at the perimeter of the BESS area, switching station and O&M area for safety and security reasons.
	Underground cabling Underground cabling within the BESS bench would be installed via open trenching, undertaken in accordance with relevant Australian Standards and marked accordingly. Upon installation of the cabling, the trench will be backfilled with excavated material and the surface rehabilitated.
	Grid Connection A single access track to facilitate the construction of the OHTL will be constructed within the OHTL corridor. This will provide access to temporary work areas of up to 20 m x 20 m at each of the OHTL pole locations. Foundations will then be excavated and installed following by the erection of the above ground pole structures using cranes. Once the pole structures are in place, crossarms, insulators, and hardware are installed, followed by stringing of the conductors using tensioning equipment to maintain clearances and avoid damage. The conductors are then sagged and clipped to the insulators, earthing systems are installed, and all fittings are checked.
	Asset Protection Zone (APZ)

Stage	Overview
	The APZ will be established and maintained around the Project Site to a width of 48.1 m along the northern and eastern sides and 10 m along the western and southern sides. The APZ will be cleared of any vegetation and have a minimal earth or grass surface.
	Demobilisation Following completion of construction, all construction equipment will be demobilised from the site.
3. End of Construction Rehabilitation	Rehabilitation would occur in stages throughout the construction program. Rehabilitation works comprising compaction and surfacing of the BESS bench area would occur once civil works have been completed. Further rehabilitation of the site, including disposal of waste materials (at an appropriately licensed waste facility) would occur once equipment installation and construction has been completed.
4. Operation	The BESS will be in operation 24 hours a day, every day of the year. O&M activities may occasionally extend beyond daylight hours for corrective maintenance activities as required. The site will be remotely monitored 24 hours a day.
5. Decommissioning	The Project is intended to operate for a period of 20 years. Following this period, a determination will be made whether to: • Extend the life of the existing infrastructure with increased maintenance, refurbishment and/or replacement of certain components; or • Repower the site with new infrastructure; or • Decommission the infrastructure and rehabilitate the site.

3.3.1 Hours of Construction

Most construction work, including trenching and deliveries, will be undertaken during standard construction hours: Monday to Saturday, 6:30am to 6:30pm.

The following construction activities may be undertaken outside of standard construction hours:

- Distribution of materials within the site
- Commissioning and testing activities
- Other quiet works including survey work, office work and general mechanical assembly.

The above activities are proposed in consideration of the closest neighbour being approximately 500 m from the proposed project footprint to the north of the site at the south-western corner of Tully Gorge Road and Sandy Creek Road and no noise impacts are expected.

Any other construction activities outside of standard construction hours, including deliveries and use of heavy-duty mechanical equipment, would only be undertaken in consultation with CCRC and in consideration of audible noise impact on nearby residents.

Project construction will generate up to 60 jobs. Construction workforce accommodation is discussed within the SIA (refer to **Appendix F**).

3.3.2 Construction Traffic

Maximum traffic generation is expected to be 40 light vehicles and 30 heavy vehicles travelling to and from the site each day, with an average of 30 light vehicle movements daily and 15 heavy vehicle movements daily.

Given the semi-rural location and size of the Project, it is anticipated that there is sufficient area to provide non-formalised car parking spaces. As such, no formal car parking is proposed for the construction workforce, and a temporary construction parking area will be designated on-site.

The construction workforce is expected to commute using private vehicles as no existing active or public transport networks are accessible within the Project's vicinity.

3.3.3 Construction Period

Construction of the Project is anticipated to begin in 2027 and is expected to take approximately 18 months.

3.3.4 Construction Environmental Management Plan

A Construction Environmental Management Plan (CEMP) will be developed and implemented to manage potential environmental impacts from the construction of the Project. The CEMP will address key activities likely to have an environmental impact and implement strategies to protect and manage water quality, waste, flora and fauna, soils (including erosion and sedimentation), air quality, noise and cultural heritage. The CEMP will be finalised during detailed design and will respond to relevant approval conditions.

All contractors involved in the Project will be required to comply with the CEMP.

3.4 Operation

3.4.1 Hours of Operation

The BESS will be in operation, including remote monitoring, 24 hours a day, every day of the year.

3.4.2 Operational Workforce

RWE will manage operations for the life of the Project. Primary operation of the Project (i.e., the charge and discharge of energy) will be undertaken from a remote operations control centre. Physical monitoring and maintenance of the facility will be undertaken via periodic inspections of the equipment on-site. Project operation will generate approximately three jobs across various functions.

3.4.3 Maintenance Tasks

Planned maintenance activities will likely include:

- Monthly inspections (electrical, civil, and environmental)
- Vegetation management
- Other activities as defined in the O&M management plans
- During fire danger period weekly inspections of the APZ, access road, fire-fighter water supply and associated equipment, signage and building protection systems are required.

Corrective maintenance activities will likely include:

- Testing and replacement of faulty plant components (fuses, etc.), and
- Any other corrective actions within the O&M scope.

3.4.4 Waste

Waste from operations will be generated from the O&M building. Waste will be general rubbish including putrescible waste, and recyclable material which will be placed into bins and collected for disposal at licenced facilities.

Any potentially contaminated runoff or fire water generated in an emergency will be appropriately captured and retained on site pending water quality assessment. Where testing does not meet the criteria or where uncertainty exists, captured water will be removed from the emergency containment storage and treated or disposed of at a licenced waste facility. Refer to **Section 5.7.1** for further discussion of water management.

3.5 Decommissioning

The Project life is up to 20 years. Following the 20-year period the determination will be made whether to:

- Extend the life of the existing infrastructure with increased maintenance, refurbishment and/or replacement of certain components; or
- Repower the site with new infrastructure; or
- Decommission the infrastructure and rehabilitate the site.

The potential of the Project to operate past the original lifespan will depend on the market conditions and the condition of the BESS equipment at the time. A Preliminary Battery Recycling Strategy (Attexo, 2026) (**Appendix W**) has been prepared for the Project, outlining RWE's commitment to prioritise the reuse and recycling of battery components over the disposal of waste to landfill.

A detailed End of Operations Decommissioning Management Plan (EODMP) will be prepared during the early stages of operation as part of the post-construction activities, and will include overarching principles for the decommissioning phase, to be reviewed prior to decommissioning of the Project. All above-ground infrastructure will be recycled or disposed of, and all disturbed land will be returned to its pre-existing condition, or an improved state, to allow for rural use. The Battery Recycling Strategy will be finalised as part of the EODMP to reflect current technologies and recycling processes at the time of decommissioning.

A Preliminary Decommissioning Security Report (Attexo, 2026) (**Appendix V**) has been prepared for the Project, demonstrating RWE has the capacity to decommission the Project if, and when it is needed.

Rehabilitation will occur at various stages of the Project. All rehabilitation will be undertaken in accordance with best practice environmental management principles and an End of Construction Decommissioning Management Plan (ECDMP) for the Project.

Refer to **Section 5.11** for further discussion.

4. Statutory Framework

This section assesses the Project against relevant assessment benchmarks.

4.1 Planning Act 2016

The Planning Act provides for an efficient, effective, transparent, integrated, coordinated, and accountable system of land use planning, development assessment and related matters that facilitates the achievement of ecological sustainability includes:

- State planning policies setting out planning and development assessment policies about matters of State interest for particular regions of the state
- Regional plans setting out integrated planning and development assessment policies for all of a local government area
- Planning schemes setting out integrated planning and development assessment policies to protect all or part of a local government area from adverse impacts in urgent or emergent circumstances
- Planning scheme policies
- A development assessment system, including SARA, for implementing planning instruments and other policies and requirements about development.

The Planning Act regulates and manages development in Queensland, providing a framework for the preparation and implementation of planning instruments. It requires the coordination and integration of State, regional and local planning outcomes. A Development Permit is required under the Planning Act prior to commencing assessable development.

4.1.1 Assessment Manager

Pursuant to Part 4, Division 2, Section 21(5)(a) of the Planning Regulation, the assessment manager for a MCU for a Battery storage facility is the chief executive, Department of State Development, Infrastructure and Planning(SARA).

The Battery storage facility use definition under Schedule 24 of the Planning Regulation does not include ancillary aspects such as the proposed OHTL. The OHTL is considered Major electricity infrastructure that is assessable development under the CCRC Planning Scheme.

A determination was made by the Minister on 21 May 2026 that the Chief Executive of the Planning Act should be the assessment manager under section 48(6) and CCRC should be a third-party advice agency under section 48(7). The letter of determination is included in **Appendix D**.

4.1.2 Referral Agencies

The Planning Regulation sets out the requisite referral agencies for DAs. In accordance with Schedule 10 of the Planning Regulation, **Table 4.1** provides details of the referral agencies for the DA.

As a result of the determination by the Minister for SARA to be the assessment manager, CCRC is a third party advice agency for the DA for the assessment of the Major electricity infrastructure component of the Project.

The previous DA made to CCRC (Council ref: MCU25/0043) included referral to SARA for a MCU of premises in a wetland protection area (SARA ref: 2510-48638 SRA). However, subsequent consultation with SARA determined that the referral does not apply as the Project does not constitute high impact earthworks. Accordingly, this DA is not referred under Schedule 10, Part 20 of the Planning Regulation. A copy of the relevant determination from SARA is included in **Appendix D**.

Table 4.1: Referral Agencies

Planning Reg. Reference	Referral Topic and Reason	Referral Agency
Section 21(5)(b)(ii)	Determination made by the Minister for CCRC to be third party advice agency.	CCRC
Schedule 10, Part 9, Division 1, Table 1	Development on designated premises – Lot 1 on RP852238 and Lot 1 on RP716718 are subject to designations for the Powerlink OHTL and substation.	SARA
Schedule 10, Part 9, Division 2, Table 2	Material Change of Use of premises near a substation or subject to an easement – the Project Site is adjacent to the Ergon and Powerlink Tully Substations and is subject to the Powerlink OHTL easement.	The chief executive of the distribution entity or transmission entity – being Powerlink and Ergon

4.1.3 Category of assessment

4.1.3.1 Battery storage facility

Under Schedule 24 of the Planning Regulation, a Battery storage facility:

Means the use of premises for the operation of 1 or more battery storage devices.

Pursuant to Schedule 10, Part 2, Division 2, Table 1 of the Planning Regulation a battery storage facility is categorised as **impact assessable**. As per s45(5) of the Planning Act, an impact assessment is an assessment that must be carried out:

- Against the assessment benchmarks in a categorising instrument for the development
- Having regard to any matters prescribed by regulation for this subparagraph.

An impact assessment may also be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise.

4.1.3.2 Major electricity infrastructure

In accordance with Part 5 of the CCRC Planning Scheme:

- Table 5.5.4 – Rural zone, Major Electricity Infrastructure proposed within the Rural Zone is impact assessable.
- Table 5.5.6 – Special purpose zone, Major Electricity Infrastructure proposed within the Special Purpose Zone, on the same site as existing Major Electricity Infrastructure, is code assessable.

In accordance with section 5.3.2. of the CCRC Planning Scheme, where an aspect of development is located on premises within more than one zone, the category of development or assessment for that aspect is the highest category under each of the applicable zones. Accordingly, the proposed Major electricity infrastructure is categorised as **impact assessable** against the CCRC Planning Scheme.

