



Delburn Wind Farm Pty Ltd

part of the OSMI Australia group

Planning Permit Application Report

February 2021



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Delburn Wind Farm Planning Permit Application Report

EXECUTIVE SUMMARY

Delburn Wind Farm Pty Ltd (the Proponent), a member entity of OSMI Australia Pty Ltd (OSMI) group of companies, is proposing to develop a wind energy facility comprising 33 turbines and associated infrastructure (the Project) within south east Victoria, in the Strzelecki Ranges, to the south of the Latrobe Valley. The site is approximately 150 kilometres south east of the Melbourne CBD, south of Moe and south west of Morwell. It is situated within a timber plantation owned by Grand Ridge Plantations Pty Ltd (a wholly owned subsidiary of HVP Plantations) on rolling hills either side of the Strzelecki Highway.

The Project Site has a total area of 4,778 hectares and crosses into three different Local Government Areas (LGAs) of Latrobe City (28 turbines), South Gippsland Shire (4 turbines) and Baw Baw Shire (1 turbine). Refer to Figure E.1.

The Project requires a Planning Permit pursuant to the provisions of the *Planning and Environment Act 1987 (P&E Act)* within the Latrobe, South Gippsland and Baw Baw Planning Schemes. The Minister for Planning is the Responsible Authority for determining this planning permit application.

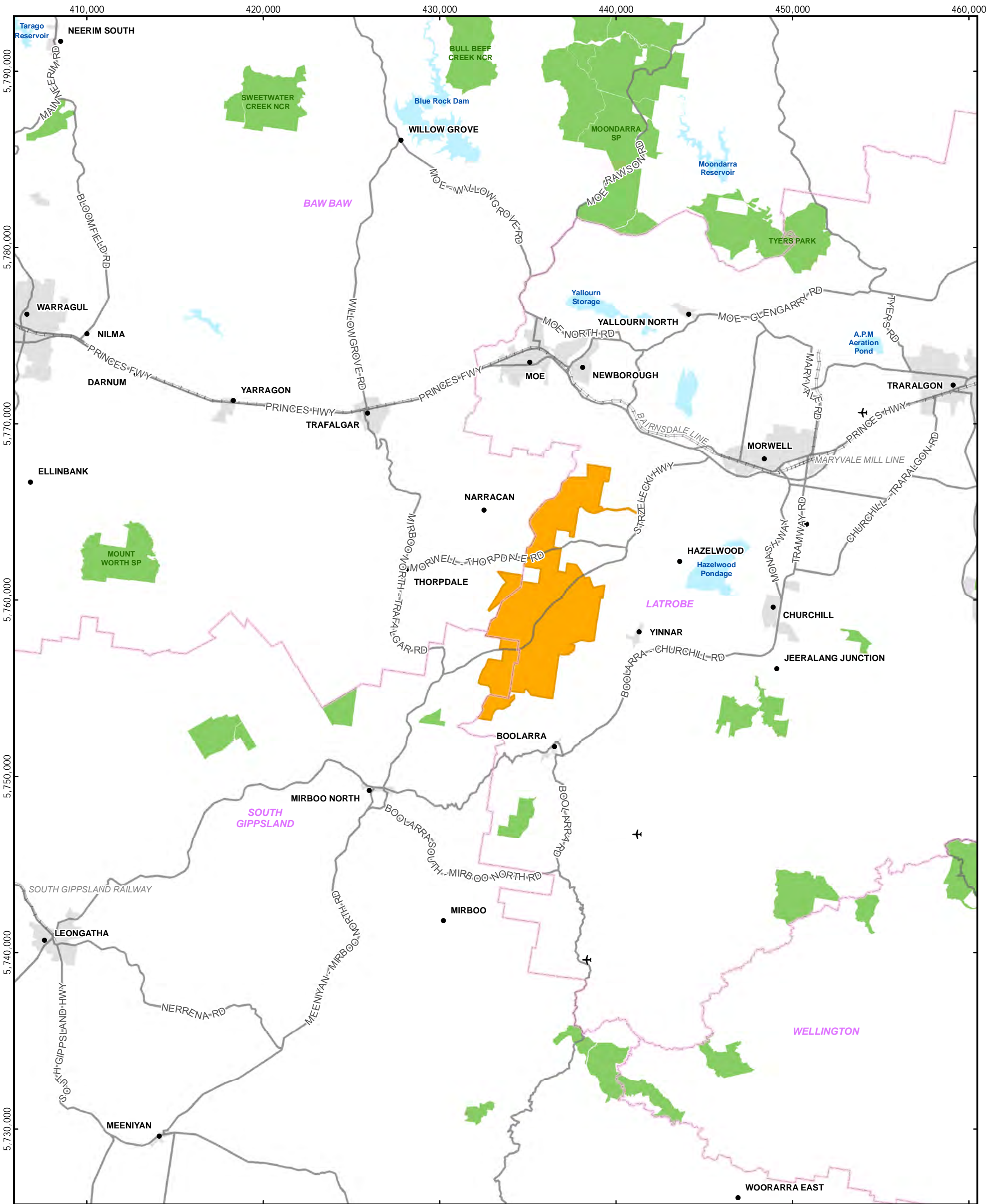
Project Description

The Project will have a capacity of between 180 to 230 MW and an expected operational life of 25 years, with the potential for an additional 25 year operational period. The electricity generated by the Project will be distributed to the existing 220kv Hazelwood – Rowville transmission line.

