

Kingswood BESS



Independent Planning Commission Presentation
Iberdrola Australia
29 January 2026

1. Opening Statement

Presenter: Michael Chilcott (IPC Panel Chair)
Time: 11:30am to 11:35am - 5 minutes

Acknowledgement of Country

Iberdrola Australia acknowledges the Traditional Custodians on whose lands we live and work.

We recognise and respect their continuing connection to land, waters and community.

We pay respect to all Aboriginal and Torres Straits Islander Peoples throughout Australia, and to their Elders past and present.

Agenda



1. Opening Statement	Michael Chilcott (IPC Panel Chair)	5 minutes
2. Applicant Introductions	Maria Caruda & Igor Brandao (Iberdrola Australia)	5 minutes
3. Overview of Application and Amendments	Jose Opazo (Iberdrola Australia)	15 minutes
Project evolution and timeline		
Project overview		
Project benefits		
4. Comments on the Department's Assessment Report	Jose Opazo (Iberdrola Australia)	5 minutes
5. Key Issues	Glynn Diwell (Arcadis)	20 minutes
6. Comments on the Department's Recommended Conditions	Maria Caruda (Iberdrola Australia)	2 minutes

2.

Applicant Introductions

Presenter: Maria Caruda and Igor Brandao (Iberdrola Australia)
Time: 11:35am to 11:40am - 5 minutes

Applicant Representatives – Iberdrola Australia



Igor Brandao
EGM Development



Jose Opazo
Development Manager –
Kingswood BESS



Maria Caruda
GM Development NSW



Jonathon Cini
GM Stakeholders &
Communities

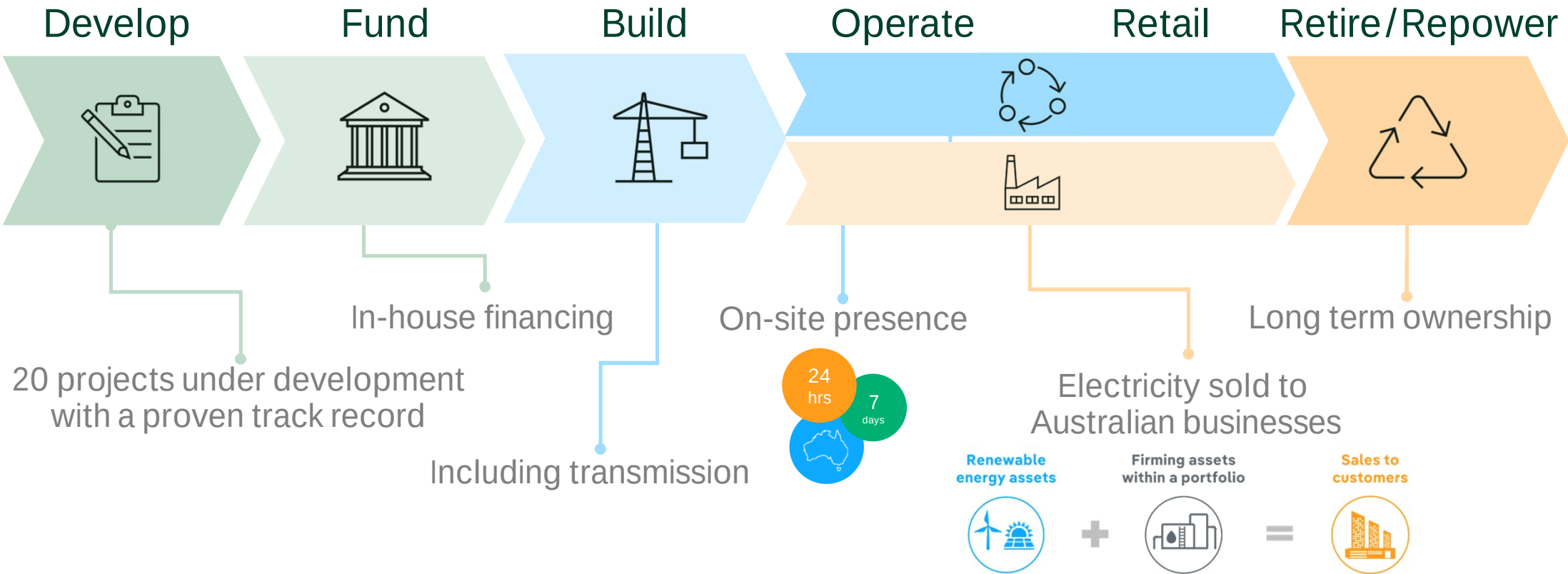


Glyn Diwell
Associate Technical Director
Environment

Applicant – Iberdrola Australia

- Iberdrola Australia Development Pty Ltd, a subsidiary of Iberdrola Australia Limited (Iberdrola), is the proponent for the State Significant Development Application (SSD-63207219) Kingswood BESS.
- The Kingswood BESS team has worked closely with Arcadis as the lead environmental and planning consultant, along with a team of specialists, to prepare the SSD Application, including:
 - ❑ Moir Studio
 - ❑ Resonate Consultants
 - ❑ Sherpa Consulting
 - ❑ Bushfire Consulting Services
 - ❑ OzArk Environment & Heritage
 - ❑ HillPDA Consulting
 - ❑ GHD
 - ❑ Queensland Power System Design
 - ❑ AECOM
 - ❑ Sonus
 - ❑ Marshall Day Acoustics

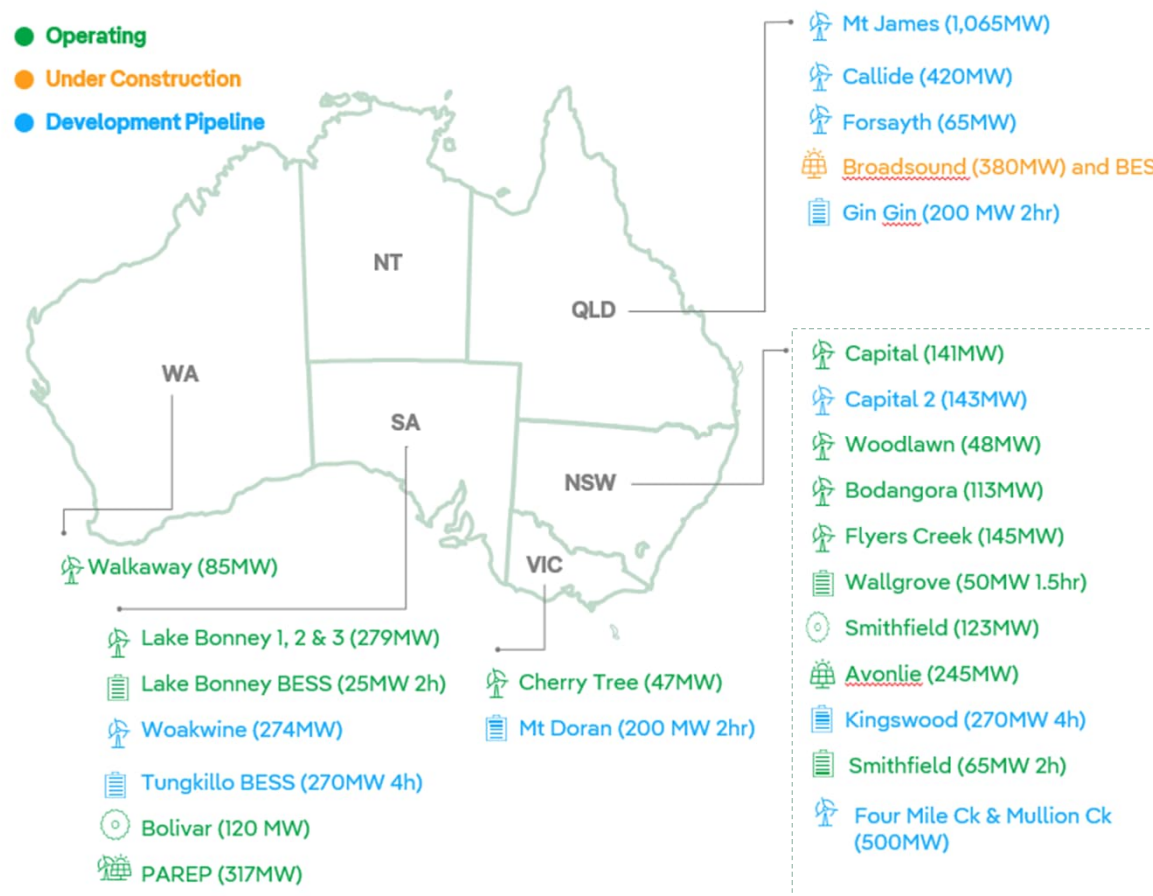
Applicant - What we do



Long term owner and local operator of generation assets

Applicant –Assets

- Australia's leading renewable and firming developer, owner, operator and electricity retailer (C&I).
- Working closely with farmers and regional communities over the last 20 years in Australia.
- Iberdrola Australia operates 13 renewable energy and firming assets in Australia.
- Two projects under construction and a pipeline of +6 GW in development.



