

## 3 Project Description

### 3.1 Project overview

The Project involves the construction and operation of a grid-scale battery near to the Tamworth substation. The Project would use lithium-ion technology and would have up to 270 MW / 1,080 MWh of storage capacity. A new above ground and/or below ground transmission line would connect the Tamworth substation to the Kingswood BESS. A summary of the key project components and functionality is provided in Table A-1.

Table A-1: Project overview specification

Project component	Details
<b>Site details</b>	
Application lots	<ul style="list-style-type: none"> <li>Lot 43, DP1064582</li> <li>Lot 3, DP 244399</li> <li>Lot 4, DP 244399</li> <li>Lot 6, DP 219993</li> </ul>
Zoning	<ul style="list-style-type: none"> <li>RU4 – Primary Productions Small Lots</li> </ul>
Development footprint	<ul style="list-style-type: none"> <li>27.95</li> </ul>
Subdivision	<ul style="list-style-type: none"> <li>The Project does not propose to subdivide the lot which it is situated on</li> </ul>
Access	<ul style="list-style-type: none"> <li>New access driveway via Ascot-Calala Road</li> <li>The heavy vehicle route to the Project is proposed via Goonoo Goonoo Road/New England Highway, Whitehouse Lane and Ascot-Calala Road</li> </ul>
<b>Project design and built form</b>	
Layout	<p>The Project would generally comprise the following key built form features:</p> <ul style="list-style-type: none"> <li>BESS including battery enclosures, inverters, transformers, switch gear and control building</li> <li>On-site 33/330 kV BESS substation</li> <li>Transmission connection between the BESS and the Tamworth substation via one of the following solutions: <ul style="list-style-type: none"> <li>High voltage transmission connection (above ground and/or below ground) between the BESS and the Tamworth substation</li> <li>Underground cable northern bay alignment</li> <li>Connection to existing overhead transmission line</li> </ul> </li> <li>Ancillary infrastructure and mitigative features</li> </ul>
BESS capacity	<ul style="list-style-type: none"> <li>Up to 270 MW active power</li> <li>Up to 1,080 MWh battery storage capacity</li> </ul>
BESS	<p>The BESS would comprise the following components:</p> <ul style="list-style-type: none"> <li>Lithium-ion battery technology consisting of pre-assembled battery enclosures housing lithium-ion type battery cells, associated control systems and HVAC (heating, ventilation and air conditioning) units</li> <li>Power conversion system (PCS) incorporating inverters and transformers</li> </ul>

Project component	Details
	<ul style="list-style-type: none"> <li>Ancillary infrastructure (electrical switchroom, control and office building, security fencing)</li> </ul>
33/33 kV substation	<p>The on-site substation would comprise:</p> <ul style="list-style-type: none"> <li>Four high voltage (HV) and two low voltage (LV) switch bays</li> <li>33 kV indoor switchgear housed in portable substation containers</li> </ul>
Transmission connection	<p>The following potential connection solutions have been developed in consultation with Transgrid, however only one connection solution will ultimately be pursued as the preferred solution and will be confirmed through continued discussion with Transgrid:</p> <ul style="list-style-type: none"> <li><b>Solution 1</b> (as described in the EIS) – A 330 kV transmission line (either above and/or below ground) of approximately 800 metres would extend from the BESS substation to the Tamworth substation</li> <li><b>Solution 2</b> – Underground cable northern bay alignment</li> <li><b>Solution 3</b> – Connection to existing overhead transmission line</li> </ul>
Ancillary infrastructure	<ul style="list-style-type: none"> <li>Site access from to the BESS from Ascot-Calala Road</li> <li>Internal site access road and parking</li> <li>Operational and maintenance (O&amp;M) building</li> <li>Permanent office and staff amenities</li> <li>Stormwater management infrastructure</li> <li>Lighting, fencing and security devices</li> <li>Noise acoustic barriers</li> <li>Water tank</li> <li>Landscaping and screening vegetation</li> </ul>
Design mitigation	<p>The Project has been sited to avoid and / or minimise environmental impacts whilst minimising distances to the Tamworth substation. Key mitigation measures considered in the Project design include:</p> <ul style="list-style-type: none"> <li>Siting of the BESS to maximise distance from non-associated receivers</li> <li>Suitable asset protection zones and separation distances incorporated into the design of proposed infrastructure and disturbance footprint</li> <li>Planted landscaping around project infrastructure to minimise visual impacts</li> <li>Noise acoustic barriers</li> <li>Siting of Project infrastructure outside of existing easements</li> </ul>
Design elements subject to change during detailed design	<ul style="list-style-type: none"> <li>Detailed design for the Project has yet to be completed. The following design elements may be amended through the detailed design process: <ul style="list-style-type: none"> <li>Layout of the battery enclosures and infrastructure within the development envelope</li> <li>Transmission line alignment and arrangement</li> <li>Location and height of attenuation features (noise acoustic barriers) and fencing</li> </ul> </li> </ul>
<b>Construction</b>	
Estimated development cost	<ul style="list-style-type: none"> <li>Greater than \$30 million</li> </ul>
Activities	<p>Construction of the Project is expected to comprise:</p> <ul style="list-style-type: none"> <li>Civil and enabling works</li> </ul>

