POWER FOR GOOD

Bunyip North Battery Energy Storage System

Project Overview & Planning Application Summary

July 2026

Overview

This factsheet provides an overview of the proposed Bunyip North Battery Energy Storage System (BESS) (the Project), a large-scale battery designed to store electricity and release it back to the grid when it is needed. It explains where the Project would be located, what is proposed, how potential environmental and community impacts have been assessed, and what the next steps are in the planning process. It also outlines how RES is continuing to engage with the community and the potential benefits the Project could bring to the local area.

About RES

The Project is being developed by RES, an independent renewable energy company that has operated in Australia since 2004 and has developed wind, solar and energy storage projects across Victoria. The application is made by Bunyip North Project Co Pty Ltd, a company wholly owned by RES and established specifically to own and develop the Project.

About the Project

The Bunyip North BESS is a proposed utility-scale battery energy storage facility. A battery energy storage system stores electricity from the grid when supply is plentiful and releases it when demand is high, helping to keep the network stable and reliable. The Project would have a power capacity of up to 400 megawatts (MW) and a storage capacity of up to 2,400 megawatt-hours (MWh).

Electricity would flow to and from the grid through a new terminal station proposed as part of the Project — the Bunyip North Terminal Station — which would connect into the existing 220 kilovolt (kV) transmission line that runs between the Yallourn Power Station and Rowville, and which crosses the southern part of the site.

Key facts:

- Up to 2,400MWh of battery storage capacity
- North of Bunyip along Princes Freeway
- 17.5ha footprint with onsite grid connection
- Up to $7.2m in Community Benefits over 20 years
- Cleared federal environmental assessment under Australia's EPBC Act