4.1.4 Assessment benchmarks and prescribed matters

4.1.4.1 Battery storage facility

The Planning Act directs that an impact assessable development must be assessed against identified assessment benchmarks (s45[5][a][i]) and any other matters prescribed by the Planning Regulation (s45[5][a][ii]).

Under Schedule 10, Part 2, Division 2, Table 1, Item 2 of the Planning Regulation, the matters set out in the State Development Assessment Provisions (SDAPs) are the relevant benchmarks for assessment, specifically *State Code 27: Battery storage facility development*. A detailed assessment of the Project against the relevant performance outcomes of State Code 27 is provided in **Appendix X** with a detailed impact and technical considerations assessment contained in **Section 5**.

With respect to s45(5)(ii) of the Planning Act, matters prescribed by regulation include:

- The SPP, Parts C and D.
- The strategic intent and desired regional outcomes stated FNQ Regional Plan.
- The strategic outcomes of the CCRC Planning Scheme.
- The purpose statement stated in the CCRC Planning Scheme for the relevant zone and any overlay applying to the premises, including:
  - Rural Zone Code
  - Special Purpose Zone Code
  - Overlay Codes
    - Bushfire Hazard
    - Environmental Significance
    - Flood Hazard
    - Scenic Amenity
    - Waterway Corridors and Wetlands
- for premises designated by the Minister – the designation for the premises.

The applicable SDAP (State Code 27) are assessed in detailed in **Appendix X**, with all other matters prescribed by regulation assessed in **Section 4.1.5**.

4.1.4.2 Major electricity infrastructure

The assessment benchmarks for CCRC's assessment as referral agency is the CCRC Planning Scheme, to the extent relevant for MCU for Major electricity infrastructure in the Rural Zone and Special Purpose Zone. **Impact assessment** against the CCRC Planning Scheme has been undertaken for the OHTL component of the Project, summarised within **Table 4.2**.

Table 4.2: CCRC Planning Scheme assessment benchmarks

Assessment Benchmark	Project Assessment
Strategic Framework	Assessment against the Strategic Framework has been undertaken for the Major electricity infrastructure component and as a prescribed matter for the Battery storage facility component. Refer to **Section 4.1.6**.
Zone Codes: • Rural Zone • Special Purpose Zone	Assessment of the Major electricity infrastructure component against the Rural Zone Code and Special Purpose Zone Code has been undertaken in **Appendix Y**. Assessment against the purpose statement of the zone codes has been undertaken as a prescribed matter for the Battery storage facility component. Refer to **Section 4.1.6**.
Overlay Codes: • Bushfire Hazard • Environmental Significance • Flood Hazard	Assessment of the Major electricity infrastructure component against the relevant overlay codes has been undertaken in **Appendix Y**.

Assessment Benchmark	Project Assessment
• Scenic Amenity • Waterway Corridors and Wetlands	Assessment against the purpose statement of the overlay codes has been undertaken as a prescribed matter for the Battery storage facility component. Refer to **Section 4.1.6**.
Development Codes: • Design for safety code • Landscaping code • Parking and access code • Telecommunications and electricity facilities code • Infrastructure works code	Assessment of the Major electricity infrastructure component against the relevant development codes has been undertaken in **Appendix Y**.

4.1.5 Prescribed matters assessment

4.1.5.1 State Planning Policy 2017

The Queensland Government established the SPP in July 2017 to simplify and clarify matters of state interest in land use planning and development. The SPP identifies the state interests that apply to development within Queensland. The SPP applies to the extent where an assessment manager or referral agency, other than local government, is assessing a DA. As identified in **Section 4.1.4** above, an impact assessment must have regard to Part C (Purpose and Guiding Principles) and Part D (State Interest Statements) of the SPP.

Part C of the SPP

Part C (Purpose and Guiding Principles) provides the guiding principles that are intended to complement and support the provisions for plan making and development assessment outlined in the Planning Act and other statutory planning instruments, including in the SPP. This will ensure a planning system, that is:

- Outcomes focused
- Integrated
- Efficient
- Positive
- Accountable.

In this case, the Project is consistent with Part C of the SPP.

Part D of the SPP

Part D (State Interest Statements) expresses 17 state interests in land use planning and development that must be considered in the context of the guiding principles expressed in Part C. The relevant state interests have been identified and assessed in **Table 4.3**, which demonstrates that the Project appropriately responds to, and is consistent with, the applicable state interest statements.

Table 4.3: SPP interest assessment

State interest statement	Assessment
Agriculture The resources that agriculture depends on are protected to support the long-term viability and growth of the agricultural sector.	The Project will not impact the long-term viability and growth of the agricultural sector, as the Project Site comprises small lots that are more suited to rural residential use and are not a sufficient size to support an agricultural production enterprise system. Refer to the Agricultural Land Assessment (ALA) in **Appendix L**.

State interest statement	Assessment
Development and construction Employment needs, economic growth, and a strong development and construction sector are supported by facilitating a range of residential, commercial, retail, industrial and mixed-use development opportunities.	The Project represents a source of diverse economic growth in the region, including benefits generated by grid-strengthening nature of BESS developments. An Economic Impact Assessment (**Appendix Z**) found the Project will generate substantial local and regional economic impacts during construction, operations, and decommissioning. Over its full life cycle, the Project is projected to contribute: • $75 million to the local economy (Cassowary Coast LGA) • $140 million to the broader FNQ region • $215 million to Queensland's economy as a whole. Construction of the BESS is projected to generate about 70 direct and indirect jobs across the Cassowary Coast, approximately 220 jobs regionally, and 420 across Queensland. The project will also provide direct and flow-on benefits to local industries, particularly in construction, engineering, equipment supply, transport, accommodation, and trade services.
Biodiversity Matters of environmental significance are valued and protected, and the health and resilience of biodiversity is maintained or enhanced to support ecological processes.	The Project avoids direct impacts to ecological values and biodiversity as far as practicable through siting and design measures. Indirect impacts will be avoided through development and implementation of a P-ESCP and CEMP.
Cultural heritage The cultural heritage significance of heritage places and heritage areas, including places of Aboriginal and Torres Strait Islander cultural heritage, is conserved for the benefit of the community and future generations.	RWE has been actively working with the Gulngay People and GAC and a CHA has been agreed and executed. This CHA process has been undertaken in a respectful and collaborative manner to ensure that cultural heritage values are identified, protected, and appropriately managed throughout the development. Ongoing engagement with the Traditional Owners is a key priority, and the agreement provides a clear framework for managing cultural heritage matters during construction and operation of the Project.
Water quality The environmental values and quality of Queensland waters are protected and enhanced.	Potential impacts to environmental values of the surface waters in the receiving environment will be managed through detailed design and the implementation of appropriate mitigation measures during construction and operation. Modelling has showed that the proposed stormwater quality management measures achieve the water quality objectives (WQOs), comply with the Reef 2050 Water Quality Improvement Plan and provide an overall net improvement in the runoff water quality discharging from site.
Natural hazards, risk and resilience Community health and safety, and the natural and built environment, are protected from potential adverse impacts of emissions and hazardous activities. The operation of appropriately	The Project will not exacerbate adverse impacts from natural hazards on community health and safety, nor on the natural and built environment. The selection of the Project Site considered potential natural hazard risk, specifically those posed by bushfires and floods, ensuring the exposure

State interest statement	Assessment
established industrial development, major infrastructure, and sport and recreation activities is ensured.	to such risks were at an acceptable level for the safe operation of the proposed infrastructure. *Flood hazard* The entire Project Site and Grid Connection are mapped as 'Flood Hazard Area – Level 1' under the Queensland Floodplain Assessment Overlay. However, this Overlay is not fully reflected in the CCRC Planning Scheme's mapped flood extent. As such, the Project has been sited to avoid the Planning Scheme's mapped Flood Hazard Q100 Overlay. A Flood Assessment (refer to **Appendix O**) was conducted and concluded that the majority of Project infrastructure is located outside of the 1% Annual Exceedance Probability (AEP) flood event. Where localised ponding has been modelled along the southern boundary of the Project Site, potential for flood impact will be mitigated through site development works, including filling, grading, and re-leveling of the affected areas. Further assessment on stormwater management and flood assessment is supplied in **Section 5.7** with a detailed natural hazard assessment supplied in **Section 5.6**. *Bushfire hazard* Parts of the Project Site are mapped as 'bushfire prone areas', with the hazard level classed as 'high' potential bushfire intensity and potential impact buffer. A Bushfire Hazard Assessment and Management Plan (BHAMP) has been prepared (refer to **Appendix N**). The Development Footprint will incorporate sufficient width to accommodate appropriate firebreaks, ensuring the protection of infrastructure in the event of a bushfire. Further assessment on this bushfire hazard is found at **Section 5.6.1**. Further assessment on natural hazards and extreme weather events is supplied in **Section 5.6** and in the Natural Hazards and Extreme Weather Event Risk Assessment (refer to **Appendix M**).
Energy and water supply The timely, safe, affordable and reliable provision and operation of electricity and water supply infrastructure is supported, and renewable energy development is enabled.	The Project will provide a grid-firming battery to support the growing need for grid-scale energy storage, stability, increasing stability and resilience of the grid. The sustainable nature of the Project support other renewable energy developments within the region and the overall reduction in greenhouse gas emissions.
Infrastructure integration The benefits of past and ongoing investment in infrastructure and facilities are maximised through integrated land use planning.	The Project is located immediately adjacent to the existing Powerlink 132 kV Tully Substation, the proposed point of grid connection. Site selection has been undertaken with the goal of capitalising on existing infrastructure networks and allowing for complimentary and consistent with existing land uses.

State interest statement	Assessment
Transport infrastructure The safe and efficient movement of people and goods is enabled, and land use patterns that encourage sustainable transport are supported.	The Project supports the safe and efficient movement of people and goods through appropriate use of existing transport infrastructure. Access to the Project Site, specifically for OSOM loads during the construction phase, will be via several State infrastructure and local roads from the Port of Townsville. Further assessment on the heavy vehicle and OSOM route assessment is supplied in **Appendix T**.

4.1.5.2 Regional Plan

Far North Queensland Regional Plan 2026

The FNQ Regional Plan 2026 (the Regional Plan) was gazetted on 8 May 2026 includes five themes with detailed policy outcomes for the region, to be delivered through corresponding strategies.

The Regional Plan identifies that "*the future prosperity of the Cassowary Coast relies on supporting the traditional agricultural industry Environmental features and enhancing economic diversity. Priority industries include agribusiness and food production, transport and logistics, bioeconomy and circular economy, renewable energy and other value-added products.*"

The Project directly aligns with the priority industries identified for the Cassowary Coast and represents a source of diverse economic growth, including benefits generated by grid-strengthening nature of BESS developments.

Assessment of the Project against the relevant policy outcomes is included in **Table 4.4**.

Table 4.4: Regional Plan policy outcomes assessment

Policy Outcome	Assessment
Thriving economy	
Economic growth and diversification	The Project represents a source of diverse economic growth in the region, including benefits generated by grid-strengthening nature of BESS developments, as well as ongoing employment opportunities throughout construction and operation. The Project economic and community benefits include boosts to local and regional businesses, creation of up to 60 jobs during construction and up to 3 ongoing roles during operations, and improved energy reliability, particularly during extreme weather or peak demand periods. An independent Economic Impact Assessment (**Appendix Z**) found the Project will generate substantial local and regional economic impacts during construction, operations, and decommissioning. Over its full life cycle, the Project is projected to contribute: • $75 million to the local economy (Cassowary Coast LGA) • $140 million to the broader FNQ region • $215 million to Queensland's economy as a whole, Construction of the BESS is projected to generate about 70 direct and indirect jobs across the Cassowary Coast, approximately 220 jobs regionally, and 420 across Queensland. The project will also provide direct and flow-on benefits to local industries, particularly in construction, engineering, equipment supply, transport, accommodation, and trade services.