3.

Overview of Application and Amendments

Presenter: Jose Opazo (Iberdrola Australia)
Time: 11:40am to 11:55am - 15 minutes

Project Evolution

The Project design evolution has included material impact minimisation steps to account for:

- Technical studies and ongoing design development;
- Feedback from the community and key stakeholders; and
- Advice from government agencies and assessment requirements identified by the DPHI.

Since the EIS submission, the Project design has been progressively refined to:

- Reduce environmental, traffic and amenity impacts;
- Improve site layout, access arrangements and constructability;
- Respond to community feedback;
- Accommodate changes to grid connection strategy and Tamworth substation owner requirements; and
- Strengthen consistency with the planning framework and assessment outcomes.

This process has resulted in a more robust, efficient and impact-minimised project that is better aligned with stakeholder and community expectations and long-term operational outcomes.



Project Timeline



Project Overview - Location

Kingswood Battery Energy Storage System (BESS)

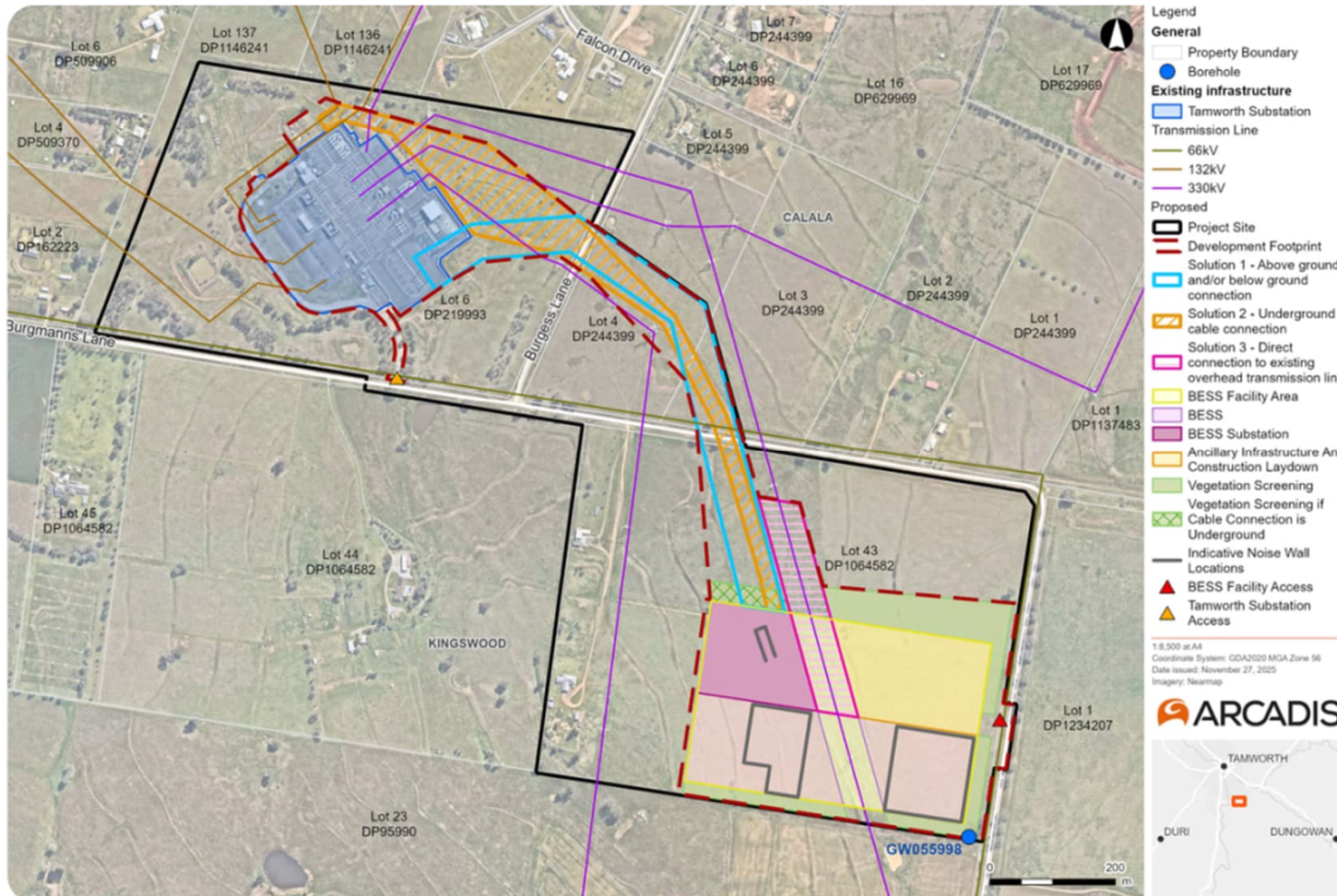
- State Significant Development for a standalone utility-scale battery energy storage facility.
- Located at 744 Burgmanns Lane, Kingswood, approximately 6km south-east of Tamworth, in the Tamworth Regional local government area.
- Installed capacity of up to 270MW with energy storage of up to 1,080MWh.
- Includes BESS infrastructure, on-site substation, and connection infrastructure linking the project to the existing transmission network.
- The site is located in close proximity (800m) to the Tamworth substation and existing high-voltage transmission infrastructure, enabling and efficient and low impact connection to the grid.
- The site has been selected to **leverage existing grid infrastructure, supporting efficient connection and contributing to energy security, grid reliability and system stability.**

“The project has been designed to avoid key constraints, including high value agricultural land, amenity impacts, watercourses and native vegetation, while maintaining its ability to utilize the existing electricity infrastructure and road network.”

SSD Assessment Report (SSD-63207219) – pg. 39



Project Overview - Site



Up to 270 MW
Power

Up to 1,080 MWh
of storage

Lithium-ion
technology

330kV connection

108,000 homes

~\$458 Million

Project Overview – Key details

Life of Project	20 years
Site Details	Application lots: • Lot 43, DP1064582 • Lot 3, DP 244399 • Lot 4, DP 244399 • Lot 6, DP 219993 Project Site – 79ha Development Footprint 35.58 ha
BESS Capacity	• Up to 270 MW active power • Up to 1,080 MWh battery storage capacity
Project components	• Lithium-ion battery technology consisting of pre-assembled battery enclosures • lithium-ion type battery cells, associated control systems and HVAC (heating, ventilation and air conditioning) units • Power conversion system (PCS) incorporating inverters and transformers • Ancillary infrastructure (electrical switchroom, control and office building, security fencing) • On-site 33/330kV substation • High voltage transmission connection
Estimated development cost	\$458 million

Ancillary infrastructure	• Site access to the BESS from Ascot-Calala Road • Additional access into Tamworth substation to facilitate BESS connection from Burgmanns Lane • Internal site access road and parking • Operational and maintenance (O&M) building • Permanent office and staff amenities • Stormwater management infrastructure • Lighting, fencing and security devices • Noise acoustic barriers • Water tank • Landscaping and screening vegetation
Construction Workforce	Up to 100 full-time equivalents (FTE) would be required for construction during the Project peak
Vehicle Movements	• Up to 80 light vehicles per day (80 in and 80 out) during the construction works phase • Up to 80 heavy vehicles per day (80 in and 80 out) during the construction works phase
Operational Workforce	Up to 2 FTE employees during operation
Operational Hours	24 hours, 7 days a week

Project Benefits



The Department considers that the project would have positive social and economic impacts on the local community.

The project would provide flow-on benefits to the local community, including up to 100 construction jobs during peak construction and a capital investment of \$458 million.