The Project will consist of the following components:

- 33 wind turbines with a maximum height of 250 metres above foundation level (to the blade tip), a maximum rotor diameter of 180 metres, a lower tip sweep of not less than 40 metres above foundation level and adjacent hard stand areas;
- 33 transformer kiosks contained within the tower or nacelle of the wind turbine;
- three permanent anemometers (or wind monitoring masts) and one 'development' anemometer;
- an operations and maintenance building;
- figure
- approximately 41 kilometres of site access tracks comprising 30 kilometres of existing forestry access tracks to be upgraded and 11 kilometres of new tracks;
- approximately 120 kilometres of underground 33 kV electrical reticulation and fibre optic cabling connecting the wind turbines to the substation;
- two visitor information and viewing areas for passing traffic to park and view the turbines;
- major upgrade to one intersection off the Strzelecki Highway (Creamery Rd);
- minor upgrades to approximately 4.5 kilometres of local roads, including minor hard standing at two intersections off the Strzelecki Highway (Golden Gully Rd, Smiths Rd);
- business identification signage.

FIGURE E.1: REGIONAL CONTEXT PLAN



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- LEGEND**
- Project Boundary
 - Airport
 - Major Road
 - Railway
 - Parks and Reserves
 - Wetland
 - Built-Up Area
 - LGA Boundary



PROJECT				Delburn Wind Farm	
TITLE				Regional Context Plan	
DATE		21/10/2020		PRODUCED	
SCALE		1:200,000 at A3		CHECKED	
STATUS		Draft		APPROVED	
DRAWING No.		DWF_OVR_012C_3.5 Regional Context Plan		REV	
				3.5	

The following temporary components will also be required during the construction of the Project:

- two site construction compounds;
- turbine component lay down areas;
- two concrete batching plants;
- temporary buildings;
- water supply for construction activities;
- the use and storage of hazardous substances.

The proposed layout of the Project is shown in Figure E.2.

It is highlighted that the original proposal for the site involved the development and use of up to 53 turbines. The total scale of the project was subsequently reduced to 35 turbines, and ultimately to 33 turbines in order to address a range of matters including a reduction in biodiversity impacts, noise and electro-magnetic interference (EMI) issues in addition to community feedback

Project Benefits

The Project will make a significant contribution to renewable energy generation in Victoria and achieves Commonwealth and State policy objectives. The Project is expected to generate approximately 590,000MWh of renewable energy each year, which in turn has the potential to reduce carbon emissions and produce benefits of up to approximately \$9.5 million each year or \$285.7 million over the Project's 30 year life.

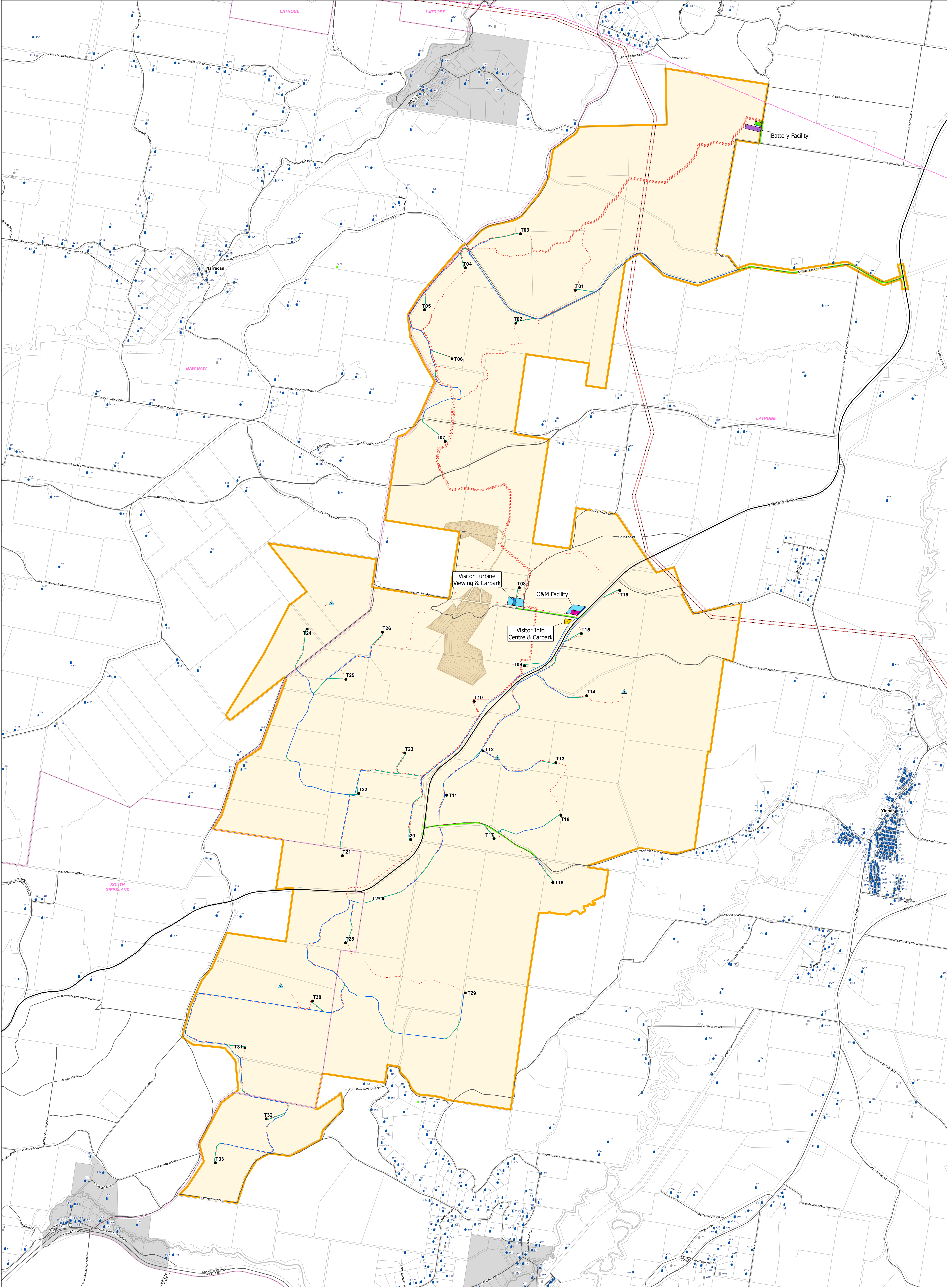
In addition to delivering clean energy, the Project will deliver significant economic benefits at the broader State, regional and local level, particularly through the creation of construction employment opportunities and increased demand and support for local goods and services. As a result, the Project's impact on Gross State Product is estimated to be in the order of \$401 million (approximately \$200.7 million spent annually over a construction period of two years) assuming a 200MW capacity.

