1	Who has determined that Ampol should become the Kurnell Energy and Industry Hub? What was the consultation process?	Ampol has proudly supported the Kurnell community for around 70 years. Given our refinery at Kurnell has been closed, we have land at the site which can be repurposed to other commercial uses. Ampol is currently considering its options in relation to the excess Kurnell land, and one possibility under consideration is to establish a Kurnell Energy & Industry Hub. Any decision by Ampol will be made after extensive internal review, site assessments, and stakeholder engagement. We are committed to continuing our support of the Kurnell community, while repurposing surplus land in a way that delivers long-term value. We understand and respect community interest in the possible Hub and are committed to ongoing consultation as planning progresses.
2	Heavy industrial Zoning was granted for operation of the oil refinery, why is it now being used for purposes other than oil refinery operation. What consultation process was undertaken to enable this to happen?	The Kurnell site is zoned E5 Heavy Industrial under the Sutherland Shire Local Environmental Plan (LEP) 2015, which allows a range of industrial and infrastructure-related uses with Council consent. The site was historically used for refining and now as a fuels terminal under the site's development approvals. The site's zoning could support its ongoing evolution for industrial purposes. The potential BESS and subdivision proposals are consistent with this zoning and are subject to public consultation as part of the planning process.
3	The scoping report aims to have the BESS approved in isolation of future power generation projects. What is happening with the sustainable aviation fuel storage project? And other projects alluded to in the Ampol issued Kurnell Energy and Industry Hub (undated publication). The community don't believe that the BESS can be approved in isolation of these projects and completed without a substantial increase in risk to the Kurnell Community. A full risk assessment showing all projects is required.	The potential BESS and subdivision are being progressed under the current planning application. However, please note that no final investment decision has been made by Ampol to proceed with a BESS on Kurnell land. In addition, future land uses for other subdivided lots have not yet been determined and will require separate planning approvals if proposed. A full Preliminary Hazard Assessment (PHA) will be completed as part of the Environmental Impact Statement (EIS) to identify, avoid, and manage risks to the community and the Kurnell Terminal. All future developments will be assessed individually under NSW Government planning frameworks. Please note the Scoping Report referenced in this question is a past version that only includes the potential BESS. A revised version that reflects the full scope, including the potential BESS and subdivision, will be made available in the coming months.
4	Are there any plans to change the source of electricity from the electricity network to something else?	There are no plans to change the source of electricity. The potential BESS, if it were to proceed, is intended to connect to the existing electricity grid via the nearby Ausgrid substation.

5	Does this BESS system have anything to do with the new proposed Holt development? Is this development powered by this battery?	No. The potential BESS is not related to the Holt Development. The potential BESS is proposed to connect to the neighbouring Ausgrid substation, and by extension to be an asset to support the wider National Energy Market (NEM).
6	Will Ampol be the builders and the management of the BESS, or will they wipe their hands and let it out to a private run industry. Has the build commenced?	Ampol has not made a decision to proceed with a BESS project, it is just one of several options Ampol is considering for part of its surplus land at Kurnell. Construction has therefore not commenced and, in any event, would only proceed following development approval. Once approvals are in place, Ampol will determine the most suitable delivery model.
7	Does this project have any connection or is it in any way associated with the offshore wind farm project? How will it affect whales and other wildlife migration such as bird migration from Siberia?	No, the project being considered is not proposed to be connected to any offshore wind farm project. The possible BESS is a land-based energy storage facility and is not expected to impact marine life or bird migration. Any potential environmental impacts will be assessed as part of the EIS.
8	Is the National Parks and Wildlife service a key stakeholder as Ampol's neighbour? They've just spent $20m on park improvements. What is their position on the proposed BESS?	Yes. NPWS will be formally consulted as part of the planning process. The Department of Planning, Housing and Infrastructure (DPHI) will engage NPWS to inform the project's environmental assessment requirements. Ampol will also continue to engage directly with NPWS to ensure any concerns are heard.
9	When will the EPA be engaged?	Ampol is already in ongoing consultation with the EPA, and this will continue throughout the development application process.
10	As an alternative to the BESS project, has any consideration been given to the sale of redundant land on your site due to the decommissioning of your terminal back to the community to be used for either residential or recreational purposes?	Alternative land uses were considered. However, given the site's proximity to a major fuel terminal and its heavy industrial zoning, residential, recreational or sensitive uses are not considered suitable and are not permitted under the existing zoning. The current possible BESS project aligns with planning and safety regulations and seeks to deliver value to the community through job creation, economic activity, and as infrastructure which can be used to firm renewable electricity in the grid.
11	Has the impact to the proposed development at Boat Harbour been taken into account?	Yes. The potential cumulative impacts of the proposed development being considered, including any interaction with nearby developments such as Boat Harbour, will be assessed in the Environmental Impact Statement (EIS). This ensures the possible project is evaluated in the broader context of other planned or proposed developments in the area.

