

MEETING MINUTES

CALALA BESS

Project:	Calala Battery Energy and Storage System (BESS)	Date:	30 Nov 2023
Property address:	57 Burgess Lane, Calala (Lot 17/629969). Known as 474 Calala Lane, Calala, NSW 2340	Time:	4:00pm
Venue:	MS Teams		
Attendees:	<ul style="list-style-type: none"> • Gerrit Prent (Equis) • Elizabeth Zorondo (Equis) • Sean Bindokas (Equis) • Domenica Jensen (Equis) • Ingrid Bissaker (Stantec) • Brett Maynard (Stantec) • Alice Elsley (Tamworth; Acting Team Leader – Development Assessment) • Steve Brake (Tamworth; Manager – Development Engineering & Acting Director – Liveable Communities;) • Andrew Spicer (Tamworth; Manager – Future Communities) • Ben Mobilio: (Tamworth; Senior Development Engineer) 		
Apologies:	<ul style="list-style-type: none"> • Johan Mouton (Equis) • Vincenzo di Gennaro (Equis) • Moe Timraz (Equis) • Adrian Cameron (Tamworth) • Ashleigh Smith (Tamworth) • Tess Dawson (Tamworth) • Bronwyn Brennan (Tamworth) • Sam Lobsey (Tamworth) 		
Distribution	All attendees		

Minutes

Item	Description
1.	Introductions
2.	Equis presented a company overview
3.	Equis presented the Calala BESS project overview, location, site layout & vegetation impacts
4.	Equis confirmed SSD status: <ul style="list-style-type: none"> - SEARs issued 30 Jan 2023 - EIS lodged 3 Nov 2023 - Public exhibition commenced 16 Nov 2023
5.	Equis presented key impact summary: <p><u>Landscape Character & Visual Impact</u></p> <ul style="list-style-type: none"> - Overall project: moderate-low impact to landscape character - Receptor R9: moderate visual impact - Receptors R1, R8 & R12: moderate-low visual impact - All public viewpoints: low visual impact

	<ul style="list-style-type: none"> - Detailed view of Receptor R9 impact assessment <p>Council asked what concerns had been raised by R1. Equis advised R1 was unresponsive to all Equis approaches to discuss the project including door knock.</p> <p><u>Noise and Vibration Impact</u></p> <ul style="list-style-type: none"> - Project noise trigger level is 35dB during evening and night, determined in accordance with NSW Noise Policy for Industry. - Predicated noise level does not exceed the trigger level at all receiver locations <p><u>Traffic and Transport Impact</u></p> <ul style="list-style-type: none"> - Stantec presented operational traffic and parking demand analysis, noting no permanent staff on site - Construction worker numbers peak at 68 – 85 workers per day through months 3-6 - Peak traffic generation in month 6 with 465 total vehicles per day - Four OSOM vehicle trips required from Newcastle <p>Council requested construction traffic detour via Whitehouse Lane and approach the site from the east, thereby avoiding Calala township and roundabouts west of the site.</p> <p><u>Cumulative impacts</u></p> <ul style="list-style-type: none"> - Kingswood BESS and Tamworth BESS are both close to the site and listed as ‘prepare EIS’ in the Major Projects Planning Portal. - Cumulative impacts associated with visual, acoustic and traffic are anticipated. - Cumulative impacts are considered manageable. <p>Council identified that accommodation will be an issue for construction workers. Accommodation availability is required for family and friends of local residents, other visitors and the Tamworth festival based economy, which Council do not want fully occupied by construction workers.</p> <p>Council identified that Calala often becomes inaccessible during periods of heavy rain due to flooding.</p> <p>Council identified that cumulative impacts from construction traffic and parking may be problematic for road congestion and deterioration if multiple projects enter construction phases concurrently.</p>
6.	<p>Community enhancement opportunities</p> <ul style="list-style-type: none"> - Equis presents the various opportunities under investigation <p>Council welcomed further engagement on this issue as the program develops.</p>
7.	Meeting closed.

MEETING MINUTES

CALALA BESS

Project:	Calala Battery Energy and Storage System (BESS)	Date:	12 Jan 2024
Property address:	57 Burgess Lane, Calala (Lot 17/629969). Known as 474 Calala Lane, Calala, NSW 2340	Time:	10:00am
Venue:	MS Teams		
Attendees:	<ul style="list-style-type: none"> • Gerrit Prent (Equis) • Elizabeth Zorondo (Equis) • Gannon Cuneo (Mecone) • Alice Elsley (Tamworth) – TL Planning • Steve Brake (Tamworth) – Dev Engineering Manager 		
Distribution:	All attendees		

