Consultation Summary

Dederang Battery Energy Storage System (BESS)

30 October 2024

Contents

1. Introduction

This report describes how Mint Renewables Pty Ltd (Mint or the Proponent) has consulted with stakeholders about the proposed Dederang Battery Energy Storage System (BESS) (the Project). This report will accompany the planning permit application for the Project and was prepared with the support of Nation Partners Pty Ltd (Nation Partners).

1.1. About the Project

The Dederang Battery Energy Storage System (BESS) is a proposed BESS facility located approximately 2km north-west of Dederang, accessed from Yackandandah-Dederang Road, in the Alpine Shire. The site is primarily located within private land, with some work required within AusNet-owned land adjacent to the site, including the Dederang Terminal Station (DDTS), to facilitate the connection and access.

The Proponent are targeting a nominal installed capacity of 400MWh with an indicative permanent footprint of approximately 4 ha. The final location of the Project infrastructure, including access, will be determined once a BESS supplier has been selected and will be in accordance with commitments made within the planning permit application.

The Project will likely include:

- BESS units, inverters and transformers.
- Access roads in and out of the site, and upgrades to the site entrance.
- Underground cabling to connect the battery units, inverters and transformers.
- Onsite substation and underground powerlines/cable to connect the BESS to the existing Dederang Terminal Station.
- Permanent operations and maintenance facility, including car parking.
- Temporary site compound facilities for construction.
- Civil and structural works including laying of crushed rock.
- Water storage (including firefighting water supply and fire water runoff containment) and fire breaks.
- Landscaping to mitigate visual impacts.
- Security fencing and signage.

Additionally, works are likely required within the DDTS site (e.g., high voltage electrical equipment installation and associated permanent and temporary buildings and works).

The site will be accessed from one of two access points off Yackandandah-Dederang Road, including:

- Access via land adjacent to the DDTS, outside the fenced terminal station.
- Access via the unused government road which runs between AusNet land and the adjoining private property.

1.2. Community Context

The Project is located in the Alpine Shire, approximately 2km north-west of Dederang, accessed from Yackandandah-Dederang Road. The rural town of Dederang is located in the Kiewa Valley, 36km north of Mount Beauty and approximately 50km south of Wodonga. The area comprises low-density residential and agricultural properties, primarily dairy farming and cattle grazing land. The Project will connect to the electricity network via the existing DDTS, owned and operated by AusNet Services.

There are one (1) dwelling located within 500m of the major infrastructure of the Project, whilst a further eight (8) dwellings are located within 1km. The majority of these dwellings are separated from the site by roads and/or have limited or no direct sight lines to the site. Neighbouring dwellings with potential views of the Project include:

- Elevated areas approximately 1.5km north of the Project site off Speers Lane.
- One dwelling approximately 460m to the southwest of the Project site.

Dederang is a small rural town located in the Kiewa Valley, North East Victoria and sits within the Alpine Shire Local Government. The name Dederang dates back to 1838, named after the Dederang pastoral run that once occupied the valley, with the origin of the name thought to be an Aboriginal word describing hailstones. There is no Registered Aboriginal Party (RAP) appointed in the region of Dederang, however the Dhudhuroa Waywurru Nationals Aboriginal Coroporation (DWNAC) and Duduroa Dhargal Aboriginal Corporation (DDAC) represent Traditional Owner groups who claim connection to the land.

Dederang has a strong community and is home to approximately 198 people (as of 2021), many of whom have resided in the region for quite some time. Of these residents, approximately 90% are non-indigenous and mostly from English and Australian descent, with the median age being 44 years (ABS 2021).

Dederang remains a strong farming region, most notably known for their dairy products. The dairy cattle farming industry is the biggest employer for the region, with beef cattle farming also contributing substantial employment opportunities. Dederang is also a popular destination for trout fishing and hosts the Dederang Picnic Race Club meeting every year for the local country racing event, the Dederang cup, acting as a community hub during this time.

At the time of writing this report, another BESS project is proposed to the south of the Project Area, the Kiewa Valley BESS.

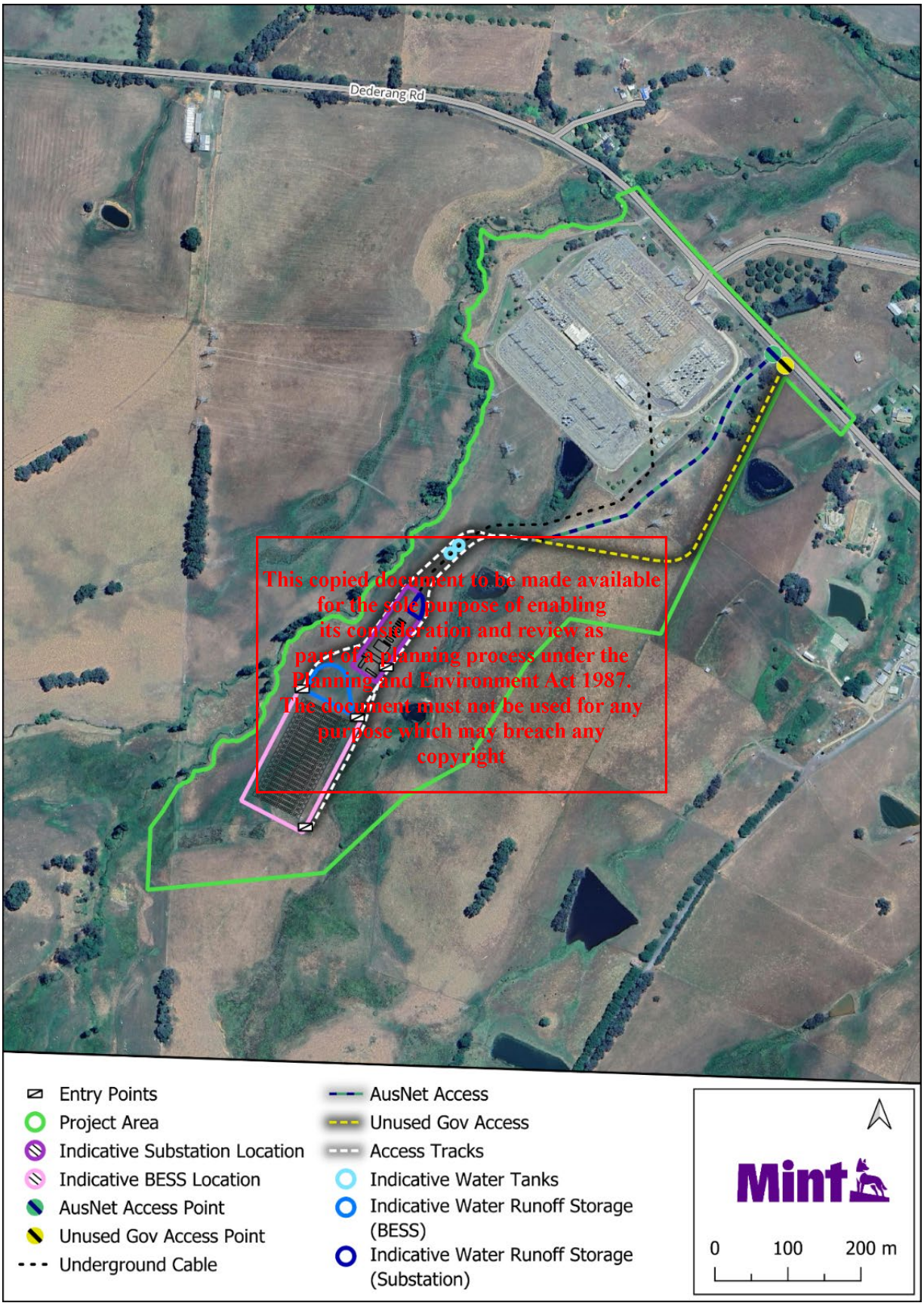


Figure 1: Indicative Project Location & Layout

2. Stakeholder Engagement Plan

A Stakeholder Engagement Plan was initially prepared to guide engagement activities with key stakeholders, including the community to inform the development of the Project. The activities undertaken to date have sought to:

- Build stakeholder and community awareness of the Project ahead of submission of the planning permit application.
- Provide clear information through public channels to assist in understanding of the Project.
- Collect feedback from the community and key stakeholders to inform the Project design and development.

2.1. IAP2 Spectrum of Engagement

To ensure engagement activities meet the expectations of stakeholders, communications and engagement activities were designed to be delivered in accordance with the International Association of Public Participation (IAP2) spectrum. This spectrum has been applied to critical activities for the Project. Different levels of engagement have been applied to different stakeholders at various stages of the Project.

Level of engagement	Inform	Consult	Involve	Collaborate
Community engagement objective for the Project.	Provide balanced and objective information to assist stakeholders in understanding all aspects of the Project.	Obtain feedback and input on the Project by providing information to assist understanding the Project's potential impacts and benefits.	Work with the community throughout the planning process to understand and consider concerns and aspirations.	Partner with stakeholders on elements of planning, development and decision making where applicable.

2.2. Engaging with Stakeholders

Table 1 below provides an overview of the stakeholders who were consulted by the Project team (including consultants) to date, level of engagement sought, and tools used.

Table 1 Stakeholders Consulted on the Project

Stakeholder	Level of Engagement	Engagement Tools
Local Members of Parliament (MPs), including: • Member for Indi, Dr Helen Haines – Independent • Member for Ovens Valley, Tim McCurdy – The Nationals	Consult	• Letters/emails • Phone calls • In person and online meetings/ briefings
Local Council: • Alpine Shire Council	Involve	• Letters / emails • Phone calls • In person and online meetings • Councillor briefing
Department of Transport and Planning (DTP) • Development Approvals and Design (Planning) • Transport (Regional Roads)	Involve	• Emails • Phone calls • Online meetings

Stakeholder	Level of Engagement	Engagement Tools
Country Fire Authority (CFA) • Head Office	Involve	• Emails • Phone calls • Online meetings
AusNet Services	Involve and Collaborate	• Emails • Phone calls • Online and in person meetings
AEMO Victorian Planning and Connections	Involve and Collaborate	• Emails • Phone calls • Online meetings
North-East Catchment Management Authority (NECMA)	Involve	• Emails • Phone calls • Online meetings
Department of Energy, Environment and Climate Action (DEECA) • Planning and Environmental Assessment (Energy) • Community and Partnerships (Hume)	Consult	• Emails • Phone calls • Online meetings
Local Police: Dederang	Consult	• Emails • Phone calls • In person meeting
Australian Energy Infrastructure Commissioner	Consult	• Emails • Phone calls • Meeting
Traditional owners • Dhudhuroa Waywurru Nations Aboriginal Corporation (DWNAC) • Duduroa Dhargal Aboriginal Corporation (DDAC)	Involve	• Emails • Phone calls • Onsite meetings (DDAC only)
First Peoples State Relations	Involve	• Emails • Phone calls
Near Neighbours	Inform and Consult	• In person meetings • Letters and emails • Phone calls • Newsletter • Drop-in information session • Project Website
Community • Surrounding neighbours • Community members, groups and businesses • Friends of the Kiewa and Alpine Valleys • Dederang Recreation Reserve Committee representatives	Inform and Consult	• In person meetings • Letters and emails • Phone calls • Newsletter • Drop-in information session • Project Website

3. Engagement Activities

The Project has used a range of methods to communicate with stakeholders including:

- Meetings (online and in person)
- Website – project webpage
- Personalised letters
- Newsletters and FAQs
- Flyers
- Posters
- Advertisements
- Drop-in information sessions
- Goods and Services Register
- 1800-number
- Project email address
- 1800 business card

These methods as well as other tools will continue to be used in as development of the Project progresses, including into construction.