12	Why is a suburban location within such close proximity to housing considered necessary, given the availability of remote sites throughout NSW that are less likely to endanger residents?	The site is zoned E5 Heavy Industrial and has historically been used for fuel refining and terminal operations. The potential development is permissible with consent on this zoning.
13	What specific benefits does the Kurnell site offer alternative locations that justify exposing residents to potential fire and toxic fume risks?	The Kurnell site offers a unique combination of strategic, environmental, and infrastructure advantages that make it well-suited for a potential BESS: • The site is located within an existing E5 Heavy Industrial zone, formerly used for fuel refining, and is buffered from residential areas by more than 500 metres in most directions. • It is adjacent to the 132kV Ausgrid South Zone Substation, which enables efficient, low-impact connection to the electricity grid without requiring new transmission lines. • The land is previously disturbed and lacks ecological sensitivity, reducing the risk of environmental or amenity conflict. In terms of risk: • The potential BESS would be designed with modular, outdoor enclosures that help limit fire propagation. • Gas dispersion modelling and emergency planning will mitigate against toxic fumes posing a risk to the community. • The potential project would comply with NSW guidelines including HIPAP 4 and HIPAP 6, which define safe buffer distances and acceptable land use planning near our other infrastructure. These site-specific benefits reduce overall impact while delivering strong outcomes for grid stability, and safety.
14	Have you considered the precedent set by rejected BESS proposals, such as the Cults, Aberdeen site, refused due to safety, noise, and green belt concerns? How does the Kurnell proposal address these same issues?	Yes. Lessons from other BESS proposals, both approved and refused, are considered as part of the planning and risk management for this potential development. The EIS will take a risk-based approach in accordance with NSW State Significant Development guidelines, ensuring all relevant safety, noise, and planning factors are assessed and addressed.
15	How does the proposal align with global trends, such as New York's one-mile (approx 1.6km) buffer zones for BESS, to protect residents from	The potential project will follow NSW-specific guidelines, including: • Planning for Bushfire Protection (2019) • Hazardous Industry Planning Advisory Paper (HIPAP) No. 4 – Risk Criteria for Land Use Safety Planning • HIPAP No. 6 – Hazard Analysis

	fire and explosion risks? Why is 500m deemed sufficient for Kurnell?	The appropriate buffer distance will be determined through technical assessments in the EIS and will reflect the site's zoning, risk profile, and mitigation strategies.
16	What evidence supports the claim that the Kurnell South substation's proximity necessitates a BESS so close to housing, rather than a more distant site connected via existing grid infrastructure?	The strategic context of the site, including its proximity to the substation and the Sydney metropolitan load centre, make Kurnell an ideal location to support grid stability during periods of high demand and high rooftop solar generation.
17	When will Ampol understand which battery technology they will be using? What is the battery technology? At the last meeting you stated you did not know what batteries and volume were to be used? Have you now decided this? Why are shipping containers being used? Wouldn't these heat faster than a concrete housing? How many shipping containers comprise a 3800MWHH BESS? What is the acreage size?	The potential BESS site is approximately 12 hectares, with Stage 1 expected to cover around 5 hectares. Stage 1 would likely use lithium-ion battery technology (e.g. Lithium Iron Phosphate), but the final technology provider has not yet been selected. The batteries are typically housed in modular enclosures, not traditional shipping containers. Details such as the number of units and layout will be provided in the EIS. 
18	How many places is the selected technology being used throughout the world? How many batteries of this size(s) are used in the world? How many incidents have occurred to date?	As we have not yet chosen the technology for the potential BESS, we can't provide global comparisons. However, BESS technology is used extensively worldwide, with over 150GW of capacity installed globally by 2024. Approximately 98% of utility-scale projects use lithium-ion technology. Safety standards and technologies are continually improving. The possible project would draw on global best practices and be assessed under NSW's planning and safety requirements.