Agenda items

No.	Item	Outcome
1.	Introductions	
2.	<p><i>Council (TRC) is generally supportive of renewable energy initiatives...</i></p> <p><i>Council also recognises there will be impacts arising from the Project, particularly for local residents</i></p>	<p>Impacts arising from the Project are generally detailed in Council's submission. Nothing additional anticipated.</p> <p>Impacts are broadly confined to typical impacts such as:</p> <ul style="list-style-type: none"> • Cumulative construction traffic • Visual impact • Road dilapidation • Noise • Dust management • Support push towards renewable energy generally • Cumulative <p>Note Tamworth supports an events-based economy and workforce impacts may be significant.</p>

<p>3. <i>Calala BESS is not a renewable energy project</i></p>	<p>Equis noted the Calala BESS is not a renewable energy project, does not generate energy and will store energy from any generation source.</p> <p>Impacts from a battery project are less than wind and solar energy generation projects. Land footprint is significantly lower.</p> <p>Council noted the project will have a heavy impact during establishment before rolling into an operational phase with no need for attention, much like a renewable energy project, and that recovery of impacts is a priority despite the lower impact profile of a BESS.</p>
<p>4. Visual Impact</p> <ul style="list-style-type: none"> • <i>Council supports the identified mitigation measures and advises that the Proponent strongly consider any additional concerns raised by community members within visual proximity to the development site.</i> 	<p>Visual impact to R9 to be improved through additional landscaping on site boundary</p>
<p>5. Traffic Impacts</p> <ul style="list-style-type: none"> • <i>the site should be accessed via Whitehouse Lane, Ascot-Calala Road and / or Burgmanns Lane</i> • <i>recommend transported by rail i.e., via the Rail Intermodal Site at the Tamworth Global Gateway Park.</i> 	<p>Equis to reflect the amended site access route in response to submissions.</p> <p>Consider S138 agreement or alternative method recommended by Equis to address dilapidation and Maintenance during works noting cumulative project impacts are anticipated by Council.</p>
<p>6. Hydrology and Water Resources</p> <ul style="list-style-type: none"> • Consideration should be given to the potential operational water demands of the Project in regard to dust suppression for any unsealed internal access roads and the ongoing maintenance of any supplementary landscaping 	<p>Equis to calculate the anticipated water demands and document in response to submissions.</p>
<p>7. Stormwater Management</p>	<p>TRC confirmed this item can be addressed subject to DA conditions.</p>

The nominated water management plan should be updated to require:

1. *The treatment of potentially turbid water generated by the unsealed access track, which is located downstream of the proposed wet basin. Sediment basins could be incorporated upstream of the interface with Calala Creek.*
2. *Definition of the overflow channel alignment from the proposed basin, including details of the discharge arrangement to Calala Creek*
3. *Incorporation of a staged throttled outlet above the permanent water level on the wet basin*
4. *A mechanism for closing off the lower-level piped outlet*

<p>8. Erosion and Sediment Controls</p> <ul style="list-style-type: none"> • <i>Recommends the Applicant to look at synergies between managing the groundcover and stormwater runoff.</i> 	<p>TRC confirmed this item can be addressed subject to DA conditions.</p>
<p>9. Resource Use and Waste Generation</p> <ul style="list-style-type: none"> • <i>A detailed plan for managing the waste material during the construction phase needs to be developed in consultation with TRC prior to construction.</i> 	<p>TRC confirmed this item can be addressed subject to DA conditions.</p>
<p>10. Decommissioning</p> <ul style="list-style-type: none"> • <i>TRC seeks assurances, through conditions imposed on any approval, that it will not be left with any liability if the Project is not decommissioned as planned.</i> 	<p>TRC identified the liability relevant to Council / broader community generally relates to the risk of commercial failure and subsequent longer term visual impact, social liability, heavy metals/contamination and decaying industrial plant on the edge of a residential area.</p> <p>This issue has been raised by Councillors seeking to minimise legacy issues from major projects.</p>

	TRC has not seen or required a DA condition relating to this previously. Bond arrangement or land title restriction suggested, other approaches open to discussion.
	Issue to be resolved subject to conditions.
11. Planning Agreements	Matter to be discussed separately and include Andrew Spicer, Future Communities (Strategic Planning Manager): a.spicer@tamworth.nsw.gov.au
<ul style="list-style-type: none"> <i>TRC is supportive of a Voluntary Planning Agreement (VPA) for the Project to ensure there are local benefits as a result of the Project...</i> 	Equis to discuss with Andrew, request additional meeting including Andrew, Alice and Sam and/or Steve (as available).
12. Social and Economic Impacts	To be corrected in response to submissions.
<ul style="list-style-type: none"> <i>typo in Appendix D 'Mitigation Measures Table' regarding the Table No.</i> 	
13. Cumulative Impacts	Equis to provide numerical assessment of workforce and worker accommodation requirements including accommodation typologies in response to submissions.
<ul style="list-style-type: none"> <i>further consideration should be given to cumulative impacts on the availability of workers and accommodation</i> 	Detailed workforce accommodation strategy to be prepared subject to conditions.
14. Conclusion	TRC noted there are no negative impacts anticipated other than those documented in the EIS and Council's submission.
<ul style="list-style-type: none"> <i>Whilst Council's current position is neutral on the Calala Battery Energy Storage System, it is mindful of the potential negative impacts such a large development can have on an existing regionally based community and the environment</i> 	
15. Alice on leave Jan 15 – 19.	
16. Meeting close	