SSD Assessment Report (SSD-63207219) – pg. 36



Provide additional financial benefits to host properties and nearby residences



Deliver dedicated direct funding towards employment, local supply chain investment and community development to support grassroots and community organisations



Provide benefits to the community via strategic community partnerships and through a Voluntary Planning Agreement with the Tamworth Regional Council



Deliver energy credits to neighbours and dwellings situated along the designated transport route



Create local employment opportunities for First Nations and the community during construction and ongoing operations



Provide benefits to local businesses and suppliers throughout the lifecycle of the project

Application Amendments

Amendment Report 1

(April 2025)

Focused on refining the project design and grid connection options to improve technical certainty.

- Introduced alternative HV connection options to Tamworth Substation (overhead, underground, cut-in).
- Expanded site/envelope to capture all potential grid infrastructure.
- Updated operational noise modelling based on revised battery technology.
- Reflected ongoing consultation with TransGrid on connection feasibility and constructability.

Amendment Report 2

(October 2025)

Responded mainly to transport, access and construction logistics matters raised by TfNSW, Council and Transgrid.

- Expanded project site to include Tamworth Substation switchyard.
- Added temporary access via Burgmanns Lane using existing substation access.
- Revised OSOM transport routes following TfNSW and Council consultation.
- Updated local road upgrades associated with OSOM movements.
- Updated construction traffic volumes based on refined methodology.

4.

Comments on the Department's Assessment Report

Presenter: Jose Opazo (Iberdrola Australia)
Time: 11:55am to 12:00pm - 5 minutes

Comments on the Department's Assessment Report

Iberdrola Australia are comfortable with the Department's Assessment Report. The following points are provided to clarify a small number of matters and ensure accuracy and completeness for the IPC's consideration:

VPA Status

The Assessment Report notes that an agreement has been reached with Council on VPA.

The Applicant would like to clarify that while productive discussions are well progressed, a final agreement has not been executed yet.

Final negotiations are underway and full execution is anticipated shortly.

Community Engagement

While the Assessment Report appropriately summarises government agencies and Council consultation, the Applicant notes that extensive direct community engagement has also been undertaken throughout the development of the project, including:

- 4 community drop-in sessions throughout 2024 and 2025;
- Multiple face-to-face meetings with adjacent, near neighbours and key community groups, including Tamworth LALC, TAFE NSW, Clontarf Foundation, Tamworth RFS, Tamworth Chamber of Commerce, DPIRD;
- Multiple face-to-face meetings and phone calls with residents along Whitehouse In and Ascot-Calala Rd relevant sections;
- Multiple face-to-face meetings and phone calls with near neighbours regarding project updates and engagement; and
- Community Survey conducted in 2025 with 250 respondents.

Amendment Reports (1 & 2)

The Assessment Report accurately acknowledges the submission and assessment of Amendment Reports.

The Applicant notes that amendments were primarily undertaken to ensure all agency and stakeholder feedback was fully captured and assessed within a single, robust SSD application.

The Applicant notes that the amendments demonstrate an iterative and responsive approach to project design, stakeholder feedback and impact management.

5. Key Issues

Presenter: Glyn Diwell (Arcadis)
Time: 12:00pm to 12:20pm - 20 minutes

“On balance, the Department considers that the project is in the public interest and is approvable, subject to the recommended conditions of consent”

“On balance, the Department considers the site to be appropriate for a BESS, as it has ready access to major electricity transmission network infrastructure and aligns with the objectives of the New England North West Regional Plan 2036.”

“The project would provide additional and substantial investment towards improving the reliability of the energy network, storage and firming capacity to the National Energy Market, and additional services to assist grid stability, including frequency control ancillary services.”

*NSW Department of Planning, Housing and Infrastructure, Kingswood BESS
State Significant Development Assessment Report (SSD-63207219), December 2025.*

Visual Impact



The Department considers that there would be no significant visual impacts on surrounding residences, due to the undulating topography, scattered vegetation and existing transmission and energy infrastructure.

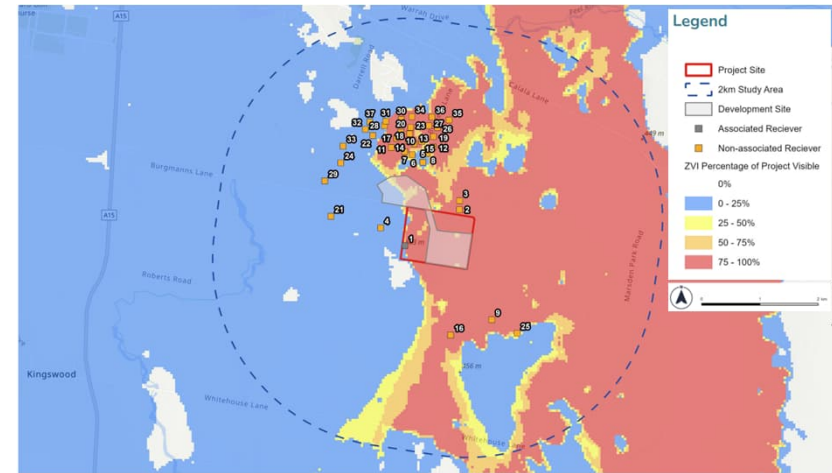
SSD Assessment Report (SSD-63207219) – pg. 39

Landscape and visual impacts to surrounding receivers was a key issue assessed in the EIS, with concerns including:

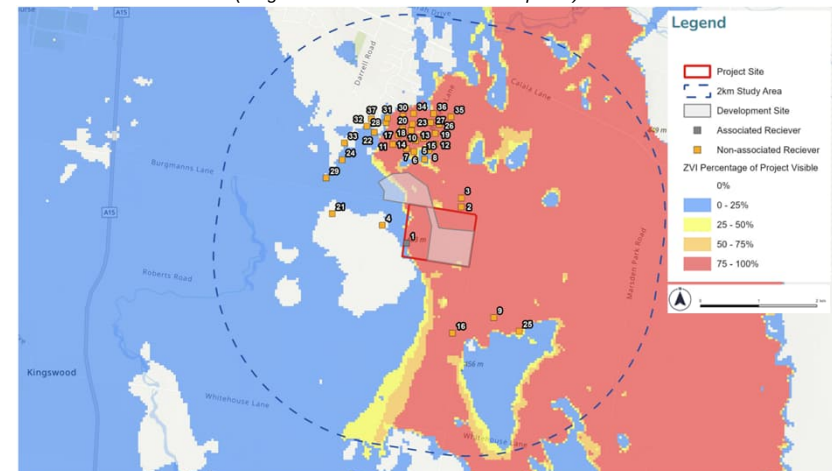
- Receiver views towards construction activities associated during construction.
- Receiver views towards the BESS facility during operation.
- Impacts to neighbouring receivers associated with night lighting of the BESS facility.

A Landscape and Visual Impact Assessment (LVIA) was prepared for the EIS and updated for the Amendment Report 1.

- Due to the temporary nature of construction, impacts during this stage are considered **unlikely to have significant visual impacts** to surrounding receivers.
- As per the EIS, visual and landscape character impacts during operation of the Project ranged between very low to low. Additional assessment of visual impacts associated with transmission connection Solution 3 (connection to existing overhead transmission line) were **considered low**.