		Like any major project safety is always taken very seriously, however, there can be incidents. In Australia there have been two known BESS incidents, one in Victoria[1] and one in Queensland[2]. 1. https://www.abc.net.au/news/2021-09-28/fire-at-tesla-giant-battery-project-near-geelong-investigation/100496688 2. https://www.abc.net.au/news/2023-09-27/tesla-battery-fire-at-queensland-renewable-energy-project/102905302
19	Please state the HF and HCL levels that are seen in the fire tests (your large scale tests where you burn a whole unit). Are they under the levels specified in the Australian Fire Safety Regulations and Standards?	A Large-Scale Fire Test (LSFT) was conducted by Wartsila on a battery unit similar to one being considered for this project. The test identified off-gases (CO_2, CO, HF), which were contained within the affected unit. The results will be used to inform dispersion modelling in the EIS. All assessments will be benchmarked against Australian safety standards and reviewed by regulators as part of the approval process.
20	Please state what kind of metal particulates end up in the air during a fire and far they can travel. Also what are the health risks associated?	No metal fragments or shrapnel were observed during the LSFT of the battery units under worst-case fire conditions. The dispersion of gases like CO, CO_2, hydrogen and other trace compounds was modelled. The assessment showed that the gases remained within the site boundary under test conditions. Health risk assessments, including dispersion modelling, will form part of the EIS and will be reviewed by NSW Government agencies.
21	Please state what kind of chemistry is being used in the Lithium-ion batteries - LFP (lithium iron phosphate) or NMC (nickel manganese cobalt)?	The battery technology provider has not yet been confirmed in relation to the potential project. Stage 1 would likely use lithium-ion battery technology (e.g. Lithium Iron Phosphate), but the final technology provider has not yet been selected. Several options for Stage 2 are under consideration, including Li-ion, Na-ion, and NaS technologies. Specific chemistries like LFP or NMC will be assessed as part of the Environmental Impact Statement (EIS), along with associated safety measures.
22	Please supply the plume models - which gases are coming off the units? What are the health risks associated with each?	A plume model has not been prepared. Instead, a Preliminary Hazards Analysis (PHA) will be included in the EIS to assess the potential impact of toxic gases. The gases to be assessed will depend on the final battery chemistry selected and will include toxic gas dispersion modelling in line with NSW planning guidelines.
23	What is the life cycle of the battery? What is the safe operating level with	The potential BESS is expected to operate for up to 30 years, with the potential for upgrades or replacement depending on technology evolution.

	the aging asset (storage tanks)? How will the asset (both BESS and tanks) be disposed of when it's EOL?	At end-of-life, environmental regulations will govern how above-ground components and land rehabilitation are managed.
24	Please provide the document that details the special problems of firefighting and special hazards and how this will be addressed for this BESS.	Fire risk will be assessed through a Bushfire Hazard Assessment (BHA) and Preliminary Hazard Assessment (PHA), using national guidelines such as: • Planning for Bushfire Protection (2019) • Hazardous Industry Planning Advisory Paper (HIPAP) No. 6 – Hazard Analysis Fire safety measures, including detection, containment, and response protocols, will be outlined in the EIS.
25	Please provide the bushfire assessment report which addresses the requirements for Planning for Bushfire Protection 2019 – how does this affect Kamay Botany Bay National Park?	The Bushfire Hazard Assessment (BHA) will be completed following receipt of the Secretary's Environmental Assessment Requirements (SEARs). Impacts on nearby areas such as Kamay Botany Bay National Park will be addressed as part of the EIS.
26	If a battery caught fire and the gas released exploded, what is the blast area in proximity to the fuel storage tanks? - What is the risk of thermal runaway?	The BESS equipment must meet the most recent standards and codes relating to BESS, NFPA 855 which includes protection from explosion. Under NFPA 855, NFPA 69 focuses on explosion prevention, including the use of sensor systems to detect risks and automatically ventilate gases to inhibit ignition. A demonstration of this will form part of the PHA. The risk of toxic gases and thermal runaway will be assessed as part of the PHA, as mentioned in response to Question 15, 22 and 24.
27	How will an incident be managed? What will happen to Captain Cook Drive in the event an exclusion zone is put in place? How would residents be evacuated?	The PHA will assess various incident scenarios and outline management procedures prior to any construction and operation. These procedures will be developed in consultation with Fire & Rescue NSW, DPHI Hazards, and the EPA, and will address site access and road closures, including Captain Cook Drive.
28	How would an evacuation during a seasonal peak (beach, whale watching etc) happen? It should be incumbent on Ampol to produce and test an evacuation plan for all	Ampol is not authorised to issue public evacuation orders but would work closely with emergency services to coordinate responses. Ampol has a tiered emergency management structure, including a Crisis Management Team, Terminal Emergency Response Team, and protocols that have been developed with local stakeholders, including the community.

	tourists/residents together with emergency services.	
29	There is insufficient detail regarding the fire safety and emergency response aspects. When will the hazard and risk analysis for fire and life safety systems, and emergency response be available for comment?	Refer to response provided to Question 24. The hazard and risk assessments will be included in the EIS and made available during public exhibition for community feedback.
30	How will airport traffic be handled in the event of a fire? How will it be managed, particularly if the wind is blowing smoke/gases in that direction?	The PHA would account for prevailing wind conditions and assess any potential risks associated with smoke or gas dispersion. Ampol would consult with Sydney Airport and CASA as part of the emergency planning process, to ensure alignment with aviation safety requirements.
31	Having a BESS this close to a fuel storage depot increases the potential of an attack by an extremist. What additional measures would be put in place to prevent this.	The potential BESS site will be protected by perimeter safety fencing, CCTV surveillance, and controlled access systems. Ampol is not aware of any recorded external attacks on large BESS sites to date globally.
32	How loud will the running of the batteries and associated infrastructure be during the night and early morning (plus the Ampol storage operation) for all areas of Kurnell. How is the noise from the high voltage substation noise going to be addressed?	Preliminary noise studies indicate that operational noise from the potential BESS will be within existing site limits and not exceed approved terminal noise thresholds. A Noise and Vibration Impact Assessment will be included in the EIS to assess and address any potential impacts on nearby residences and sensitive locations. If required, mitigation measures will be proposed.
33	Section 6.4 of the Scoping Report talks of sensitive receivers – the Kurnell Preschool is clearly the closest educational receiver to the Ampol/BESS site but is not listed in	The Kurnell Preschool is a sensitive receiver and will be assessed in detail through the EIS to ensure community health and amenity are protected. Please note the Scoping Report referenced in this question is a past version that only includes the potential BESS. A revised version that reflects the full scope, including the potential BESS and subdivision, will be made available in the coming months.