MEETING MINUTES

CALALA BESS

Project:	Calala Battery Energy and Storage System (BESS)	Date:	24 Jan 2024
Property address:	57 Burgess Lane, Calala (Lot 17/629969). Known as 474 Calala Lane, Calala, NSW 2340	Time:	11:00am
Venue:	MS Teams		
Attendees:	<ul style="list-style-type: none"> • Gerrit Prent (Equis) • Elizabeth Zorondo (Equis) • Johan Mouton (Equis) • Vince di Gennaro (Equis) • Andrew Spicer – Future Communities Manager • Chris Bailey – strategic planner • Jessica Allen – Development Assessment • Letisha – Business Support • Alice Elsley – TL Planning • Mitch – Strategic Planning 		
Distribution:	All attendees		

No.	Minute
1.	Introductions
2.	<p>Council submission dated 4 Jan 2024 stated that:</p> <p><i>TRC is supportive of a Voluntary Planning Agreement (VPA) for the Project to ensure there are local benefits as a result of the Project.</i></p>
3.	<p>TRC confirmed the purpose of supporting a VPA in relation to the Calala BESS as follows:</p> <ul style="list-style-type: none"> • It is Council policy to request VPAs from large scale renewable energy projects totalling 1.5% of Capital Investment Value to ensure community benefits result from major projects. However, were open to negotiations and proponent lead community benefit fund arrangements as described further in point 4 below. • If a VPA was on offer funds could contribute to the establishment of a ‘village enhancement program’ through developer funding. • TRC suggested a VPA to include an upfront contribution. <p>TRC further confirmed that the VPA purpose is not related to:</p>

	<ul style="list-style-type: none"> ○ Recovery of Council costs associated with the project. ○ Impacts to local infrastructure such as roads and drainage etc as these impacts are managed directly through DA conditions. ○ Compensation for impacted neighbours, as the fund would potentially be distributed to the wider community. 																				
4.	<p>TRC provided context and clarifications to the Council adopted policy position to support a VPA and request 1.5% of Capital Investment Value:</p> <ul style="list-style-type: none"> ● Recent policy amendments (circa Dec 2023) also consider merit-based negotiation to VPA terms. ● TRC recognise a BESS project presents a significantly lower impact compared to wind and solar generation projects and transmission line projects. ● TRC is willing to negotiate VPA terms on a case by case basis according to their merit. ● Preferable for local communities to benefit first before extending to the wider community. ● TRC is open to a community benefit fund facilitated by the proponent subject to details being provided on the approach ● Minimal costs are incurred by Council as a result of renewable energy projects, however OSOM vehicles occasionally damage nearby buildings during transport. 																				
5.	<p>Equis demonstrated a comparison between wind power generation and BESS project impacts as follows:</p> <table border="1"> <thead> <tr> <th>Item</th> <th>Wind farm impact compared to BESS</th> </tr> </thead> <tbody> <tr> <td>Total Impact Area</td> <td>Construction: 4,900% increase Operation: 4,340% increase</td> </tr> <tr> <td>Total Site Area Requirements</td> <td>85,000% increase</td> </tr> <tr> <td>No. of Construction Workers</td> <td>Construction: up to 47% increase Operation: 250% increase</td> </tr> <tr> <td>Total Concrete Use</td> <td>820% increase</td> </tr> <tr> <td>Visual Amenity Impacts</td> <td>300% increase in significant impact</td> </tr> <tr> <td>Acoustic Impacts</td> <td>700% increase in significant impact</td> </tr> <tr> <td>Construction Timeframe</td> <td>Up to 33% increase</td> </tr> <tr> <td>Shadow Flicker</td> <td>Infinite</td> </tr> <tr> <td>Traffic Impacts</td> <td>Construction: 190% increase in one way construction trips Operation: 900% increase in light vehicles per day</td> </tr> </tbody> </table>	Item	Wind farm impact compared to BESS	Total Impact Area	Construction: 4,900% increase Operation: 4,340% increase	Total Site Area Requirements	85,000% increase	No. of Construction Workers	Construction: up to 47% increase Operation: 250% increase	Total Concrete Use	820% increase	Visual Amenity Impacts	300% increase in significant impact	Acoustic Impacts	700% increase in significant impact	Construction Timeframe	Up to 33% increase	Shadow Flicker	Infinite	Traffic Impacts	Construction: 190% increase in one way construction trips Operation: 900% increase in light vehicles per day
Item	Wind farm impact compared to BESS																				
Total Impact Area	Construction: 4,900% increase Operation: 4,340% increase																				
Total Site Area Requirements	85,000% increase																				
No. of Construction Workers	Construction: up to 47% increase Operation: 250% increase																				
Total Concrete Use	820% increase																				
Visual Amenity Impacts	300% increase in significant impact																				
Acoustic Impacts	700% increase in significant impact																				
Construction Timeframe	Up to 33% increase																				
Shadow Flicker	Infinite																				
Traffic Impacts	Construction: 190% increase in one way construction trips Operation: 900% increase in light vehicles per day																				
6.	<p>TRC identified the following general preferences if a VPA was mutually pursued:</p> <ul style="list-style-type: none"> ● Upfront lump sum payment administered through Council’s development contributions fund, noting there may be no funds available at project commencement due to the project not generating any revenue at this early stage. 																				