The Project's engagement program commenced publicly in October 2023. The Proponent introduced the Project to direct neighbours in October 2023, in addition to Council and authorities, such as the CFA, Regional Roads Victoria, NECMA and DTP. Concurrently with this initial outreach, commitments were made to extend the engagement activities to the wider community, as well as providing contact information for those that wanted to reach out to the Project team in the meantime. Three drop-in information sessions were held in February 2024. Engagement has continued including targeting meetings, calls and emails, newsletter updates, website updates and communication materials etc.

The sections below provide a summary of the engagement activities undertaken to date.

3.1. Near Neighbour Engagement

The Proponent first contacted near neighbours of the Project in October 2023 via a letter. This included the landowners of 10 properties where their property neighboured the Project investigation area. The letter sought to introduce the Project, as those closest to the potential project area, and offered a meeting or phone call with the Project team.

Whilst some landholders initially accepted the invitation to meet, they later declined. Further offers to make alternative arrangements to meet were made following the declination via email and phone, as well as another letter in January 2024 extending this offer again, as well as inviting these landowners to the drop-in information sessions held in February 2024 (see Section 3.2.1). In all letters the Proponent encouraged neighbours to sign up to the Project newsletter (see Section 3.4). Email correspondence was also exchanged with several of these neighbours to answer questions in lieu of meeting.

In addition to the above, correspondence was exchanged with owners of the closest dwelling to the Project (approximately 460m west of the Project, at the southern end of Goonans Lane) to meet and discuss their potential view of the Project from their dwelling and potential landscape screening options, however the owners declined these offers. The Proponent commits to continue to attempt engaging with this neighbour, prior to finalising a landscape screening plan.

3.2. Community

3.2.1. Drop-in Information Sessions

Three drop-in community sessions were held at the Dederang Recreation Reserve Multipurpose Building, on Friday 2 February (12pm – 3pm and 5pm – 8pm) and Saturday 3 February (9am – 12pm).

The sessions were promoted in the Alpine and Myrtleford Observer (on Wednesday 10, Wednesday 17, Wednesday 24 and Wednesday 31 of January 2024) and The Border Mail (on Saturday 13, 20, and 27 of January) as well as through the email subscriber list, displayed via a flyer at the Dederang General Store, on the website and sent to key stakeholders for information.

Approximately 100 people attended the sessions over the two days. The Project team attended the sessions, including the Head of Development, Head of Planning, Environment and Stakeholder Relations, Senior Project Manager and Development Manager. The sessions were supported by two engagement professionals from Nation Partners.

The sessions allowed the community to drop in and speak directly to the Project team, see early concept designs, read about the Project in their own time (posters and take-home materials), ask questions and provide feedback (verbally or via feedback forms) on the Project. There were no formal presentations at these sessions. Fifty-two feedback forms were completed and shared with the Project team. Some forms were provided via the online feedback form (available using QR code or link on website).

Following the information sessions, a summary of feedback received during the drop-in sessions was prepared as part of Edition 2 (March 2024) of the Project newsletter. This also summarised what was heard into key themes, answered frequently answered questions and provided a summary of next steps for the Project (see Section 3.4).

Figure 2: Photo of Drop-in Information Session Set Up

3.2.2. Friends of the Kiewa and Alpine Valleys

During the early stages of Project development, Project neighbours and members of the community established the Friends of the Kiewa and Alpine Valleys Inc.

The Project team engaged with the group via multiple letters and other forms of correspondence. Representatives of the group attended the February community drop-in sessions, where feedback was provided and questions asked. The Proponent responded to the questions asked during the sessions as well following up with a written response.

A meeting was held with members of the group in May 2024, including attendance by the Proponent's fire and risk specialist. Two local MPs also attended the meeting.

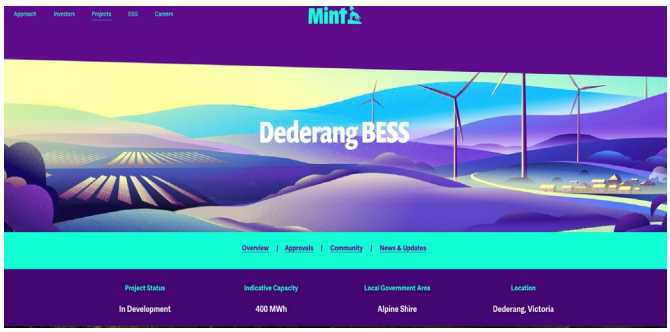
3.2.3. Other Community Members

A number of formal and informal meetings and phone calls have been held with interested community members. These discussions have been brought about as follow up discussions from the drop-in information sessions or direct contact

prompted by newsletters and community discussions via the Project contact details (Section 3.4). Additionally, the Proponent has responded to a number of email enquiries from a range of community members.

3.2.4. Project Website

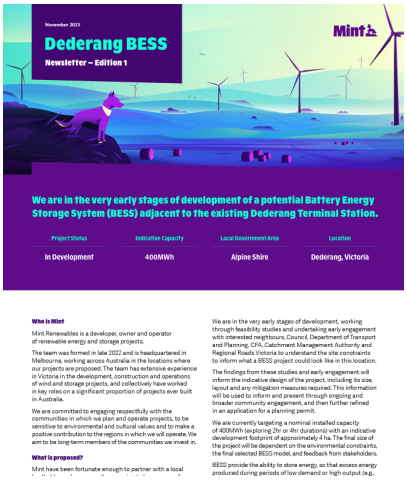
The Project website (www.dederangbess.com.au) was made live in October 2023 (concurrently with reaching out to near neighbours – discussed in Section 3.1). The website provides information on the Project and its benefits, details of how to get in contact with the team (Section 3.3),houses factsheets and newsletters (Section 3.2.5) and information regarding how local contractors can register their interest in providing goods and/or services for the Project. The website is and will continue to be updated regularly.

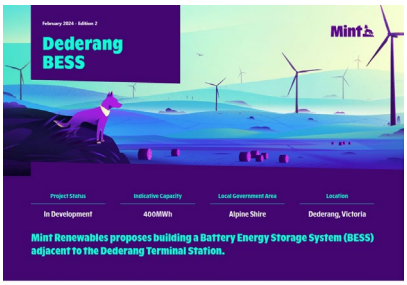
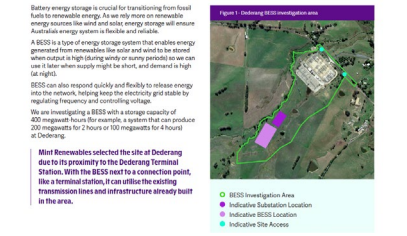
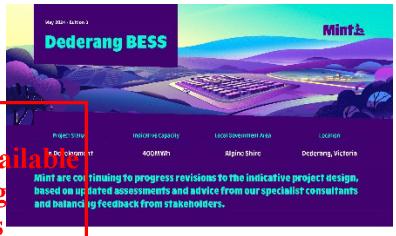
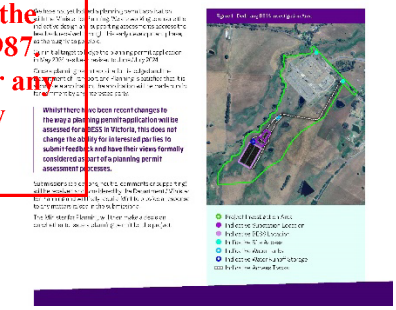
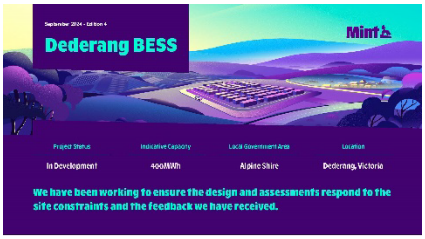
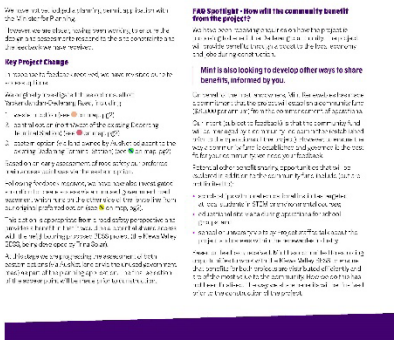


3.2.5. Newsletters and FAQs

Four Project newsletters have been distributed to date (see Table 2 below). The newsletters were uploaded to the Project website and sent to the subscriber list. Hard copies of the first newsletter were available to take home by interested parties at the Dederang General Store, whilst the second, third, fourth were available at both the Dederang General Store and the Old Tawonga Store.

Table 2: Newsletters

Newsletters		
Edition No. 1 (November 2023)	The first Project newsletter provided an overview of the Project, steps in the development process, and the environmental assessment and planning process. The newsletter further addressed some common questions.	

Newsletters		
Edition No. 2 (March 2024)	The second Project newsletter provided a summary of feedback received during the drop-in sessions. The newsletter summarised what was heard into key themes and answered frequently answered questions. It further provided a summary of next steps for the Project.	 
Edition No. 3 (May 2024)	The third Project newsletter provided a general Project update and spotlight on answering a frequently asked question (relating to insurance) at the time.	 
Edition No. 4 (September 2024)	The fourth Project newsletter provided a general Project update and spotlight on answering a frequently asked question (relating to benefit sharing) at the time.	 

Interested parties had the ability to sign up to the Project newsletter from October 2023, which has been promoted through all private and public communications materials. At the time of writing this report, there are approximately 80 subscribers to the project newsletter.

Additionally, information factsheets were prepared and made available for the Project to help explain key Project information. These included:

- General BESS FAQs (Version 1.0 2023) – updated periodically, provides an overview of how BESS operate, the planning process and frequently asked questions (Available online from October 2023).
- Dederang BESS FAQs (February 2024) – provides an overview of the Project scope, the planning process and frequently asked questions (Available online from February 2024).

These documents were made available for download on the Project webpage and were available in hard copy at the Dederang General Store alongside the first and second newsletters. Hard copies of these documents were also available at the drop-in information sessions (see Section 3.2.1).

Copies of the newsletters and factsheets are contained in Appendix A. Newsletters and factsheets/FAQs will continue to be regularly updated as the Project progresses.