	the Scoping Report. Why was this excluded, was it an oversight?	
34	Please provide details as to whether strobe lights will be used on top of all lightning rods and whether the overall structure, with any associated lighting, will have a visual impact on adjoining and nearby sensitive areas and fauna, especially bats and nocturnal marsupials.	Visual and lighting impacts will be addressed in the EIS. The site is within an industrial setting, and lighting will be designed to comply with Australian Standards to minimise light spill and avoid unnecessary impact on nocturnal species. Any lighting would be positioned and shielded to reduce visibility from sensitive locations, such as Kamay Botany Bay National Park.
GEOLOGY, SOILS, GROUNDWATER AND CONTAMINATION		
35	Section 6.2 – when will soil contamination be addressed?	Soil and groundwater contamination is being addressed through SSD-5544 Modification 7 (Mod 7), which includes a detailed Remedial Action Plan. This work will be completed before any construction on the potential BESS project commences, as required under planning approvals.
36	Please provide a copy of the Land Use Conflict Risk Assessment – clearly the use of the land for a BESS conflicts with the neighbouring land which is predominantly residential.	A Land Use Conflict Risk Assessment (LUCRA) will be prepared in accordance with NSW Department of Primary Industries (DPI) guidelines. The potential BESS would be located on industrial land, well-buffered from residential zones, and it is likely the LUCRA will confirm that the proposed use is compatible with its surroundings.
37	The subject property is listed in Sutherland Shire Council's Contaminated Land Register as being contaminated land and subject to an EMP. Please provide complete and definitive information regarding the type, extent and level of potential contamination on the site and any relevant Remediation Action Plans.	As detailed in Question 35, the site has known contamination, which is being actively managed under Mod-7. A certified Remedial Action Plan has been developed, and all remediation will be undertaken before construction begins on the potential BESS.
38	Whilst Section 6.3.1 talks about surface water and flood risk. "The	A flood risk assessment will be completed as part of the EIS, using site specific modelling. The Kurnell Stormwater Separation Improvement Project (DA24/0008) was approved by Sutherland Shire

	Investigation area is generally elevated …". This needs to be specific. The use of the word "Generally" is too non-specific. Please advise exact dimensions. It should also be noted that while the Scoping Report talks of a high tide being 1.6m, tides up to 2.1m are experienced here at Kurnell several times a year and any assessment approach should take this into account in the EIS. When will the development applications for the 2022 incident flood improvement mitigation measures be lodged and will they be addressed before the proposal proceeds (IF approved).	Council on 02/05/24. The Statement of Environmental Effects related to this potential project is available on the Council's DA tracker website. Construction of flood management infrastructure as part of the Stormwater Separation Improvement Project is scheduled for completion this year and will be completed prior to any construction of the potential BESS. Please note the Scoping Report referenced in this question is a past version that only includes the potential BESS. A revised version that reflects the full scope, including the potential BESS and subdivision, will be made available in the coming months.
39	AS/NZS 5139:2019 AS NZS 5139 2019 specifies requirements for general installation and safety requirements for battery energy storage systems (BESSs), where the battery system is installed in a location, such as a dedicated enclosure or room, and is connected with power conversion equipment (PCE) to supply electric power to other parts of an electrical installation. How is this standard being addressed?	The potential BESS will comply with ANZ standards where they are applicable.
40	AS/NZS 3000:2018: Provides guidelines on electrical installations, emphasizing the need to avoid hazardous locations, such as near gas	The potential BESS cabling would comply with AS3000 Electrical installations (known as the Australian/New Zealand Wiring Rules).