	<ul style="list-style-type: none"> • If ongoing payments are agreed, TRC does not have resources to administer a labour intensive community benefit fund (eg. quarterly meetings with significant stakeholder involvement and the like) and prefers a third party administer such as a philanthropic community benefit fund provider. • Funding could potentially contribute towards accommodation supply or environmental program.
7.	<ul style="list-style-type: none"> • Equis noted that the project impacts are generally low and will be managed through approval conditions. • Equis noted that a community enhancement fund has been established and documented in the EIS • Equis noted that 1.5% of Capital Investment Vale is a substantial amount and the merit for this is unclear. • Equis will review all the above and consider potential options.
8.	<ul style="list-style-type: none"> • Andrew Spicer will be on leave from approx. mid Feb for 1 month. • Mitch will act as primary point of contact for this discussion during this time.
Meeting close	

MEETING MINUTES

CALALA BESS

Project:	Calala Battery Energy and Storage System (BESS)	Date:	19 Feb 2024
Property address:	474 Calala Lane, Calala, NSW 2340 (Lot 17/629969)	Time:	16:00pm
Venue:	MS Teams		
Attendees:	<ul style="list-style-type: none"> • Gerrit Prent (Equis) • Elizabeth Zorondo (Equis) • Ben Mylonas (Equis) • Ben Zhang (Equis) • Alice Elsley – TL Development Assessment • Mitch – TL Strategic Planning 		
Distribution:	All attendees		

No.	Minute
1.	Introductions
2.	Equis presented VPA market analysis and VPA offer of 0.29% of finalised project Capital Investment Value, staged in 5 yearly payments with first payment at commencement of operations.
3.	Mitch invited Equis to provide a formal written submission for presentation to Council
4.	Council requested that Equis explain in its formal submission why departures are proposed from Council policy position. Noting no revenue exists at commencement of operations, and 1.5% is not market average for BESS projects.
5.	Council noted an alternative VPA offer for a different project may be considered at its upcoming meeting on 27 Feb.
6.	An officer level workshop will be coordinated to consider the offer (allow approx. 1 week), then a Council meeting must consider the offer formally (allow approx. 2 weeks notice).
7.	TRC are comfortable using the DPE standard template for VPAs.
Meeting close	

MEETING MINUTES

CALALA BESS

Project:	Calala Battery Energy and Storage System (BESS)	Date:	23 April 2024
Property address:	474 Calala Lane, Calala, NSW 2340	Time:	12:30am
Venue:	MS Teams		
Attendees:	<ul style="list-style-type: none"> • Gerrit Prent (Equis) • Elizabeth Zorondo (Equis) • Gannon Cuneo (Mecone) • Brett Maynard (stantec) • Chris White (Stantec) 	<ul style="list-style-type: none"> • Alice Elsley (Tamworth) – TL Planning • Steve Brake (Tamworth) – Dev Engineering Manager 	
Distribution:	All attendees		

Agenda items

No.	Item	Outcome
1.	Introductions	
2.	Land owner consent from Council	Council (Alice) to provide a status and timing update post meeting
3.	Amendment Report	Briefing on key changes including (but not limited to): <ul style="list-style-type: none"> - Reduced BESS capacity from 1,200 MWh to 600MWh - Battery enclosures reduced from 960 to 164 battery enclosures - Smaller BESS footprint - Reduced noise attenuation walls - Increased landscape screening - Transmission line alignment generally unchanged
4.	Visual Impact	<ul style="list-style-type: none"> - Improved mitigation measures including increased landscape screening along southern boundary - Receptor R9 impact rating improved from 'moderate' to 'moderate-low'.