3.3. Agency Engagement

The Proponent has been engaging with a range of agencies through the development of the Project. Table 3 below provides a summary of the engagement undertaken, and feedback received. Engagement will continue with these agencies.

Table 3 Agency Engagement

Agency	Engagement Details	Topics discussed / feedback received
Alpine Shire	The Proponent first contacted the Alpine Shire in October 2023. Engagement has continued since this time, including semi-regular meetings, emails and phone calls with Council staff, as well as a Councillor Briefing in January 2024.	• Potential impacts and how these were/are being assessed and mitigated (in particular (but not limited to) fire, traffic, and surface water). • Potential use of unused government road as main project entrance. • Community Engagement - Approach / feedback on approach. - Updates on activities undertaken and planned. • Benefit Sharing - How to get efficiency in the administration of funds. - How to use funds to boost long term regional outcomes/benefits and provide long term benefits to the community. - How to consolidate funds for more effective spend.
AusNet Services	Engagement with AusNet Services began early to help determine feasibility of the Project and has continued to inform the indicative design of the Project.	• Ability and process to connect to National Electricity Market via the Dederang Terminal Station. • Location of proposed infrastructure in relation to AusNet assets (Terminal Station and Transmission Lines) and land (vacant land proposed to be used

Agency	Engagement Details	Topics discussed / feedback received
	Engagement will continue to finalise the design of the project, including works within the DDTS.	for the underground connection and option for main access track). • Surveys and studies undertaken on AusNet owned land.
AEMO Victorian Planning and Connections	Engagement with AEMO Victorian Planning and Connections began early to help determine feasibility of the Project and has continued throughout development.	• Ability and process to connect to National Electricity Market via the Dederang Terminal Station.
Country Fire Authority (CFA)	The Proponent first met with the CFA in November 2023. Engagement has continued since this time, including a number of online meetings, emails and phone calls between the CFA, the Proponent and the Proponents fire and risk consultant.	• Draft assessment findings. • Feedback on multiple iterations of indicative project layout to align with CFA Guidelines (including (but not limited to) allowing for appropriate access/egress, water storage and retention pond(s)).
Department of Energy, Environment and Climate Action (DEECA) *Planning and Environmental Assessment (Energy)* *Community and Partnerships (Hume Region)*	The Proponent introduced the Project to Planning and Environmental Assessment (Energy) in early 2024 following the completion of preliminary ecology surveys. Discussions were also undertaken with the Community and Partnerships (Hume Region).	• Potential environmental impacts and how these were/are being assessed and mitigated. • Potential use of unused government road as main project entrance. • Community Engagement and Benefit Sharing - Approach / feedback on approach - Updates on activities undertaken and planned.
Department of Transport and Planning (DTP) • Development Approvals and Design (Planning) • Transport (Regional Roads)	Engagement with DTP began early to help determine feasibility of the Project and approach to the preparation of assessments, design and planning permit application. Discussions have continued since this time (including formal pre-application meetings), to ensure updates were continued to be provided and feedback received on the progress of the preparation of the planning permit application (as well as the Project more generally). Discussions were also undertaken in late 2024 to present findings of site	• Planning permit application triggers, requirements and process. • Potential impacts and how these were/are being assessed and mitigated (including ecology, heritage, surface water, noise, landscape and visual, traffic/access and fire) • Community Engagement and Benefit Sharing - Approach / feedback on approach - Updates on activities undertaken and planned. • Provision and discussion on early indicative designs, and findings of site safety distance

Agency	Engagement Details	Topics discussed / feedback received
	safety distance assessments of multiple access points, to inform the final selected locations.	assessment for the proposed access points (and others which have not been pursued).
North East Catchment Management Authority (NECMA)	Engagement with NECCMA began early to help determine feasibility of the Project and has continued to inform the indicative design of the Project. A number of online meetings were held with the NECMA as the Proponent progressed preliminary surface water assessments and modelling and the indicative design for the Project.	• Review and feedback on preliminary surface water modelling. • Feedback on multiple iterations of the indicative design, including proximity of main infrastructure to waterways and location of water. • Process to obtain permit(s) under the Water Act 1989, where required.

3.4. Project Contact Information

3.4.1. Email Address and 1800 Number

A dedicated Project email address (dederangbattery@mintrenewables.com) was established for the community and other stakeholders to contact the Project team and provide an avenue for communication.

This email address was established in October 2023 and promoted through all private and public communications materials (e.g. personalised letters, newsletters, webpage, newspaper advertisements etc). Additionally, the Proponent's 1800 phone number (1800 HI MINT / 1800 446 468) was also promoted through these means.

3.4.2. Goods and Services Register

A Goods and Services Register was established for the Project in October 2023. The purpose of the register is to provide an avenue for interested parties to register their interest in providing goods and services to the project.

The Project will provide benefits through a boost to local and regional economy and local businesses and jobs during construction. For a Project of this size, this could include around 150 direct construction jobs. Typical jobs created during construction include:

- General labourers
- BESS installers
- Concrete workers
- Accommodation providers
- Local pubs, hotels, food and service providers

During the operation of a BESS, employment is generally limited to inspection and maintenance activities by the BESS operator.

The Proponent is committed to employing local people and buying local wherever possible. The Proponent, as the owner of the BESS facility, will not typically be the direct employer of the workers. However, opportunities will exist with the owners delivery partners and contractors (and their sub-contractors).

The Goods and Services Register will be provided to the Proponent's delivery partners once selected. Additionally, where they have opted in, interested parties are also added to the newsletter subscription so they can be kept up to date with the Project's progress.

At the time of writing this report, 16 businesses had signed up to the Goods and Services Register.

3.5. Policies and Procedures

3.5.1. Complaints Handling

Any complaints (and grievances) relating to the Project will be managed in accordance with Mint's Complaints Handling Procedure, available on the Mint Renewables website here: https://mintrenewables.com/esg.

Additionally, a Project specific Complaints Management Plan may be prepared prior to construction, in line with Mint's Complaints Handling Procedure and to capture any other obligations or commitments.

All enquiries and complaints will be recorded in Mint's Stakeholder Relationship Management System.

3.5.2. Privacy Policy

Mint is committed to protecting the privacy of all individuals in accordance with applicable privacy and data protection laws. Mint's Privacy Policy (available on our website here: https://mintrenewables.com/esg) sets out our policy on collecting, holding, using and disclosing, or otherwise handling personal information.

All data collected from our stakeholders (e.g. through engagement activities, goods and services register, complaints etc.) will be collected, handled, stored/secured and shared in accordance with this policy.

4. Summary of Topics Raised

Throughout the engagement activities a number of topics were raised. Table 4below provides a breakdown of the most frequently raised topics and how the Project has sought to respond.

Table 4 Summary of Topics Raised

Key topics raised through engagement activities	Where responses can be found
Fire Risk and Management	
Many queries related to fire and risk management for the Project. Concerns and questions related to fire risks or consequences associated with lithium-ion BESS including fire risk at the site from both internal and external sources (e.g. fire started as a result of the Project, or risk of bushfire on the Project), measures to be undertaken to prevent a fire from occurring and management measures should a fire occur. Concerns were raised about any health effects by smoke emitted from a BESS fire. The Proponent has worked closely with an experienced Fire and Risk Consultant and the CFA to provide informed responses to these queries. Furthermore, this has informed the indicative design of the project, and the planning permit application (including Risk Management Plan).	• Responses to individual queries • Dederang BESS FAQs • General BESS FAQ's • Newsletters, specifically including: - Newsletter Edition 2 March 2024 - Newsletter Edition 3 May 2024 Furthermore, a detailed assessment of the fire risk and management of the Project is included in the: • Risk Management Plan (Appendix I of the Planning Permit Application Report)
Contamination and Environmental Impacts	
A number of queries were received in relation to how the Project will impact the environment including potential impacts on flora, fauna, waterways and groundwater during construction and operations, run-off of contaminated water, flood risk and others. In response to these queries the Proponent confirmed the relevant guidelines, regulations and legislation that the Project must comply with and where appropriate, how these are addressed in the indicative design (e.g. CFA requirements for provision of fire water run off storage, should a fire occur). The Proponent described the site specific studies and reports that were (and now are) completed to assess the potential environmental impacts and any preliminary findings.	• Responses to individual queries • Dederang BESS FAQs • General BESS FAQ's • Newsletter Edition 2 March 2024 Furthermore, a detailed assessment of potential contamination and environmental impacts and management is included in the: • Planning Permit Application Report • Risk Management Plan (Appendix I of the Planning Permit Application Report) • Ecology Assessment (Appendix C of the Planning Permit Application Report) • Surface Water Assessment (Appendix H of the Planning Permit Application Report)
Decommissioning obligations and process	
Some queries related to decommissioning of the Project (at its end of life or in the event of an incident). The Proponent confirmed that as the owner, we would be responsible for decommissioning the Project and restoring it as per any obligations in the agreement with the landholder and the conditions of the planning permit.	• Responses to individual queries • General BESS FAQ's • Newsletter Edition 2 March 2024

Key topics raised through engagement activities	Where responses can be found
Planning requirements and process	
The Proponent received a number of queries regarding the planning (and environment) process relevant to the Project. These were mostly in relation to the assessment of potential impacts of the Project, the general planning process and the opportunity for the public to respond. The Proponent communicated that the Project requires a planning permit from the Minister for Planning, and as part of this process we would anticipate a formal public submissions period and identified the studies we were undertaking to inform this application. It was also communicated that referrals under the state and federal environment legislation would unlikely be required due to the anticipated level of impacts, however would be confirmed following completion of environmental impact assessments.	• Responses to individual queries • Dederang BESS FAQs • General BESS FAQ's • Newsletter Edition 2 March 2024 Furthermore, a detailed planning assessment is contained within the: • Planning Permit Application Report
Noise and Visual Impacts	
The Proponent received a number of queries in relation to the potential noise and visual impact of the Project. The Proponent outlined the requirements that the Project must meet in relation to noise limits and discussed the assessments undertaken to confirm that the Project can meet these requirements. Additionally, the Proponent has confirmed that the Project would be designed to consider and mitigate potential visual impacts where possible. Photomontages from public viewpoints of a preliminary design were also shared at the drop-in information sessions.	• Responses to individual queries • Dederang BESS FAQs • General BESS FAQ's • Newsletter Edition 2 March 2024 Furthermore, a detailed assessment of potential noise and visual impacts, and mitigation measures is contained within the: • Planning Permit Application Report • Environmental Noise Assessment (Appendix F of the Planning Permit Application Report) • Landscape and Visual Impact Assessment (Appendix E of the Planning Permit Application Report)
Land Values and Insurance	
Concerns were shared that the presence of a BESS would impact land values and make some insurance cover more expensive or unavailable for neighbouring properties or businesses. The Proponent engaged with a number of insurers, insurance brokers and lawyers to investigate, and found no basis for these concerns. Information was sought from community members who had received feedback from their insurers to the contrary, so that the Proponent could investigate further.	• Responses to individual queries • Newsletters, specifically including: - Newsletter Edition 2 March 2024 - Newsletter Edition 3 May 2024
Community Engagement and Benefit Sharing	
The Proponent has received many queries and feedback on community engagement and benefit sharing.	• Responses to individual queries • Dederang BESS project website