	appliances. GSES How is this standard being addressed?	
41	Please supply (ELF)EMF and (RF)EMF assessment results, showing meet exposure limits, standards and regulations of the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA)	An Electromagnetic Field (EMF) assessment will be undertaken as part of the EIS to ensure compliance with all applicable health and safety standards, including those set by ARPANSA (Australian Radiation Protection and Nuclear Safety Agency).
42	What are the economic and social benefits to the community?	A potential Ampol Kurnell Energy and Industry Hub is expected to deliver real, long-term value to the local community. Potential community benefits being explored include: • Local job creation through precinct activation and construction • Skills training and education partnerships to support energy transition industries • Environmental offset investments and ecological enhancements • Voluntary Planning Agreement (VPA) to benefit the Kurnell community directly, process to be discussed at the next meeting on 11 June 2025.This differs to the usual VPA process where a developer discusses with the local Council how it can support the wider Local Government Area via a development contribution. We welcome community suggestions on how the VPA could best support local priorities.
43	Please supply a visual impact of the BESS site, from street level, an elevated view from the compass points in Kurnell, Potter Point, Woolooware Bay, Cronulla Point, an elevated view from The Esplanade Cronulla / Shark Island. What will be the visual impact on the coastline? How many shipping containers comprise a 3800MWHH BESS? What is the visual impact?	Please see response to Question 34 – Visual impacts will be assessed in the EIS and are expected to be limited due to the site's location within an established heavy industrial zoned area. The potential Hub is surrounded by industrial infrastructure and is buffered from the Kurnell township by vegetation and the existing terminal.
44	How will you ensure that lithium and cobalt in the BESS are not sourced	

	from mines linked to child labour and environmental devastation? Please provide the sources for these materials.	Ampol is committed to upholding human rights and responsible sourcing through its Human Rights Policy. We conduct due diligence, including risk assessments across our supply chains, and publish an annual Modern Slavery Statement and Sustainability Report to ensure transparency and accountability. Potential suppliers will be required to demonstrate alignment with Ampol's ethical sourcing commitments.
45	What supply chain transparency measures are in place to verify that battery production avoids exploitation, given reports of unsafe working conditions in global mining operations?	Refer to response to Question 44. Ampol applies minimum expectations to its suppliers in relation to human rights, labour standards, and ethical conduct, and these are assessed through formal due diligence processes.
46	How do you justify the environmental cost of battery production, which emits more CO2 than petrol cars, when promoting the BESS as a sustainable solution?	Battery Energy Storage Systems (BESS) are a cornerstone of the global shift towards renewable energy. By enabling the efficient storage and dispatch of energy, BESS facilitate a stable and reliable power supply by helping to firm intermittent renewable generation. Their ability to mitigate energy waste, enhance grid resilience, and support the integration of solar and wind power into the grid make them essential in the transition to a cleaner future.
47	What steps will Ampol take to address community concerns about supporting industries with ethical violations, given Kurnell's history of valuing community trust?	Our Sustainability Strategy focuses on delivering positive environmental, social, and economic outcomes in the communities where we operate. Ampol's commitment to supporting the Kurnell community is a commitment of longstanding. We have proudly operated in Kurnell for over 70 years, and we continue to prioritise local engagement and trust-building through a range of ongoing initiatives, including: • Grants and sponsorships to support local organisations and events • Support for the Kurnell Recreation Club and other community spaces • Enabling programs that deliver positive comes for the community • Regular updates and transparency through the Ampol Kurnell Community Newsletter We understand the importance of maintaining trust and welcome feedback to ensure we continue meeting the expectations of the community.
48	How will the BESS lifecycle, including disposal, avoid contributing to global waste issues, given that 98% of Australian lithium-ion batteries go to landfill	Decommissioning and end-of-life planning will be included in the planning application. Potential BESS suppliers are expected to engage with certified Australian recyclers.

49	Why are we pushing the boundaries when it comes to complying to Australian Standard AS5139, which recommends setbacks greater than 500m for BESS to protect habitable areas?	*Refer to response to Question 15. The project will be assessed under NSW-specific planning frameworks, including:* *• HIPAP 4 – Risk Criteria for Land Use Safety Planning* *• HIPAP 6 – Hazard Analysis* *These guidelines are used across NSW to determine appropriate setbacks based on actual site-specific risk, rather than fixed distances.*
50	What measures will prevent noise and aesthetic impacts, which led to the rejection of the Cults BESS site, from affecting Kurnell residents' quality of life?	Refer to responses to Questions 32, 34, and 43. Noise will be addressed through a Noise and Vibration Impact Assessment in the EIS. Preliminary noise studies indicate the potential BESS will not exceed existing terminal noise limits. Visual impacts are expected to be low due to the industrial setting and screening. Mitigation measures will be recommended as required Visual impacts are expected to be low due to the industrial setting and screening. Mitigation measures will be recommended as required.
51	How will Ampol mitigate the psychological impact on residents living near a BESS, given fears of fires or explosions, as expressed in Dederang, Victoria?	Ampol understands that safety concerns can affect community wellbeing. As part of the development process, a Preliminary Hazard Assessment (PHA) and other risk studies will be prepared, reviewed by experts, and made public. We are committed to transparent communication, early community engagement, and demonstrating how risks will be avoided or mitigated to meet the NSW land use planning criteria.
52	What independent audits will ensure compliance with safety and environmental standards, given Ampol's history of environmental issues at Kurnell?	Independent experts would be engaged throughout the planning and delivery of the potential project. Compliance with safety and environmental standards would be subject to regulatory oversight by agencies such as the EPA, DPHI Hazards, and Fire & Rescue NSW.
53	Given Ampol's 2022 Kurnell fuel spill, described as an "environmental disaster", how can the community trust this project to be safely managed considering the known fire risks?	Ampol accepts full responsibility for all contributing factors to the 2022 incident that were within our control, and deeply regrets itsimpact on the Kurnell community and the environment. Since then, we have strengthened our infrastructure, compliance systems, emergency response process and community engagement frameworks. Ampol takes compliance with its obligations under all laws, including environmental, very seriously. Ampol has, and will continue to, consult all relevant organisations, progresses and the local community regarding relevant matters pertinent to our operations.