Locational Suitability

The Project location is ideally suited to the development of a wind farm. Specifically:

- Environmental wind factors in relation to its viability as a wind farm site;
- The use of the land for plantations resulting in dwellings being limited to the outer boundary of the site. There are no existing dwellings within 1km of proposed turbines;
- The limited presence of National or State significant flora and fauna as a result of the use of the site for plantations;
- The Hazelwood to Rowville 220 kV transmission line that runs through the north east corner of the site. The proximity of the transmission line allows efficient connection to the existing infrastructure.
- The Strzelecki Highway, connecting Latrobe Valley to South Gippsland, transects the project site and provides principal access;

FIGURE 3.1: SITE LAYOUT PLAN



- An extensive road and track network within the plantation that allows access to and within the Project area (subject to identified upgrading works);
- The limited accessible renewable energy resources currently available in the east of the State, offering a complementary energy source to the wind farms located in western Victoria, that is subject to different weather regimes and wind patterns.
- The highly disturbed nature of the landscape surrounding the site, particularly to the east, as a result of the clearing of land for agriculture and the proximity of the coal fired power stations at Hazelwood, Yallourn and Loy Yang and their associated coal mines and transmission infrastructure, providing a 'robust' landscape setting for the Project.

Stakeholder Consultation

Delburn Wind Farm is committed to a transparent community engagement and information sharing program. This included early engagement with the local community, a holistic benefit sharing model based on sharing the profits of the wind farm fairly with project neighbours and members of the surrounding local communities, and seeking to create a positive long-term legacy in the region.

A Community and Stakeholder Engagement Report has been prepared by OSMI Australia which outlines the consultation approach and extensive engagement activities that have been undertaken to date for the Project. The consultation strategy for the Project has been based on IAP2's Public Participation Spectrum listed in the Victorian Government Guidelines. Early engagement included:

- media announcements of project;
- preparation of and regular updates of website material;
- public survey available on website;
- employment of a local Community Engagement Officer;
- project office and information centre opened in the local community in May 2019;
- three postal mailouts to surrounding community comprising - an initial notification to all households within 3 km of the project and subsequently two to the four post codes intersecting the project;
- presentation to councils, MPs, interest groups and sustainability groups;
- publication of regular e-news for subscribers;
- media releases at key project milestones;
- technical documents published on the project website as they are completed;
- establishment of a complaints process;
- home visits to neighbours;
- five public information days held in surrounding communities;
- tours of an operating wind farm;
- visual impact assessments from individual residences.

The Report found that the key issues of concern to the community are: audible noise, health impacts from infrasound, fire risk, impact on property values, visual impacts and ecological impacts.

The report notes that, regionally, there are numerous advocates of the project who consider it a vital contributor in transitioning from Latrobe Valley's economic reliance on coal fired power. There also segments of the

community who wish to continue pursuing the economic potential of the Latrobe Valley coal reserves, some of whom are also opposed to renewable energy projects.

Delburn Wind Farm will continue to engage with local residents, neighbours and the broader regional community through face to face meetings, phone calls, email, and house visits during the planning permit application process.

Project Approvals

Planning and Environment Act (1987)

Due to the fact that the site is located across three LGAs, three planning permit applications are required to be lodged. This Planning Report addresses all three of the applications, ensuring the Wind Farm is assessed as a whole. A separate application has been prepared for the terminal station that will be required to connect the wind farm into the Victorian transmission network.