5.	Traffic Impact and vehicle access route	Revised heavy vehicle access route proposed via Nundle Road and O'Briens Lane. A secondary access route will be proposed via Whitehouse Lane.
	- Heavy vehicle access route	
	- OMOS access route	Enquiry about 25T limit on O'Briens Lane.

OSOM access proposed via Calala Lane, noting only 7 deliveries are anticipated. Stantec advised this route has been assessed and is suitable for use.

Council feedback included:

- Either option for heavy vehicle access could be justified, and a combination approach of primary access (O'Briens Lane) and secondary access (Whitehouse Lane) could be considered.
- No fatal flaw in either option.
- Pavement dilapidation and dust management on unsealed roads is Council's main concern and these issues appear to be manageable.
- Unsure of reason for 25T limit however O'briens Lane experiences flooding and pavement integrity may be compromised as a result.
- Not all regional roads should be sealed as this creates an ongoing maintenance liability for Council.
- Restricting use of Calala Lane to the 7 OSOM vehicles only (therefore excluding other heavy vehicles) can be considered subject to internal consultation. Steve to lead this.

Stantec to provide Council (Steve) with summary of proposed OSOM and heavy vehicle access routes.

Council (Steve) to consult internally and confirm Council's position on each.

6.	Voluntary Planning Agreement	Councillor workshop briefing scheduled next week to consider multiple VPAs concurrently.
----	------------------------------	--

Meeting close

Gannon Cuneo

From: Gerrit Prent <Gerrit.Prent@equis.com>
Sent: Friday, 24 May 2024 2:47 PM
To: Brake, Steve; 'White, Chris (Sydney)'
Cc: Elizabeth Zorondo; Gannon Cuneo; Elsley, Alice; Maynard, Brett; Cameron, Adrian
Subject: RE: Calala BESS project update

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hi Steve,

While you were on leave last week, I've had a phone conversation with Adrian Cameron to discuss my e-mail below re. temporary construction access via Calala Lane. Adrian advised me that:

- If O'Briens Lane is impacted by flooding from the Peel River, there is high likelihood (approx. 95%) that Goonoo Goonoo Creek will also be in flood and the alternative access via Calala Lane (and Whitehouse Road) will not be available.
- During times of heavy rain, Calala Lane is likely to flood before O'Briens Lane.
- In the event O'Briens Lane become flood impacted and Calala Lane remained open, all nearby residents would be trying to use Calala Lane at that time and therefore heavy vehicles would generally not be welcome.
- Tamworth is near the top of the catchment so floods move quickly. During a flood event O'Briens Lane would likely be unavailable for 1 day or less, or up to 1-2 days during a heavy rain event.

Based on this feedback, we will not propose the use of Calala Lane as a secondary access route for heavy vehicles.

My thanks again to Adrian for assisting.

Best Regards,

Gerrit Prent
Senior Development Planner

 **EQUIS**
www.equis.com.au

Mobile +61 499 249 862

Ground Floor
36 Esplanade Brighton
Melbourne VIC 3186

DISCLAIMER: This e-mail contains proprietary information some or all of which may be legally privileged and/or is confidential. It is solely for the use of the intended recipient. If an addressing or transmission error has misdirected this e-mail, please delete this message immediately and notify the author by return e-mail. Opinions, conclusions and other information in this message that do not relate to the official business of Equis shall be understood as neither given nor endorsed by Equis.

From: Gerrit Prent <Gerrit.Prent@equis.com>
Sent: Wednesday, May 22, 2024 10:22 AM
To: Brake, Steve <s.brake@tamworth.nsw.gov.au>; 'White, Chris (Sydney)' <chris.white@stantec.com>
Cc: Elizabeth Zorondo <Elizabeth.Zorondo@equis.com>; Gannon Cuneo <gcuneo@mecone.com.au>; Elsley, Alice <a.elsley@tamworth.nsw.gov.au>; Maynard, Brett <brett.maynard@stantec.com>
Subject: RE: Calala BESS project update

Hi Steve, have tried to phone a few times but missed you.

Re. the Calala BESS Heavy Vehicle access route discussed below, if access via O'Brien's Lane becomes restricted due to a flood event, will Council support temporary construction access via Goonoo Goonoo Road & Calala Lane (i.e. the OSOM route) until O'Brien's Lane becomes accessible again?