Key topics raised through engagement activities	Where responses can be found
Interested parties wanted to understand how Mint would engage with the community, how they could be kept informed and how they could provide feedback for each stage of the project. Interested parties were also eager to understand how the Project proposed to share benefits with the broader community, and how they could provide feedback and input into potential benefit sharing programs..	• Dederang BESS FAQs • Newsletters, specifically including: - Newsletter Edition 1 November 2023 - Newsletter Edition 2 March 2024 - Newsletter Edition 4 September 2024
Other	
Mint has received additional queries covering a number of different topics throughout the early development phases and has endeavoured to respond where possible. Some of these include: - Purpose of the BESS - Impacts to cultural heritage - Employment opportunities - Construction activities (including traffic) - Cumulative impacts of the Project and the Kiewa Valley BESS	• Responses to individual queries • Dederang BESS project website • Newsletters Furthermore, details of the justification of the Project, and consideration of cultural heritage is included in the: • Planning Permit Application Report A detailed assessment of the potential traffic impacts and management is included in the: • Traffic Impact Assessment (Appendix D of the Planning Permit Application Report). Potential cumulative impacts of the Project and the Kiewa Valley BESS, should they both proceed, has been addressed in the Planning Permit Application Report, specifically within: • Traffic Impact Assessment (Appendix D of the Planning Permit Application Report). • Environmental Noise Assessment (Appendix F of the Planning Permit Application Report) • Landscape and Visual Impact Assessment (Appendix E of the Planning Permit Application Report)

5. Approach to Benefit Sharing

The Benefit Sharing Plan for the Project will continue to be informed by engagement with stakeholders throughout the development phases of the Project.

The Proponent has committed to establishing a community fund (of the value of $70,000 per annum + CPI), on beahlf of the host landowners, from the commencement of operations.

Our intent is that the fund will be managed by a committee made up of representatives of the community. The committee will make the decisions on how the funding is distributed.

We thank those that have provided feedback on how the fund is established and governed, to ensure that it is the best fit for your community. Concurrently with the planning permit application process, we intend to explore what we have heard from the community, to progress the establishment of the fund and continue to provide updates on what the community fund will look like.

Based on the feedback received to date, the Proponent has committed to exploring opportunities to work with the Kiewa Valley BESS to ensure that benefits for both projects are distributed efficiently and are of the most value to the community. Other benefit sharing opportunities that will be explored include (but are not limited to):

- Scholarships with local educational institutes targeted at local students and STEM or environmental courses.
- Educational site visits during operations for school groups with an interest in electrical engineering or renewables; and/or.
- School or university visits by Project staff to talk about the Project and careers within the renewables industry.

The way we share benefits will be finalised prior to the construction of the Project.

Employment, Goods and Services

As discussed in Section 3.3.2, the Project will have inherent benefits through a boost to the local and regional economy and local businesses and jobs during construction.

The Proponent is committed to employing local people and buying local wherever possible and has set up a goods and services register upon the Projects public launch in October 2023.

The Proponent, together with their delivery partners and their contractors, will continue to explore ways to procure and employ local where possible.

6. Future Stakeholder Engagement

The Proponent will continue to engage with direct neighbours, stakeholders, and the community throughout the continued development phase (including planning process and post approval), construction and operation phases. This will include (but is not limited to):

- Providing updates via the Project website and newsletters (including newsletter and updated Dederang FAQs concurrently with exhibition of the planning permit application).
- Enabling the community to ask questions and provide feedback about the Project through established Project channels (website, 1800 number and email).
- Drop-in information session(s) prior to the commencement of construction.
- Seeking further feedback and input in developing the Benefit Sharing Plan for the Project.

Appendix A : Newsletters

November 2023

Dederang BESS

Newsletter – Edition 1

We are in the very early stages of development of a potential Battery Energy Storage System (BESS) adjacent to the existing Dederang Terminal Station.

Project Status	Indicative Capacity	Local Government Area	Location
In Development	400MWh	Alpine Shire	Dederang, Victoria

Who is Mint

Mint Renewables is a developer, owner and operator of renewable energy and storage projects.

The team was formed in late 2022 and is headquartered in Melbourne, working across Australia in the locations where our projects are proposed. The team has extensive experience in Victoria in the development, construction and operations of wind and storage projects, and collectively have worked in key roles on a significant proportion of projects ever built in Australia.

We are committed to engaging respectfully with the communities in which we plan and operate projects, to be sensitive to environmental and cultural values and to make a positive contribution to the regions in which we will operate. We aim to be long-term members of the communities we invest in.

What is proposed?

Mint have been fortunate enough to partner with a local landholder and are currently proposing to lease some of their land to develop a Battery Energy Storage System (BESS), adjacent to the existing Dederang Terminal Station. The proposal is largely located on their private land, with some works required within the existing Terminal Station land (owned by AusNet Services). This is Mints only potential project in Dederang.

We are in the very early stages of development, working through feasibility studies and undertaking early engagement with interested neighbours, Council, Department of Transport and Planning, CFA, Catchment Management Authority and Regional Roads Victoria to understand the site constraints to inform what a BESS project could look like in this location.

The findings from these studies and early engagement will inform the indicative design of the project, including its size, layout and any mitigation measures required. This information will be used to inform and present through ongoing and broader community engagement, and then further refined in an application for a planning permit.

We are currently targeting a nominal installed capacity of 400MWh (exploring 2hr or 4hr durations) with an indicative development footprint of approximately 4 ha. The final size of the project will be dependent on the environmental constraints, the final selected BESS model, and feedback from stakeholders.

BESS provide the ability to store energy, so that excess energy produced during periods of low demand or high output (e.g., from existing variable sources of solar in the surrounding region) can be stored for use during periods when there might otherwise be a shortfall in supply. BESS can also provide a range of important services to support the stable operation of the electricity grid including frequency regulation and voltage control. Initial grid investigations suggest that this is a suitable location to provide these types of services.

How can the community provide feedback?

We are committed to engage respectfully with the communities in which we plan and operate projects.

> **Active engagement with stakeholders will be undertaken progressively over the coming months.**
>
> **We will listen to and use feedback to inform the design and construction of the project, the way we work together and share benefits with the local community, and the ways we consult and keep you informed.**

We have kicked off outreach and engagement with Council and regulatory and referral authorities (CFA, Regional Roads Victoria, North East Catchment Management Authority, Department of Transport and Planning), as well as direct neighbours of the proposal.

Following this, we will undertake broader community engagement, likely through drop-in information sessions, held somewhere locally, to be arranged early in the new year (after the holiday period). We will look to plan and communicate the timing of this as early as possible to ensure that all interested parties can be heard.

In response to what we hear, a further and ongoing engagement program will be developed.

Additionally, it is anticipated that a planning permit application process (from the state Minister for Planning) will have a formal public submission period where interested parties will also be able to provide their feedback on the final proposal.

In the meantime, if you have any questions, concerns or feedback please reach out to us, at our contact details below.

Feedback and questions are always welcome!

As the project progresses, we will communicate key project updates here and via newsletters. To subscribe to our newsletter distribution list, please visit the project website.

Figure 1 - Dederang BESS investigation area

Contact us

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www.mintrenewables.com

March 2024 - Edition 2

Dederang BESS

Project Status	Indicative Capacity	Local Government Area	Location
In Development	400MWh	Alpine Shire	Dederang, Victoria

Mint Renewables proposes building a Battery Energy Storage System (BESS) adjacent to the Dederang Terminal Station.

Battery energy storage is crucial for transitioning from fossil fuels to renewable energy. As we rely more on renewable energy sources like wind and solar, energy storage will ensure Australia's energy system is flexible and reliable.

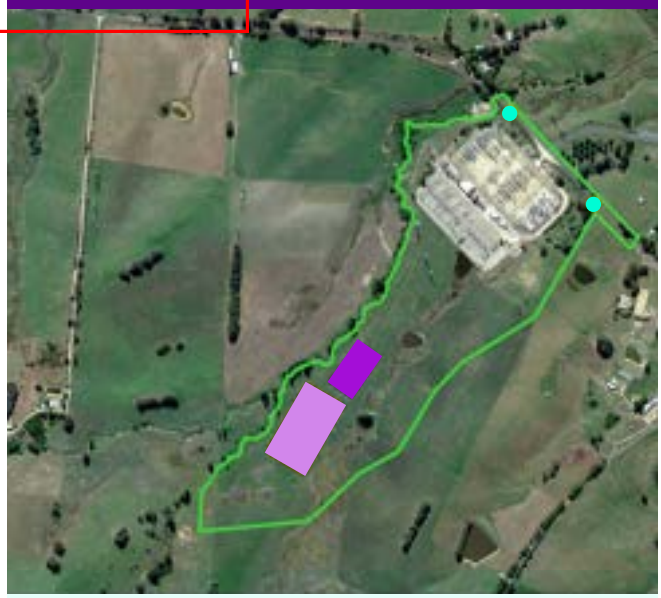
A BESS is a type of energy storage system that enables energy generated from renewables like solar and wind to be stored when output is high (during windy or sunny periods) so we can use it later when supply might be short, and demand is high (at night).

BESS can also respond quickly and flexibly to release energy into the network, helping keep the electricity grid stable by regulating frequency and controlling voltage.

We are investigating a BESS with a storage capacity of 400 megawatt-hours (for example, a system that can produce 200 megawatts for 2 hours or 100 megawatts for 4 hours) at Dederang.

Mint Renewables selected the site at Dederang due to its proximity to the Dederang Terminal Station. With the BESS next to a connection point, like a terminal station, it can utilise the existing transmission lines and infrastructure already built in the area.

Figure 1 - Dederang BESS investigation area



- BESS Investigation Area
- Indicative Substation Location
- Indicative BESS Location
- Indicative Site Access

What we heard

Community drop-in sessions

In early February, we held three community drop-in information sessions at the Dederang Recreation Reserve, Multipurpose Building to hear from the local community about the proposed Dederang BESS and share more information about the project.

3 drop-in community sessions

100 attendees across the sessions

52 feedback forms complete

Project staff had over 40 conversations with community members and listened to concerns raised by locals. Attendees completed feedback forms at the sessions and shared them with project staff.

Thank you to those who took the time to attend the sessions, complete a feedback form and chat with our team.

From here, we will use the information and feedback we learned through the drop-in sessions and our ongoing engagement with the community and key stakeholders to update the indicative design, inform mitigation measures and impact assessments, and prepare a planning permit application.

Key themes raised

The main themes raised during the sessions were:

- Fire risk and management
- Contamination and environmental impacts
- Decommissioning of the BESS
- Insurance and property value impacts.

Attendees asked questions about the project and the planning process. We've responded to these frequently asked questions.