The Zone and Overlay controls that are applicable to the Project site in the three LGAs area as follows:

- Latrobe: Farming Zone Schedule 1, Special Use Zone Schedule 1, Road Zone Category 1, Design and Development Overlay Schedule 1, Bushfire Management Overlay;
- South Gippsland: Farming Zone, Road Zone Category 1, Environmental Significance Overlay Schedule 5, Bushfire Management Overlay;
- Baw Baw: Farming Zone, Erosion Management Overlay, Bushfire Management Overlay and Development Contributions Plan Overlay Schedule 1.

Under the three Planning Schemes, planning permission is required for the following:

Table E.1: Summary of the Planning Permit Requirements across the three Planning Schemes

Planning Scheme	Permit Requirement
Latrobe	<i>'Development and use of land for a wind energy facility and associated buildings and works (including two permanent anemometers, a battery energy storage system facility and associated infrastructure); removal of native vegetation; alterations to a road in a Road Zone Category 1; business identification signage; and car parking to the satisfaction of the responsible authority'.</i>
South Gippsland	<i>Development and use of land for a wind energy facility and associated buildings and works (including one permanent anemometer), and removal of native vegetation.</i>
Baw Baw	<i>Development and use of land for a wind energy facility and associated buildings and works (including one permanent anemometer) and removal of native vegetation.</i>

The Minister for Planning is the Responsible Authority pursuant to Clause 72.01 of each of the three Planning Schemes.

Environment Protection and Biodiversity Conservation Act (EPBC Act)

An EPBC Act referral was submitted to the Commonwealth. The proposed action was deemed 'not a controlled action' by the Minister on 17 July 2020.

Environment Effects Act 1978 (Vic)

The Project was referred to the Minister for Planning for consideration as to whether an Environment Effects Statement would be required. The Minister determined that an Environment Effects Statement is not required subject to conditions. A response to these conditions has been submitted to the Minister for Planning for approval in the form of an Environment Report and Flora and Fauna Management Plan.

Aboriginal Heritage Act (2006)

The Project also requires the preparation and approval of a Cultural Heritage Management Plan pursuant to the Aboriginal Heritage Act 2006. ACHMP 16429 is currently being prepared in consultation with the Gunaikurnai Land and Waters Aboriginal Corporation.

Project Assessment

A series of specialist and technical assessments have been undertaken to address the requirements of the Policy and Planning Guidelines for Development of Wind Energy Facilities in Victoria, (DELWP), March 2019 and the applicable policies, zoning and overlay controls of the three Planning Schemes.

A brief summary of the findings of these specialist assessments is provided below.

Table E.2: Summary of findings of the accompanying specialist reports

Assessment consideration	Summary of Findings
Flora and Fauna	<p>The Biodiversity Assessment prepared by Ecology and Heritage Partners provides a detailed assessment of potential impacts to both flora and fauna.</p> <p>In terms of flora, the assessment finds that the Project responds to the Guidelines for the removal, destruction or lopping of native vegetation as it avoids impacts, minimises impacts and where impacts cannot be avoided provides appropriate offsets as compensation.</p> <p>The Project will result in total removal of 12.344 hectares (including large trees) which represents a significant reduction in the extent of removal that would have been required under earlier iterations of the Project where a greater number of turbines was proposed. A suitable offset site has been identified for the proposed vegetation removal ensuring compliance with the Guidelines.</p> <p>In terms of significant flora, fauna and ecological communities, the only significant species recorded as part of the work undertaken by EHP comprised the Strzelecki Gum and Growling Grass Frog. For both species the siting of turbines has been undertaken to avoid both direct and indirect</p>

	<p>impacts, with the exception of the road widening at Nursery Track which has the potential to impact the Growling Grass Frog. However, potential impacts to both the Strzelecki Gum and Growling Grass Frog have been addressed further via the Environment Report and Flora and Fauna Management Plan as required by the Minister's conditions associated with the determination that no EES is required.</p> <p>Other potential impacts, and associated mitigation measures identified in the Biodiversity Assessment, include the following.</p> <ul style="list-style-type: none"> ▪ Fauna – the potential for the construction to result in fauna injury or mortality, with the recommended mitigation measure of a Fauna Management Plan to guide salvage and translocation processes. ▪ Loss of hollow-bearing trees – it is expected that approximately 26 hollow-bearing trees are likely to be impacted. To reduce impacts large mature trees with hollows will be avoided as much as possible as part of additional micro-siting measures that will be implemented prior to and during construction. ▪ Bird Impact collision – the Project is not likely to significantly impact any 'species of interest' that may occupy habitats within the study area. However, the Biodiversity Assessment recommends that a Bat and Avifauna Management Plan should be prepared as a requirement of any Planning Permit issued. ▪ Bat mortality - the potential impacts to bats during the operation of the windfarm is expected to be low due to the rotor swept height and the location of turbines within a pine plantation. Nonetheless, the Biodiversity Assessment recommends that a Bat and Avifauna Management Plan is prepared as a requirement of any Planning Permit that is issued. <p>On the basis of the findings of the Biodiversity Assessment, in addition to the further work undertaken in response to the Minister for Planning's response to the EES referral, it is considered that appropriate consideration has been given to flora and fauna impacts as a result of the Project and that impacts will not be unreasonable, subject to the implementation of a series of mitigation measures outlined in the Biodiversity Assessment.</p>
Geotech, Potential Contamination and Hydrogeology	<p>The Desktop Assessment of Potential Geotechnical, Contaminated Land and Hydrogeological Impacts prepared by Golder Associates Pty Ltd considers the potential impacts of the Project in relation to erosion and landslip, surface water (including catchments, rivers and waterways), ground water, natural hazards, dry land salinity, soil and groundwater contamination and acid sulfate soils.</p>