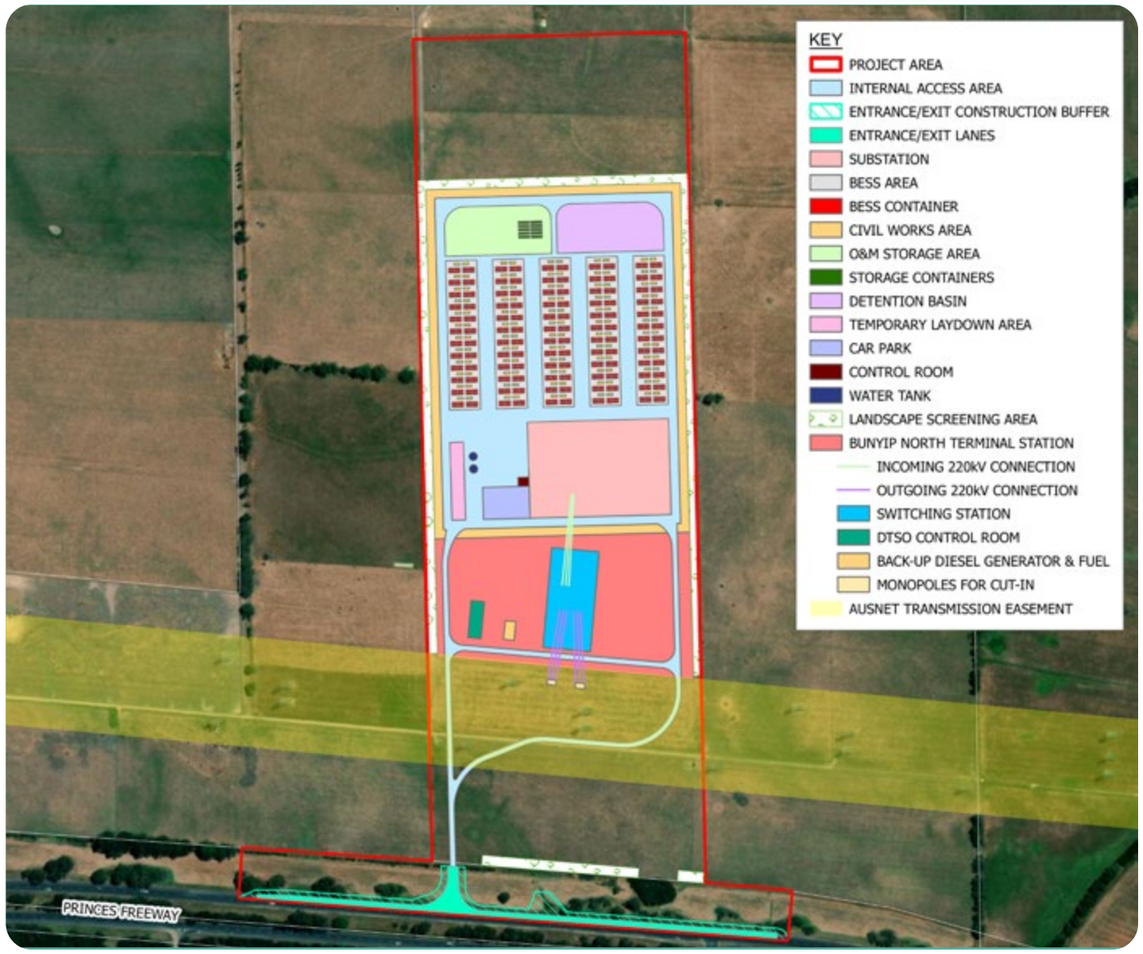
The site and why it was chosen

The site comprises predominantly rural land currently used for cattle grazing and seasonal hay and silage, within an established infrastructure and energy corridor. The location between the Latrobe Valley generation centre and Melbourne's major electricity demand areas aims to complement Victoria's energy future, while proximity to existing infrastructure supports efficient integration with the grid and road network.

The site sits within the Green Wedge Zone. The Cardinia–Westernport Green Wedge Management Plan (2017) protects the area's agricultural, environmental, landscape and cultural values while allowing essential infrastructure that delivers a net community benefit. The Project responds to these objectives by:

- Protecting agricultural uses — a low-density, confined footprint that doesn't rely on soil or agricultural water, so the surrounding land can remain in grazing and farming
- Avoiding impacts to environmental and cultural values — careful siting with setbacks from waterways and mapped biodiversity
- Keeping visual impact low — existing vegetation and screening help reduce views of the Project, in keeping with the area's existing character
- Delivering a net community benefit — dedicated community benefits and battery storage that supports Victoria's energy future

Project layout



The Project layout demonstrates the indicative arrangement of key Project components, including:

- Battery energy storage units (containerised battery units), power conversion equipment (inverters/transformers) and on-site electrical infrastructure to enable safe operation.
- Grid connection infrastructure, including the Bunyip North Terminal Station and connection to the existing 220 kV transmission line.
- Supporting infrastructure to enable safe operation and site management, including control buildings and control systems, internal access and parking, security fencing and lighting, firefighting water storage and fire safety systems, stormwater management, landscaping, and temporary construction areas.

Acknowledgement of Country

In planning for Australia's clean energy future, RES acknowledges its rich history. We pay our respects to the Bunurong people of the Kulin Nation, the Traditional Custodians of the Country on which the Bunyip North BESS Project is proposed. We recognise their ongoing connection to land and waterways and pay our respects to their Elders past and present.

How the Project has been assessed

Independent specialists have assessed the Project to understand potential impacts and identify how these can be avoided, reduced or managed. The key findings are summarised below. The full planning report, prepared by Environmental Resources Management Australia (ERM), is the main source of detailed information and will be available for community review during public notice of the planning application.

Bushfire and fire safety

Bushfire and fire safety have been carefully considered because of the Project's regional setting. Specialist assessments looked at potential bushfire and operational fire risks and identified measures to help prevent, detect and respond to fire.

A Risk Management Plan and Fire Safety Study, prepared by Fire Risk Consultants, found that fire risks can be managed to an acceptable level and that the Project is not expected to increase bushfire risk to nearby land or communities. Proposed measures include perimeter firebreaks, emergency vehicle access, a dedicated firefighting water supply, separation distances, and fire detection and suppression systems built into the battery units. A Fire Management Plan and Emergency Management Plan will also be prepared to guide fire safety throughout the life of the Project.

Noise

A noise impact assessment by ERM measured existing background noise and modelled how the Project would operate against Victorian EPA noise limits. The assessment considered 134 nearby noise-sensitive locations during the day, evening and night. It found that operational noise from the Project is expected to meet all relevant limits at all times, with no specific noise mitigation required.

A separate battery storage project, known as the Wimpole Battery, has been proposed on adjoining land to the east by a different proponent. It is not part of the Bunyip North BESS and is being assessed separately. Given the proximity of the two projects, the assessment also considered potential operational cumulative noise impacts. Based on the assessment approach adopted in line with EPA Victoria guidance, predicted operational cumulative noise levels are expected to comply with applicable limits at surrounding noise-sensitive receptors.