Solution 1 (Existing above and/or below ground high voltage transmission connection) - Zone of visual influence (Kingswood BESS Amendment Report 1)



Solution 3 (Direct connection to overhead transmission line) - Zone of visual influence (Kingswood BESS Amendment Report 1)

Visual Impact

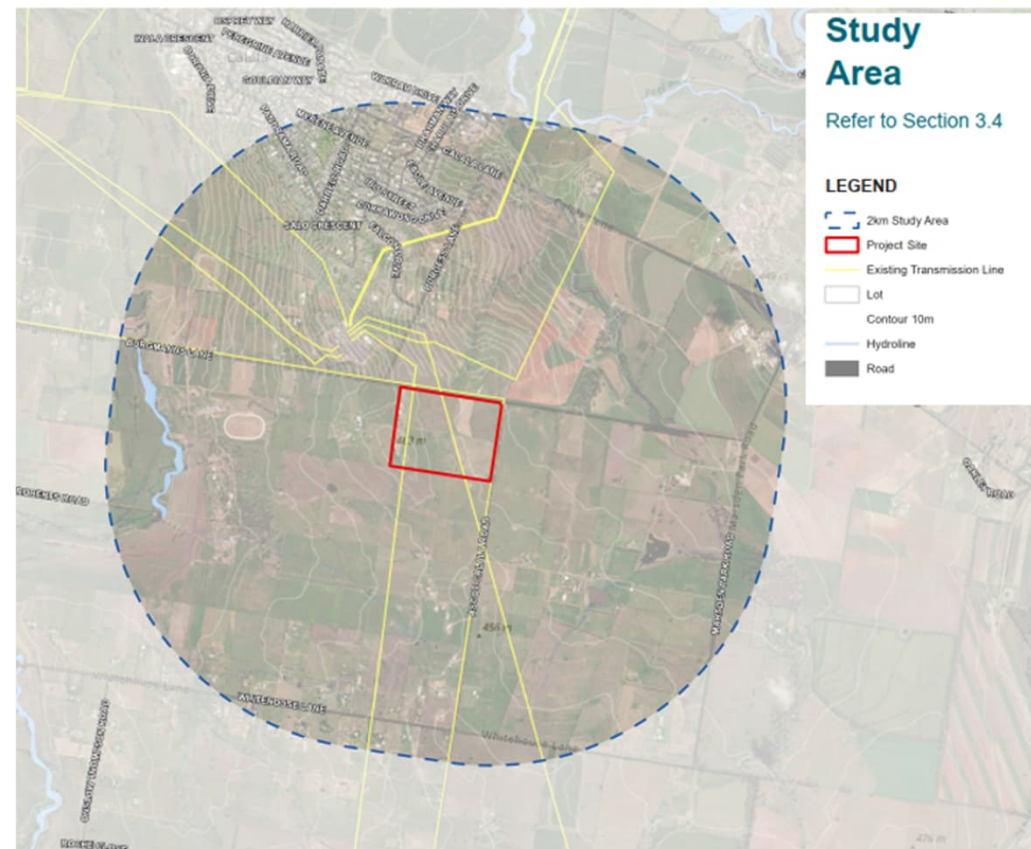
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The Department considers that the project would have limited impact on the visual landscape of the region, and that the project is unlikely to modify the existing visual catchment. The project's small size would be a minor cumulative extension of the existing and approved energy infrastructure in the immediate vicinity of the project.

SSD Assessment Report (SSD-63207219) – pg. 29

Proposed mitigation measures:

- Use of materials that integrate with the surrounding landscape.
- Installation and maintenance of landscaping, including screen planting along the north, east and south of the BESS facility, prior to commencing construction.
- Consultation with neighbouring properties to ensure screening locations and dimensions are appropriate to mitigate views of the Project.
- Installation of low intensity external lighting, shining below the horizontal and compiling with AS/NZS 4282:2023 – *Control of Obtrusive Effects of Outdoor Lighting*.



Study Area (Kingswood Battery Energy System LVIA, 2024)

Noise



The Department considers the project would not result in unacceptable noise amenity impacts, and that operational noise can be effectively managed through mitigation measures including noise walls, battery enclosure orientation and management of fan speeds.

SSD Assessment Report (SSD-63207219) – pg. 40

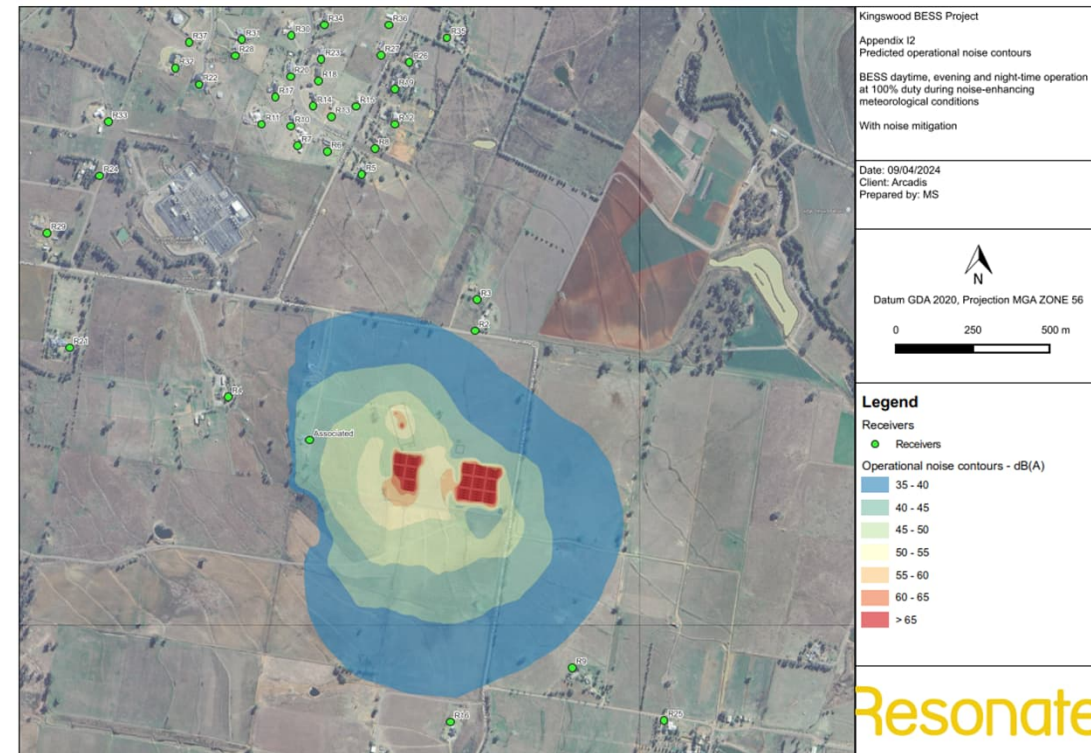
Noise and vibration impacts were a key issue for stakeholders, including noise generated by construction plant and equipment and operational noise (e.g. cooling fans). To address these concerns:

- A Noise and Vibration Impact Assessment (NVIA) was prepared for the EIS in accordance with the SEARs.
- Following project refinements, updated operational and construction noise assessments were prepared as part of Amendment Report 1.

These assessments concluded that:

- Non-associated receivers surrounding the Project are **not expected to be highly noise affected during construction**, even if the Tamworth BESS and Calala BESS are constructed concurrently.
- Operational noise is **predicted to comply with the Noise Policy for Industry** (NPfI) criteria under typical conditions (90% of the time).
- Under worst-case meteorological conditions (up to 10% of the time), limited exceedances of the NPfI are predicted at a small number of receivers, which are addressed through mitigation and management measures.

- Road traffic noise from construction and operation, including cumulative scenarios, **would comply with the EPA's Road Noise Policy**.
- Construction vibration **would not impact surrounding non-associated receivers**, and no operational vibration sources are expected.



Noise



The Department considers the construction noise impacts at surrounding receivers for the project can be managed, noting the noisiest construction activities would last less than three weeks in locations that may affect nearby sensitive receivers, construction would be limited to daytime hours, and subject to the recommended conditions including the ICNG best practice requirements to minimise construction noise.

SSD Assessment Report (SSD-63207219) – pg. 14

Proposed mitigation measures:

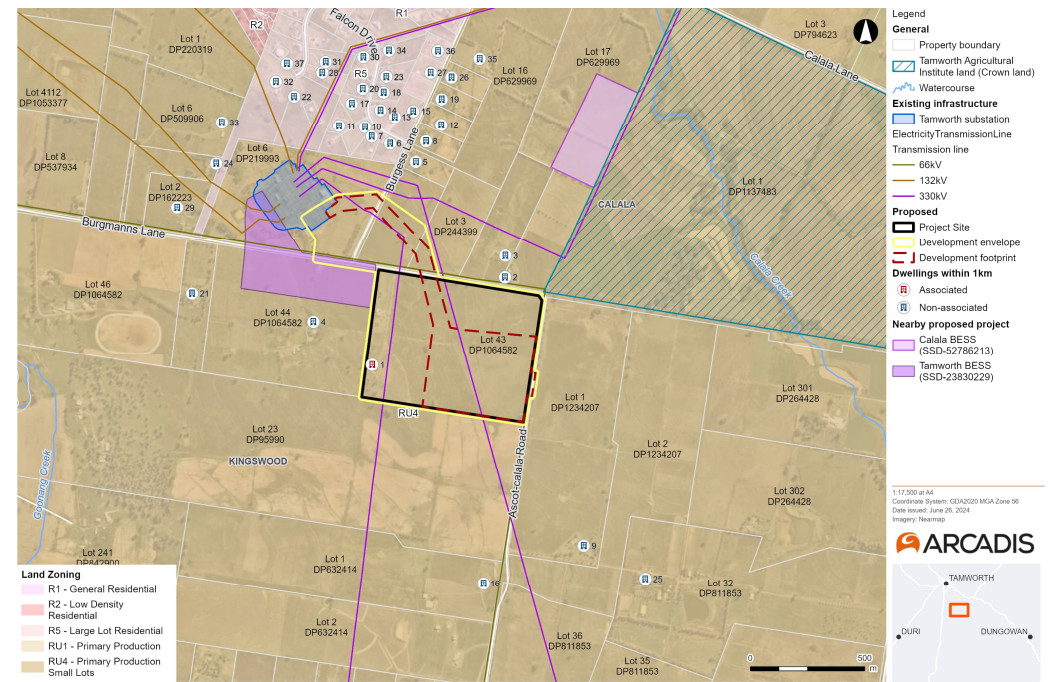
Construction:

- Preparation of a Construction Noise and Vibration Management Plan (CNVMP) prior to commencement of works.