Feedback is an essential part of project development. We are committed to updating the community on how feedback informs the project design.

Example of typical BESS installation

What we heard

Fire Risk Management

We heard fire risk and management is a key concern for locals.

Common questions and comments raised included:

- How are batteries designed to manage fire (including bush and grass fires)?
- How do you put a BESS fire out?
- Do BESS release toxic smoke in the event of a fire?

Community safety and fire risk are important considerations in the design of a BESS. Like all electrical equipment, batteries require careful design and management to manage and control fire risk. BESS facilities are protected by multiple systems that prevent a fire from occurring. These protections include:

- A Battery Management System (BMS), which monitors and manages the battery cells to operate within safe limits
- A gas detection system will shut down power to affected battery racks if a problem is identified
- If a fire starts, some battery systems are fitted with fire suppression systems that will activate and release a fire suppression agent
- Battery cells are housed in enclosures that are designed to prevent fire spreading to adjacent containers or other infrastructure.

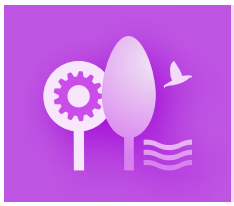
The BESS must comply with the relevant guidelines, standards and approval conditions, including the CFA guidelines, to receive planning approval and operate in accordance with the legislation of the local jurisdiction.

As part of our detailed environmental assessments, we have engaged a Fire and Hazard Risk technical specialist to provide advice and independently assess fire and hazard risk at the Dederang site.

The BESS will be designed to the highest standards for fire safety. We will continue to consult with technical specialists and the CFA to refine the design.

We understand the community has concerns about fire risk at the site. Our team works closely with fire and hazard specialists to fully assess these risks and ensure effective mitigation plans and approaches are in place.

We are committed to updating the community on how expert advice informs the project design. We will report back and share more information as the project progresses.



Contamination and environmental impacts

We heard locals were concerned about the BESS's impact on the local environment.

Common questions and comments raised included:

- What environmental studies have been done to date?
- What happens to the water runoff from the site (i.e. in the event of a fire or flood)?
- How will the BESS manage extreme weather conditions (extreme heat or flood)?
- Is Lithium-ion safe, and are you aware of any contamination events?

BESS are designed to contain chemicals on site. Containment measures such as civil design (including drainage and water capture), bunding and spill trays are in place to capture potential spills on site should a leak occur. Chemical hazards or 'dangerous goods' are identified and addressed in the Hazard Assessment and Emergency Management Plan.

We are currently completing assessments to understand the environmental constraints of the site. We'll complete these assessments and modelling to inform project development and our planning application. These assessments will include:

- Fire and hazard risk
- Surface water and hydrology
- Flora and fauna
- Noise
- Traffic and transport
- Heritage
- Landscape and visual impact.

The outcomes from those studies will be presented as part of the planning permit application. The Minister for Planning will independently assess our studies, findings and mitigations.

What we heard

Decommissioning of the BESS

People were interested in understanding how the site's decommissioning would work, particularly how Mint would rehabilitate the land and return it to its original state when the battery reached the end of its life.

Common questions and comments raised included:

- How is the decommissioning of the battery managed, and what happens to the land?
- Who is responsible for the decommissioning?
- What happens if Mint becomes insolvent or sold?

As the owner, Mint Renewables will be responsible for decommissioning the BESS. Requirements for decommissioning, such as reinstating the land, are set out in contracts with landowners and in planning and environmental approvals. In the unlikely event that Mint becomes insolvent or the project is sold, the new owner will take on the requirements and responsibilities contained in the contracts with landowners and in the planning and environmental approvals. Decommissioning of the site will likely involve:

- Dismantling and removing the BESS infrastructure
- Removing any related infrastructure
- Rehabilitation of the site back to its original use.

Insurance and property value impacts

We heard that some neighbours are concerned about the impact of securing appropriate insurance due to the BESS.

Common questions and comments raised included:

- Will the BESS have insurance to cover damage?
- Will the BESS impact the neighbour's insurance?
- Will the BESS affect my property value?

The Dederang BESS will have a range of insurance policies to cover the site in case of damage or fire.

Since the drop-in information sessions, our ongoing investigations, including discussions with insurance experts, have not indicated that there would be any impact to neighbours' ability to get appropriate insurance. We are not aware of this happening on any of our previous projects. However, we are committed to investigating this further.

We ask that anyone who may have had discussions with their insurers or have been advised this by other sources please get in touch with us and provide as much information as possible so that we can continue to investigate.

Dederang BESS FAQs

Why has this location been chosen?

BESS are often co-located with or near a network connection point, like a terminal station. This approach maximises the use of existing transmission lines and infrastructure, which reduces impacts by minimising the need for new transmission lines.

The Dederang BESS project is expected to alleviate congestion in its nearby heavily utilised grid.

Mint has been fortunate enough to partner with a local landholder and is currently proposing to lease some of their land to develop the BESS adjacent to the existing Dederang Terminal Station.

Are you proposing a solar farm at the location?

The Dederang BESS project, proposed by Mint Renewables does not include a solar farm. Mint is not interested in developing a solar farm in the valley.

How long will the BESS operate, and what will decommissioning the site involve?

The BESS would have an operational life of around 20 years. As the project nears its end, we'll prepare a decommissioning strategy. Decommissioning the site would involve removing all above-ground infrastructure from the site and rehabilitating the land to its original use.

What battery technology will you use? Is it safe?

Lithium-ion batteries, commonly used in mobile phones and electronics, are the primary storage technology for large-scale battery projects. The Dederang BESS is proposed to use lithium-ion technology. Safety is our number one priority, and as part of our development stage, we're completing robust assessments to inform management plans to control any risks.

How would smoke and gases due to a BESS fire be managed?

In the unlikely event of a fire involving a lithium-ion battery, the smoke and gas production is similar to that of a car or structural fire. The battery supplier will need to demonstrate through extensive testing against international best practice standards that the occurrence of fires is mitigated using numerous mandated treatments. These treatments include the need to demonstrate through large-scale fire testing that the risk of a fire spreading from one battery unit to another is highly unlikely.

At Dederang, the BESS is located at a significant distance from nearby dwellings, and natural air movement will be sufficient to disperse smoke and gases. In the event of any fire, the standard advice from firefighters is to stay indoors and close windows and doors.

How much noise will come from the battery?

BESS do generate some sound. The primary sound source is the cooling fans required to regulate the operating temperature of the individual battery cells and inverters. Their sound is a dull, whirring noise similar to that of an air conditioning unit.

Victoria has one of the strictest noise compliance requirements for BESS in Australia. The Victorian EPA's Noise Protocol governs the noise limits, with BESS defined as industrial facilities. Noise studies are currently being undertaken at the site by an acoustic consultant who applies noise guidelines to assess potential noise levels and ensure that the project's noise will meet the applicable limits.

A BESS isn't renewable energy, so why are they needed?

Large-scale energy storage will be essential in creating a flexible and reliable energy system and supporting the rapid deployment of variable renewable energy sources, like solar or wind.

Batteries are a crucial technology to provide firming capacity to the grid and a reliable energy source as Australia reduces its reliance on centrally generated fossil fuel electricity.

They can also contribute to improving the security of supply by soaking up excess generation when output is high when solar and wind power is plentiful and discharging when there might otherwise be a shortfall in supply. Significantly, this can also reduce the cost of electricity delivered to consumers, by reducing split (or lost) energy and increasing the efficiency of the network.

Batteries also contribute to the stable operation of the electricity network by providing services to maintain the frequency and voltage of the grid within stable operational limits.

How will the feedback obtained from the drop-in sessions be used?

We will use the information and feedback we learned through the drop-in sessions and our ongoing engagement with the community and key stakeholders to update the indicative design, inform mitigation measures and impact assessments, and prepare a planning permit application.

Will there be any further community consultation?

We'll develop a further and ongoing engagement program in response to what we hear from the neighbours and community. We'll continue speaking with the community through meetings with neighbours, community groups and other interested parties.

What's next for the project?

How will the community benefit from the project?

The project will provide benefits through a boost to the local economy and jobs during construction.

On behalf of the host landowners, Mint Renewables has made a commitment that the project will establish a community fund (of the value of $70,000 per annum) from the commencement of operations.

Our intent (subject to feedback) is that the community fund will be managed by a committee made up of representatives of the community. Expressions of interest will be sought to establish the committee, likely leading up to the commencement of construction.

Mint is also looking to develop other ways to share benefits of the project, informed by engagement with stakeholders throughout the development phase of the project.

Over the next few months, we will be working through the feedback to ensure it informs:

- Our next steps of communications and engagement
- The project's indicative design
- What is assessed in our planning permit application and specialist reports.

We are committed to updating the community on how your feedback informs the project design.

Transmission lines at the Dederang Terminal Station

The planning permit application will be submitted to the Minister for Planning for assessment via the Department of Transport and Planning. We expect to submit the Planning Application to the Department in the next few months.

Contact us

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May 2024 - Edition 3

Dederang BESS

Project Status	Indicative Capacity	Local Government Area	Location
In Development	400MWh	Alpine Shire	Dederang, Victoria

Mint are continuing to progress revisions to the indicative project design, based on updated assessments and advice from our specialist consultants and balancing feedback from stakeholders.

We have not yet lodged a planning permit application with the Minister for Planning. We are working to ensure the indicative design and supporting assessments address the feedback received through this early development phase as thoroughly as possible.

Our initial target to lodge the planning permit application in May 2024 has been revised to June / July 2024.

Once a planning permit application is lodged and the Department of Transport and Planning is satisfied that it is a complete application, the application will be made public for comment by any interested party.

> **Whilst there have been recent changes to the way a planning permit application will be assessed for a BESS in Victoria, this does not change the ability for interested parties to submit feedback and have their views formally considered as part of a planning permit assessment processes.**

Submissions (objections, neutral comments or supporting) will be received and considered by the Department / Minister for Planning and will likely require Mint to provide a response to any matters raised in the submissions.

The Minister for Planning will then make a decision on whether to issue a planning permit for the project.

Figure 1 - Dederang BESS Investigation Area

- Project Investigation Area
- Indicative Substation Location
- Indicative BESS Location
- Indicative Site Access
- Indicative Water Tanks
- Indicative Water Runoff Storage
- Indicative Access Tracks

FAQ Spotlight - Insurance

We have continued to look into concerns we have heard, that the presence of a BESS will make some insurance cover more expensive or unavailable for neighbouring properties and/or businesses.

What we heard through discussions with insurers, insurance brokers and lawyers is summarised below:

Public Liability Insurance premiums

We understand there is a concern that if a fire starts on a neighbour's property, it could have a larger financial consequence if it were to damage a BESS compared to existing agricultural land-uses, and therefore insurance companies may increase premiums should a BESS be constructed.