Project component	Details
	<ul style="list-style-type: none"> <li>• Structural, mechanical and electrical works</li> <li>• Commissioning</li> <li>• Demobilisation</li> </ul>
Program and staging	<ul style="list-style-type: none"> <li>• Construction is expected to commence in Quarter 2 of 2025</li> <li>• The Project is anticipated to take approximately 12–15 months to construct</li> <li>• Construction of the Project would be undertaken as a single stage (no staging is proposed).</li> </ul>
Hours	<ul style="list-style-type: none"> <li>• Standard working hours:               <ul style="list-style-type: none"> <li>– 7am to 6pm Monday to Friday</li> <li>– 8am to 1pm Saturdays</li> <li>– No works on Sundays or public holidays.</li> </ul> </li> <li>• Some work outside of these hours (e.g., oversize deliveries, emergencies) as required.</li> </ul>
Workforce	<ul style="list-style-type: none"> <li>• Up to approximately 100 full-time equivalents (FTE) would be required for construction during the Project peak</li> </ul>
Vehicle movements	<ul style="list-style-type: none"> <li>• The following maximum vehicle movements are predicted (subject to detailed design):               <ul style="list-style-type: none"> <li>– Up to 80 light vehicles per day (80 in and 80 out) during the construction works phase</li> </ul> </li> <li>• Up to 60 heavy vehicles per day (60 in and 60 out) during the construction works phase (inclusive of oversize overmass (OSOM) vehicles movements)</li> <li>• Average daily heavy vehicle movements during the construction phase would be significantly lower than outlined above</li> </ul>
Transport	<ul style="list-style-type: none"> <li>• It is anticipated that the majority of the BESS infrastructure (eg batteries, enclosures, PCS components and substation components) would be transported from Sydney/Newcastle via approved B-double routes</li> <li>• Construction materials would be sourced from surrounding concrete batching plants and hard rock quarries</li> <li>• Construction labour, equipment and plant would likely be sourced from Tamworth and other surrounding regional centres</li> </ul>
Water	<ul style="list-style-type: none"> <li>• Water for the Project would primarily be used for dust suppression and construction activities</li> <li>• Water sources would be confirmed during detailed design but are likely to include a combination of bore water to be sourced and located on the participating landholder’s land, captured stormwater, municipal water supply (in agreement with the relevant authority) and/or imported water in portable tanks</li> </ul>
<b>Operation</b>	
Life of BESS	<ul style="list-style-type: none"> <li>• The estimated life of the initial BESS equipment is 20 years</li> <li>• At the end of operational life, this may be extended subject to the replacement and/or refurbishment of components and market conditions</li> </ul>
Workforce	<ul style="list-style-type: none"> <li>• The Project would contribute to the employment of up to two FTE employees during operation</li> <li>• The Project would be managed remotely, with two to four employees required to attend the Project Site periodically for maintenance activities</li> </ul>

Project component	Details
Operational hours	<ul style="list-style-type: none"> <li>• 24 hours, 7 days a week</li> </ul>
Vehicle movements	<ul style="list-style-type: none"> <li>• Vehicle movements to and from the Project Site would occur infrequently during operations, primarily for scheduled maintenance.</li> </ul>