	<p>The Assessment concludes that the Project will not have a significant impact in relation to any of these issues, subject to appropriate mitigation measures being implemented, as follows:</p> <ul style="list-style-type: none"> ▪ Erosion and landslip: to be managed through the normal construction and slope maintenance processes implemented in accordance with the relevant guidelines; ▪ Surface water: impacts will be negligible subject to appropriate erosion control in accordance with the relevant guidelines; ▪ Groundwater: if groundwater extraction is proposed, further assessment will be required at the specific well location proposed to assess the groundwater yields that could be achieved and any potential impact to groundwater systems and surface water receptors; ▪ Natural hazards: the possibility of an earthquake to be mitigated through engineering design using the methods set out in AS1107.4-2007 'Structural design actions Part 4: Earthquake actions in Australia'. ▪ Dry land salinity: no mitigation measures are required as the Project site has a very low susceptibility to dry land salinity; ▪ Soil and groundwater contamination: the potential for contaminant migration, if present at all, is very low and in the unlikely event that contaminated soil is encountered, it may be disposed of off-site at a facility licensed to accept the waste; ▪ Acid sulfate soils: there is a low to very low likelihood of acid sulfate soils so no mitigation measures are required. <p>Accordingly, the Project is expected to have minimal impact on matters related to hydrogeology and soils.</p>
Landscape and Visual Impact	<p>A Landscape and Visual Impact Assessment prepared by Jacobs assesses the potential visual and landscape impacts of the Project on the public realm within the study area and private residential dwellings within 6km of a wind turbine. The Assessment concluded as follows.</p> <ul style="list-style-type: none"> ▪ Freeways. The Assessment considers four different locations along the Princes Freeway, with the assessed visual impact ranging from negligible-nil to low-negligible. The Assessment highlights that views from the freeway are at speeds of approximately 100 km per hour and typically oblique to the direction of travel. In addition, where turbines are visible, they will be at a distance where they are would

	<p>not be visually dominant features in the view or over landscapes that are modified to include plantations, open-cut coal mines, power stations and a range of transmission lines. The Assessment concludes that the overall visual impact for freeways is negligible.</p> <ul style="list-style-type: none"> ▪ Tourist routes and highways. The Assessment considers 11 different locations, with the assessed visual impact ranging from negligible to low-moderate in two instances. It highlights that views toward the Project are limited by roadside vegetation, plantation areas and adjoining farming properties as well as screening afforded by nearby and surrounding properties and concludes that the overall visual impact for tourist routes and highways is low. ▪ Major roads. The Assessment considers 15 viewpoints for analysis along main roads, with the assessed visual impact varying from negligible through to moderate. It notes that, as is also the case for tourist routes and highways, the majority of views are limited by roadside vegetation, plantation areas, and adjoining farming properties including screening afforded by nearby and surrounding topography. The Assessment concludes that the overall visual impact for major roads is considered to be low-moderate. ▪ Local roads. The Assessment considers 24 viewpoints along local roads, with the assessed visual impact ranging from negligible-nil to low-moderate. It notes that views from local roads vary greatly depending upon location and proximity to the Project and concludes that the overall visual impact rating for local roads is considered to be low. ▪ Townships. The Assessment considers viewpoints from the following towns as part of its assessment: Yallourn, Tyers, Traralgon, Churchill, Morwell, Yinnar, Boolarra, Mirboo North, Thorpdale, Narracan, Coalville and Moe. The visual impacts from these towns is assessed as varying from negligible-nil, to low. It identifies that from most locations within the nearby towns, views are filtered or screened by a combination of topography and vegetation or by buildings and other structures. This means that views from townships are typically limited to the edges of townships areas such as recreation areas that allow for clear views over large open areas. The Assessment finds that the overall visual impact for townships is considered to be low-negligible. ▪ Recreational trails, parks and elevated lookouts. The Assessment looks at 13 different viewpoints in its consideration of recreation trails, parks and elevated look outs and the impacts are assessed as varying from nil to negligible. The Assessment concludes that the overall impact on parks and recreational trails is assessed to be negligible, noting that outside of towns and built-up areas, walking
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	<p>trails tend to be located in heavily vegetated areas such as the Lyrebird Forest Walk, Morwell National Park and the trail to Petersons lookout.</p> <p>Accordingly, the impacts of the proposal on significant views, including visual corridors and sightlines is found to be primarily low to negligible, apart from major roads where impacts are assessed to be low to moderate.</p> <p>In terms of impacts on residential properties the Assessment considered 20 different locations where permission was given to publish the assessment from the property. The findings of these assessments, including TrueView images to show likely views once the wind farm has been constructed, concludes that impacts at the assessed dwellings range from Nil, through to high.</p> <p>For the majority of the assessed dwellings, landscape mitigation is considered to be an option to reduce visual impacts. The exceptions to this are five dwellings where impacts are expected to be high and where it is considered that landscape mitigation is unlikely to reduce impacts for various reasons.</p> <p>Whilst is acknowledged that impacts to these dwellings will be high, these impacts also need to be considered in the context of the relatively low impacts from the range of public viewpoints that have been assessed, as discussed above.</p> <p>Accordingly, the Assessment finds that the project is in an area that can accommodate the visual change that will result from the wind farm and will not be detrimental to the views, character and amenity of the area within the Project's viewshed.</p>
Aviation	<p>The Aeronautical Impact Assessment prepared by Chiron Aviation Consultants describes the potential impacts to aviation safety and risk to aviation activities in the vicinity of the Project and the mitigation measures designed to manage potential impacts on aviation safety.</p> <p>The Assessment concluded that there would be:</p> <ul style="list-style-type: none"> ▪ no adverse impact on the Obstacle Limitation Surface (OLS) of any registered, certified or military aerodromes; ▪ no adverse impact on any Lowest Safe Altitudes (LSALTs) for air routes in the vicinity; ▪ no adverse impact on the Latrobe Valley aerodrome Non-Directional Beacon (NDB) approach; ▪ no adverse impact on the Yarram aerodrome Instrument Approach Procedure (IAP);