Feedback received from insurance experts is that insurer assessments when providing standard Public Liability cover for landowners are largely automated and to their knowledge do not consider proximity to neighbouring infrastructure (including a BESS or terminal station). We understand that from an insurer's perspective, proximity to a BESS will not increase the risk of exceeding standard Public Liability cover.

General property and/or contents insurance unavailable

We understand there is a concern that neighbours will not be able to obtain property and/or contents insurance if they neighbour a BESS.

As the asset owner, and lessee of the land the BESS is located on, Mint would be responsible for any major incident caused by the BESS, including a fire. The Dederang BESS will have a range of insurance policies in place to cover the project in the event of damage or fire, including Public Liability cover.

Furthermore, like all electrical equipment, batteries require careful design and management to ensure fire risk is managed and controlled – both to protect the BESS from fire in the surrounding area and also from any fire that may occur within the facility.

The final design will be required to meet all technical standards to minimise the risk of fire and thermal runaway, including fire preparedness within the BESS or a bushfire in the surrounding area. Mitigations to prevent the spread of fire, should one occur, include (but are not limited to) setbacks from unmanaged vegetation, separation distances between BESS units and dedicated firefighting water supply.

Additionally, the Dederang BESS is required to meet strict international standards which are in place to mitigate the risk of fire spreading to an adjoining BESS unit or other infrastructure and the broader environment.

Based on the advice we have received, there is nothing to suggest that there would be an impact on neighbours' ability to obtain appropriate insurance. We ask that anyone who may have received contrary advice through discussions with their insurers or other sources please get in touch with us and provide as much information as possible so we can engage with the provider.

Feedback and questions are always welcome!
As the project progresses, we will communicate key project updates here and via newsletters. To subscribe to our newsletter distribution list, please visit the project website.

Contact us

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September 2024 - Edition 4

Dederang BESS

Project Status	Indicative Capacity	Local Government Area	Location
In Development	400MWh	Alpine Shire	Dederang, Victoria

We have been working to ensure the design and assessments respond to the site constraints and the feedback we have received.

We have not yet lodged a planning permit application with the Minister for Planning.

However, we are closer, having been working to ensure the design and assessments respond to the site constraints and the feedback we have received.

Key Project Change

In response to feedback received, we have revisited our site access options.

We originally investigated three options, all off Yackandandah-Dederang Road, including:

1. western option (see ● on map, pg2)
2. central option (north/west of the existing Dederang Terminal Station) (see ● on map, pg2)
3. eastern option (via land owned by AusNet adjacent to the existing Dederang Terminal Station) (see ◔ on map, pg2)

Based on an early assessment of road safety our preferred main access point was via the eastern option.

Following feedback received, we have now also investigated an option to create access via an unused government road easement which runs on the other side of the fence line from our original preferred option (see ◔ on map, pg2).

This option is appropriate from a road safety perspective and provides a benefit in that it would be a potential shared access with the neighbouring proposed BESS project (the Kiewa Valley BESS, being developed by Trina Solar).

At this stage we are progressing the assessment of both eastern options (via AusNet land or via the unused government road) as part of the planning application. The final selection of the access point will be made prior to construction.

FAQ Spotlight- How will the community benefit from the project?

We have been receiving enquiries on how the project is proposing to benefit the Dederang community. The project will provide benefits through a boost to the local economy and jobs during construction.

Mint is also looking to develop other ways to share benefits, informed by you.

On behalf of the host landowners, Mint Renewables has made a commitment that the project will establish a community fund ($70,000 per annum) from the commencement of operations.

Our intent (subject to feedback) is that the community fund will be managed by a community-led committee (established prior to the operations of the project). However, to ensure the way a community fund is established and governed is the best fit for your community, we need your feedback.

Potential other benefit sharing opportunities that will be explored in addition to the community fund include (but are not limited to):

- scholarships with local educational institutes targeted at local students in STEM or environmental courses;
- educational site visits during operations for school groups; and
- school or university visits by Project staff to talk about the project and careers within the renewables industry.

Based on feedback received, Mint has committed to exploring opportunities to work with the Kiewa Valley BESS to ensure that benefits for both projects are distributed efficiently and are of the most value to the community. How we do this has not been finalised. The way we share benefits will be finalised prior to the construction of the project.

Figure 1 - Dederang BESS Investigation Area and Updated Indicative Layout

Contact us

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Appendix B: General and Dederang BESS FAQs

February 2024

Dederang FAQS

Mint is proposing to develop a Battery Energy Storage System (BESS) adjacent to the existing Dederang Terminal Station.

We are targeting a nominal installed capacity of 400 MWh (e.g. a 200MW 2 hour system, or 100 MW 4 hour system) with an indicative development footprint of approximately 4 ha.

The project will include:

- BESS modules, inverters and transformers.
- Access roads in and out of the site, and upgrades to the site entrance.
- Underground cabling to connect the battery modules, inverters and transformers.
- Underground or overhead powerlines to connect the BESS to the existing Dederang Terminal Station.
- Permanent operations and maintenance facility, including car parking.
- Temporary site compound facilities for construction.
- Civil and structural works including laying of crushed rock.
- Water storage (including firefighting water supply and fire water runoff containment) and fire breaks.
- Noise mitigation solutions (noise wall and/or other).
- Landscaping to mitigate visual impacts.
- Security fencing and signage.

Additionally, works will be required within the Dederang Terminal Station site to facilitate the connection of the BESS to the grid. These upgrades will include the installation of high voltage electrical equipment.

The number of battery units will depend on the battery supplier, the total MW of the project and the duration of the system, e.g., 100MW 4 hr system, or 200MW 2hr system. The size of each unit differs between battery suppliers.

- BESS Investigation Area
- Indicative Substation Location
- Indicative BESS Location
- Indicatve Site Access

Dederang BESS FAQs

Environmental Studies and Requirements

Fire and Hazard Risk

Community safety and fire risk is an important and key consideration in the design of a BESS.

The BESS will be designed to the highest standards for fire safety. The CFA have strict management guidelines which the BESS will be required to meet.

Like all electrical equipment, batteries require careful design and management to ensure fire risk is managed and controlled. The final design will be required to meet all technical standards to minimise the risk of fire and thermal runaway, including fire preparedness within the BESS or a bushfire in the surrounding area. Mitigations may include:

- Setbacks from unmanaged vegetation, separation distances between BESS units and dedicated firefighting water supply.
- Appropriate access track and access point design for both access and egress (e.g. perimeter road, dual access/egress, passing bay).
- Clear management measures set out in agreed emergency and risk management plans.
- Infrastructure to collect any fire water runoff on site.

BESS are designed to manage chemicals on site. Containment measures such as bunding and spill trays are in place to capture liquids on site, should a leak occur.

Mint are working closely with a fire risk consultant, and in consultation with the CFA, to ensure the indicative (and final) design of the project will meet all standards and requirements.

Noise

Victoria has one of the strictest noise compliance requirements for BESS in Australia. The noise limits are governed by the Victorian EPA's Noise Protocol, with BESS defined as industrial facilities. Indicative limits for the Dederang site are:

- Day (Monday to Saturday, except public holidays, 7am to 6pm): 45 dB(A)
- Evening (Monday to Saturday 6pm to 10pm, Sunday and Public Holidays 7am to 10pm): 39 dB(A)
- Night (10pm to 7am the following day): 34 dB(A)

Final limits will be determined after conducting background noise monitoring. Mint are working closely with an acoustic consultant to ensure the project can and will meet these requirements.

Dederang BESS FAQs

Landscape and Visual

The site is within a Significant Landscape Overlay – Schedule 1 (Upper Kiewa Valley Significant Landscape area), which seeks to protect the character of the valley.

Whilst the project would not be completely screened from view, the locations along public roads, public spaces or most private viewpoints where the project would be visible are minimised by the terrain of the site (e.g. elevated ridgelines either side).

The location adjacent to the Dederang Terminal Station maximises the use of existing infrastructure to reduce the impacts on nearby residents.

Additional measures, including design and landscaping are being investigated to further minimise potential visual amenity impacts. Visual assessments are ongoing and will help to inform the project as the design progresses.

Waterways

Two waterways run either side of the site. Flood modelling and consultation with the CMA has informed the current indicative design including setbacks and crossing locations. Additional modelling and consultation are ongoing to ensure the indicative design will meet the CMAs expectations.

Flora and Fauna

An ecology due diligence assessment found that native vegetation within the study area is limited to the AusNet owned land to the east of the Dederang Terminal Station and within the Yackandandah-Dederang Road road reserve.

Some trees are likely to be removed to facilitate access. A design is currently being developed to minimise this impact.

Cultural Heritage

Whilst the project will not intersect with any areas of Cultural Heritage Sensitivity, a voluntary Cultural Heritage Management Plan is currently being prepared.

There are no historic heritage requirements for the project.

Transport and Traffic

A preliminary intersection upgrade design has been developed to facilitate safe access into the site, including some intersection upgrade works. A traffic impact assessment is currently being undertaken. The traffic assessment will include information on the traffic impacts including how many vehicles could be expected, and potential transport routes and any necessary upgrades.

Dederang BESS FAQs

Planning and Environmental Approvals Process

To date, we have been undertaking feasibility studies and constraints analysis to inform what a BESS could look like in this location.

The findings from these studies and engagement with key stakeholders has informed the current indicative design of the project, including its size, layout and mitigation measures required.

What we learn through ongoing consultation with stakeholders will be used to inform updates to the indicative design, mitigation measures and impact assessments and a planning permit application.

A planning permit from the Minister for Planning will be required for the project, which is anticipated to have a formal public submission period. In addition to formal notification requirements set by the Minister, Mint will communicate when the application is available for comment via our website and newsletter subscription.

Construction

The final size of the BESS will determine the construction period, however, construction typically takes between 6 to 12 months.

There are a range of requirements, standards and guidelines in place to ensure construction is well planned and effectively managed.

Requirements are set by government authorities (e.g. CFA, EPA, CMA, and other state government departments), developed as part of the approvals process, and built into construction contracts.

Management plans are developed to ensure that potential impacts are managed, and all requirements are understood and addressed by the project.

Management plans will set out the approach to managing all aspects of construction including (but not limited to):

- working hours
- biodiversity
- water and dust management
- noise and vibration controls
- safety and security
- heritage
- traffic

Feedback and suggestions for how local impacts could be managed and minimised during construction are welcomed.

Input from communities and other stakeholders during a project's development will help inform construction and environmental requirements and mitigation measures employed.

Who is Mint?

Mint Renewables is a developer, owner and operator of renewable energy and storage projects. The team was formed in late 2022 and is headquartered in Melbourne, working across Australia in the locations where our projects are proposed.

The team has extensive experience in Victoria in the development, construction and operations of wind and storage projects, and collectively have worked in key roles on a significant proportion of projects ever built in Australia.

We are committed to engaging respectfully with the communities in which we plan and operate projects, to be sensitive to environmental and cultural values and to make a positive contribution to the regions in which we will operate. We aim to be long-term members of the communities we invest in.