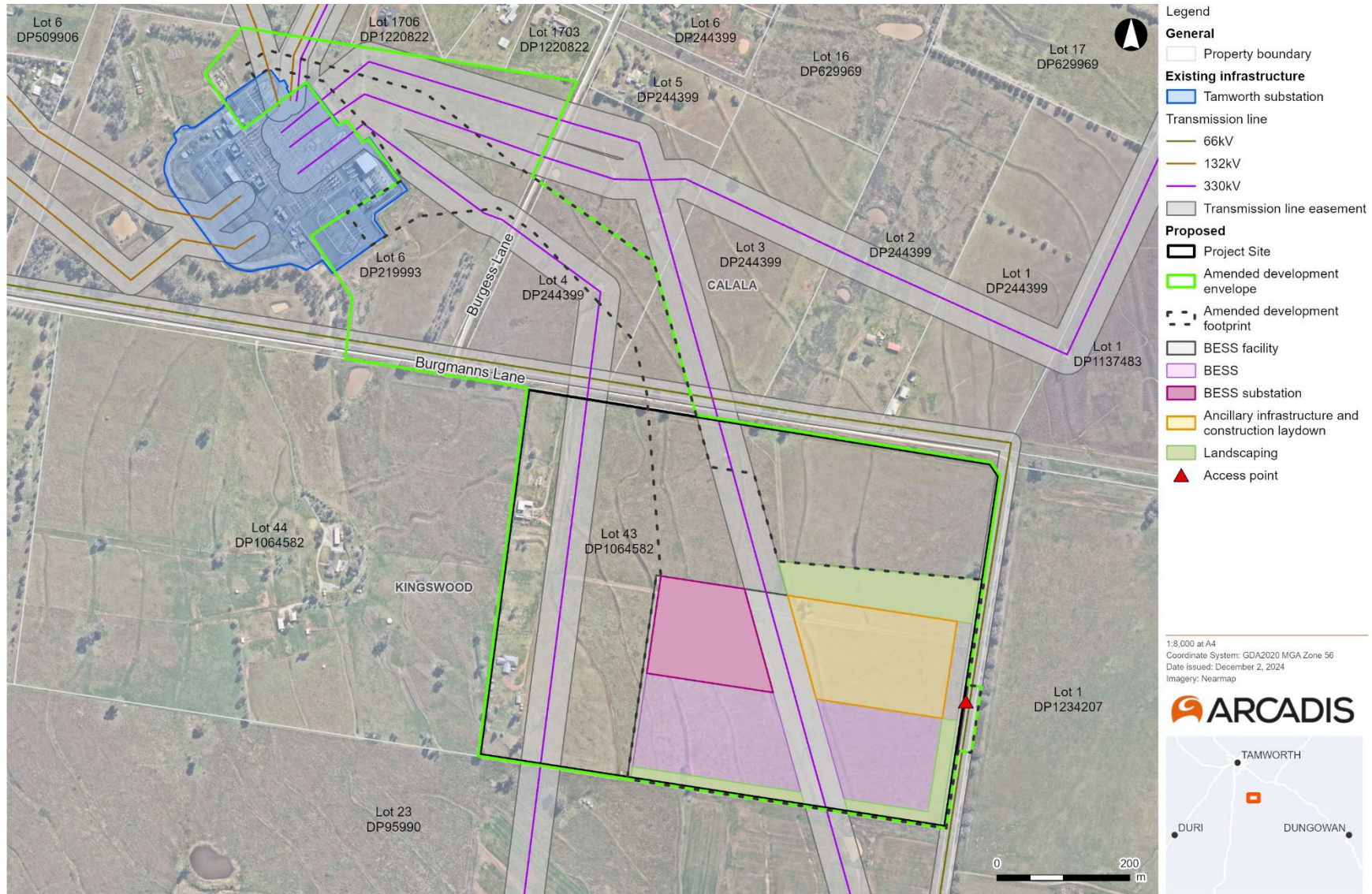
### 3.2 Project design and built form

An indicative overview of the Project layout is shown on Figure A-1. The number and location of the Project components are subject to refinement through detailed design. It will be subject to commercial tendering and procurement processes to ensure the Project is optimised in terms of yield and efficiency, within the parameters of the approval.