Policy Outcome	Assessment
Ecotourism and biodiversity	
Regional water quality	The Project Site is located within the Wet Tropics Region, which is part of the Great Barrier Reef catchment and also contains a Great Barrier Reef wetland protection area located across the eastern extent of the Project Site. The Project maintains wetland areas and their natural vegetation and incorporates suitable buffers to ensure that the ecosystem and scenic values of these areas are maintained. Ground disturbance within the wetland is avoided, with the existing hydrology regime and flow to the wetland area being maintained. Water quality impacts will be managed through the site-specific SMP (**Appendix O**) and P-ESCP (**Appendix P**).
Regional landscapes and biodiversity	Project design and siting have been undertaken with the goal of minimising impacts to the landscape and biodiversity values in the surrounding area. Project infrastructure is of a scale and form that is complementary to the existing landscape and character of the adjacent Powerlink substations and OHTL. Impacts to biodiversity and ecological function have been minimised through avoidance of and minimisation of impacts to key regional values located on-site including the mahogany glider corridor and Great Barrier Reef wetland protection area.
Healthy and liveable communities	
Natural hazards and safety	The Project will not exacerbate adverse impacts from natural hazards on community health and safety, nor on the natural and built environment. The selection of the Project Site considered potential natural hazard risk, specifically those posed by bushfires and floods, ensuring the exposure to such risks were at an acceptable level for the safe operation of the proposed infrastructure. A Natural Hazards and Extreme Weather Risk Assessment (NHEWRA) (**Appendix M**) has been undertaken to demonstrate the Project and infrastructure can be designed and operated with an appropriate risk level from natural hazards.
Infrastructure	
Energy	The Project will provide a grid-firming battery to support the growing need for grid-scale energy storage, stability, increasing stability and resilience of the grid. The project is strategically located adjacent to Powerlink's existing 132 kV and recently upgraded 275 kV Tully Substation, a critical node in the transmission network supplying North and Far North Queensland. This location enables efficient integration with existing infrastructure and maximises the project's ability to provide system support services where they are most needed. The sustainable nature of the Project support other renewable energy developments within the region including soaking up excess energy from rooftop solar and the overall reduction in greenhouse gas emissions.

4.1.6 Cassowary Coast Regional Council Planning Scheme

The Project is located within the CCRC LGA, within which land use planning is governed by the CCRC Planning Scheme. As identified in **Section 4.1.4** above, an impact assessment must have regard to the strategic outcomes, the purpose of the zone, and any applicable overlays of the local planning instrument must be considered. Those components of the CCRC Planning Scheme are assessed accordingly in the following subsections which demonstrate the Project complies with all relevant matters.

Strategic Framework

The strategic framework sets the policy direction for the CCRC Planning Scheme and forms the basis for ensuring appropriate development occurs within the planning scheme area for the life of the planning scheme. The strategic framework is structured with the overarching strategic intent, and with nine themes that represent the policy intent of the scheme. **Table 4.5** provides a response to the relevant strategic outcomes.

Table 4.5 Strategic framework assessment

Strategic Outcomes	Response
Settlement Pattern	
(6) Development in Tully ensures that Tully remains instantly recognisable as a Queensland sugar town, with its association to the Tully sugar mill and local agricultural industries.	The Project is located on the outskirts of the Tully urban footprint and adjacent to the existing Powerlink 132 kV Tully Substation. The Project is suitably sited and designed to be complementary to the area's existing landscape and character and will not detract from the existing rural and agricultural profile of Tully.
(16) Development is designed to take into account the potential impacts of climate change.	A NHEWRA (**Appendix M**) has been undertaken to demonstrate the Project and infrastructure can be designed and operated with an appropriate risk level from natural hazards, taking into account the changing climate and risk levels from events such as heat, rain, storm and cyclone.
Natural Environment	
(3) Development allows for the Region's natural assets to be resilient to the impacts of climate change.	The Project will improve reliability of electricity supply for the Far North Queensland energy network and support renewable energy generators, including rooftop solar - allowing the storage of excess energy to discharge back into the grid during peak demand times, power outages or to assist with grid balancing.
(7) Development is carried out in a way that is sensitive to and protective of the Region's endangered and threatened species, including the cassowary and the mahogany glider. This means that urban impacts, such as fencing, traffic and the introduction of pest plants and animals do not impact on the future viability of these species.	The mahogany glider corridor within the Project Site will be buffered and retained. Fencing and other built infrastructure will be designed to minimise conflict with fauna movement throughout the corridor and wetland protection area, ensuring the Project does not impact mahogany glider movement. The proposed OHTL alignment spans two areas of vegetation at the boundary of Lot 1 on RP735276 and Lot 1 on RP852238, and at the northern end of Lot 1 on RP735276, it is expected that only trimming of this vegetation may be required in order to meet electrical safety requirements. Refer to the Ecological Assessment Report (EAR) in **Appendix H**.
(12) Pest plants and animals pose a significant threat to the Region's biodiversity. The failure to control pest plants and animals also has economic and social impacts across the Region. Development will assist in achieving positive pest management outcomes for the Region by removing pest plants and animals from the	Weed species will be removed from the Development Footprint during construction. Vegetation management, including control of pest species, will be undertaken as part of scheduled O&M activities to manage biosecurity throughout Project operation.

Strategic Outcomes	Response
development site and preventing the spread of weed seed from the site.	
Community Identify and Diversity	
(9) Development is carried out in a way that is sensitive to and cognisant of local Aboriginal communities, their values and beliefs, traditions and cultural heritage. Planning in the Region provides opportunities and encourages a sense of belonging for all cultural groups.`	RWE has been actively working with the Gulngay People and GAC and a CHA has been agreed and executed. This CHA process has been undertaken in a respectful and collaborative manner to ensure that cultural heritage values are identified, protected, and appropriately managed throughout the development. Ongoing engagement with the Traditional Owners is a key priority, and the agreement provides a clear framework for managing cultural heritage matters during construction and operation of the Project.
Natural Resources and Landscape	
(1) The Region's landscape predominately consists of shades of green, comprising open space, vegetated areas, waterways, cropping land and improved pastures, framed by mountain ranges. The scenic values of the Region's landscape is maintained, protected and enhanced. The features that comprise this landscape are protected from incompatible development, so they remain the dominant visual elements of the Region.	The Project will maintain the scenic values of the Region's landscape, as the Project has visual characteristics that are consistent with the existing surrounding landscape, will introduce additional tree planting to improve landscape character, and has only limited visibility from surrounding areas (refer to the Scenic Amenity Impact Assessment (SAIA) in **Appendix R**.
(2) The importance of the natural environment in contributing to tourism, scenic amenity and recreational activities is recognised in the design of development. Maintenance of the scenic values of the coastline is particularly important.	The Project will not impact on the natural environment insofar as it does not contribute to or detract from the tourism, scenic amenity or recreational activities of the region. The Project has visual characteristics that are consistent with the existing surrounding landscape, will introduce additional tree planting to improve landscape character, and has only limited visibility from surrounding areas (refer to the Scenic Amenity Impact Assessment (SAIA) in **Appendix R**.
(3) Land classified as important agricultural land is prevalent in the Region (see strategic framework maps SFM-03a, SFM-03b and SFM-03c). This land is important in maintaining the viability of the Region's agricultural industries. ALC Class A and B land must be protected from development that may lead to its alienation or diminished productivity.	While the Project Site is mapped as important agricultural land and ALC Class A and B land, the Project is unlikely to alienate or dimmish its rural productivity due to the relatively small lot sizes and the insignificant impact on the available sugarcane land in the region. The Project will not permanently alienate the land from future agricultural use and at the end of the Project life, following decommissioning, the Project Site can be returned to the most suitable agricultural use. Refer to the ALA in **Appendix L**.
(4) Rural zoned land is acknowledged as being important in supporting rural and agricultural activities and development must ensure that its ability to do this is not compromised. Agricultural activities that do not require ALC Class A and B land should avoid	While the Project Site is located within the Rural Zone, the proposed development is unlikely to alienate or dimmish its rural productivity due to the relatively small lot sizes and the insignificant impact on the available sugarcane land in the region. The proposed BESS will not permanently alienate the land from future

Strategic Outcomes	Response
establishing on land with this Agricultural Land Classification.	agricultural use and at the end of the Project life, following decommissioning, the site can be returned to the most suitable agricultural or rural use. Further assessment on agricultural land is supplied in **Section 5.5**.
5) The multiple values of agricultural land are recognised, including the ecosystem services it can provide and its ability to contribute to the Region's scenic amenity. Development that negatively impacts on these values is not supported.	The Project Site includes approximately 6 ha of wetlands that are not suitable for agricultural use, 2.5 ha of which are mapped as a wetland of high environmental significance. The Project maintains wetland areas and their natural vegetation and incorporates suitable buffers to ensure that the ecosystem and scenic values of these areas are maintained.
Infrastructure and Services	
(2) Infrastructure will be provided to a standard that is consistent with community and industry expectations in a timely and efficient manner. The use of existing infrastructure networks is maximised in preference to constructing new infrastructure.	The Project will provide support of the electricity network and infrastructure to support the Tully community and broader region. The location of the Project will capitalise on being co-located the existing transmission network and Powerlink 132 kV Tully Substation.
(3) The Region's infrastructure is designed to take into account the Region's high rainfall, susceptibility to cyclones and the exposure of some areas to other hazards such as storm tide inundation and coastal erosion.	A Natural Hazards and Extreme Weather Risk Assessment (NHEWRA) (refer to **Appendix M**) has been prepared for the Project. The NHEWRA identifies exposure to extreme heat and heatwave, severe storms, cyclones and bushfire as the most significant risks relevant to the design, construction, and operation of the Project. The Project site is not exposed to landslide or coastal hazards, nor is an earthquake likely to occur within the next 50 years which is beyond the design horizon of the Project. Flood risk is avoided through siting infrastructure associated with the Project completely outside of Flood Hazard Area (outside of the 1% Annual Exceedance (AEP) flood event), and additionally with a design floor level equal to the 0.2% AEP adopted for the site.
(4) Infrastructure is protected by buffers from incompatible land uses, and constructed in a way that minimises impacts on visual amenity and environmental values.	The Project is co-located with the existing transmission network and Powerlink 132 kV Tully Substation, separated from sensitive land uses. The proposed development has been sited within previously cleared areas and non-remnant areas as far as practicable in order to minimise vegetation clearing and associated impacts to environmental values. The Project is not located in proximity to, and will not diminish, significant or scenic views. The Project is of a scale and built form that is consistent with the adjacent substations and OHTL, does not obstruct any of the scenic views in the surrounding area. Additionally, landscaping planting will be provided to improve the