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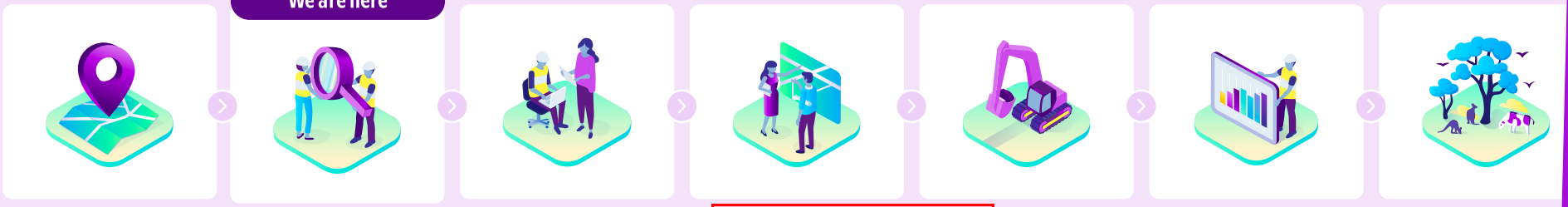
Indicative project timelines

We are here



1.5 – 2 years	6 months	1 year	15 – 20 years

Community and Stakeholder Engagement

Site Identification	Feasibility & Specialist Studies	Planning & Environment	Commercials & Procurement	Construction	Operation	Decommissioning
Desktop assessment of site suitability	Energy modelling	Planning Permit Application lodged	Engineering and design	Site establishment	Ongoing maintenance	Removal of aboveground infrastructure
Engagement with landowners	Grid investigations	Environmental referrals and assessments (if required)	Geotechnical studies	Civil and electrical balance of plant	Environmental compliance (e.g. noise monitoring)	Revegetation
	Biodiversity	Formal public exhibition and comment process	Grid connection agreement	BESS installation	Ongoing community investment	
	Cultural heritage	Decisions on permit applications & referrals	Procurement	Grid connection		
	Noise		Offtake			
	Landscape and visual		Financing			
	Traffic and transport		Financial investment decision			
	Bushfire and other hazards					
	Hydrology					
	Layout development					

Dederang BESS FAQs

Benefits

Battery Energy Storage Systems, or BESS, provide the ability to store energy, so that excess energy produced during periods of low demand or high output (e.g.: from variable sources such as wind or solar) can be stored for use during periods when there might otherwise be a shortfall in supply.

> **BESS can also operate flexibly with very fast response times and can be used to provide a range of services to support the stable operation of the electricity grid including frequency regulation and voltage control.**

Initial grid investigations suggest that this is a suitable location to provide the types of services BESS offer.

Battery storage is an important part of the transition to clean energy, supporting renewable energy sources like solar and wind, ensuring the population of Victoria has access to reliable and affordable electricity supply.

Employment, Goods and Services

The project will provide benefits through a boost to local and regional economy and local businesses and jobs during construction. For a project of this size, it could include around 150 direct construction jobs.

Typical jobs created during construction include:

- General labourers
- BESS installers
- Concrete workers
- Accommodation providers
- Local pubs, hotels, food and service providers

During the operation of a BESS, employment is generally limited to inspection and maintenance activities by the BESS operator. Mint is committed to employing local people and buying local wherever possible. Mint, as the owner of the BESS facility, will not typically be directly employing workers.

However, opportunities will exist with our delivery partners and contractors (and their sub-contractors). We want local businesses and suppliers to submit their interest in contributing to the construction of the project. If you are interested in providing goods and services, please register your interest on our goods and services register on our project website.

If the project proceeds, we will notify those registered when our partners have been appointed, and provide our goods and services register to these parties.

Scan this QR code to sign up to our goods and services register

Image: Fluence

Dederang BESS FAQs

Benefit Sharing

On behalf of the host landowners, Mint has committed to establishing a community fund (of the value of $70,000 per annum) from the commencement of operations.

> **Our current intent is that the fund will be managed by a committee made up of representatives by the community. The committee will make the decisions on how the funding is distributed.**

Mint will also look to develop other ways to share benefits of the project, informed by engagement with stakeholders throughout the development phases of the project. Potential other benefit sharing opportunities that will be explored include (but are not limited to):

- scholarships with local educational institutes targeted at local students and STEM or environmental courses;
- educational site visits during operations for school groups with an interest in electrical engineering or renewables; and/or
- school or university visits by project staff to talk about the project and careers within the renewables industry.

Image: Fluence

Mint

How do I find out more and/or provide feedback?

Feedback and questions are always welcome. If you have any concerns or local knowledge that could help us then please get in contact by phoning us on 1800 HI MINT (446 468) or emailing us at info@mintrenewables.com.

You can find our Complaints Handling Procedure on our website, or we can send you a copy on request.

How do you keep people informed?

We use a range of tools to keep people up to date. These include:

- website – dedicated project page
- meetings, phone calls, emails and/or letters to anyone directly affected
- regular newsletters
- construction updates – via email or text message
- fact sheets
- information displays in nearby towns – community noticeboards
- drop-in information sessions
- presentations to community groups and organisations

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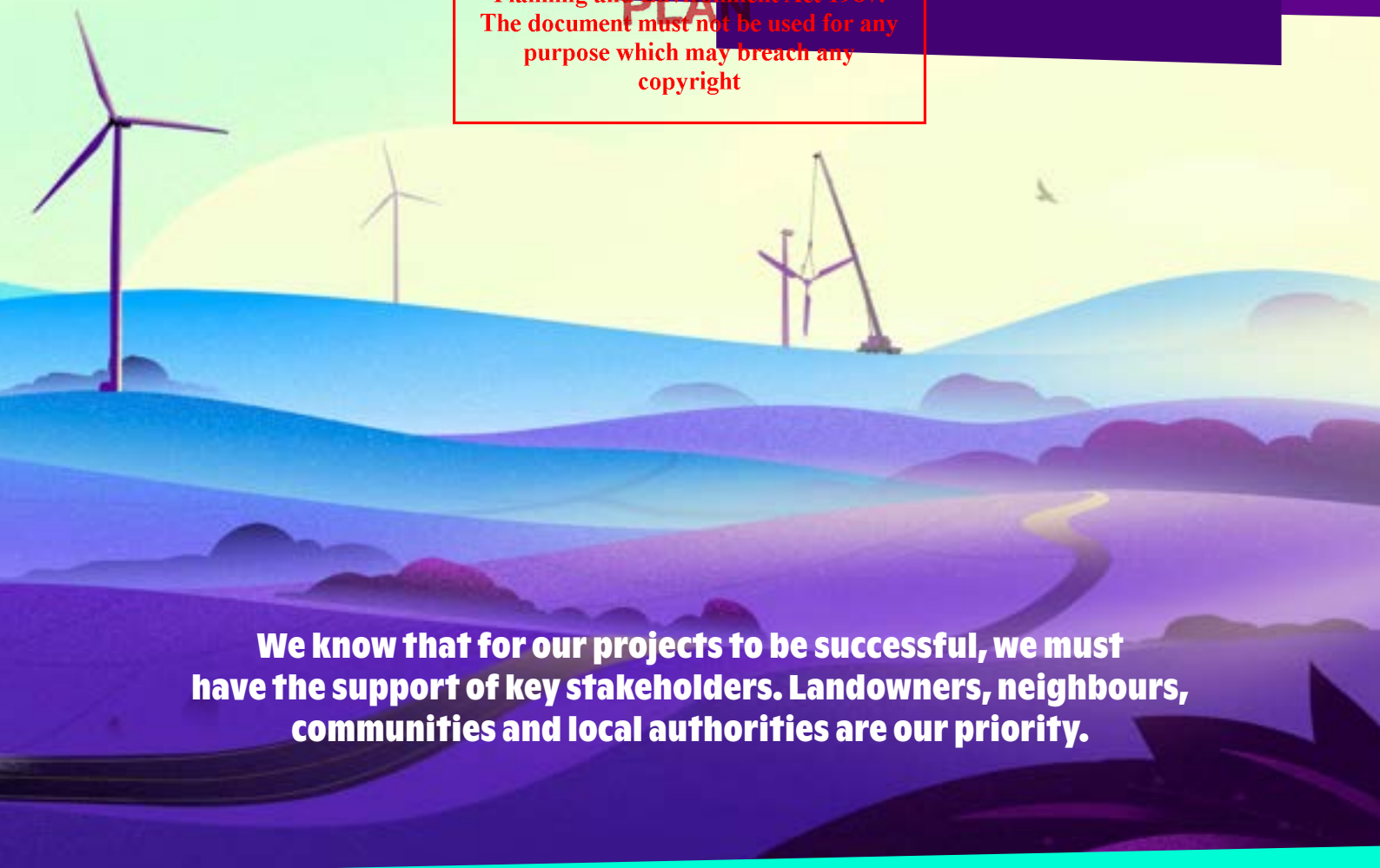
Contact us

1800 HI MINT (446 468)
dederangbattery@mintrenewables.com
complaints@mintrenewables.com
www.dederangbess.com.au
www.mintrenewables.com



We know that for our projects to be successful, we must have the support of key stakeholders. Landowners, neighbours, communities and local authorities are our priority.

Version 1.0

Battery Energy Storage Systems

Frequently Asked Questions

This guide provides general information about the development, construction and operation of Battery Energy Storage Systems.

Technology

Project Development and Approvals

Construction and Commissioning

Operations

Decommissioning

Employment

Working with Communities

Technology

Large-scale energy storage will play an important role in creating a flexible and reliable energy system and supporting the rapid deployment of variable renewable energy sources.

Battery Energy Storage Systems, or BESS, provide the ability to store energy, so that excess energy produced during periods of low demand or high output (e.g.: from variable sources such as wind or solar) can be stored for use during periods when there might otherwise be a shortfall in supply.

In addition to providing energy storage, BESS can operate flexibly with very fast response times and can be used to provide a range of services to support the stable operation of electricity grids including frequency regulation and voltage control.

BESS typically consist of several key components including enclosures containing battery modules in racks, inverters, transformers, control systems and communications systems. The final configuration of a BESS facility will depend on the specific BESS technology used, the equipment supplier and project/site specific considerations.

> **Most BESS currently use lithium-ion technology, however there are a variety of technologies and chemistries available.**

Where possible, BESS are co-located with or near a network connection point (such as a terminal station), in order to minimise the need for additional connection infrastructure.

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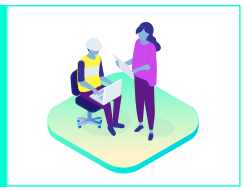
Project Development and Approvals



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A number of workstreams are involved in developing a BESS facility.

Key activities include:

- Feasibility studies
- Establishing agreements with landowners
- Network connection studies and application to connect
- Site investigations
- Consultation with local Council and government agencies
- Neighbour and community engagement
- Planning and environmental studies and approvals
- Detailed design
- Preparation of management plans in accordance with the development approval
- Investment decision and arranging funding
- Procurement of contractors and components

What's involved in designing a BESS?