As the final specifications and location of infrastructure are subject to change during detailed design, where required in this section, upper limit quantities and power level estimates are provided to ensure the assessment and any subsequent approval maintains the flexibility required in the detailed design stage following Project approval. Similarly, while an indicative design is provided to provide a clearer understanding of what would be constructed, the delineation of the development envelope provides the assessment and flexibility of minor layout changes in the final design.

Together this ‘upper limit’ or ‘worst case’ approach ensures that all impacts of construction, as well as operation and decommissioning, are captured in the environmental assessment section of this EIS and that any recommendations and mitigation strategies would be appropriate for the final detailed design.

This approach would allow the Project to maximise potential benefits from the rapid technology advancements currently underway in the BESS industry.



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Figure A-1: Overview of the Project

### 3.2.1 BESS

The BESS is proposed to be located in the southeast corner of the Project Site and would comprise the following components:

- Lithium-ion (Li-ion) battery technology consisting of pre-assembled battery enclosures housing li-ion type battery cells, associated control systems and HVAC units
- PCS incorporating inverters and transformers
- Ancillary infrastructure (electrical switchroom, control and office building, security fencing).

Each battery enclosure would contain a group of Li-ion batteries, housed within weather-proof enclosures. Battery enclosures would be arranged in rows and comprise:

- Racks of Li-ion type batteries
- A battery management system to protect cells from harmful excesses of voltage, temperature, and current
- An energy management system that is responsible for system power flow control
- A thermal management system that controls all functions related to the HVAC of the enclosure system.

The size of the individual battery enclosure would be dependent on the selected supplier. Each battery enclosure would be mounted on concrete footings, built foundations, compacted gravel, plinths or piles. The layout and spacing would be designed in accordance with appropriate standards to ensure integrity of the system.

Battery enclosures may be integrated with a PCS, which would contain equipment such as inverters and transformers and would function to convert the power flow between battery and grid. The PCS and control room would also house the required control and monitoring components such as voltage sensing units, thermal management of power electronics components and battery integrity. A fault detection and shut-off function for the Project will enable the immediate response to any faults (such as chemical leaks) or equipment malfunction.

The BESS would use equipment that has been tested for fire safety and fire protection systems and would be installed according to suppliers' recommendations and the Fire Safety Study. All fire safety systems would be detailed in a Fire Safety Study prepared in consultation with Fire and Rescue NSW.

A control and office building would include control facilities and would be established to enable remote operation and facility management. The control building would not be permanently manned but would be available for use during site visits. The supervisory control and data acquisition (SCADA) system would be located within the control and office building. The dimensions of the building are expected to be approximately 12 metres long by five metres wide.

### 3.2.2 33/330 kV substation

A substation would be established to convert the medium voltage (MV) power produced by the BESS to high voltage (HV) power to enable connection to the Tamworth substation (and subsequently the grid). The location of the substation is shown on Figure A-1 and would be located adjacent to the BESS. The substation would be fenced and would include transformer switch bays and switchgear housed in portable substation containers. The substation would connect to the BESS by underground 33 kV cables.

### 3.2.3 Transmission connection

The transmission connection is subject to staging of other BESS projects connecting into the Tamworth substation. A 330 kV transmission line would extend from the BESS substation to the Tamworth substation via one of the following solutions:

- **Solution 1 - Existing above ground and/or below ground high voltage transmission connection:** Described and assessed in the existing EIS
- **Solution 2 – Underground cable northern bay alignment:** Described in detail in Section 3.1.2. This connection solution would involve an underground cable alignment into the existing Tamworth substation from its northern boundary
- **Solution 3 – Direct connection to overhead transmission line within the Project Site:** Described in detail in Section 3.1.2. This connection solution would be located within the Project Site and would involve the construction of a 330 kV switching station to connect into the existing 330 kV transmission line traversing the property. This requires up to two 330 kV poles/towers of 30 to 40 metres in height to re-direct and stabilise the conductors in and out of the switching station.

The final alignment will be agreed in consultation with Transgrid (refer to Section 5.1) but would be located within the development envelope (refer to Figure A-1).

The disturbance area for the connection would be in accordance with Transgrid requirements for 330 kV lines. If overhead, this would be a 60 metre easement, and narrower if underground. This easement has been used for the disturbance area for the Project and an indicative alignment is indicated on Figure A-1.