Strategic Outcomes	Response
	character and amenity values of the site (refer to the Landscape Plan in **Appendix S**).
Economic Development	
(1) Development in the Cassowary Coast Region seeks to create and maintain a sustainable and diversified economy. In 2014, the Region's economy is largely reliant on cane farming, banana farming and tourism. The goal for planning and development is to assist in diversifying this economic base to provide greater economic resilience and employment opportunities.	The Project represents a source of diverse economic growth in the region and Rural Zone, including benefits generated by grid-strengthening nature of BESS developments, as well as ongoing employment opportunities throughout construction and operation. An Economic Impact Assessment (**Appendix Z**) found the Project will generate substantial local and regional economic impacts during construction, operations, and decommissioning. Over its full life cycle, the Project is projected to contribute: • $75 million to the local economy (Cassowary Coast LGA) • $140 million to the broader FNQ region • $215 million to Queensland's economy as a whole. Construction of the BESS is projected to generate about 70 direct and indirect jobs across the Cassowary Coast, approximately 220 jobs regionally, and 420 across Queensland. The project will also provide direct and flow-on benefits to local industries, particularly in construction, engineering, equipment supply, transport, accommodation, and trade services. The Project community benefits include: • A $3.45 million co-designed Community Benefit Agreement with CCRC • A $35,000 community sponsorship fund during the development phase • Creation of up to 60 jobs during construction, and up to 3 ongoing roles during operations. • Improved energy reliability, particularly during extreme weather or peak demand periods.
(4) Commercial activities with minimal impact on the Region's environment as well as those that develop green technologies, are desirable additions to the Region's economy. Innovative industries utilising the Region's natural features (abundance of water, biodiversity, etc) and involving research and development in areas such as tropical medicine, indigenous health and education, pharmaceuticals and alternative energies are also encouraged in appropriate locations.	The Project has been sited and designed to minimise environmental impacts and capitalise on the existing transmission network and Powerlink 132 kV Tully Substation, allowing for a development that contributes to both the regional economy and the growing generation from rooftop solar, utility scale renewable projects and other technologies. .
Water Management	
(5) Large wetland systems exist across the Region, and the wetlands located in the Ella Bay area, the	The Project has been sited and designed to avoid the wetland areas on the Project Site as far as practicable,

Strategic Outcomes	Response
Bulguru/Ninds Creek wetland system, the Moresby catchment and from Maria Creek/Mission Beach down to the northern end of Cardwell are considered particularly vulnerable to human impacts (see strategic framework map SFM-02). All of the Region's wetlands, and in the particular those wetland systems listed, are protected from loss and degradation caused by physical disturbance and contaminated run off.	by locating all BESS infrastructure outside of the wetland and adopting an OHTL design that will span the wetland where crossing is required at the northern end of Lot 1 on RP735276. The Project Stormwater Management Plan (SMP) (refer to **Appendix O**) demonstrates that the proposed stormwater quality management measures will provide an overall improvement runoff water quality. Flood modelling indicates that shallow overland sheet flow across portions of the site with flow depths of less than 0.15m with some areas of localised ponding evident along the southern boundary adjacent to the irrigation channel. These conditions are anticipated to be mitigated through site development works, including filling, grading, and re-leveling of the affected areas during construction. This would be determined through detailed design works. Additionally, flow velocities across the proposed infrastructure areas of the site are generally low, remaining below 0.5 m/s. Refer to **Appendix O** for flood assessment of the project.
Natural Hazards	
(1) The Cassowary Coast Region is subject to a range of natural hazards, notably flooding and cyclones. Development in the Region must be able to either withstand the impacts of these natural hazards or recover quickly when affected. The highest priority in the design of a development is that people are kept safe from natural hazards. The protection of property is also important, although a secondary concern to ensuring people are safe.	The Project has been sited to avoid flood hazard and minimise risk to people and Project Infrastructure. The majority of Project infrastructure is located outside of the 1% Annual Exceedance Probability (AEP) flood event, ensuring Project resilience through avoidance of flood risk (refer to the Flood Assessment (FA) in **Appendix O**). In addition, Project design has adopted the 0.2% AEP flood event as a design standard, ensuring flood risk is minimised.
(4) Climate change, and in particular the likelihood of more intense and frequent events, is taken into account when incorporating disaster and natural hazard mitigation features into a development.	A NHEWRA (**Appendix M**) has been undertaken to demonstrate the Project and infrastructure can be designed and operated with an appropriate risk level from natural hazards, taking into account the changing climate and risk levels from events such as heat, rain, storm and cyclone.

Rural Zone

The Project is located within the Rural Zone of the CCRC Planning Scheme, with the purpose of the zone to:

- *provide for agricultural activities including cropping, intensive horticulture, intensive animal industries, animal husbandry, animal keeping and other primary production activities;*
- *provide opportunities for non-agricultural activities that are compatible with agriculture, the environmental features, and landscape character of the rural area where the activities do not compromise the long-term use of the land for rural purposes;*
- *protect or manage significant natural resources and processes to maintain the capacity for primary production;*
- *facilitate the continued growth and diversification of the agricultural sector within the Cassowary Coast Region while promoting the adoption of sustainable agriculture management practices;*

- *ensure the viability of ALC Class A and B land;*
- *avoid negative impacts from incompatible land uses;*
- *protect and maintain the scenic values of the Region's landscapes.*

The Project is consistent with the purpose of the Rural Zone as it represents a non–rural use that is generally compatible with the existing uses and the landscape character of the locality. The proposed BESS will not permanently alienate the land from future agricultural use and at the end of the Project life, following decommissioning, the site can be returned to the most suitable agricultural or rural use.

Assessment against the Rural Zone code is included in **Appendix Y**.

Special Purpose Zone

The proposed grid connection includes tie-in to the Powerlink Tully substation within Lot 1 on RP716718, located within the Special Purpose Zone of the CCRC Planning Scheme. Accordingly, the extent of the proposed development within the Special Purpose Zone is limited to the grid connection to the existing 132 kV substation with approximately 60 m of OHTL (refer to **Figure 1.2**).

The purpose of the zone is to:

- *provide for public uses that are owned or operated by a government, statutory authority, government owned corporation, local government or private organisation in the course of a public utility undertaking, such as a defence establishment, airport, sea port, rail line, railway station or the provision of water supply, sewerage, electricity, gas, telecommunications, transport, waterway maintenance, drainage or other like services;*
- *ensure development is buffered from encroachment by incompatible uses.*
- *protect and maintain the operation of important local, regional and State infrastructure, including the State and cane rail network, airports, aerodromes, sewerage, water, waste and electricity infrastructure and the Port of Mourilyan;*
- *allow important local, regional and State infrastructure to continue to function as intended as well as allow for expansion and upgrades that benefit the Region and the State as a whole.*

The proposed grid connection is consistent with the purpose of the Special Purpose Zone as it comprises electricity infrastructure that is compatible with, and will connect into, the existing Powerlink 132 kV Tully Substation.

Assessment against the Special Purpose Zone code is included in **Appendix Y**.

Overlay Code Purpose Assessment

The Planning Scheme includes several mapped overlays which intersect the Project Site. A summary of relevant overlays with the associated Planning Scheme sections and assessment are provided in **Table 4.6**. Assessment against the relevant overlay codes is included in **Appendix Y**.

Table 4.6 Applicable overlays

Overlay	Purpose Statement	Assessment
Agricultural Land – Class A1	No code for this overlay	An Agricultural Land Assessment is provided in **Appendix L**. While the Project Site is mapped as important agricultural land and ALC Class A and B land, the proposed development is unlikely to alienate or dimmish its rural productivity due to the relatively small lot sizes and the insignificant impact on the available sugarcane land in the region. The proposed BESS will not permanently alienate the land from future agricultural use and at the end of the Project life, following decommissioning, the site can be returned to the most suitable agricultural or

Overlay	Purpose Statement	Assessment
		rural use. Further assessment on agricultural land is supplied in **Section 5.5**
Bushfire Hazard – High potential & potential impact buffer	The purpose of the bushfire hazard code is to maintain the safety of people and property from bushfires.	A Bushfire Hazard Assessment and Management Plan is provided in **Appendix N**. Further assessment on bushfire hazard is supplied in **Section 5.6.1**. Overall, the Project ensures that the risk to life, property, community and the environment from bushfire risk will be appropriately managed.
Environmental Significance – Mahogany Glider Corridor & Area of Environmental Significance	The purpose of the environmental significance code is to ensure that the Region's significant ecological values and associated ecosystem services are protected, managed, expanded and enhanced.	The Project avoids adverse impacts to the mahogany glider corridor through siting of BESS infrastructure in the south-western corner of the Project Site and adopting an OHTL design to span the corridor where crossing is required at the northern end of Lot 1 on RP735276 to facilitate grid connection. It is expected that only trimming of this vegetation may be required in order to meet electrical safety requirements. Project design avoids direct impacts to the wetland area (the area of environmental significance) with the existing hydrology regime and flow to the wetland area being maintained. Water quality impacts will be managed through the site-specific SMP (**Appendix O**) and P-ESCP (**Appendix P**). Further assessment on flora and fauna is supplied in **Section 5.1**.
Flood Hazard – Low, high & extreme potential	The purpose of the flood hazard overlay code is to manage development so that risk to life, property, community and the environment during future flood events is minimised, and to ensure that development does not increase the potential for flood damage on site or to other property.	The proposed development minimises adverse impacts from flooding as: • design level equal to the 0.2% AEP has been adopted for the site • limited ponding and shallow sheet flow that occurs on site can be mitigated through construction earthworks and site grading • flow velocities will remain low (below 0.5 m/s) • impacts to flood behaviour are not anticipated as the majority of site infrastructure is located outside of the 1% AEP flood extent • the proposed development returns a no worsening of existing flood conditions. Overall, the Project will incorporate flood modelling into detailed design and final earthworks levels, by which the Project will return a no-worsening of existing conditions with respect to flooding. A Flooding Impact Assessment is provided in **Appendix O**)

Overlay	Purpose Statement	Assessment
Scenic Amenity – Tourist Route (Tully Gorge Road)	The purpose of the scenic amenity code is to ensure the Region's scenic hill slopes, foreshores and esplanades, visually significant areas, tourist routes, rural landscape and landscape generally are protected and enhanced.	The Project is not located in proximity to, and will not diminish, significant or scenic views. The Project is of a scale and built form that is consistent with the adjacent substations and OHTL, does not obstruct any of the scenic views in the surrounding area. The site is behind the Powerlink 132kV and 275kv Substations – this existing electrical infrastructure obscures residents and motorists view of the Project. Additionally, landscaping planting will be provided to improve the character and amenity values of the site (refer to the Landscape Plan in **Appendix S**). A Scenic Amenity Impact Assessment is provided in **Appendix R**.
Waterway Corridors and Wetlands – Wetlands area of high environmental significance & waterway envelope	The purpose of the waterway corridors and wetlands code is to ensure that: • The impacts of development on the natural physical processes of waterways are eliminated, minimised or mitigated • The water quality and ecological functions of waterways and their riparian zones are protected • Wetlands and their environmental values are protected or enhanced.	The proposed development avoids adverse impacts to the waterways and wetlands as far as practicable by: • locating all BESS infrastructure outside of waterways and wetlands, establishing appropriate buffers and retaining areas of native vegetation. • Proposed switch room infrastructure is approximately 150m from the mapped HES wetland, with BESS units approximately 190m. • adopting an OHTL design that will span waterways and HES wetland, avoiding ground disturbance within these ecological significant areas. The OHTL does span waterways due to the location of the existing Powerlink 132kV Tully Substation in Lot 1 on RP716718. The OHTL avoids ground disturbance within the waterways and wetland with impacts to vegetation within these areas limited to trimming (if required) to meet electrical safety requirements. Stormwater quality management measures (refer to the Flood Assessment in **Appendix O** and P-ESCP in **Appendix P**) that will provide an overall net improvement relative to baseline conditions.