54	What improvements have been made since the 2018-ongoing PFAS contamination at Kurnell, which continues to migrate off-site via groundwater? Has the effect of run-away been taken into account, and will it make matters worse?	PFAS remediation is being addressed under SSD-5544 Mod-7, with work scheduled to begin before potential BESS construction. No part of the potential BESS project will proceed until remediation within the development area is complete. The potential project will not interfere with ongoing remediation efforts.
55	How will BESS safety protocols exceed those of the Kurnell Terminal, where a 2017 asbestos containment cell required long-term monitoring due to health risks?	The asbestos Containment Cell on site is fully sealed and monitored periodically in accordance with EPA and planning requirements. The potential BESS will be a new facility, designed and constructed under Australian standards with state-of-the-art safety features. It will not interact with the asbestos cell.
56	Why should residents trust Ampol's emergency response for a BESS fire, given the 2022 spill's delayed containment, which left residents uninformed until 6:30am. What would be the health impact to residents if the same happened with toxic fumes due to a BESS fire?	Refer to response to Question 28.
57	How will Ampol address the community's perception of poor corporate responsibility, as voiced in 2022, to ensure confidence in managing a high-risk BESS near homes?	Ampol accepts full responsibility for all contributing factors to the 2022 incident that were within our control, and deeply regrets the impact the incident has had on the Kurnell community and the environment. Ampol takes compliance with its obligations under all laws, including environmental, very seriously. Ampol has, and will continue to, consult all relevant organisations, progresses and the local community regarding relevant matters pertinent to our operations. NSW's planning system requires proponents to demonstrate that risks are acceptable before consent is granted. Rather than a penalty-based approach, the system focuses on risk prevention, enforced through strict conditions of consent and operational controls.
58	Perhaps the guarantee of safe operations, once promised, should be supported by a massive penalty fund for any failure to meet that promise.	

		Ampol remains committed to meeting these obligations.
59	With no Western Sydney Airport Fuel line - would it be anticipated that the fuel for the new airport be collected by trucks via Captain Cook Drive?	No. The Kurnell Terminal does not load fuel tankers. Fuel is transferred via pipeline to other terminals, and the potential BESS project will not change this.
60	During normal operations what are the expected operating gas & emf emissions from the proposed BESS?	There would be no off-gas emissions from the potential BESS under normal operating conditions. EMF emissions from BESS units are low and will be assessed in the EIS to ensure compliance with ARPANSA standards and relevant Australian safety guidelines.
61	As you are increasing the risk to residents, how will you compensate each and every land owner in Kurnell? What compensation will we receive in the event of an incident?	The potential project must demonstrate that risks to the community are acceptable under NSW planning legislation before approval is granted. As such, there is no basis for blanket compensation for landowners under a compliant development.
62	How will landowners be compensated for the depreciation of land values due to the proposed risks of the development?	Land value is influenced by many external factors and is not a direct consideration under NSW planning legislation. Instead, the planning system ensures that only safe and compatible developments proceed. The potential BESS project must demonstrate its safety and compliance with all relevant laws to gain approval.
63	Will Ampol compensate for any increase in our home insurance premiums due to the increased risk they will cause?	Insurance premiums are determined by individual insurers based on a variety of risk factors. As the potential BESS must demonstrate that it does not pose unacceptable risk, it is not expected to impact insurance classifications for residential areas.
64	What sort of insurance compensation would be provided in the event of 2,500 plus residents claiming respiratory ailments or worse health issues, not including residents of neighbouring suburbs. Point to note: the prevailing winds in the Sydney area are North Easterly and Southerly potentially affecting Cronulla districts and Eastern suburbs.	The potential project must comply with strict risk thresholds established by NSW Government guidelines, including HIPAP and EPA standards. The potential BESS will not be approved unless all potential impacts, including those related to emissions and public health, are deemed acceptable and manageable. In the unlikely event of a serious incident, existing public health, insurance, and legal frameworks would apply.