Operation:

- Operational noise would be managed in accordance with CoA B24-B28, including compliance with the NSW NPfI (EPA, 2017) and the Project's approved noise limits at all non-associated receivers.
- Preparation of a Design Noise Verification Report to confirm operational noise.
- Post-commissioning operational noise monitoring within 3 months of commencement of operation.
- Implementation of contingency measures where monitoring identifies exceedances or elevated risk of exceedance.

- Provision of receiver-based architectural treatments in accordance with the recommended Conditions of Approval, where noise levels are predicted to exceed the NPfI objectives for more than 10% of any season, in consultation with affected landowners.



Associated and non-associated receivers (Kingswood Battery Energy System EIS, 2024)

Traffic and Transport

“Subject to the recommended conditions, and noting no outstanding concerns from TfNSW and Council regarding the traffic and transport measures, the Department is satisfied that the project would not result in significant impacts on road network capacity, efficiency or safety.”

SSD Assessment Report (SSD-63207219) – pg. 22

The main increase in Project-related traffic would occur during the 12 to 15-month construction period, with peak impacts limited to a few months, noting:

- Construction related traffic would be temporary.
- Peak daily vehicle movements during construction would be up to 80 heavy vehicles and 80 light vehicles.
- Heavy vehicles would access the BESS facility via the **New England Highway, Whitehouse Lane and Ascot-Calala Road.**
- Heavy vehicles would access the Tamworth substation by continuing north from the BESS facility access along Ascot-Calala Road and turning left into Burgmanns Lane.
- The existing road network is expected to be able to accommodate construction related traffic. Additional traffic generated by the Project is expected to be relatively minor compared to existing traffic volumes.
- Cumulative traffic volumes are estimated to be slightly higher than the Level of Service (LOS) C threshold, but well below LOS D.
- Operational traffic would be minimal.



Ascot-Calala Road



Burgmanns Lane (left) and Burgmanns Lane causeway (right)



Whitehouse Lane (left) and intersection of Whitehouse Lane / New England Highway (right)

Project heavy vehicle access route (Kingswood BESS Amendment Report 2, 2025)

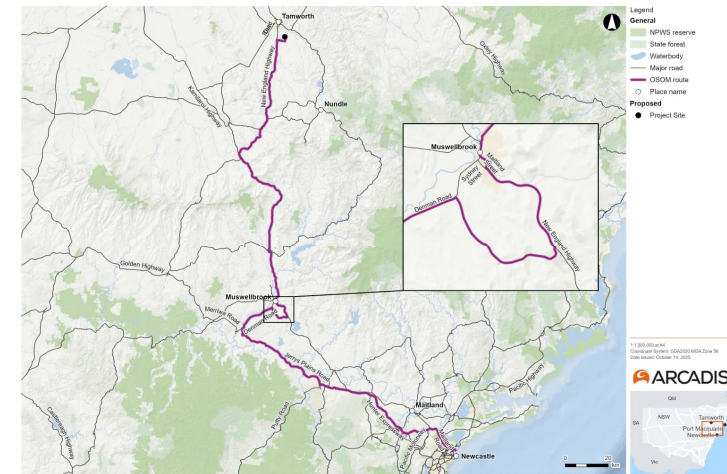
Traffic and Transport

- Up to 10 high-risk HVs requiring escort are proposed for construction, upgrading or decommissioning of the Project.
- OSOM traffic movements would be required to travel to and from the Project via the following route options:
 - Route option 1 via Muswellbrook:** following Thomas Mitchell Drive, Bell Street, Victoria Street and Market Street, the new England Highway, Whitehouse Lane and Ascot-Calala Road.
 - Route option 2 bypassing Muswellbrook:** following Denman Road, Bengalla Road, Kayuga Road, Ivermein Street, Stair Street, Dartbrook Private Mine Access Road, the new England Highway, Whitehouse Lane and Ascot-Calala Road.

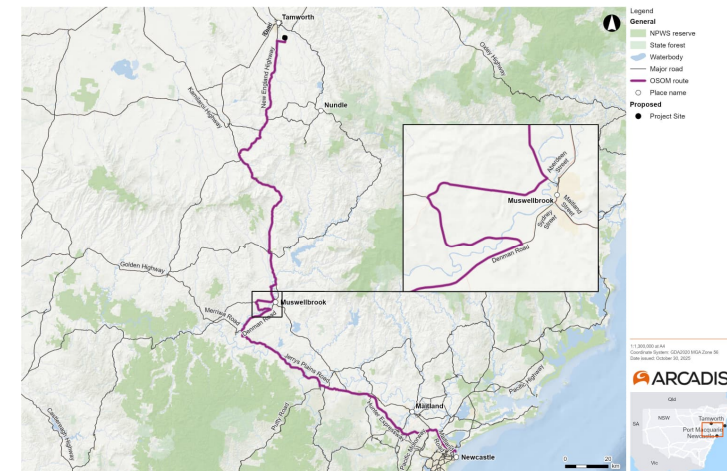
Proposed mitigation measures:

A Construction Traffic Management Plan (CTMP) would be prepared prior to construction to mitigate potential construction traffic impacts. The CTMP would address the following aspects:

- Site access and traffic management.
- Workforce and parking.
- OSOM and hazardous movements.
- Environmental and safety measures.
- Consultation and coordination.
- Monitoring and review.



Option 1 – OSOM Route (Kingswood BESS Amendment Report 2, 2025)



Option 2 – OSOM Route (Kingswood BESS Amendment Report 2, 2025)

Fire



The Department considers the fire and hazard risks for the project can be managed, subject to the recommendations of the PHA, preparation of a Fire Safety Study, and the Department's recommended conditions of consent.

The Department consulted with RFS throughout the assessment and in preparing conditions of consent, who advised the Bushfire Assessment Report adequately addressed the requirements of RFS's Planning for Bush Fire Protection 2019.

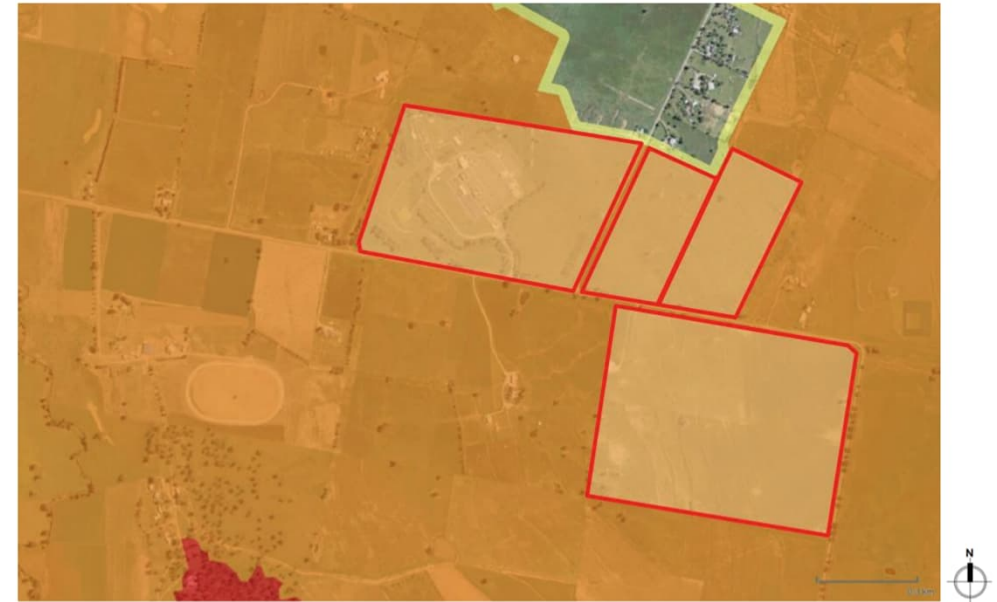
SSD Assessment Report (SSD-63207219) – pg. 24

Fire risk has been assessed for both:

- Internal BESS-related fire scenarios (assessed under PHA), and
- External bushfire risk affecting the site (Bushfire Risk Assessment)

Assessment outcomes

- The risk of fire originating from battery units is expected to be low, with no significant off-site impacts identified.
- Credible BESS fire scenarios (e.g. thermal runaway, electrolyte release, gas generation, overheating, lighting strike) were assessed and are not expected to result in significant impacts beyond the site boundary.
- The Project is located on land mapped as Category 3 bushfire prone land, and bushfire risk has been assessed in accordance with NSW RFS requirements.