5. Technical Considerations and Impact assessment

The following assessment is guided by State Code 27 with each outcome assessed independently, as shown in **Table 5.1**.

Table 5.1: State Code 27 Reference

Relevant Matters		Section Reference
State Code 27		
PO1	Areas of high ecological value and associated habitats and areas of high ecological value	**Section 5.1** Flora and Fauna
PO2-PO4	Risk mitigation	**Section 5.2** Risk Mitigation
PO5-PO7	Incident response	**Section 5.3** Incident Response
PO8	Social impacts	**Section 5.4** Social Impact Assessment
PO9-PO12	Agricultural land	**Section 5.5** Agricultural Land
PO13-PO15	Natural hazards	**Section 5.6** Natural Hazards and Extreme Weather Events
PO16-PO19	Protecting water quality and stormwater management	**Section 5.7** Surface Water
PO20-PO21	Acoustic amenity and vibration	**Section 5.8** Acoustic amenity and vibration
PO22	Visual impact	**Section 5.9** Scenic Amenity
PO23	Lighting	**Section 5.9** Scenic Amenity
PO24-PO28	Transport networks	**Section 5.10** Transport and Access
PO29-PO30	Infrastructure	**Appendix X**
PO31-PO35	Decommissioning	**Section 5.11** Decommissioning

5.1 Flora and Fauna

Attexo has prepared an Ecological Assessment Report (EAR) to respond to the requirements of PO1 of State Code 27. The EAR is provided in **Appendix H** and provides an assessment of the ecological values within the Project Site, with a particular focus on Matters of State Environmental Significance (MSES) which may be impacted by the Project. Ecological values within the Project Site have been identified through desktop assessment and field surveys undertaken in November 2024.

5.1.1 Regulated Vegetation and Regional Ecosystems

GTREs within the Project Site are summarised in **Section 2.3.3** and shown within **Figure 1.2**.

The Development Footprint avoids mapped and ground-truthed regulated vegetation and REs as far as practicable. Impacts to vegetation have been minimised through:

- Selection of compact BESS components to minimise footprint size
- Siting of infrastructure to minimise distance for the transmission to the existing Powerlink Tully Substation
- Siting of infrastructure to avoid clearing of mapped regulated vegetation
- Siting of infrastructure to avoid clearing vegetation associated with nearby wetlands or water features
- Siting of infrastructure to avoid disruption of connectivity to the adjacent patch of mapped regulated vegetation.

While the proposed OHTL alignment spans two areas of vegetation at the boundary of Lot 1 on RP735276 and Lot 1 on RP852238, and at the northern end of Lot 1 on RP735276, it is expected that only trimming of this vegetation may be required to meet electrical safety requirements.

5.1.2 Wetlands and Watercourses

There is a single watercourse mapped as an 'MSES regulated (defined watercourse)' in the Project Site. The wetland area located in the east of the Project Site is mapped as an MSES high ecological significance wetland and within a Great Barrier Reef wetland protection area (refer to **Figure 2.1**).

The Project avoids impacts to wetlands and watercourses through siting of infrastructure in the south-western corner of the Project Site and adopting an OHTL design to span watercourse and wetlands where crossing is required to facilitate the grid connection. Ground disturbance within the watercourse and wetland is therefore avoided, with impacts to vegetation within these areas limited to trimming (if required) to meet electrical safety requirements.

The Project will maintain the existing hydrology regime and flow to the wetland area. Water quality impacts will be managed through the site-specific SMP (**Appendix O**) and P-ESCP (**Appendix P**) developed for the Project. The SMP demonstrates that there will be an overall net improvement in the runoff water quality discharging from the site. Refer to **Section 5.7** for further details.

5.1.3 Waterways Providing for Fish Passage

There are two waterways for waterway barrier works located within the Project Site, one moderate impact (amber) waterway that is outside of the Development Footprint, and one low impact (green) waterway which is crossed by the proposed OHTL alignment (refer to **Figure 2.1**). As discussed in **Section 5.1.2**, the OHTL has been designed to span the waterway and therefore direct impacts to the waterway have been avoided.

5.1.4 Impacts and Mitigation

As discussed in **Sections 5.1.1**, **5.1.2** and **5.1.3**, the Project avoids direct impacts to ecological values as far as practicable through siting and design measures. Indirect impacts will be avoided through development and implementation of a P-ESCP and CEMP that will include a range of standard mitigation and management measures to minimise impacts from dust, air, noise and light pollution, as well as weed and pest management.

The EAR (**Appendix H**) identifies that, due to the nature of the existing ecological values of the Project Site and mitigation measures incorporated into Project design, the Project is not anticipated to have any significant impacts on MSES. Ecological values of the Project Site and ecological connectivity, waterways and wetlands are protected and maintained.

It is considered that the Project complies with PO1 of State Code 27.

5.2 Risk Mitigation

A Risk Management Assessment Report (RMAR) has been prepared for the Project to address the performance outcomes associated with PO2, PO3 and PO4 of State Code 27 and is provided in **Appendix J**. The RMAR is intended to identify potential hazardous scenarios offsite and to estimate the likely risk of fatality compared against the acceptable risk criteria in the Hazardous Industry Planning Advisory Paper No. 4 (HIPAP 4). The RMAR has been developed in consultation with the Complex Infrastructure Section of the Queensland Fire Department.

The RMAR presents risk reduction recommendations to be implemented to ensure the Project complies with the relevant performance outcomes of State Code 27, including:

- Preparation and implementation of regulatory compliance and documentation, including a Safety and Emergency Management Plan and Dangerous Goods documentation and storage practices that strictly adhere to the *Work Health and Safety Regulation 2011*

- Establish a mandatory induction and formal training program for all site personnel which covers specific roles, site procedures, and emergency response protocols. All first aid personnel will be trained specifically for high risk workplaces in accordance with the *Queensland First Aid in the Workplace Code of Practice 2021*.
- Implement operational procedures designed to minimise hazardous incidents and manage the handling of chemicals and dangerous.
- Incorporate automated fire detection, liquid cooling systems, and physical separation distances that meet NFPA 855 standards to prevent incident propagation between battery units.

The RMAR concludes that the Project presents a near negligible risk to offsite populations and adjacent property subject to the implementation of the risk reduction recommendations identified within the RMAR.

A Preliminary Safety and Emergency Management Plan (P-SEMP) has been prepared by Riskcon and is provided in **Appendix K**. A final, site-specific SEMP will be developed prior to the commencement of the use to incorporate final design and equipment specifications.

5.3 Incident Response

A Fire Safety Study (FSS) has been prepared for the Project in accordance with Hazardous Industry Planning Advisory Paper No. 2: Fire Safety Guidelines (HIPAP 2) and other relevant standards and guidelines to address PO5, PO6 and PO7 of State Code 27 and is provided in **Appendix I**. The FSS evaluates the specific fire risks associated with the BESS facility and outlines the necessary infrastructure and management protocols to ensure effective incident management. The FSS has been developed in consultation with the Complex Infrastructure Section of the Queensland Fire Department.

The following design requirements have been considered to ensure the Project complies with the relevant performance outcomes of State Code 27:

- Provision of firefighting water supply consisting of approximately 432,000 L in a dedicated on-site hydrant system. This system is designed to provide a flow rate of 10 litres per second for four hours, from three hydrants simultaneously, ensuring adequate resources are available for high-hazard incident management.
- Installation of an on-site hydrant system in accordance with AS 2419.1:2021 – Fire Hydrant Standard , including booster connections, that provides full coverage to all battery containers. The site layout incorporates a perimeter access road and internal hardstands designed to support the weight and movement of emergency response vehicles.
- Utilisation of integrated fire detection systems within each battery unit to monitor for heat, smoke, and gas. These systems provide early warning of potential faults and initiate automated safety protocols, such as liquid cooling and pressure relief, to prevent incident propagation. All detection events are linked to a central alarm system for immediate notification of emergency responders.
- Integration of the fire safety infrastructure with the final, site-specific Safety and Emergency Management Plan (SEMP). The SEMP will ensure that site-specific response procedures, evacuation routes, and communication protocols are clearly defined and coordinated with local emergency services.

Through these plans, the Project can ensure the safe and effective management of operational risks and emergency response protocols in compliance with PO5, PO5 and PO7 of State Code 27.

5.4 Social Impact Assessment

5.4.1 Community Impacts

The potential positive and negative social impacts of the Project have been identified, analysed and assessed in accordance with the Social Impact Assessment Guideline and Supplementary material. The Social Impact Assessment (SIA) for the Project was developed in consultation with CCRC and key stakeholders from Tully and the Cassowary Coast LGA communities. The purpose of the SIA is to support the DA for the Project through demonstrating compliance with PO8 of State Code 27. The SIA is included at **Appendix F**.

Community and stakeholder engagement for the SIA informed the identification, analysis, assessment and management of potential social impacts including those relating to:

- Community and stakeholder engagement
- Workforce management
- Housing and accommodation
- Local business and industry procurement
- Health and community wellbeing.

The SIA has identified and assessed the potential positive and negative social impacts of the Project with consideration of:

- The Project's activities and workforce profile
- Socio-economic (baseline) characteristics of potentially affected communities
- Feedback received in community and stakeholder engagement.

Management measures were developed to directly address social impacts and were identified through consideration of stakeholder consultation outcomes and existing SIA Project-team knowledge. Management measures were grouped into themes as per the SIA key matters and drawn together to form the management plans as part of the social impact management framework. The social impact management framework outlines how mitigation and benefit enhancement measures will be implemented, monitored and reviewed.

The potential positive and negative social impacts with residual significance rating of medium or higher are listed in

Table 5.2: Potential positive and negative social impacts with a residual significance rating of medium or higher

Positive social impacts	Negative social impacts
Workforce management	
• Increased employment opportunities • Increased skills development and training opportunities	• Nil
Local business and industry procurement	
• Increased economic activity and industry diversification for local and regional businesses	• Nil
Health and community wellbeing	
• Increased community investment opportunities • Improved electricity network reliability	• Nil

The SIA informed the CBA between RWE and CCRC, which was executed on 19th May 2026. The SIA and CBA demonstrate compliance with PO8 of State Code 27.

5.5 Agricultural Land

Attexo has prepared an ALA to address the requirements of PO9 to PO12 of State Code 27 and is provided in **Appendix L**. The purpose of the ALA is to demonstrate that there is no significant loss of high-quality agricultural land values.

The Project Site is mapped as ALC Class A and B land under the CCRC Planning Scheme. While the Project Site is located within the Rural Zone, it comprises small lots that are more suited to rural residential use and are not a sufficient size to support an agricultural production enterprise system. At a biophysical level, the Project Site's most likely and valuable agricultural use is considered to consist of:

- 11.5 ha of potential sugarcane land
- 9.5 ha of potential grazing land

- 6 ha of wetland that is not suitable for agricultural use
- 1 ha of residential and farm infrastructure.