TRANSPORT / TRAFFIC		
65	Please provide a full traffic management plan, including the proposed Bidhiinga Beach development, the BESMAW development.	A Traffic and Transport Impact Assessment would be included in the EIS. This will detail: • Construction traffic routes • Expected vehicle volumes • Operational traffic impacts It would also consider cumulative impacts from other developments, such as the Bidhiinga Beach and BESMAW projects, in line with NSW planning guidelines.
66	How many vehicle movements are we to expect for fuel, battery and infrastructure transport.	Fuel is transported via pipeline, not trucks, from the Kurnell Terminal. This will not change. During construction, there will be temporary increases in vehicle movements, which will be modelled and assessed in the EIS. Once operational, the potential BESS will generate minimal traffic, limited to routine maintenance and monitoring.
67	How was the community working group established? Who was invited and how was the group selection advertised within the community?	A formal community working group for the potential Kurnell BESS has not been established, Ampol will continue to engage and communicate through a range of platforms including newsletters, drop-in sessions and website.

68	As we drive out of Kurnell on our one lane road behind a large line of cars blocked by a truck doing well below the speed limit do you understand and acknowledge the trust deficit that you have created over the last few years starting with the spill in 2022 followed by the underhanded sale of what could've been community land along with residents still suffering from the effects of the spill in their backyard as well as odours still being emitted from your site as recently as two weeks ago when it is clear that as per your license to operate, you are not allowed to emit odours, do you understand and acknowledge that the community and more specifically the Residents Incorporated Association is vehemently opposed to the BESS project based upon the fact that we cannot trust your organisation to look after us as your neighbours?	Our commitment to supporting community forms part of our Sustainability Strategy. We have been operating in Kurnell for the last 70 years, and continue to be committed to engaging with the community. We understand that there may be varying perceptions of Ampol within the local community, and will continue to address and work with the residents on relevant issues as they arise.
69	Why is a site so close to the ecologically sensitive Towra Point Nature Reserve, when industrial zones farther from protected wetlands could minimise environmental risks?	The potential BESS site is located on previously developed industrial land within an established industrial precinct. Initial ecological investigations indicate that this part of the site does not contain sensitive ecological values and is physically separated from Towra Point by existing infrastructure. Its location allows efficient connection to nearby high-voltage electricity infrastructure, which is essential for delivering grid support. The EIS will confirm the absence of direct or indirect impacts to Towra Point and will include ecological protection measures during construction and operation.
70	What specific grid or infrastructure constraints necessitate placing the BESS, given the potential for runoff or	Battery Energy Storage Systems (BESS) operate most effectively when located close to major grid infrastructure and electricity demand centres. The Kurnell site is adjacent to the 132kV Ausgrid South Zone Substation and is close to the Sydney metropolitan load centre, making it strategically suitable to support grid stability.

	fire-related contamination affecting Towra Point's wetlands?	Locating the potential BESS here reduces the need for additional transmission infrastructure and allows the project to utilise existing industrial land, minimising environmental disturbance.
71	How does the proposal justify its location when sites like Ashtead Common, rejected for proximity to a Site of Special Scientific Interest, highlight the risks of BESS near protected ecosystems like Towra Point?	The Kurnell site is located within an existing industrial precinct, adjacent to operational facilities such as the terminal and desalination plant. Unlike some overseas examples, the potential BESS is not in or adjacent to a residential or undeveloped conservation area. Initial ecological studies suggest the potential BESS would have no direct impact on the Towra Point Nature Reserve or its Ramsar values. A full biodiversity assessment will be included as part of the EIS.
72	What measures ensure the BESS won't exacerbate existing threats to Towra Point, such as pollution and weed infestation, previously worsened by the Kurnell Refinery's 31 oil spills between 1957 and 1987?	Any potential environmental risks including stormwater runoff, weed spread, and habitat disturbance, will be addressed in the EIS. Ampol already implements weed control measures at the site.
73	How does the proposal align with Australia's Ramsar Convention obligations to protect Towra Point's wetlands, given the risk of chemical leaks or fires disrupting migratory bird habitats?	Initial investigations indicate the potential BESS will not impact the ecological values that underpin Towra Point's Ramsar listing. This will be verified through a detailed biodiversity assessment included in the EIS.
74	What studies have been conducted to assess the risk of toxic fume dispersion from a BESS fire affecting Towra Point's mangroves, seagrasses, and migratory birds, as seen in the 2025 Moss Landing fire's impact on nearby residents?	The risk of toxic gases and thermal runaway will be assessed as part of the PHA, as referenced in responses to Questions 15, 22 and 24.
75	How will construction activities, including heavy vehicle movements, avoid disrupting Towra Point's delicate wetlands, given the reserve's history	Initial investigations indicate the potential BESS will not impact Towra Point Reserve. The EIS will consider potential impacts (including construction activities and vehicle movements) of the project on all sensitive receivers.