Bushfire prone land (Kingswood BESS EIS, 2024)
Project Site location outlined in yellow



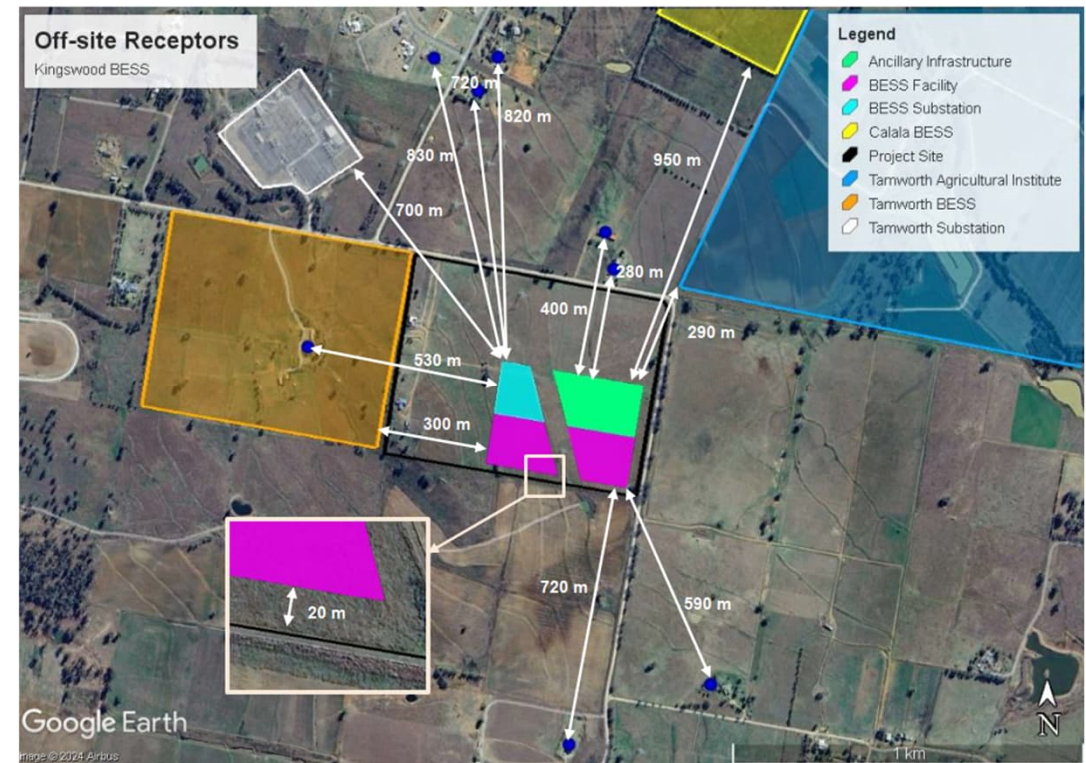
Fire

Proposed mitigation measures – PHA

- Preparation and implementation of:
 - ❑ Fire Safety Study
 - ❑ Emergency Management Plan, including Emergency Services Information Package and responder induction
- Incorporation of compliant separation distances between BESS units and infrastructure
- 24/7 monitoring and alarm systems to detect abnormal conditions and enable rapid response
- Provision of a minimum 10 m trafficable fire break and compliant Asset Protection Zones (APZs)
- On-site fire-fighting water supply (minimum 20,000 L)

Proposed mitigation measures – Bushfire risk

- A minimum 12 m trafficable APZ around all project infrastructure, including laydown areas
- 4 m wide all-weather emergency access track
- Undergrounding of electrical infrastructure where practicable
- Bushfire Emergency Management and Evacuation Plan
- Fire Management Plan prepared in consultation with NSW RFS Tamworth Fire Control Centre
- Compliance with Planning for Bushfire Protection 2019



Separation distances to off-site receptors (Kingswood BESS PHA, 2024)

Biodiversity



the Department and CPHR consider the project is unlikely to result in a significant impact on biodiversity values.

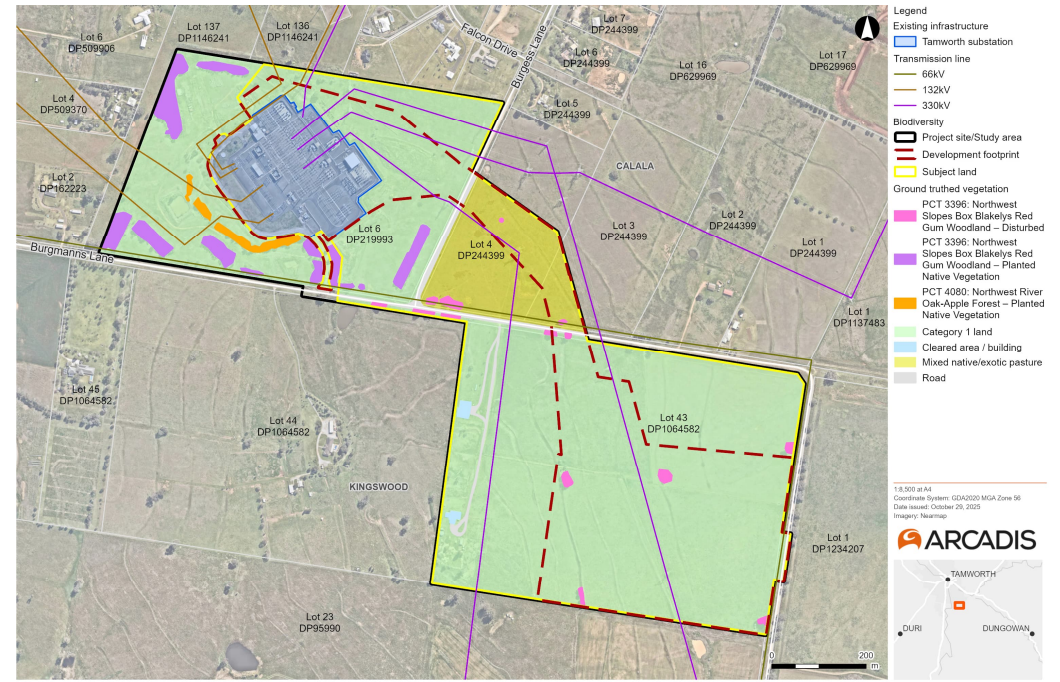
CPHR raised no issues with the final project and advised that the BDAR met all relevant requirements.

SSD Assessment Report (SSD-63207219) – pg. 31

- Iberdrola has designed the project to avoid areas of significant biodiversity value across the site, including areas of higher quality vegetation.
- A total of 4.02 ha of native vegetation would be cleared for the Project, including 0.22 ha of PCT 3396 Northwest Flats Box-Blakely's Red Gum Forest, which conforms to Critically Endangered Ecological Community (CEEC) listing under the Biodiversity Conservation Act 2016 (BC Act).
- No threatened flora or threatened fauna habitat is being cleared as part of the Project.

Proposed mitigation measures:

- Retire the applicable biodiversity offset credits in accordance with the NSW Biodiversity Offsets Scheme.
- A Biodiversity Management Plan would be prepared prior to carrying out any development and in consultation with CPHR and to the satisfaction of the Planning Secretary.