Considering the characteristics of the Project Site, development of the Project will not have a significant impact on agricultural land as:

- No further agricultural production on the Project Site will result in a loss of approximately 11.5 ha of cropping land and 9.5 ha of grazing land for the life of the Project after which the Project Site can be returned to rural use
- Impact to agricultural production is estimated to be valued at $71,155 in gross annual productivity based on data from the 2024 Tully sugar district productivity plan (sugarcane production data and cane gross value) and an extrapolation from the indicative regional annual commodity values for livestock grazing
- Project impact is insignificant to the sugarcane industry based on the Project removing 11.5 ha of potential sugarcane land from future production out of approximately 56,000 ha in the LGA (0.02%)
- There is potential for grazing activities to continue on parts of the Project Site not used for the Project.

The ALA demonstrates that the development is located and designed to ensure that there is no significant loss of high-quality agricultural land values and complies with PO9 to PO12 of State Code 27.

5.6 Natural Hazards and Extreme Weather Events

The Project has been considered for potential risk from natural hazards and extreme weather events, including flooding, bushfires and severe atmospheric events such as severe storms, cyclones and extreme heat and heatwaves, and is provided in the Natural Hazards and Extreme Weather Events Risk Assessment in **Appendix M**. The assessment addresses the relevant performance outcomes of State Code 27 for natural hazards, including PO13 to PO15.

5.6.1 Bushfire

Land within the Project Site contains areas class as High Bushfire Hazard and Potential Impact Buffer in both the CCRC Planning Scheme and SPP mapping. The BESS Development Footprint completely avoids the Planning Scheme's mapped High Bushfire Hazard area, with only a small portion of the western corner within the Potential impact buffer area. The Development Footprint has been designed with sufficient width to accommodate appropriate firebreaks, ensuring the protection of infrastructure in the event of a bushfire, in accordance with the requirements under State Code 27.

The grid connection crosses a patch of High Bushfire Hazard associated with vegetation in a riparian zone in the northern extent of the Project Site, as well as Potential impact buffer area.

A Bushfire Hazard Assessment and Management Plan (BHAMP) has been prepared by Meridian Urban and is provided as **Appendix N**. The BHAMP includes assessment against the CCRC Planning Scheme and SPP Natural hazards, risk and resilience (bushfire) State interest, and has regard to relevant guidance material including the Bushfire Resilient Communities Technical Reference Guide (prepared Queensland Fire and Emergency Services). Consultation with the Bushfire Resilient Communities division has been initiated.

A number of mitigation measures have been identified for implementation on site to reduce the likelihood and severity of bushfire hazard, including:

- Establishing and maintaining an APZ of 48.1 m along the northern and eastern boundaries, and 10 m along the western and southern boundaries of the BESS Development Footprint
- Siting the OHTL at a minimum distance of 14.6 m from any hazardous vegetation
- Provision of a minimum 40,000 L static water supply dedicated to bushfire fighting purposes (or as directed by the Queensland Fire Department)
- Provision of direct access from the BESS facility to Sandy Creek Road
- Storage of all hazardous materials and chemicals away from hazardous vegetation
- Implementation of appropriate procedures during construction and operation of the Project.

5.6.2 Natural Hazards and Extreme Weather Events

The NHEWRA identifies that while the site is not exposed to landslide or coastal hazards, it is subject to several atmospheric and climate-related risks. The assessment concludes that through the implementation of appropriate design and treatment options, the Project can achieve a tolerable risk level. Key findings and mitigation strategies include:

- The Project faces a high likelihood of exposure to severe storms, cyclones and extreme winds. Mitigation will involve designing all structures and battery enclosures to meet or exceed relevant Australian Standards for wind loading and debris impact.
- Extreme heat presents a significant operational risk. The Project incorporates active liquid cooling systems and thermal management protocols within the BESS units to maintain safe operating temperatures and prevent equipment failure or thermal runaway during prolonged heat events.
- The Flood Assessment and Stormwater Management Plan (refer to **Appendix O**) indicates that flood inundation risks are manageable. Mitigation involves site development works such as fill, grading, and the installation of dedicated stormwater infrastructure to ensure the BESS footprint remains protected during peak rainfall events.

A final, site-specific SEMP will be prepared post-approval which will outline operating procedures to ensure risk is managed to a tolerable level and to achieve compliance with PO13 to PO15 of State Code 27.

5.7 Surface Water

The Project Site is located within the Tully catchment, within the Wet Tropics region. Located within the lower part of the Tully River Drainage Basin, the Project Site is subject to dynamic hydrodynamic processes, including floodplain inundation, overland flow and potential backwater effects from downstream constraints.

The Great Barrier Reef wetland protection area is the primary surface water feature within the Project Site, and functions as an ephemeral watercourse that receives flows from the nearby irrigation channel, as well as overland sheet flow from the north.

The following assessments have been undertaken to assess and provide appropriate mitigation measures for impacts to surface water:

- Stormwater Management Plan (SMP), prepared by Water Technology (**Appendix O**)
- Flood Assessment (FA), prepared by Water Technology (**Appendix O**)
- Preliminary Erosion and Sediment Control Plan (P-ESCP), prepared by Attexo (**Appendix P**).

5.7.1 Stormwater Management

The SMP, provided in **Appendix O**, ensures that the Project is designed, constructed and operated to avoid or minimise impacts to water quality and receiving environments. This assessment addresses the requirements of PO16 to PO19 of State Code 27.

The SMP documents the methodology and outcomes of the assessments undertaken to demonstrate that the proposed development achieves the stormwater quality requirements of CCRC and the Queensland State Government, including:

- MUSIC modelling to quantify changes to stormwater runoff quality during the operational phase
- Conceptual sizing of stormwater quality management measures to meet the relevant Water Quality Objectives (WQOs).

The assessment of the Project has identified potential impacts on the environmental values of the surface waters in the receiving environment. These impacts will be managed through detailed design and the implementation of appropriate mitigation measures during construction and operation. The following measures are recommended to mitigate impacts of the development on stormwater quality.

- Three vegetated swales to convey stormwater runoff from the development site area to the end-of-line treatment device
- Two end-of-line bioretention basins.

Modelling has showed that the proposed stormwater quality management measures achieve the WQOs, comply with the Reef 2050 Water Quality Improvement Plan and provide an overall net improvement in the runoff water quality discharging from site.

The Project incorporates appropriate design measures to address the containment requirements of State Code 27 (PO18). The BESS is situated on a dedicated hardstand area with an emergency containment storage system designed to capture and hold the full volume of water provided on-site for facility fire (432,000 kL). In the event of a fire, explosion, or chemical leak, all contaminated runoff or fire water will be captured and securely retained within the emergency containment storage to be retained pending water quality assessment. Where testing confirms compliance with the relevant discharge criteria, controlled release may be undertaken. Where testing does not meet the criteria or where uncertainty exists, captured water will be removed from the emergency containment storage and treated or disposed of at a licenced facility.

This SMP addresses and demonstrates that the Project can comply with the performance outcomes PO16 to PO19 of State Code 27.

5.7.2 Flooding

The FA, provided in **Appendix O**, documents modelling undertaken to characterise existing overland flow flood behaviour within and surrounding the site and quantity potential impacts of the Project on overland flow flooding as well as:

- Development of a local flood model (using TUFLOW) to characterise existing overland flow behaviour
- Provision of high-level recommendations to minimise impacts of flooding on the Project
- Quantification of hydraulic impacts associated with the development and high-level recommendations to ensure the development does not cause material impacts on flooding external to the site.

The proposed development adopts a design level equal to the 0.2% Annual Exceed Probability (AEP) to minimise flood risk. The majority of Project components, including ancillary infrastructure, will be located outside of the 1% AEP flood event to ensure appropriate flood immunity.

The model results showed:

- Overland flow from the north is conveyed via culverts beneath Tully Gorge Road before diverging east and west of the site, ultimately draining to the Tully River without posing a flood risk to the Project Site
- Flows along the eastern boundary interact with an irrigation channel and an adjacent wetland system, which functions as an ephemeral watercourse and receives both channel breakout and minor sheet flow from the north
- Within the Project Site, modelling indicates shallow sheet flow (<0.15 m) and localised ponding near the southern boundary, which is expected to be mitigated through construction earthworks and site grading. Flow velocities are generally low, remaining below 0.5 m/s.
- Impacts to flood behaviour are not anticipated as the majority of Project infrastructure is located outside of the 1% AEP flood extent.

Overall, the Project will incorporate flood modelling into detailed design and final earthworks levels, by which the Project will return a no-worsening of existing conditions with respect to flooding.

5.7.3 Preliminary Erosion and Sediment Control Plan

The P-ESCP, provided in **Appendix P**, has been prepared to establish the baseline requirements for soil erosion and sediment control (ESC) applicable to Project construction works. This P-ESCP addresses the performance outcomes associated with PO13, PO14, PO16 and PO17.

The broad objective of this P-ESCP, and all erosion and sediment control measures for the Project, are:

- *To take all reasonable and practicable measures to minimise short and long-term soil erosion and adverse effects of sediment transport* (IECA, 2008, p2.1).

The P-ESCP provides the overall framework for management of water quality and erosion control, including:

- A description of the Project Site and construction works required for Project establishment
- A description of the site environmental conditions relevant to ESC planning
- An assessment of the Project erosion risk
- Identification of site constraints, values and potential threats
- A description of the erosion, drainage and sediment controls to be implemented for the Project
- Definition of the ESC monitoring and maintenance activities that will be undertaken during Project construction
- Identification of potential ESC failures and corrective actions to be taken should these be realised.

Construction phase stormwater quality management will occur in accordance with current industry standards including the requirements of the SPP and *Best Practice Erosion and Sediment Control* (International Erosion Control Association (IECA) 2008). A summary of the specific actions that will be taken to control erosion during Project construction is as follows:

- Soil amelioration requirements (where required) will be documented within the construction ESCP or a dedicated soil management plan.
- Earthworks will be limited to a maximum total area of 9 ha for the BESS facility with limited earthworks expected for the OHTL.
  - The earthworks extent will be visibly delineated while earthworks are underway.
  - The earthworks extent will be delineated by spatial data guiding earthworks activities.
  - The earthworks extent will be communicated with Project personnel via inductions and reinforced during toolbox talks and pre-start meetings.
- The land clearing and stabilisation timeframes specified in Table 4.2 will be abided and accounted for within the construction schedule (or equivalent auditable evidence of compliance maintained).
- Final permanent site stabilisation will be required to achieve a minimum permanent groundcover percentage of 80% to coincide with the 'extreme' erosion risk groundcover criteria (Table 4.2).
- Final permanent site stabilisation criteria will be signed off as being met by an accredited ESC and / or rehabilitation practitioner prior to relinquishment of site by the construction contractor.

The P-ESCP provides the overall framework to demonstrate compliance with PO17 of State Code 27 related to water quality and erosion control.

5.8 Noise and Vibration

The Project has been assessed for potential noise impacts on sensitive land uses. The primary noise generating equipment during the operational phase will be the battery / inverter containers and transformers. A Noise Impact Assessment Report (NVIA) has been prepared and supplied in **Appendix Q**. which evaluates these impacts as well as conceptual construction noise impacts in accordance with the Environmental Protection (Noise) Policy 2019 (EPP (Noise)) to ensure compliance against PO21 and PO22 of State Code 27.

5.8.1 Sensitive Receptors

For the purposes of noise assessment, sensitive receptors are typically dwellings, educational establishments, hospitals, parks, and other places or spaces at which environmental values are expected to be enhanced or protected.