	of erosion from human-induced activities like sand mining?	
76	What containment measures will prevent chemical runoff from battery leaks or fire suppression efforts from entering Towra Point's waterways, which support critical fish nurseries and seagrass meadows?	The potential BESS will include detention basins or other water management infrastructure to contain any water that may be contaminated by firefighting efforts or storm events. This water will be tested and treated before disposal, to protect against discharge entering Towra Point or surrounding ecosystems.
77	How will the BESS avoid contributing to weed infestation, like lantana, which has historically spread into Towra Point from adjacent sites, given the construction's potential to introduce invasive species?	Ampol already manages invasive species on site and in coordination with Sutherland Shire Council and National Parks. Measures to manage risks, including the spread of invasive weeds, will be discussed within the application and detailed within the Construction Environmental Management Plan (CEMP) for the project.
78	What biodiversity net gain enhancements are planned to offset the BESS's impact to Towra Point, and how do they compare to Ashtead Common's rejected proposal, where natural succession was deemed superior?	Initial investigations indicate the potential BESS will not impact Towra Point Nature Reserve and as such no mitigation is required. This will be verified through a detailed biodiversity assessment included in the EIS.
79	What specific WHS measures will prevent injuries to workers and firefighters, given the 2019 Arizona BESS explosion that hospitalised eight responders due to toxic fumes and blast injuries?	Safety is our top priority. The potential BESS will be designed and operated in accordance with strict Work Health and Safety (WHS) regulations, supported by technical risk assessments such as the Preliminary Hazard Assessment (PHA). Early testing by potential suppliers has shown that even under worst-case conditions, the battery systems being considered would not reach explosive thresholds. An emergency ventilation system would be installed to keep gas concentrations well below critical levels. All onsite teams and first responders should be trained in appropriate safety protocols and provided with protective equipment as required.
80	How will the BESS design address thermal runaway risks, which caused the 2021 Victorian Big Battery fire, to	Thermal runaway risk will be assessed in the Preliminary Hazard Assessment (PHA) and managed through a combination of design, battery chemistry selection, and fire safety systems.

	ensure no toxic fume exposure for nearby workers or residents?	Modern battery installations use modular enclosures and advanced monitoring systems to detect and respond to abnormal conditions early. The design for the potential Kurnell BESS will follow international best practice and NSW Government guidelines to ensure these risks are appropriately managed.
81	The prevailing winds are typically SE or NE which would result in toxic fumes blowing directly through either Kurnell or Boat Harbour. Has this been taken into account when it comes to the proposed BESS site in relation to surrounding housing?	Yes. Prevailing wind conditions, including southerly and north-easterly flows, are a key input in the Preliminary Hazard Assessment (PHA) and associated gas dispersion modelling. This modelling is used to assess worst-case scenarios, guide emergency response planning, and determine appropriate setbacks and buffer zones. Early modelling indicates that any potential off-gas emissions in the unlikely event of a fire would not impact the surrounding community. These assessments will be reviewed by independent experts and NSW Government agencies as part of the planning approval process
82	What emergency response protocols are in place to protect firefighters and residents, considering the 2025 Moss Landing BESS fire required days to extinguish and expose responders to hazardous conditions?	The Moss Landing incident provided important insights for the global BESS industry. Since then, the use of lithium iron phosphate (LFP) batteries, which are more thermally stable, has become more common. The potential Kurnell project would incorporate learnings from such incidents through: • Modular, outdoor battery enclosures to help limit fire spread • Emergency ventilation and fire suppression systems • Development of site-specific Emergency Response Plans (ERPs) • First responder training provided by equipment manufacturers to ensure safe and informed responses to any incident
83	How will the emergency response protocol address the single road in and out of Kurnell in the event of a fire. Has the proximity to the exit been taken into account?	Emergency response planning for the project will consider all local constraints, including access via Captain Cook Drive. The PHA and consultation with emergency services will identify and plan for alternate response routes, traffic management, and potential evacuation procedures. Work will be done with Fire & Rescue NSW, local authorities, and emergency planners to ensure a robust, coordinated response strategy is in place.
84	I've read that BESS cooling systems exceed 55 decibels. Do you know how loud these fans will be? How will noise be mitigated to prevent WHS issues like stress or sleep disruption for workers and nearby residents?	Cooling fans are a standard component of BESS enclosures, but they do not operate continuously, fan use varies depending on ambient temperature and weather conditions. Lower temperatures generally require less cooling, meaning fan operation at night will typically be less. Preliminary noise modelling has been completed, and the potential BESS has been strategically located to ensure that any operational noise remains within existing site limits. A full Noise and

		Vibration Impact Assessment will be included in the EIS, which will assess expected fan noise profiles across different times of day, including evenings. If required, additional mitigation measures will be implemented.
85	What training and PPE will be provided to workers handling lithium-ion batteries, given the risk of chemical burns and respiratory harm from potential leaks or fires?	Workers will receive task-specific training and be provided with personal protective equipment (PPE) appropriate to their role. At the utility scale, BESS units are factory-sealed and modular, meaning workers generally do not handle individual battery cells. Training will focus on safe installation, operation, and emergency response, in line with Australian WHS standards.
86	What financial assistance will be given to Kurnell residents to better prepare their homes in the event of a fire to provide a 100% guarantee toxic fumes can be avoided until evacuation can be arranged?	No financial assistance is proposed, as the potential project must demonstrate that it can operate safely under NSW planning frameworks.