Ground-truthed vegetation (Kingswood BESS Amendment Report 2 (2025))

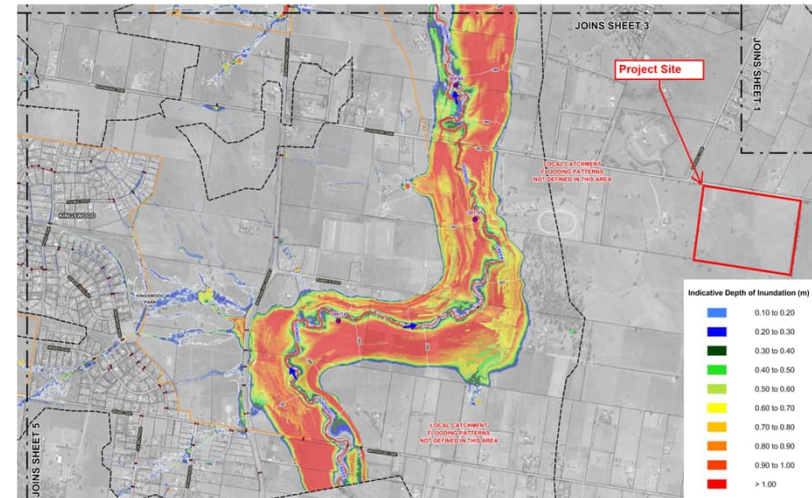
Flooding and Water Supply

“No other government agencies consulted (including CPHR) raised any concerns in relation to the flood impacts of the development. As such, the Department considers the potential additional flood impacts associated with the development to be minor and can be managed through the proposed conditions of consent.

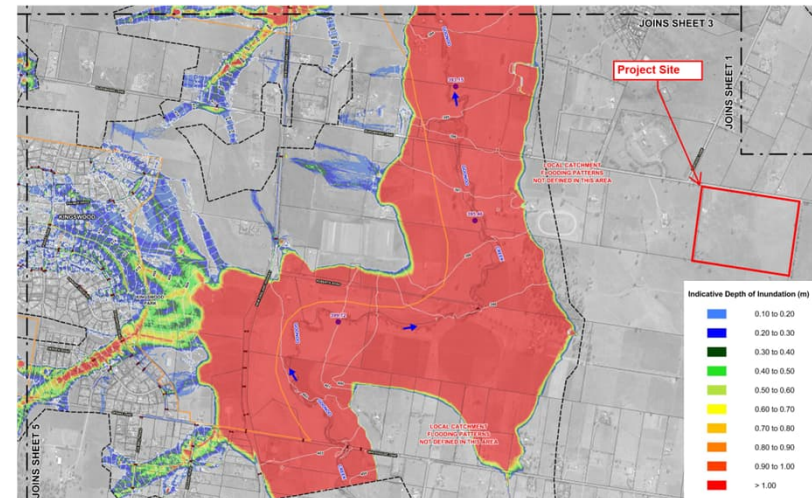
The Department is satisfied that Iberdrola has demonstrated that sufficient access to viable water supply is available.

SSD Assessment Report (SSD-63207219) – pg. 33 and 34

- The Project is not located on flood prone land and has negligible impact on groundwater resources.
- The Hydrogeological Assessment confirms negligible impact on groundwater resources.
- Potential for erosion and sedimentation to occur during construction and/or operation, migrating off-site into waterways.
- Potential for spills or leaks of acidic or corrosive components or hydrocarbon fuels during construction and/or operation.
- Potential to encounter unexpected contaminated material or acid sulphate soils during construction.



Flood depth mapping – 20-year ARI (5% AEP) (Kingswood BESS EIS (2024))



Flood depth mapping – Probable Maximum Flood (PMF) (Kingswood BESS EIS (2024))

Flooding and Water Supply

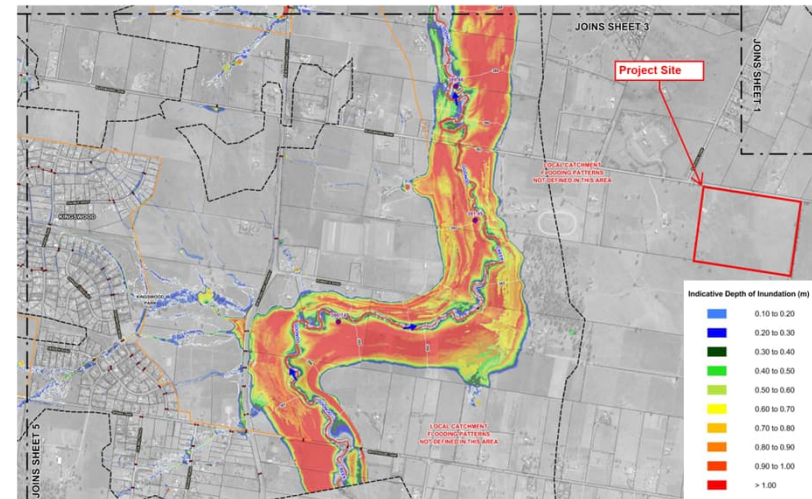
- Water supply options assessed:

- ❑ Rainwater and stormwater reuse: Capture and reuse on-site runoff in tanks and stormwater infrastructure for operational needs (no Water Management Act approvals required).
- ❑ Town water supply (Tamworth Regional Council): Potable water delivered via tanker under agreement with TRC; subject to drought restrictions but feasible in principle.
- ❑ Groundwater bore (existing or new): Use of existing bore or construction of a new bore subject to pump testing, Water Access Licence (WAL) and Water Supply Work Approval (WA), if required.

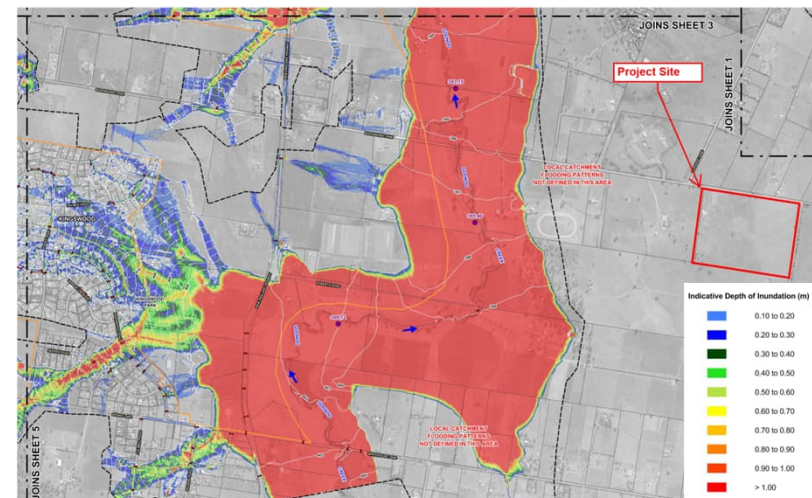
Final water supply strategy to be confirmed during detailed design and construction planning.

Proposed mitigation measures:

- Inclusion of flood emergency response protocols in the Traffic Management Plan and Emergency Management Plan.
- Installation of erosion and sediment control measures.
- Preparation of a spills procedure, included as part of the Environmental Management Strategy (EMS).