Traffic and access

A traffic impact assessment by Amber Organisation looked at how construction and operational traffic would access the site. The Project proposes to create a new access point from the Princes Freeway along the southern boundary of the site. The assessment found that the proposed access arrangements are suitable for the types and number of vehicles expected during construction and operation.

Most equipment would be delivered using B-double vehicles travelling from the Port of Melbourne, with only a small number of oversize movements needed for larger items such as transformers. Once operating, traffic would be minimal and generally limited to periodic maintenance visits. A Traffic Management Plan will be prepared before construction to confirm safe routes and manage vehicle movements.

Landscape and visual

A landscape and visual impact assessment by Landform Architects considered how the Project may be seen from nearby roads, elevated locations and other surrounding viewpoints. The assessment found the Project's visual impact would be 'low to negligible' from all assessed viewpoints, with no locations rated as having a 'moderate' or 'high' visual impact.

There are no nearby homes, public lookouts or vantage points where the Project would be readily visible. Existing vegetation along fencelines, Cannibal Creek and Tea Tree Creek would help screen views, and the infrastructure would have limited visibility beyond the immediate local area.

In some locations, such as gaps in roadside vegetation along the Princes Freeway, targeted native planting could be used to further reduce views of the Project. Any landscaping would be designed to meet fire-safety requirements and refined through ongoing engagement with the community, Council and the Department of Transport and Planning.

Ecology and biodiversity

An ecological assessment by ERM, including a site survey, found the Project is unlikely to have significant impacts on ecology or biodiversity. Most native vegetation in the surrounding area is outside the development footprint, which is mainly introduced pasture. The only native vegetation that may be affected is planted trees, which are exempt from native-vegetation removal requirements. The Project has also been designed to avoid biodiversity values associated with Cannibal Creek by maintaining a 200-metre buffer from the creek and nearby high-value habitat areas.

The Project was also referred to the Australian Government under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) and was determined to be "not a controlled action", meaning it does not require separate Commonwealth approval and is not expected to significantly affect nationally protected species.

Flooding and drainage

A flood modelling assessment by Water Technology looked at how floodwater and overland flows could affect the site, which is not located in a Floodway Overlay or Land Subject to Inundation Overlay. It found that most of the development footprint is either flood-free or would only experience shallow, slow-moving overland flow during a major flood event with a 1% annual chance of occurring. This is considered a low flood hazard. The assessment also found that flooding from Cannibal Creek is not expected to reach the development footprint. Melbourne Water independently reviewed the modelling and confirmed the baseline flood conditions were satisfactory. A further assessment on flooding and drainage will be completed before construction to confirm local overland flow paths and make sure stormwater is appropriately managed on-site, and without further impact to surrounding properties.

Historic and cultural heritage

There are no World, National or local heritage places within the site, and the site does not overlap any mapped areas of Aboriginal cultural heritage sensitivity. This means a mandatory Cultural Heritage Management Plan (CHMP) is not required. However, RES is preparing a CHMP in consultation with the Bunurong Land Council Aboriginal Corporation, the Registered Aboriginal Party for the area.

Agriculture

An agricultural assessment by Pinion Advisory looked at the site's soils, land capability and current farming use. It found the Project would use about 17.5 hectares of grazing land and is expected to have a negligible impact on the farm's ongoing viability. The Project would not fragment farmland or cause long-term loss of soil productivity, and most of the infrastructure could be removed at the end of the Project's life. Any reduction in grazing capacity could be managed through farm adjustments and offset by lease income. Further groundwater investigations will also be completed during detailed design.

Mitigation and management measures

The mitigation measures identified through the technical assessments will be set out in construction and operational management plans. They include:

- Design controls to manage noise and visual impacts.
- Ecological protection measures during construction
- Fire safety systems and emergency response protocols.
- Traffic management during construction.

If a planning permit is granted, it will carry legally binding conditions - set by the responsible authority and informed by referral agencies - which may also identify where further assessment and management detail is required before construction or operations can commence. Once the Project progresses to detailed design, these would need to be submitted to, and endorsed by, the responsible authority, with compliance monitored and enforceable for the life of the Project.

Community benefits and approvals process

The Project is expected to deliver lasting benefits to the Bunyip community through a long-term benefit-sharing program, local sponsorships, and jobs and opportunities for regional businesses.