If above ground, the transmission line would be strung on 330 kV steel lattice tension structures with 330 kV steel pole terminal structures, as shown in Figure A-2.



Figure A-2: Example of steel lattice structure (currently present on the Project Site)

### 3.2.4 Ancillary infrastructure

To support operation of the Project several ancillary elements are proposed. These are described in Table A-2.

Table A-2: Ancillary infrastructure

Ancillary infrastructure	Description
Site access, internal roads and parking	<p>The proposed site access would be via Ascot-Calala Road on the eastern side of the Project Site. A perimeter track would be constructed around the BESS facility and within the BESS facility to provide access to the battery enclosures. Internal tracks would also provide access to onsite 33/330 kV substation, buildings and other ancillary infrastructure.</p> <p>The internal tracks will be constructed of an all-weather gravel surface. The exact position of access tracks will be determined during the detailed design phase.</p> <p>A car parking area for staff would be provided adjacent to the control and office building and would accommodate up to around ten spaces for operational and maintenance staff and visitors.</p>
O&M building	<p>An O&amp;M building would be used to support the Project.</p> <p>The dimensions of the building are expected to be approximately 20 metres long, 25 metres wide and five metres high. The building is expected to be constructed using neutral Colorbond™-style materials. Alternatively, shipping containers may be used instead of a building. The O&amp;M building would house materials and equipment for the upkeep and maintenance of the BESS and a small workshop.</p>
Fencing	<p>Security fencing (eg chain link or palisade) would be installed along the perimeter of the Project. Fencing would also be utilised to separate operational areas within the Project (i.e. the BESS and the BESS substation) to maintain operational safety.</p>
Signage	<p>Signs would be situated at several locations. These signs would be for the purposes of way finding, safety and building identification</p>
Lighting	<p>Standard lighting would be located around the Project, including the BESS, BESS substation, office and control building and internal roads and car park.</p> <p>Lighting would be used to maintain safety and security and to allow for out of daylight hours maintenance, as required. External lighting design would be consistent with <i>AS/NZS 1680.5:2012 Australian and New Zealand Interior and workplace, Part 5: Outdoor workplace lighting</i> and <i>AS 4282-1997 Control of the obtrusive effects of outdoor lighting</i>.</p>
Lightning mast	<p>Lightning protection masts would be installed with the final number and siting to be determined during detailed design and dependent on meteorological conditions at the Project Site. The lightning protection masts are typically thin, tubular structures, and approximately 15 metres tall, with a concrete base and earthing.</p>
Stormwater infrastructure	<p>The Project would include the installation of stormwater management infrastructure, incorporated into the design of the Project to manage water quality during operation of the Project.</p> <p>Drainage and stormwater treatment measures are detailed in Appendix M of the EIS.</p>
Services and utilities	<p>Proposed service and utility connections to the Project include:</p> <ul style="list-style-type: none"> <li>• On-site security system including but not limited to, CCTV and an integrated telecommunication system</li> <li>• Connections to telecommunications infrastructure via fibre optic cable for high-speed internet</li> <li>• 330 kV back fed supply for SCADA system</li> </ul>

Ancillary infrastructure	Description
	<ul style="list-style-type: none"> <li>• Water tanks for offices and amenities. Water sources appropriate for the specific water usage and demand volumes would be employed.</li> <li>• Sewage would be managed via on-site septic tank or transported for management off-site via tanker.</li> </ul>
Fire management	<p>Firefighting water tanks would be located on the Project Site for fire suppression. These would be filled via water tankers and refilled as required.</p>
Noise acoustic barriers	<p>The Project would include the installation of noise acoustic barriers to manage noise during operation of the Project. These will be incorporated into the design of the Project. The noise acoustic barrier would have a minimum surface density of 15 kg/m<sup>2</sup>. Typical options include steel, timber, glass, perspex, polycarbonate, brick and concrete.</p> <p>The height of noise acoustic barriers would be refined following selection of the preferred supplier and would be located around the BESS.</p> <p>Noise mitigation measures are detailed in Appendix D of the EIS.</p>
Landscaping and screening vegetation	<p>The Project would include the installation of landscaping to manage visual impacts during operation of the Project. Landscaping will be incorporated into the design of the Project.</p> <p>Visual mitigation measures are detailed in Appendix I of the EIS.</p>