	<ul style="list-style-type: none"> ▪ no adverse impact on the performance of civil surveillance radars; ▪ no adverse impact on the performance of aviation-related communications systems; and ▪ no adverse impacts on Defence or Airservices Australia radar systems. <p>However, the Assessment found that the Project will impact on the Latrobe Valley Aerodrome and to address the issue, amendments will be required to the aerodrome's instrument approach procedure and to the missed approach decision height. Further consultation is being undertaken with the Latrobe Valley Aerodrome operator to address this.</p> <p>A Qualitative Risk Assessment was also undertaken in relation to aviation as part of the Chiron Report. The assessment found that lighting of the turbines during either the day or night is not required and that there are unlikely to be impacts to night flying, general aviation flying training, recreational and sport aviation, emergency services flying, weather and topographical issues</p> <p>In relation to fire fighting, the Assessment highlights that aerial fire fighting is conducted at low levels and that based on the experience of the consultant with rural fire fighting in multiple states, the various agencies all typically consider wind farms to be 'just another hazard' that has to be considered in the risk management process associated with aerial fire fighting, noting that aerial firefighting would take place in combination with ground based firefighting.</p> <p>The Assessment does also note that the meteorological monitoring masts proposed for the site are very difficult to see due to their slender construction and thin guy wires and because the masts are often a grey (galvanised steel) colour that readily blends with the background. As this can be a risk for aerial application activity, the Assessment recommends appropriate marking and reporting of the proposed meteorological masts.</p> <p>Based on the findings of the Assessment, it is considered that appropriate consideration has been given to aircraft safety, as required by the Decision Guidelines of Clause 52.32-6 of the three Planning Schemes.</p>
Noise	<p>Consistent with the requirements of NZS6808:2010, a Background Noise Monitoring Report and subsequent Environmental Noise Assessment was undertaken for the Project by Marshall Day Acoustics. In addition, a peer review of that report was undertaken by Sonus and an Environmental Noise Assessment Audit was also undertaken by Servensa, in accordance with the requirements Clause 52.32-4 of the Planning Scheme.</p>

	<p>The Marshall Day Assessment found that:</p> <ul style="list-style-type: none"> the proposed wind turbines are predicted to comply with the operational noise requirements of NZS6808:2010, as required by the Victorian Wind Energy Guidelines; the noise levels from the related infrastructure (the battery storage facility and, from a cumulative basis, the terminal station) are at least 1-dB below the minimum recommended for the conservative night time period as required by the NIRV and therefore the infrastructure is unlikely to be a significant design consideration; construction noise associated with the wind farm can be acceptably managed on the basis of the operation and implementation of a CEMP. <p>The peer review undertaken by Sonus noted that the approach in the Marshall Day Assessment is conservative compared with the New Zealand Standard, as it will result in higher predicted noise levels and concluded that the Marshall Day assessment has been conducted in accordance with the Wind Energy Guidelines and the assessed layout will achieve the objective requirements of the Project.</p> <p>An environmental audit undertaken by Senversa confirmed that the approach taken to the Noise Assessment by Marshall Day was sound and recommended additional work in the form of:</p> <ul style="list-style-type: none"> <i>'Measurements of the tonality of the candidate turbines (in accordance with IEC 61400-11:2012)41 should be reviewed as they become available, or verified by on-site emission testing of the first turbines commissioned on the site.</i> <i>The post-construction noise level monitoring specified under the Noise Compliance Test Plan (NCTP) should be undertaken by an independent acoustic consultant in line with recent recommendations of the Office of the National Wind Farm Commissioner'.</i>
Electromagnetic Interference	<p>The Electromagnetic Interference (EMI) Assessment prepared by DNV GL describes the potential EMI impacts of the Project and the proposed mitigation measures that are designed to ensure that any adverse impacts on communication services in the area are minimised. The Assessment concluded as follows.</p> <ul style="list-style-type: none"> There is some potential for interference to be caused to one point to multi point link operated by Gippsland Water, however there are potential mitigation options for this and there is on-going consultation with Gippsland Water about this.