Utilising publicly available data, 490 receptors within 3 km of the Project boundary were identified. The list was filtered to exclude non-sensitive receptors such as industrial buildings or sheds. Following this filtering process, 343 sensitive receptors were considered.

The nearest sensitive receptors are likely to experience noise from the existing Powerlink and Ergon Tully Substations, and from Bruce Highway, located approximately 3 km to the east. Locations further away from the Project, within the town of Tully, are expected to experience local traffic noise, as well as commercial and industrial noise.

Receptors located to the south and north-west of the Project are located within a rural environment. Existing background and ambient noise levels may be comparatively low.

5.8.2 Construction Noise Assessment

Construction noise is temporary and varies depending on the intensity of the activity. The NVIA assessed three primary construction phases: site preparation, concreting/ foundations and BESS installation.

Noise modelling indicates that:

- Predicted noise levels for receptors for construction works at the centre of the Project Site and using quietest machinery are below the acoustic quality objectives (AQO) under the EPP (Noise) at all sensitive receptors
- Predicted noise levels for receptors for construction works at the boundary of the Project Site and using the loudest machinery range up to 56 dB, 14 dB above the AQO.

The construction noise modelling has been based on the conservative assumption that all machinery will operate concurrently. In practice during Project construction only a portion of the nominated machinery will operate concurrently, resulting in a lower real world noise level during construction.

However, it is acknowledged that the EPP (Noise) is intended to provide nuisance criteria for long term environmental noise emissions and is not typically used to assess temporary noises such as construction noise.

Accordingly, the Department of Transport and Main Roads' *Transport Noise Management Code of Practice: Volume 2 – Construction Noise and Vibration*, dated May 2023 (Code of Practice Vol. 2) has instead been used to identify relevant criteria for construction noise. The maximum predicted construction noise level for the Project (56 dB) is within the acceptable range for airborne construction noise criteria within in the Code of Practice Vol. 2, which identifies a minimum upper limit of 65 dB.

Nonetheless, the following mitigation measures are recommended to minimise any potential impact:

- Selection of equipment with the lowest possible sound power levels (noise emissions)
- Scheduling the noisiest works, such as excavation and compaction, to standard daytime houses (7:00am to 6:00pm, Monday to Saturday) to protect the evening and night-time amenity
- Installation of a permanent 6 m noise barrier (if necessary; further detailed in **Section 5.8.4**) early in construction works to provide acoustic shielding to sensitive receptors to the north and east
- A Construction Noise and Vibration Management Plan (CNVMP) will be prepared post-approval. The CVMP will include a formal community notification process and complaint response protocol.

The CNVMP will ensure the Project can appropriately manage impacts in compliance with PO20 and PO21 of State Code 27.

5.8.3 Construction Vibration Assessment

The NVIA supplied in **Appendix Q** evaluates potential vibration impacts from heavy machinery used during construction works, such as 20-tonne excavators and vibratory rollers. Based on the Safe Working Distances established in the assessment, it was determined:

- The nearest sensitive receptors are located beyond the 15 to 25 m safe working distance required to prevent cosmetic structural damage
- The separate distance to the nearest dwelling exceeds the 50 to 100 m threshold where human perception of vibration typically occurs.

Vibration impacts are considered negligible, however, if high vibration activities are required within 100 m of any receptors, site-specific monitoring will be undertaken in accordance with the CNVMP.

5.8.4 Operational Noise Assessment

At this stage, prior to planning approval, tender and procurement, it is not feasible to definitively determine equipment that will be installed at construction. This limitation is not unique to this Project and is typical of any large-scale utility or infrastructure project. RWE has provided details of the following noise generating equipment for the basis of the assessment:

- Battery/inverter units
- MV transformers
- HV transformer

Noise mitigation should be considered by the proponent for multiple purposes including:

- Controlling noise levels such that the acoustic quality objectives can be achieved
- Reducing noise levels to manage background creep
- Minimising noise as a best practice

The full extent of noise mitigation that might be required for the Project cannot be determined at this early stage. Mitigation and noise control design will be specific to the 'for construction' Project design that will be determined following detailed design, tender and procurement, post-approval. As such limited mitigation has been considered in the design of the facility, that which has been considered is aimed at managing the noise levels to meet the acoustic quality objectives and reflects obligations under the management framework with respect to background creep.

The following noise mitigation measures have been included in the noise modelling:

- Provision of a 6 m high noise barrier located directly to the north of the battery units.
- Adoption of 'reduced maximum' noise levels for MV and HV transformers.

The mitigation measures detailed above represent a single way in which required mitigation could be achieved.

5.8.4.1 Predicted Noise levels

The findings of the noise assessment are that the Project is capable of being designed and operated such that:

- Predicted Project noise levels are below the CCRC Planning Scheme AO5.1 criteria.
- Cumulative noise is likely to be below the EPP (Noise) acoustic quality objectives, subject to determination of existing noise emissions from the Tully substations and holistic design development.
- Background creep and deterioration of existing acoustic environment, assessed under the EPP (Noise), is minimised.

The above meets the provisions of EPP (Noise) and ensures compliance with PO20 and PO21 of State Code 27.

5.8.5 Summary

Based on the nominated Project design and equipment selections, and generally conservative noise assessment assumptions, construction and operational noise from the Project is predicted to achieve compliance with PO20 and PO21 of State Code 27 and the requirements of the EPP (Noise).

The broader requirements of the EPP (Noise) have also been considered, including background creep, deterioration of the existing acoustic environment and cumulative noise.

No adverse impact is indicated with respect to background creep or deterioration of the existing acoustic environment. Absolute predicted noise levels from the project are generally low, mitigation measures have been adopted into the project design, and the management intent and management hierarchy of the EPP (Noise) have been followed. It has been determined that there is sufficient detailed design and engineering noise control opportunities available as the Project progresses that compliance with the broader requirements of the EPP (Noise) is feasible.

5.9 Scenic Amenity

A Scenic Amenity Impact Assessment (SAIA) has been prepared by Iris Visual + Design to assess potential impacts of the Project on scenic and rural amenity and is included as **Appendix R**. The SAIA addresses the performance outcome of PO22 of the State Code 27.

The SAIA includes the following:

- A visibility analysis to identify the visibility of the Project
- A representative viewpoint assessment
- A discussion of potential visual impacts from private properties (refer to section 5.3 of the SAIA)
- A discussion of the potential visual impacts at night (refer to section 5.4 of the SAIA)
- Identification of visual impacts during construction (refer to section 5.5 of the SAIA)
- A review of the project in relation to the planning provisions relating to scenic amenity in the Cassowary Coast Regional Council Planning Scheme (refer to section 5.7 of the SAIA).

Visibility analysis undertaken as part of the SAIA shows a reduced potential visibility due to the amount of vegetation surrounding the Project Site, with potential views extending into the following areas:

- A few hundred meters from the Project Site to the north, including along Sandy Creek Road
- Northeast to adjoining paddocks
- Scattered visibility on adjoining paddocks within 1 km of the Project Site
- Scattered visibility on elevated locations between 1 and 2 km to the north.

Public and private viewpoints were developed based on these potential views, with visual assessment undertaken and photomontages prepared for five viewpoints (refer to Section 5.2.3 of the SAIA). It is noted that while Mount Tyson is relatively close to the Project Site (around 1.5 km to the north) and elevated, there are no lookouts or trails on the mountain that would have a view to the Project.

The assessment of visual impact on public viewpoints is presented in sections 5.2.2.1 to 5.2.2.5 of the SAIA, and in conjunction with the photomontages demonstrate that there will be negligible residual visual impacts from Project infrastructure on the surrounding area, due to:

- The rural nature of the area, with a sparse road network and scattered rural dwellings
- Existing vegetation that surrounds Tully Gorge Road and the areas to the northeast of the Project Site
- Low-lying landform.

Section 5.3 of the SAIA also addressed views from private properties to the Project Site, the nearest residences being the following with all considered to have no view of the project:

- 8 Sandy Creek Road, north of the Project Site and opposite the existing Tully Substation
- 119 Tully Gorge Road, about 860m from the Project
- 122 Syndicate Road around 720 m east of the Project Site
- A cluster of dwellings on Maple Terrace, north of Tully Gorge Road, around 250 m north of the Project Site.

The following mitigation measures have been incorporated into the Project to minimise visual impact:

- Landscaping including screening vegetation along Sandy Creek Road (refer to **Section 5.9.1**)
- Painting of infrastructure, including the proposed noise wall in neutral shades that are compatible with the surrounding area
- Provision of lighting used during construction in accordance with *AS/NZS 4282:2023 Control of the obtrusive effects of outdoor lighting*.

5.9.1 Landscape Plan

A Landscape Plan has been prepared by Cusp Landscape Architecture + Urban Design and provides proposed landscaping treatments for the Project Site to appropriately screen Project infrastructure and minimise visual impacts. The Landscape Plan is included as **Appendix S**.

The proposed landscaping treatments include a combination of:

- Screening vegetation along the frontage of Lot 1 on RP852238 to a depth of 5 m
- Scattered tree planting alongside existing road vegetation and the southern boundary of Lot 1 on RP852238, comprising a single row of mixed trees at 2 m spacing.

An indicative species list has been developed for the landscaping treatments and includes species identified within Planning Scheme Policy C6.4 Landscaping and the Bushfire Resilient Building Guidance for Queensland Homes (2020). It is considered that the selected species are consistent with the landscape character of the Project Site and its surrounds.

5.10 Traffic and Access

A Traffic Impact Assessment (TIA) has been prepared by Cambray Consulting and is provided as **Appendix T**. The TIA considers the anticipated access and traffic generation impacts during both construction and operation of the Project in accordance with PO24-PO26 and PO28 of State Code 27. The TIA includes the following:

- Location and form of intersections between the State Controlled Road Network and the Local Road Network expected to be used by construction and operational traffic
- Review of the proposed access to the Project Site from the Local Road Network
- Summary of existing road features (turn treatments and road corridors)
- Overview of the background traffic at key locations
- Anticipated traffic generation for the construction and operational phases
- Qualitative assessment of the development generated traffic impact
- A turn warrant assessment from State Controlled Road Network into Local Road Network.

5.10.1 Project parameters

The TIA has assessed the following aspects of the proposed development:

- The Project proposes to construct and operate a BESS with a capacity of up to 200 MW / 800 MWh for a duration of up to 4 hours.
- The battery units will cover an area of approximately 2.5 ha and will include up to 188 battery units, associated infrastructure, inverters, internal access roads and security fencing. Each battery unit is anticipated to weigh 39 tonnes and size of 8.6 m in length, 2.8 m in height and 1.9m wide. Most battery units are approximately in the form of a 20 foot shipping container.
- The associated transformers / inverters (up to 47 units are estimated, subject to final equipment selection and design) would similarly be trucked to site and arranged onto footings or screw pile via mobile crane.
- Construction of the Project is anticipated to begin in 2027 and is expected to take approximately 18 months. Construction will be undertaken from 6:30 am to 6:30 pm six (6) days per week. The construction period is anticipated to generate the highest traffic demands; this assessment will focus on the construction impacts of the development.
- The Project Area will gain access to the local road network via two (2) accesses to Sandy Creek Road.
- The Project is proposed to provide a dedicated parking area containing seven (7) parking spaces, with sufficient space on-site to accommodate any overflow parking within the Project Site.