BESS are designed in consideration of a range of technical, community and environmental factors including:

- Proximity and connectivity to the electricity network
- Safety
- Noise
- Potential environmental and heritage impacts
- Relevant standards, guidelines and legislations
- Constructability – whether the design is practical to build
- Operations and maintenance requirements
- Project costs

What planning and environmental approvals are required for a BESS project?

Depending on the BESS location, local, state and/or federal government approvals may be required.

What environmental studies are undertaken for a BESS project?

As part of early feasibility works for a BESS project, key environmental constraints across a project area will be identified. These inform the BESS design with the aim of minimising environmental impacts where possible.

To support the planning and environmental approvals process for a BESS, detailed environmental assessments are undertaken by technical specialists to assess potential impacts and associated mitigation measures. The required environmental assessments are based on the location and jurisdiction of the BESS, but typically include:

- Biodiversity
- Cultural heritage
- Noise
- Landscape and visual
- Hydrology
- Bushfire and other hazards
- Traffic

Construction and Commissioning

Mint will work closely with our contractors, landowners, neighbours, local councils and communities to plan and manage construction responsibly.

We are committed to reducing construction impacts on communities and the environment and keeping people safe whilst we work. Some of the ways we do this include:

- a strong safety culture and clear procedures
- working during standard construction hours where possible
- monitoring and actively managing construction activities
- using well-maintained equipment
- meeting requirements set out in planning conditions, legislation, industry standards and guidelines
- regular communication with the surrounding community and local council

How long does it take to build a BESS?

The size of the BESS will determine the construction period, however, construction typically takes between 6 to 12 months.

How is construction undertaken responsibly?

There are a range of requirements, standards and guidelines in place to ensure construction is well planned and effectively managed. Requirements are set by government authorities, developed as part of the approvals process, and built into construction contracts.

Management plans are developed to ensure that potential impacts are managed, and all requirements are understood and addressed by the project. Management plans will set out the approach to managing all aspects of construction including working hours, safety and security, biodiversity, heritage, water and dust management, noise and vibration controls and traffic.

Feedback and suggestions for how local impacts could be managed and minimised during construction are welcomed. Input from communities and other stakeholders during a project's development will help inform construction and environmental requirements and mitigation measures employed.

What can I expect during construction?

Safety

Safety is our number one priority. We work closely with our construction contractors to develop robust Health and Safety Management Plans that drive safe construction practices and ensure that potential risks are identified, mitigated and communicated to workers. All staff and contractors undertake mandatory training in safety and emergency procedures before starting work on site.

Working hours

The Environment Protection Agency (EPA) in each state recommends standard construction hours. This is generally around 7am to 6pm Monday to Friday and 8am to 1pm on Saturdays. On occasions when we need to work outside these standard hours, we provide as much advance notice as possible and put measures in place to minimise disruption.

Traffic

Peak traffic movements associated with a BESS will occur during construction. A Traffic Management Plan (TMP) is developed in consultation with the relevant road authority to ensure that construction traffic is appropriately managed. We will use major highways and main roads where possible and local roads only where necessary to access the construction site.

Noise

Construction noise limits are set out in project approvals and state or territory legislation to ensure local residents are not unreasonably impacted. Mitigation measures are put in place to ensure these requirements are complied with.

This may include scheduling work so that noisier activities occur at times when they will have the least impact. Using well maintained equipment and machinery, minimising noise from vehicle reversing beepers, turning off machinery that is not in use and putting speed limits in place to minimise engine noise, are some of the measures used to reduce noise from our sites.

Social and economic

During construction, you may find more people and vehicles around town and on the roads. We work with local communities, councils and our contractors to reduce any inconvenience this causes and to ensure local towns get an economic boost through spending on accommodation, food and local goods and services.

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Operations

Utility scale BESS are generally expected to have an operational life of approximately 15 to 20 years and are typically monitored remotely, without the requirement of permanent staff on site. Staff are however required to access the site from time to time to undertake inspection and maintenance activities.

What does a BESS look like?

BESS are typically containerised, modular systems that can be configured based on specific site and capacity requirements. However, BESS technology is continuously evolving, with BESS components becoming increasingly more efficient and compact in size.

BESS can be screened (by either vegetation or artificial means) to minimise any potential visual or acoustic impacts.

How do BESS connect to the Electricity Network?

BESS connect to the electricity network via either an overhead or underground transmission connection to a nearby terminal station or substation.

What is the risk the BESS will cause a fire?

BESS are equipped with management systems that monitor the operational and fault status of the system for all parameters required to ensure safe operation of the BESS, including state of charge, voltage, current, power limits, and temperatures. Parameters are monitored at the appropriate level of the battery cell, module and rack as applicable. The management system functions to prevent potential fires by shutting down battery modules / racks if monitored conditions are outside of those permissible for safe operation.

Each BESS supplier has a unique integrated fire monitoring and control system. However, all BESS must comply with the relevant guidelines, standards and conditions of any approvals and operate in accordance with the legislation of the local jurisdiction.

Fire risk management of a BESS facility is typically undertaken by way of a Risk Management Plan developed in conjunction with the relevant fire authority, that identifies, assesses and outlines controls for the management of on-site and off- site risks at the BESS facility.

> **The emergency procedures for a BESS facility are developed in conjunction with the relevant fire authority and outlined in an Emergency Management Plan.**

BESS facilities are protected by multiple systems that take every earliest opportunity to prevent a fire. This diagram is an example of the cascading controls of a BESS.

1 **Battery Management System**

A Battery Management System (BMS) prevents damage to the battery cells from overcharging or overdischarging. The BMS functions to prevent fires by shutting down battery modules/racks if monitored conditions are outside of those permissable for safe operation.

Most issues are addressed at this stage and is extremely rare that an issue will progress beyond this point.

2 **Gas detection**

If the BMS becomes damaged or malfunctions, the battery can become unstable, causing the temperature or pressure inside the cell to rise and produce carbon monoxide. A gas detection system will intervene and mitigate the problem by shutting down power to the affected cell, activate a ventilation system within the BESS enclosure, activate alarms, and provide early warning to operations.

3 **Fire suppression and Management**

If the gas detection system fails and smoke is detected in the BESS module, some BESS are equipped with fire suppression systems that will activate, releasing a fire suppression agent (water mist of gaseous agents) to prevent and/or distinguish a fire. In other instances, some BESS are designed to resist thermal runaway and in the unlikely event of a fire, the fire will be contained to a single BESS module.

4 **Action emergency response**

If a fire is detected at the BESS facility, the emergency response set out in an in an Emergency Management Plan will be actioned. Local firefighters will attend the site utilising the onsite fire management measures including fire hydrants or water tanks, access tracks for direct access to the BESS modules and Emergency Information Container.

Will the BESS leak chemicals?

BESS are designed to manage chemicals on site. Containment measures such as bunding and spill trays are in place to capture on site, should a leak occur. Chemical hazards or 'dangerous goods' are typically identified and addressed by way of a Hazard Assessment and Emergency Management Plan (or equivalent).

Will I be able to hear a BESS?

BESS do generate some sound. The main source of the sound is the cooling fans required to regulate the operating temperature of the individual battery cells. The sound they make is similar to that of an air conditioning unit, a dull whirring noise.

Noise studies are undertaken by specialist consultants who apply noise guidelines to assess potential noise levels during project design and ensure that noise generated by the completed project will be within the applicable limits.

Once operating, BESS are required to meet strict noise requirements developed during the approval process and relevant noise protocols and/or guidelines.

What does MW and MWh mean?

MW means megawatts and is the measurement of the rated power capacity of a BESS. It is the maximum possible instantaneous charge/discharge capability of the BESS and is an upper limit imposed by the rating of equipment such as invertors in the BESS system.

MWh means megawatt-hours and is the total amount of energy that the battery can store. For example, a 100 MW, 100 MWh battery could provide 100 MW for one hour or 50 MW for 2 hours or 25 MW for 4 hours etc.

Image: Fluence

Once operating, BESS are required to meet strict noise requirements developed during the approval process and relevant noise protocols and/or guidelines.

Employment

Construction creates an economic boost for regional communities by increasing demand for local goods and services.

What kind of jobs are available during construction?

Typical jobs created during construction include:

- General labourers
- BESS installers
- Concrete workers
- Accommodation providers
- Local pubs, hotels, food and service providers

What kind of jobs are available during operation?

During the operation of a BESS, employment is generally limited to inspection and maintenance activities by the BESS operator.

Is there work for local people and businesses?

Mint is committed to employing local people and buying local wherever possible. We are always on the lookout to build new working relationships in the industry and encourage you to register your services / business on our Goods & Services Register.

> **Mint, as the owner of the BESS facility, will not typically be directly employing workers. However, opportunities will exist with our delivery partners and contractors (and their sub-contractors).**

The project Goods and Services Registers will be provided to these partners/contractors once they have been engaged.

Decommisioning

When a BESS reaches the end of its life, the facility can be decommissioned and the area returned to its original condition.

What does decommissioning involve?

Decommissioning will likely involve:

- Dismantling and removing the BESS infrastructure
- Removing related infrastructure
- Rehabilitation of the site

The owner will be responsible for the decommissioning of the BESS. Requirements for decommissioning – such as reinstating the land – are set out in contracts with landowners and in planning and environmental approvals.

> **Decommissioning of a BESS facility will be undertaken in accordance with the applicable regulations that govern the safe transport and disposition of used equipment or waste.**

Details of the decommissioning process are typically outlined by way of a Decommissioning Management Plan, that is prepared prior to a BESS being decommissioned and identifies all infrastructure, equipment, buildings and structures to be removed and details of how these will be removed.

Where possible, balance of plant material (such as steel and concrete) will be recycled. Whilst inverters, control systems and other electronic equipment may be more challenging to recycle, useful materials from these components can often be recovered.

Whilst it is still early days in the research and opportunities for recycling BESS components, the industry continues to develop processes that are in line with circular economy principles: cradle to-cradle design, achieving 100% recyclability, designing out waste and using recycled inputs.

*Source: https://www.cleanenergycouncil.org.au/advocacy-initiatives/energy-transformation/wind-turbine-recycling

Working with Communities

As the ultimate owner and operator of our development projects we have a long-term vision for every project and work hard to build strong relationships with local residents, businesses and organisations to share that vision.

What economic benefits will the project bring to the local community?

Local community benefits can include:

- boost to the local and regional economy and local businesses
- jobs during construction
- direct payments to landowners
- wider community benefit sharing such as education and training programs

How do you continue to engage with communities?

We are committed to positive engagement practices and ongoing engagement throughout all stages of a project's life – from site selection through to decommissioning.

We engage with local councils, landowners, neighbours and surrounding communities as early as possible, keeping people informed and involving people in decisions that they are able to influence.

We also encourage our community stakeholders to sign up to our project newsletters to make sure they stay up to date with projects as they progress.

Mint

How do I find out more and/or provide feedback?

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