Best Regards,

Gerrit Prent
Senior Development Planner



Mobile +61 499 249 862

Ground Floor
36 Esplanade Brighton
Melbourne VIC 3186

DISCLAIMER: This e-mail contains proprietary information some or all of which may be legally privileged and/or is confidential. It is solely for the use of the intended recipient. If an addressing or transmission error has misdirected this e-mail, please delete this message immediately and notify the author by return e-mail. Opinions, conclusions and other information in this message that do not relate to the official business of Equis shall be understood as neither given nor endorsed by Equis.

From: Brake, Steve <s.brake@tamworth.nsw.gov.au>
Sent: Tuesday, May 7, 2024 3:57 PM
To: 'White, Chris (Sydney)' <chris.white@stantec.com>
Cc: Elizabeth Zorondo <Elizabeth.Zorondo@equis.com>; Gannon Cuneo <gcuneo@mecone.com.au>; Elsley, Alice <a.elsley@tamworth.nsw.gov.au>; Maynard, Brett <brett.maynard@stantec.com>; Gerrit Prent <Gerrit.Prent@equis.com>
Subject: RE: Calala BESS project update

CAUTION: [EXTERNAL] - This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

G'day Chris,

I can confirm that Council is supportive of the revised transport strategy for the proposed Calala BESS. Feedback from our asset owners and network managers included the following comments, which are generally in line with our discussions:

OSOM on Calala Lane: Supported provided that we cap the OSOM delivery amount each night (as required) and the timeframe in which they are able to use Calala Lane (e.g. 9pm – 5am). An assessment of all structures located along the proposed haulage routes will also be required to determine their suitability to cope with the transported loads.

Use of O'Brien's Lane: O'Brien's Lane has a 25t load limit generally, however loads above this can be considered. There will likely be conditions around dry weather access only, and a bond / strategy around corrective

works to any significant damage that needs to be addressed as a matter of urgency during the BESS establishment phase (in addition to of the usual dilapidation conditions).

Regards

Steve Brake

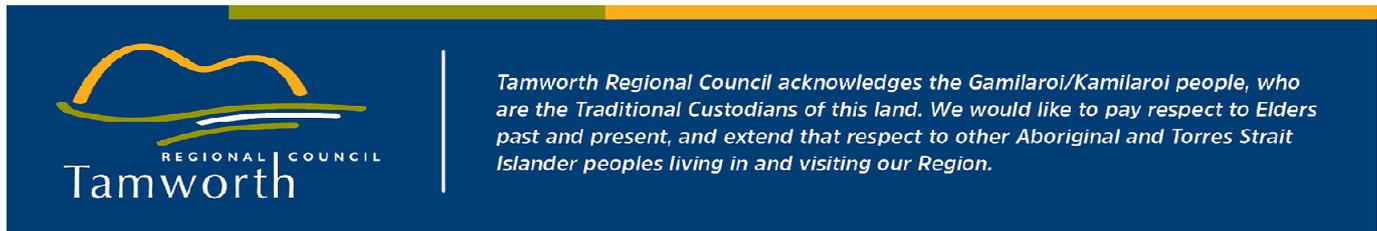
Manager Development Engineering

P 02 6767 5109 | M 0436 929 247 | E s.brake@tamworth.nsw.gov.au

474 Peel Street
PO Box 555 Tamworth NSW 2340
www.tamworth.nsw.gov.au

[Submit Large Documents Here](#)

(NB: your email will be sent to a Council group development email Inbox. Please include as much information as necessary such as Application Numbers, Relevant Council Officer Names or nature of email in Subject Line and Message Section of the email to ensure your email is allocated to the right officer).



From: White, Chris (Sydney) <chris.white@stantec.com>
Sent: Monday, 6 May 2024 3:51 PM
To: Brake, Steve <s.brake@tamworth.nsw.gov.au>
Cc: Elizabeth Zorondo <Elizabeth.Zorondo@equis.com>; Gannon Cuneo <gcuneo@mecone.com.au>; Elsley, Alice <a.elsley@tamworth.nsw.gov.au>; Maynard, Brett <brett.maynard@stantec.com>; Gerrit Prent <Gerrit.Prent@equis.com>
Subject: RE: Calala BESS project update

Hi Steve,

Just chasing a response on the below, are you able to provide an update on receiving Council's feedback on the proposed route change.

Regards,

Chris White

Transport Engineer

Direct: +61 2 8484 7069
chris.white@stantec.com

Stantec
Level 9, The Forum, 203 Pacific Highway
Sydney NSW 2065
AUSTRALIA



The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.
Please consider the environment before printing this email.