Benefit-sharing program

The Project will provide an ongoing financial contribution to the local community throughout operations of $150 for every megawatt-hour of installed nameplate capacity each year. Nameplate capacity is the maximum storage capacity of the battery. For the Bunyip North BESS, this is proposed to be up to 2,400 megawatt-hours (MWh) and would provide about $7.2 million over 20-years of operation.

How the funding is used will be shaped by local priorities identified through consultation. This will be informed by a Social Impact Assessment being prepared by ERM, which includes interviews with residents, neighbours, community organisations and service providers.

Potential benefits include:

- Direct payments to neighbouring landholders.
- Energy bill rebates for local residents.
- Community-led investment in local priorities such as infrastructure, emergency services, the environment and education.

Local sponsorship

RES has supported local initiatives and contributed more than $15,000 to projects that benefit the Bunyip community. This includes support for a sensory garden at Bunyip Primary School, a recycling initiative led by the Bunyip Renewable Action Group, renewable-power upgrades at the Bunyip Football Club, and habitat restoration with the Bunyip Landcare Group.

Jobs and local procurement

The Project is expected to support around 75 direct jobs during construction and about five ongoing operational roles. A local supplier registry is open so West Gippsland tradespeople and contractors can register their interest ahead of construction, helping to direct procurement to regional businesses wherever possible:

www.bunyipnorth-energystorage.com/contact-us

~$7.2 million

contributed over the Project's life

~75

construction jobs

+$15,000

already invested locally

Community and stakeholder consultation

RES engaged with a range of stakeholders about the Project since August 2025 to share information, answer questions and gather feedback. Engagement has included the local community, Traditional Owners, neighbouring landholders, government agencies and service providers.

Engagement activities to date include:

- Community information stalls at three local events, resulting in 65 conversations
- Letters sent to 168 neighbours and distribution of a project newsletter to approximately 1,275 households near the Project
- Regular email updates to the community
- Project website including regular updates, mailing list registration, and direct contact channels
- Ongoing engagement with Traditional Owners and various other key stakeholder groups of relevance to the Project.

Feedback has helped shape the Project as planning has progressed. It has influenced the site design, the technical studies and the way RES shares information with the community, specifically:

- Reduced the Project Area in November 2025 to provide a buffer from Cannibal Creek.
- Expanded the Landscape and Visual Impact Assessment to include additional viewpoints.
- Added landscape screening to the Indicative Site Layout.
- Published plain-English summaries of the technical assessments, project layout and Frequently Asked Questions before the planning application was lodged.
- Hosted community information stalls at local events.
- Placed project advertisements in the Bunyip & District Community News.
- Commissioned an independent Agricultural Impact Review to support the planning application.

RES will continue engaging with the community as the Project progresses, and feedback will continue to be considered through the planning and assessment process.

Planning and approvals

The Project's planning application is being assessed under the Victorian Government's Development Facilitation Program, administered by the Department of Transport and Planning.

The assessment process is expected to include the following steps:

- Referral and consultation with relevant government agencies
- Public notice of the application documents
- An opportunity for community members and stakeholders to make submissions
- Consideration of submissions by the Department of Transport and Planning
- A planning decision by the Minister for Planning, based on relevant legislation, policy and technical evidence

How to be involved

Feedback from the community forms an important part of the planning approvals process, and submissions expressing support and/or concerns for the Project are encouraged during the public notice period. RES will notify the community via email and the project website when public notice commences.

Sign up to receive email updates about the project:
www.bunyipnorth-energystorage.com/contact-us

Conclusion

The Bunyip North BESS has been designed to help support a reliable electricity network while avoiding and minimising impacts on the surrounding environment and community. Independent specialists have assessed potential impacts and identified measures to manage them during construction and operation.

These assessments indicate that, with the proposed management measures in place, the Project can meet relevant regulatory requirements and be developed and operated safely and responsibly. Overall, impacts are expected to be localised and manageable, while the Project helps strengthen Victoria's electricity network and support the transition to renewable energy.

POWER FOR GOOD

Contact the team

RES will continue to provide information and updates as the Project progresses. To share feedback or ask a question, reach out to the Project Team.

bunyipnorth-energystorage.com

0447 049 402
Kim Stone, Community Engagement Manager

General: info@bunyipnorth-energystorage.com
Media enquiries: media.enquiries@res-group.com

res

res-group.com