- There is some potential for there to be interference to digital television broadcast signals, however mitigation options have been recommended to address this if interference is experienced.
- The NBN wireless internet signals from the Boolarra tower are not expected to be impacted however if interference is experienced the problems are expected to be able to be rectified by relocating antennas at any affected dwellings.
- There is a low risk of interference to the point to multipoint links associated with the Latrobe Valley flood warning system however if interference is experienced then mitigation measures are available.
- There is not expected to be any noticeable interference to FM radio signals from the KIDS FM broadcast tower. However, if any interference is noticed then mitigation measures are available.
- There is not expected to be any interference to mobile phone signals however, as with the other potential issues, mitigation measures are available if indeed interference is identified.
- Interference to satellite television is not expected to be an issue, as the two satellites that are potentially impacted only transmit programs are designed for international services and so it is considered unlikely that residents will be receiving signals from the satellites.
- There is some low potential for mobile radio operations of Gippsland Water to be impacted however mitigation measures are available if any interference is identified.
- There are a number of additional services also identified and discussed in the specialist report, all of which are considered unlikely to be impacted.

The Assessment highlights that Delburn Wind Farm Pty Ltd will continue to engage with relevant stakeholders in relation to EMI matters as required in relation to digital television services and in relation to point-to-multipoint services for Gippsland Water.

It is also noted that it will be a requirement of any planning permit that is issued for the Project that a survey is undertaken preconstruction to establish a baseline assessment for impacts, and highlighting that Delburn Wind Farm Pty Ltd has committed to returning any impacted services to at least pre-construction quality at its own cost if the interference is attributed to the Project after construction.

Bushfire	<p>The Project site is affected by the Bushfire Management Overlay across Latrobe City, South Gippsland Shire and Baw Baw Shire. Although planning permission is not required for buildings and works associated with a 'Wind Energy Facility' under the BMO, bushfire risk has been considered in the Bushfire Risk Assessment prepared by Fire Risk Consultants, given the site's location within a high risk area and in response to the policy requirements of Clause 13.02-1S of the three Planning Schemes.</p> <p>The Assessment concludes that the proposed use and development "<i>does not increase the bushfire risk in the landscape if recommendations during the distinct phases of development, construction and operation are implemented</i>".</p> <p>A checklist against the CFA Guidelines confirms that the intent of the Guidelines in terms of the development of utility installations, emergency management, site infrastructure, site operations, and the additional conditions specific for wind energy facilities and battery installations, has been achieved.</p> <p>The assessment includes recommendations of a series of mitigation measures to be implemented during the construction and operation phases of the Project to minimise bushfire risk. Delburn Wind Farm has committed to implementing these measures.</p>
Traffic	<p>The Traffic Impact Assessment prepared by AECOM makes the following recommendations/conclusions in relation to the construction phase of the project:</p> <ul style="list-style-type: none"> Construction Access Routes: the primary delivery port for externally sourced materials / components is yet to be confirmed but the options currently being considered include the Port of Hastings, Port of Melbourne, Port of Geelong and Port of Portland. <p>The Assessment notes that a high-level desktop analysis of the routes from each port delivery option was undertaken which found that there are restrictions relating to height, weight and approvals required from other landowners/authorities which will require further investigations and consultation once a route has been finalised. Any approvals required to facilitate the delivery route will be sought once the Port has been selected and will be undertaken by the contractor engaged to undertake the land transport component of the construction activities.</p> <p>Regardless of the delivery port, externally sourced materials including wind turbine components are expected to be delivered to the site via Princes Freeway, Marretts Road and Strzelecki Highway before turning off a key local intersection at Golden Gully Road, Smiths Road, or Creamery Road.</p>

- Traffic generation: The Assessment predicts the traffic volume impact on the local road network based on a conservative scenario where vehicles are predicted to both arrive and depart from the site during the AM peak period. The Assessment highlights that even at peak volume (taking into consideration an increased traffic volume during the pouring of turbine foundations), the traffic generated is significantly less than the typical one-way road capacity of 900 vehicles per hour and that traffic impacts are predicted to be negligible given the low existing rural traffic volumes.
- Site Access Points: A total of 11 vehicle access points (site entrances) are proposed to the Project site via the public roadnetwork. Modifications to the road and access tracks will be required at each of the nominated site access points to accommodate OD and articulate vehicles (AV).
- Pinch Points: A swept path analysis was undertaken for OD vehicles which identifies a total of 11 'pinch points' (either relating to potential existing pavement or native vegetation constraints) along the delivery route between Princes Freeway and the site access points. The critical turning movements along the OD route occur at the intersections between Strzelecki Highway and public roads. Temporary pavement widening is proposed to be provided at all intersections. Additional operational controls including OD escort vehicles, temporary speed reduction, delivery time restrictions and additional signage will be required (to be developed in consultation with key stakeholders). Where any of these 'pinch points' have the potential to impact on native vegetation, the impacts have been considered as part of the Biodiversity Assessment.
- Single lane / Two way roads: The Assessment notes that single-lane two-way roads such as Golden Gully Road have the potential to be safety risks. There are a range of mitigation measures that could address this including widening of the road along key routes, providing passing bays at key locations, traffic management measures, reduced speed limits, upgrade of road pavements, regular inspections and maintenance operations, installation of advanced warning signs and a driver's code of conduct. The Assessment notes that further advice from the relevant Road Authority, along with the adoption of an independent road safety audit as part of the Traffic Management Plan (TMP) will assist with determining appropriate measures.