Figure A-3: Illustration of Project from Burgmanns Lane highlighting existing transmission infrastructure and proposed screening vegetation, noise walls, ancillary infrastructure, BESS substation and transmission tower (Solution 1 = top, Solution 3 = bottom)

## 3.3 Construction

### 3.3.1 Construction activities

Key construction activities are expected to include:

- Civil and enabling works:
  - Establishment of temporary environmental and safety controls (such as water management infrastructure and fencing)
  - Establishment of temporary construction compound and laydown areas
  - Establishment of site access point and construction of an internal access road and car park. The internal access road would become the permanent operational access road at the completion of construction
  - Surveying and investigations of on-site condition to implement final design
  - Environmental investigations or protection works
  - Clearing and grubbing to accommodate proposed infrastructure and asset protection zones

- Earthworks (cut and fill), levelling, compaction and other civil and ground preparation activities to desired design levels (including the removal of spoil)
- Construction of concrete pads / hardstand areas to support the BESS and associated infrastructure
- Delivery, installation and electrical fit-out for the Project, including control building, battery enclosures, inverters, transformers and associated cabling and infrastructure (BESS components are largely prefabricated and would be lifted directly into place from the delivery vehicle)
- Installation of overhead or underground cabling from the BESS substation to the Tamworth substation, including construction of foundation piles for transmission tower structures (if overhead)
- Construction of ancillary elements including, offices and amenities, installation of services, water and sewage management, fire systems and signage
- Installation of permanent fencing and security system
- Landscaping
- Testing and commissioning
- Removal of construction equipment and rehabilitation of construction areas.

### 3.3.2 Construction program

Construction of the Project would begin after all relevant approvals are obtained. The Project would be constructed and commissioned in line with battery supply availability, labour and equipment availability and increasing demand in the network. The Project would be developed in a single stage and anticipated to take approximately 12 to 15 months to construct.

Construction would be undertaken in phases, as follows:

- Enabling works
- Construction works (civil works, structural works, and electrical works)
- Commissioning
- Demobilisation.

### 3.3.3 Construction hours

Construction of the Project would be undertaken during standard construction hours:

- Monday to Friday: 7.00 am to 6.00 pm
- Saturday: 8.00 am to 1.00 pm
- No works of Sunday and public holidays.

Certain activities may be required outside of the standard construction hours. Key stakeholders would be informed prior to out of hours activities. These activities potentially include:

- Delivery of plant and equipment for safety reasons (e.g. OSOM vehicles)
- Commissioning and testing activities that must align with demands on the grid
- Emergency work to avoid damage to persons or property and/or to prevent environmental harm
- Construction works where it can be demonstrated and justified that these works are required to be undertaken outside of standard construction hours.

### 3.3.4 Construction compound

A temporary compound would be required to support construction of the Project. The compound would be established at the Project Site as detailed in Figure A-1.

It is anticipated that the compound would contain the following:

- Site office and amenities
- Staff parking areas
- Fabrication area
- Equipment and vehicle storage areas
- Laydown areas for construction materials (e.g. cable drums, fittings, gravel roadbase)
- Stockpiling of excavated materials and soil
- Bunded fuel storage areas.

The construction compound would be temporary in nature and removed / decommissioned at the completion of construction. Where the construction compound is not situated within the footprint of the operational area it would be rehabilitated to the pre-construction standard upon completion of the works.

Should other compounds be required, the following site selection criteria would be applied to their location:

- Within the construction footprint
- Access to the local road network
- Relatively level land
- Greater than 50 metres from a watercourse
- Greater than 50 metres from threatened species and endangered ecological communities
- Greater than 100 metres from a residential dwelling
- No requirement to remove any native vegetation beyond that otherwise being undertaken for the Project
- No requirement to undertake any significant ground disturbing works
- No impact on any heritage items (Indigenous or non-Indigenous)
- Not unreasonably affect the land use of adjacent properties.

Consideration of all the above factors would be undertaken prior to the establishment of any additional or alternative construction compound or stockpiles for the purpose of the Project.