Flood depth mapping – 20-year ARI (5% AEP) (Kingswood BESS EIS (2024))



Flood depth mapping – Probable Maximum Flood (PMF) (Kingswood BESS EIS (2024))

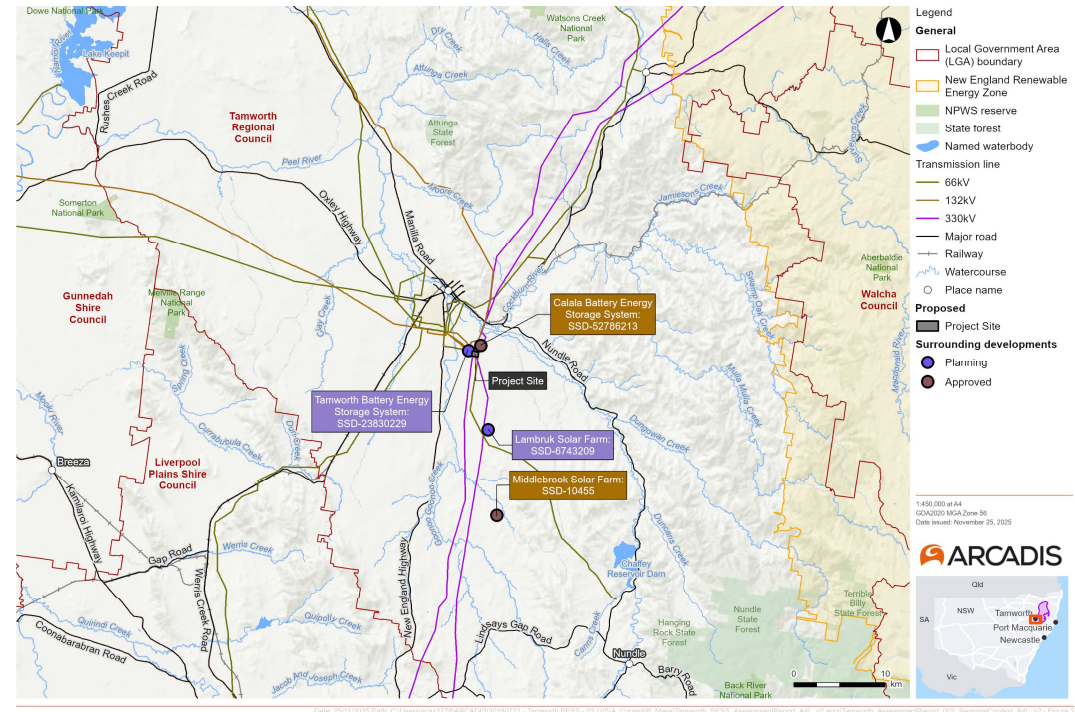
Cumulative Impact



The Department considers that any residual cumulative impacts associated with the project and surrounding operations, would be adequately managed through the proposed mitigation measures and conditions of consent.

SSD Assessment Report (SSD-63207219) – pg. 37

- Assessment of cumulative impacts have considered surrounding Projects, including:
 - Tamworth BESS.
 - Calala BESS.
 - Lambruk Solar Farm.
 - Goonoo Goonoo Road duplication.
 - Burgmanns Lane causeway replacement.
- Traffic and transport, noise and vibration, hazards and risk, visual amenity and social and economic cumulative impacts considered.
- All other issues are expected to have negligible or minor cumulative impacts.
- Iberdrola has committed to including a process to monitor the timing and location of other developments within the vicinity of the site in the EMS. If potential adverse cumulative impacts are identified, it would undertake consultation to ensure best outcomes.



Regional context (Kingswood BESS Assessment Report (2025))

Decommissioning and Rehabilitation



the Department considers that the battery would be suitably decommissioned at the end of the project life, or within 18 months if operations cease unexpectedly, and that the site would be appropriately rehabilitated.

SSD Assessment Report (SSD-63207219) – pg. 38

- The Project would be suitably decommissioned at the end of the project life, or within 18 months if operations cease unexpectedly, and the site would be appropriately rehabilitated, including removal of all infrastructure above and below ground (to a depth of 500 mm).
- Standard conditions for BESS projects would be implemented to cover the decommissioning and rehabilitation stage of the project life cycle, including decommissioning triggers and rehabilitation objectives.

Voluntary Planning Agreement (VPA), Social and Economic

“the Department considers that the project would have positive social and economic impacts on the local community.”

SSD Assessment Report (SSD-63207219) – pg. 36

- Iberdrola Australia will enter into a VPA with Tamworth Regional Council prior to construction in accordance with the NSW Benefit Sharing Guideline 2024.
- The VPA will deliver community benefit contributions with a total value of approximately \$3.24 million over the life of the project.
- This comprises:
 - Approximately \$2.75 million to be administered by Council.
 - Approximately \$486,000 will be delivered through Iberdrola's community benefit program.

Social and Economic

The Project is expected to:

- Directly increase Tamworth LGAs economic output by \$124.9 million
- Increase statewide economic output by \$234.7 million
- Generate two new full time equivalent (FTE) jobs and provide a range of long-term economic benefits, contributing to a more resilient, efficient and sustainable energy system.

Proposed social and economic mitigation measures:

- Implementation of a Local Procurement Strategy.
- Communication of planned workforce staging and likely materials required to the broader local business community to allow local supply chains to plan for potential surges in need for goods and services.
- Engagement with local business/tourism bodies.
- Preparation and implementation of a Community and Stakeholder Management Plan, in line with *Undertaking Engagement Guidelines for State Significant Projects* (DPE, 2022).
- Provision of a Community Enhancement Fund to support very localised and meaningful community and environmental initiatives.

Other Key Issues



Heritage NSW and Council did not raise concerns regarding historic heritage. The Department is satisfied that the project would not have any adverse impacts on State, National or World heritage items within or near the site.

SSD Assessment Report (SSD-63207219) – pg. 31

Heritage

- The Project is not located in the vicinity of any Aboriginal or non-Aboriginal heritage sites.



The Department considers that the waste generated by the project would be appropriately managed.

SSD Assessment Report (SSD-63207219) – pg. 35

Waste

- Waste generated by the Project would be managed where feasible, in accordance with the waste hierarchy (avoidance, resource recovery and disposal).



The Department considers the likelihood of dust generation during the operation of the project to be low given there would be no ground disturbance occurring, the access tracks would be all-weather gravel surface, and the number of vehicles accessing the site would be low.

SSD Assessment Report (SSD-63207219) – pg. 38

Dust

- Air quality impacts are expected to be short-term and temporary, limited to the construction stage.
- Reasonable and feasible dust suppression measures, such as covering of loads, enforcement of vehicle speed limits and switching off plant and equipment when not in use would be implemented during construction to minimise dust emissions.

Other Key Issues



The project would not result in any significant reduction in the overall agricultural productivity of the region, and it would not impact any areas of BSAL

SSD Assessment Report (SSD-63207219) – pg. 39

Land use compatibility

- The land immediately surrounding the Project consists of rural residential, grazing and electricity infrastructure, with siting of the BESS avoiding important agricultural land.
- The Project would result in a **negligible loss of agricultural land**, with the Project's development footprint accounting for a fraction (0.0005%) of the 7,320,936 hectares of land used for agricultural output in the New England and North-West region.

Proposed land use compatibility mitigation measures (but not limited to):

- Restoration of the land to its pre-existing productive capacity following decommissioning within 18 months of ceasing operations.
- Development of a Pest and Weed Management Plan.
- Development of a Rehabilitation and Decommissioning Management Plan.

Contamination

A Preliminary Site Investigation (PSI) was prepared for the Project which identified minor localised observations of potential land contamination activities, including:

- A general household and electrical good stockpile in the north-west of the site.
- A small scale above ground fuel storage tank and oil drum.
- Historic pest control management using herbicides.

Proposed contamination mitigation measures:

- All materials would be classified in accordance with the NSW EPA *Waste Classification Guidelines* (2014) and transported off-site for appropriate treatment, recycling or disposal at appropriately licenced facilities.
- A Waste Management Plan would be prepared for the Project, detailing further how contamination would be appropriately disposed of.
- An Unexpected Contaminated Land Finds Protocol would also be prepared to manage residual risks associated with unexpected finds.

Conclusion

“The Department considers that the project is in the public interest and is approvable, subject to the recommended conditions of consent”

“The Department considers that the project would have positive social and economic impacts on the local community.”

“The project would support the State's continued transition away from traditional power generation derived from fossil fuels”

“The project would also contribute to energy security and reliability by providing frequency control ancillary services, meaning the project would contribute to energy supply.”

NSW Department of Planning, Housing and Infrastructure, Kingswood BESS
State Significant Development Assessment Report (SSD-63207219), December 2025

The Project provides long-term strategic benefits and investment to the state of NSW and Australia more widely.

- It aligns with the current **strategic direction of the NSW Government** which supports **investment in transmission, generation, storage and firming** infrastructure to **secure and reliable energy** in NSW.
- It provides firming capacity by **contributing to dispatchable energy availability** during peak energy demands or when renewable production is low.
- The dispatchable electricity from the project would assist with **improving the stability and reliability** of the electrical grid within the **New England North-West region** and **reducing greenhouse gas emissions**, particularly at the confluence of several major transmission lines and adjacent to Transgrid's 330 kV Tamworth substation.”

7. Comments on the Department's Recommended Conditions

Iberdrola Australia are generally comfortable with the recommended conditions of consent for the Project.

Presenter: Maria
Time: 2 minutes

Thank you



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