From: Gerrit Prent <Gerrit.Prent@equis.com>
Sent: Tuesday, April 30, 2024 4:47 PM
To: Brake, Steve <s.brake@tamworth.nsw.gov.au>
Cc: Elizabeth Zorondo <Elizabeth.Zorondo@equis.com>; Gannon Cuneo <gcuneo@mecone.com.au>; Elsley, Alice

<a.elsley@tamworth.nsw.gov.au>; Maynard, Brett <brett.maynard@stantec.com>; White, Chris (Sydney) <chris.white@stantec.com>

Subject: RE: Calala BESS project update

Hi Steve, hope you're well. Have you prepared any further feedback on the revised transport routes we discussed last week?

Best Regards,

Gerrit Prent
Senior Development Planner



Mobile +61 499 249 862

Ground Floor
36 Esplanade Brighton
Melbourne VIC 3186

DISCLAIMER: This e-mail contains proprietary information some or all of which may be legally privileged and/or is confidential. It is solely for the use of the intended recipient. If an addressing or transmission error has misdirected this e-mail, please delete this message immediately and notify the author by return e-mail. Opinions, conclusions and other information in this message that do not relate to the official business of Equis shall be understood as neither given nor endorsed by Equis.

From: White, Chris (Sydney) <chris.white@stantec.com>
Sent: Wednesday, April 24, 2024 1:28 PM
To: Brake, Steve <s.brake@tamworth.nsw.gov.au>
Cc: Gerrit Prent <Gerrit.Prent@equis.com>; Elizabeth Zorondo <Elizabeth.Zorondo@equis.com>; Gannon Cuneo <gcuneo@mecone.com.au>; Elsley, Alice <a.elsley@tamworth.nsw.gov.au>; Maynard, Brett <brett.maynard@stantec.com>
Subject: RE: Calala BESS project update

CAUTION: [EXTERNAL] - This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Steve,

Following on from Gerrit's email, please find attached the Powerpoint slides from yesterday's meeting.

As discussed, could you please circulate internally to the relevant Council officers for in-principle approval of the following:

- Heavy vehicles to be permitted to use O'Briens Lane as their primary route to/from the site with no load restrictions
- The alternate route would be for heavy vehicles to use the Whitehouse Lane route (in its existing state) if O'Briens Lane is unusable due to weather conditions
- A total of 7 overnight OSOM deliveries to use Calala Lane

We see this as critical for approval of the project as we will commence construction this year and need to avoid any further resubmissions.

Regards,

Chris White
Transport Engineer
Direct: +61 2 8484 7069
chris.white@stantec.com

Stantec
Level 9, The Forum, 203 Pacific Highway
Sydney NSW 2065
AUSTRALIA



The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

Please consider the environment before printing this email.

From: Gerrit Prent <Gerrit.Prent@equis.com>
Sent: Wednesday, April 24, 2024 1:01 PM
To: Elizabeth Zorondo <Elizabeth.Zorondo@equis.com>; Gannon Cuneo <gcuneo@mecone.com.au>; Elsley, Alice <a.elsley@tamworth.nsw.gov.au>; Brake, Steve <s.brake@tamworth.nsw.gov.au>; White, Chris (Sydney) <chris.white@stantec.com>; Maynard, Brett <brett.maynard@stantec.com>
Subject: RE: Calala BESS project update

Hi all, thanks again for the productive meeting yesterday. See attached meeting minutes for your records

Alice please remember to provide a status update for the land owner consent letter.

Stantec will shortly circulate the Power Point preso for your internal consultation. Please feel free to reach out if any further questions arise.

Best Regards,

Gerrit Prent
Senior Development Planner



Mobile +61 499 249 862

Ground Floor
36 Esplanade Brighton
Melbourne VIC 3186

DISCLAIMER: This e-mail contains proprietary information some or all of which may be legally privileged and/or is confidential. It is solely for the use of the intended recipient. If an addressing or transmission error has misdirected this e-mail, please delete this message immediately and notify the author by return e-mail. Opinions, conclusions and other information in this message that do not relate to the official business of Equis shall be understood as neither given nor endorsed by Equis.

-----Original Appointment-----

From: Gerrit Prent
Sent: Wednesday, April 17, 2024 11:08 AM
To: Gerrit Prent; Elizabeth Zorondo; Gannon Cuneo; Elsley, Alice; Brake, Steve; White, Chris (Sydney); Maynard, Brett
Subject: Calala BESS project update
When: Tuesday, 23 April 2024 12:30 PM-1:30 PM (UTC+10:00) Canberra, Melbourne, Sydney.
Where: Microsoft Teams Meeting

Hi all,

This meeting is to provide Council with a project update prior to lodging our Response to Submissions for SSD-52786213, including discussion of Council's submission and preferred vehicle access route.

Look forward to seeing you virtually on Tuesday.