- The highest traffic impacts of the Project are anticipated during the construction phase, with maximum traffic generation is expected to be 40 light vehicles and 30 heavy vehicles travelling to and from the Project Area each day, with an average of 30 light vehicle movements daily and 15 heavy vehicle movements daily.
- The expected number of traffic movements during the operational phase is anticipated to be very low. Daily movements of light vehicles are expected to be around eight (8) vehicle trips. Service vehicles may visit the site one (1) to two (2) times a week, including occasional maintenance trucks, refuse collection vehicles and the like.

5.10.2 Site access review

Figures 5.2 and 5.3 within the TIA (**Appendix T**) illustrate available sight distances at the proposed access points to the Project Site. The assessment suggests that the available sight distances would meet the requirements under AS 2890.1 and AS 2890.2 Parking Facilities. Some vegetation management may be required, and it is recommended that this is confirmed on-site prior to the construction of the accesses. An in-person sight distance assessment should be conducted prior to the construction of the accesses to confirm the vertical components of the available sight distances. This could be reasonably conditioned prior to the commencement of construction activities.

5.10.3 Construction traffic

Traffic generation estimates for the construction phase of the development have been estimated based on similar developments. These volumes include both the anticipated light and heavy vehicle movements. Section 6 of the TIA (**Appendix T**) provides details of the distribution and breakdown of vehicles across peak periods, determining that that the net increase in traffic demands from the Project will be very low, and as such, a detailed Traffic Impact Assessment (SIDRA) was not warranted.

5.10.4 Operational traffic

Development traffic is anticipated to reduce significantly after completion of the Construction Phase. Continued operation will consist primarily of inspection and maintenance activities, with primary operation of the Project to be undertaken from a remote operations control centre.

5.10.5 Summary

The findings of the TIA are summarised as follows:

- The existing Tully Gorge Road / Sandy Creek Road intersection configuration appears adequate in its current form to facilitate the expected construction traffic and operational traffic;
- Available sight distances at the proposed access locations appear to be reasonable based on an 100km/h speed limit in accordance with AS2890.1 and AS2890.2;
- The access configurations can be provided generally in accordance with the Far North Queensland Regional Organisation of Councils (FNQROC) Development Manual;
- Internal access tracks are intended to be utilised for the project and improvements to the existing flat site may be undertaken for set down and car parking arrangements; and
- The construction phase is anticipated to increase traffic by a maximum of 38 vehicles during peak hours for 18-months. The impact of this traffic is negligible on the surrounding road network.
- Parking supply proposed is sufficient to meet the expected parking demands of the project, noting that there is sufficient space on-site to accommodate any overflow parking within the Project Area.

5.10.6 Oversize and Overmass vehicle movements

A Heavy Vehicle and OSOM Construction Concept Strategy (OSOM Strategy) has been prepared by Ratio Consultants and is provided as **Appendix U**.

The OSOM Strategy has been prepared to supplement the TIA and has been undertaken to assess the feasibility of establishing a safe, viable and practical haulage route from the Port of Townsville to the Project Site in accordance with PO27 of State Code 27.

There will be approximately 238 required traffic movements for delivery of major Project components, of which three will require OSOM approval. The major Project components for delivery include:

- BESS containers – requiring articulated vehicle low loaders
- MV transformers – requiring up to 26 m B-double vehicles
- 33 kV switch rooms – requiring OSOM transport
- 132/33 kV high-voltage transformer – requiring OSOM transport.

The largest dimensions and weights of the above components have informed the parameters for the OSOM Strategy and are summarised below:

- Length – 33 kV switch rooms - 21.62 m;
- Width – 33 kV switch rooms - 5.07 m;
- Height – 132/33 kV high-voltage transformer – 4.2 m; and
- Weight – 132/33 kV high-voltage transformer – 110 tonnes.

The OSOM Strategy has identified a feasible route via Townsville Port Road, North Townsville Road, the Bruce Highway, Dean Road, Tully Gorge Road and Sandy Creek Road. The State-controlled road network along the proposed route provides adequate capacity for heavy vehicles and OSOM combinations.

While there are potential height restrictions due to the transported height of the 132/33 kV high-voltage transformer (5.2 m on a low loader), an alternative counterflow on North Townsville Road has been identified to provide an alternate route.

A swept path assessment has additionally been undertaken for the rail crossing of Dean Road in proximity to the Bruce Highway. Assessment of the largest proposed vehicle configuration found that the movement through the intersection and railway crossing should not require modification for the OSOM movements.

RWE has requested a meeting with the Port of Townsville to explore the potential use of the Port to support delivery and logistics of key project components, including approximately 188 BESS units and high-voltage transformers. RWE's forward engagement program includes seeking input on project logistics from the Department of Transport and Main Roads, CCRC, the National Heavy Vehicle Regulator and private sugar cane rail line operators.

5.11 Decommissioning

Decommissioning will be managed appropriately through the following management plans:

- Prior to the completion of construction of the Project, An End of Construction Decommissioning Management Plan (ECDMP) will be prepared for the decommissioning of temporary structures. Detailed rehabilitation objectives, completion criteria, and management measures will be developed as part of the ECDMP or related management plans (e.g., Detailed Rehabilitation Plan, Construction ESCP).
- Prior to decommissioning of the Project, an End of Operations Decommissioning Management Plan (EODMP) will be prepared to outline how the Project will be decommissioned.

Both plans will prioritise the reuse, recycling, and repurposing of materials to minimise landfill waste. These actions ensure the site is restored efficiently, waterways and drainage patterns are reinstated, and ecological impacts are effectively managed.

A Preliminary Battery Recycling Strategy (PBRS) (**Appendix W**) has been prepared to outline how battery materials removed from site will prioritise reuse and recycling over waste disposal to landfill as outlined in the *Waste Reduction and Recycling Act 2011*. This commitment is also backed by RWE's *Circular Economy Policy*. This PBRS addresses the performance outcome associated PO34 of State Code 27. A final Battery Recycling Strategy will be developed prior to decommissioning as part of the EODMP.

A Preliminary Decommissioning Security Report (DSR) (**Appendix V**) has been prepared and addresses the performance outcomes associated with PO31 to PO35. The DSR sets out the Decommissioning Security Arrangement that satisfies the intent of State Code 27 PO35 through a land ownership-based security mechanism. RWE Renewables Australia Pty Ltd currently holds an option to acquire the Project land. Prior to construction, the Proponent has the right to and will exercise the option and become the registered owner of the land on which the Project is located.

The key elements of the arrangement are:

- While the Proponent, or a Related Body Corporate of RWE Renewables Australia Pty Ltd, remains the registered proprietor of the Project land (i.e. the land owner), a separate Decommissioning Guarantee is not proposed. This is because the Proponent, as landowner, retains direct responsibility for and capacity to meet decommissioning obligations associated with the Project.
- The arrangement nonetheless incorporates a mechanism to ensure ongoing compliance with State Code 27 PO35 in the event of a future change in land ownership. Should the land be sold (including the Project), transferred or otherwise disposed of to an unrelated third party, the Proponent must provide on-demand Decommissioning Guarantee to that purchaser equal to the estimated decommissioning liability determined in accordance with the methodology set out in the DSR.
- This mechanism ensures that the security required by State Code 27 PO35 is activated and in place at the point it is needed, preserving compliance regardless of any future change in land ownership.

This Decommissioning Security Report addresses the performance outcomes associated with PO31 to PO35.

6. Summary and Conclusions

Attexo has been engaged by RWE to seek a Development Permit for Material Change of Use (Battery storage facility and Major electricity infrastructure) for the proposed Tully BESS Project. The Project location is approximately 4 km south-west of the township of Tully within the CCRC LGA in Queensland.

In summary, the Project is a proposed BESS with a capacity of up to 200 MW for a duration of 4 hours and associated infrastructure (e.g. transformer, OHTL, air insulated switchgear, access roads, laydown areas, foundations, hard stand, parking, switch rooms and storage).

Based on the descriptions and assessment, the following is concluded:

- A detailed Ecological Assessment Report (refer to **Appendix H**) confirms the Project avoids direct impacts on Matters of State Environmental Significance (MSES), including regulated vegetation, wetlands, and watercourses, primarily through the strategic siting of the development footprint and spanning the OHTL over watercourse and wetlands.
- A Risk Management Assessment Report (refer to **Appendix J**) and Fire Safety Study (refer to **Appendix I**) demonstrate that the Project presents a near negligible risk to offsite populations through the implementation of NFPA 855 compliant separation distance and a comprehensive on-site hydrant system in accordance with AS 2419.1:2021 – Fire Hydrant Standard with booster connections providing full coverage to all battery containers including a dedicated 432,000 L water supply.
- A Noise and Vibration Impact Assessment has been prepared for the Project (refer to **Appendix Q**) and identifies that operational and construction noise can be managed to meeting the Environmental Protection Policy (Noise) through a post-approval Construction Noise and Vibration Management Plan and the selection of low emission equipment.
- The Social Impact Assessment (refer to **Appendix R**) identify significant positive residual impacts, including local employment, skills development, and improved electricity network reliability for the Cassowary Coast region. A Community Benefit Agreement between RWE and CCRC was executed on 19th May 2026
- A Natural Hazard and Extreme Weather Risk Assessment (refer to **Appendix M**) concludes the Project achieves a tolerable risk level through the appropriate design and treatment options. Further, a Bushfire Assessment and Management Plan (refer to **Appendix N**) demonstrates that mapped High Bushfire Hazard areas have been avoided by the BESS facility which will also maintain compliant asset protection zones and a dedicated static water supply for bush firefighting purposes.
- A detailed LVIA has been prepared for the Project (refer to **Appendix R**) which assessed the Project's anticipated impacts on landscape character and visual amenity. Significant visual amenity impacts are not anticipated from any public viewpoints assisted by the incorporation of landscaping including screening vegetation along Sandy Creek Road as illustrated in the Landscape Plan (**Appendix S**)
- The Project will not result in a significant loss of high quality agricultural land as the 11.5 ha of impacted cropping land represents only 0.02% of the sugarcane land within the CCRC LGA and can be returned to a rural use. An Agricultural Land Assessment has been prepared for the Project (refer to **Appendix L**).
- A detailed TIA Report has been prepared for the Project (refer to **Appendix T**). The movement of OSOM and heavy vehicles to the Project Site from the Port of Townsville and the Port of Cairns can be appropriately accommodated, as confirmed by the Heavy Vehicle and OSOM Construction Concept Strategy (refer to **Appendix U**).
- Decommissioning of the Project will be managed in accordance with the described EODMP.
- An Economic Impact Assessment prepared shows that the Project will deliver major economic and community benefits for the Cassowary Coast region over its lifetime – supporting local jobs, investment, and energy reliability (refer to **Appendix Z**).

This Planning Report and supporting documentation provides an assessment of the Project against the relevant assessment benchmarks set out in the Planning Act and the associated SDAP, including State Code 27, and the CCRC Planning Scheme. It has been demonstrated that the Project represents a suitable land use outcome for the site which

will benefit the local community and region, aligning with the Queensland Government's priorities for renewable energy development under the *Queensland Energy Roadmap* 2025 and *Far North Queensland Regional Plan 2026*.

It is therefore requested that the Project receives a development permit subject to reasonable and relevant conditions.