### 3.3.5 Construction plant and equipment

Most of the plant and equipment would be delivered to Project Site on rigid and semi-trailer low-loaders, while construction materials would be delivered on rigid concrete agitators, truck and dog, and semi-trailer dump trucks. The plant and equipment that are likely to be used during the construction include:

- Front end loaders
- Dump trucks
- Road trucks
- Excavators
- Graders
- Compactors and roller
- Water trucks
- Scrapers
- Welding equipment
- Compressors
- Air track drill
- Concrete trucks and pumps
- Franna cranes
- Manitou forklift
- Scissor lifts
- Elevated work platforms
- Elevated work platforms
- Concrete saws and grinders
- Cable laying machine and/or cable winch
- Backhoe
- Generators
- Light vehicles.

### 3.3.6 Construction traffic, access and parking

#### 3.3.6.1 Construction traffic

Vehicles associated with construction works would include light vehicles (workers travelling to and from the Project at the start and finish of shifts) and heavy vehicles delivering / removing construction materials and battery components. Heavy vehicle movements, particularly those associated with the delivery of materials and equipment would generally be evenly spread throughout construction hours.

During construction, battery enclosures, HV transformers, control room, switch room and transmission supporting structure may be delivered to the Project Site via OSOM vehicles. The size and number of OSOM vehicles would be confirmed during construction phase and included in the Construction Traffic Management Plan.

The following peak construction vehicle movements are anticipated:

- An average of up to 100 passenger vehicles per day (100 in and 100 out) during the construction works phase
- An average of up to 60 heavy vehicles per day (60 in and 60 out) during the construction works phase (inclusive of OSOM vehicle movements).

#### 3.3.6.2 Access

A new site entrance off Ascot-Calala Road would be constructed during the enabling and civil phase. This access point would also be used as the main operational entry point for vehicles. The proposed construction access would be wide enough to accommodate OSOM into the Project Site and minimise potential for tracking dust and sediment offsite onto Ascot-Calala Road.

#### 3.3.6.3 Parking

A construction parking area suitable to accommodate the anticipated construction staff would be provided adjacent to the main construction compound. The parking area would be a cleared, demarcated area but would not be a formalised carpark. A designated area for delivery trucks would be located within the laydown area and would be regulated by the construction contractor.

### 3.3.7 Construction workforce

The construction phase of the Project is expected to require up to 100 construction personnel, the majority of which are expected to be sourced from the Tamworth region. Preference would be made for contractors utilising a regional workforce. A Local Procurement Strategy will be implemented to prioritise this outcome and reduce the potential for adverse impacts on local accommodation availability.

The construction workforce would include (but not be limited to) the following:

- Tradespeople and construction personnel
- Sub-contractor construction personnel
- Engineers
- Functional and administrative staff.

## 3.4 Operation

The Project would be operational 24 hours, seven days a week. The Project would generally be managed and monitored remotely apart from periodic site maintenance which would require two to four maintenance staff to access the site. The Project is anticipated to contribute to the employment of up to two FTE.

Over the operational life of the Project components may be upgraded. These works, if required, would not be intensive and are likely to be significantly lower than the construction works assessed in this EIS. These upgrade works may also provide additional generation capacity without increasing the disturbance area/impacts associated with the Project.

During operation, activities on-site would generally comprise:

- Storage of electricity and provision to the broader electricity grid as required to meet the strategic objectives of the Project
- Routine inspections
- Repair and maintenance of the Project ancillary infrastructure including fencing, roads, water infrastructure and environmental controls.
- Management of vegetation and pests
- Repair and maintenance of Project infrastructure such as battery enclosures, inverters, transformers and cables (including replacement of BESS components)
- Ongoing security monitoring.

### 3.4.1 BESS replacement and decommissioning

The battery enclosures have a design life of 20 years. At the end of operational life, this may be extended subject to the replacement and/or refurbishment of components and market conditions. It is expected that with improved technology, the battery enclosures could be upgraded and be maintained to extend the life of the BESS. Any wholesale repowering would seek to make use of the existing foundations, connections and substation and would generally comprise swapping out and recommissioning BESS modules.

If a battery enclosure faults and is beyond repair, the unit would be removed and recycled for materials, where practicable.

In the case of a full decommissioning of the BESS, the Project would be repurposed for other industrial uses as determined by the Proponent (and subject to separate approvals being obtained for those uses).