Best Regards,

Gerrit Prent
Senior Development Planner



Mobile +61 499 249 862

Ground Floor
36 Esplanade Brighton
Melbourne VIC 3186

DISCLAIMER: This e-mail contains proprietary information some or all of which may be legally privileged and/or is confidential. It is solely for the use of the intended recipient. If an addressing or transmission error has misdirected this e-mail, please delete this message immediately and notify the author by return e-mail. Opinions, conclusions and other information in this message that do not relate to the official business of Equis shall be understood as neither given nor endorsed by Equis.

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 457 714 998 395

Passcode: WR6Myj

Join on a video conferencing device

Tenant key: [415619559@t.plcm.vc](#)

Video ID: 138 613 624 4

[More info](#)

For organizers: [Meeting options](#) | [Reset dial-in PIN](#)



Caution: This email originated from outside of Stantec. Please take extra precaution.

Attention: Ce courriel provient de l'extérieur de Stantec. Veuillez prendre des précautions supplémentaires.

Atención: Este correo electrónico proviene de fuera de Stantec. Por favor, tome precauciones adicionales.

Caution: This email originated from outside of Stantec. Please take extra precaution.

Attention: Ce courriel provient de l'extérieur de Stantec. Veuillez prendre des précautions supplémentaires.

Atención: Este correo electrónico proviene de fuera de Stantec. Por favor, tome precauciones adicionales.

14 March 2024

Andrew Spicer
Future Communities Manager
Tamworth Regional Council
474 Peel Street
PO Box 555 Tamworth NSW 2340
By email: a.spicer@tamworth.nsw.gov.au

Dear Mr Spicer

**LETTER OF CONDITIONAL OFFER – VOLUNTARY PLANNING AGREEMENT (VPA)
CALALA BESS**

Equis Energy (Australia) Projects (Ngumi 4) Pty Ltd as trustee for the Equis Energy (Australia) Ngumi 4 Hold Trust (**Equis**) is developing a standalone battery energy storage system with storage capacity up to 300MW (**Proposed Development**) located primarily at 474 Calala Lane, Calala (Lot 17 DP 629969). The Proposed Development is characterised as a State Significant Development.

1. Background

During the development approval process, Council advised Equis of its policy to seek a contribution of 1.5% of the capital value for renewable energy projects proposed in the Tamworth Local Government Area, and that variations to this contribution percentage will be considered, taking into account the type, scale, impact, and location of the proposed development.

Pursuant to section 7.4 of the *Environmental Planning and Assessment Act 1979 (Act)* and Part 9, Division 1 of the *Environmental Planning and Assessment Regulation 2021*, Equis proposes to enter into a Voluntary Planning Agreement (**VPA**) with Tamworth Regional Council (**Council**) on the terms set out in section 2 of this letter (**VPA Offer**).

2. Proposed terms

This VPA Offer will not become binding until execution by both parties of a full-form VPA.

1	Parties (Act s 7.4(1))	'Equis' as defined above. 'Council' as defined above.
2	Description of land (Act s 7.4(3)(a))	The primary project address is 474 Calala Lane, Calala (Lot 17 DP629969). The Proposed Development also includes works on portions of Lot 16 DP629969, Lot 3 DP244399, Lot 4 DP244399, and Lot 6 DP219993.
3	Development (Act s 7.4(3)(b)(ii))	'Proposed Development' as defined above.
4	Provision/contribution (Act s 7.4(3)(c))	Monetary contribution of 0.31% of finalised Capital Investment Value, to be paid as a lump sum prior to commencement of construction.

5	Exclusion of Act provisions (Act s 7.4(3)(d))	Section 7.11 is excluded in its entirety. Section 7.12 is excluded in its entirety. Division 7.1, Subdivision 4 is excluded in its entirety.
6	Dispute resolution (Act s 7.4(3)(f))	Conventional dispute resolution mechanisms including mediation will be included in the VPA.
7	Enforcement of the agreement (Act s 7.4(3)(g))	Equis is agreeable to registering the VPA on the certificate of title and paying the contribution as a lump sum prior to commencement of construction.

3. Rationale for proposed contribution

Equis considers that a variation to the standard position of a 1.5% contribution is warranted taking account of the type, scale, impact, and location of the Proposed Development. Specifically, BESS projects typically have a significantly lower impact on community, environment, and local infrastructure than wind and solar projects of equivalent MW nameplate capacity.

Equis further notes that, based on Equis' research, average VPA contributions for BESS projects in NSW in 2022 and 2023 did not exceed 0.76% and averaged 0.31% on a CIV-weighted basis.

We look forward to receiving Council's response to this VPA Offer.

Yours sincerely



Roby Camagong

Director

on behalf of Equis Energy (Australia) Projects (Ngumi 4) Pty Ltd as trustee for the Equis Energy (Australia) Ngumi 4 Hold Trust