In relation to the operational stage of the Project, the Assessment notes that vehicle movements will consist of daily maintenance activities and is

	<p>anticipated that up to 13 staff vehicles will commute per day to and from the site to undertake general maintenance activities.</p> <p>Maintenance such as the replacement of a wind turbine blade involving OD vehicle movements are expected to occur infrequently. The Assessment notes that any OD vehicle movements to accommodate these activities will be subject to DoT/VicRoads permitting requirements at that time.</p> <p>The Assessment also addresses potential traffic impacts from the eventual decommissioning of the wind farm.</p>
Blade Glint and Shadow Flicker	<p>Shadow Flicker and Blade Glint have been considered in a report prepared by K2 Management.</p> <p>The Wind Energy Guidelines state that shadow flicker experienced immediately surrounding the area of a dwelling (garden fenced area) must not exceed 30 hours per year (noting that where a fenced garden area is not evident at a dwelling, a 50 metre curtilage from the dwelling centre point is used).</p> <p>The Shadow Flicker Assessment clearly demonstrates compliance with this requirement and concludes that there are no dwellings in proximity to the site that will exceed the 30-hour annual limit on the basis of the 'worst case scenario' modelling. The Assessment also notes that shadow flicker impacts will likely be less in reality, having regard to the conservative assumptions made in the modelling.</p> <p>The Assessment also confirms that Delburn Wind Farm Pty Ltd is committed to specifying wind turbine blades that must be finished in a non-reflective coating to avoid any blade glint impacts as part of the tendering and procurement process and that, accordingly, will meet the requirements of Section 5.1.2(b) of the Wind Energy Guidelines.</p>
Environmental Management Plan (EMP) Framework	<p>The EMP Framework outlines the proposed structure for future EMPs and establishes reporting and review requirements as well as responsibilities, noting that the Delburn Wind Farm directors will have the ultimate responsibility for the implementation of the EMPs with the construction Project Manager responsible the development and implementation of the CEMPs.</p> <p>The requirement for environmental site inductions for all construction staff is identified, along with the matters to be addressed in any site induction. The approach to compliance monitoring, record keeping and reporting is also identified, to ensure that environmental controls, are maintained and that monitoring and reporting is effective.</p> <p>A key element of the EMPs, as identified in the Framework will be the environmental safeguards that will prevent or minimise potential environmental</p>

impacts associated with the Project. These are summarised in the Framework and also reflect the range of mitigation measures identified in the various specialist reports prepared in support of the Project. Specific mitigation measures are outlined for three matters in particular, reflecting key specialist report findings, these being:

- Measures to minimise impacts on waterways;
- Measures to minimise impacts on native vegetation; and
- Measures to minimise impacts on threatened species, including Growling Grass Frog, Strzelecki Gum and other iconic species including: Wedge Tailed Eagle, Yellow-tailed Black Cockatoo; Strzelecki Koala and Greater Glider.

The Framework then provides a summary of environmental monitoring methods that will be implemented for the range of matters to be addressed by the EMPs, highlighting that the general approach to each issue and associated monitoring will comprise:

- Establish a baseline monitoring program before construction commences. ·
- Prepare an inspection, monitoring and auditing program, designed to match the environmental risks for the unique site conditions. ·
- Review records regularly
- Ensure that remedial action is taken promptly when monitoring, inspections or audit results reveal a problem in environment management. ·
- Ensure that all monitoring is conducted by a NATA registered laboratory, either directly, or under supervision. ·
- Arrange for regular independent audits of environmental performance and the environmental management system.

Any planning permit that is issued for the Project will include a series of conditions requiring the preparation of EMPs as outlined in the EMP Framework, prior to the commencement of works associated with the Project.

Conclusion

Potential impacts of the Project have been assessed in accordance with the relevant guidelines and policies. The potential impacts arising from the Project are identified in the key specialist assessments and corresponding mitigation measures (where required) have been proposed to reduce adverse impacts where avoidance has not been feasible.

Since the Project's inception, its size and impact area has been significantly reduced in response to input from the community, local government and State Government as well as specialist consultant input. The wind farm layout has been subject to an iterative design process and adjusted multiple times to ensure compliance with relevant standards including noise and vibration, ecological impacts and EMI impacts, and to minimise the overall environmental impacts.

Importantly, the Project will make a significant contribution to renewable energy generation in Victoria and achieves Commonwealth and State policy objectives. It is also expected to deliver significant economic benefits at the broader State, regional and local level, particularly through the creation of construction employment opportunities and increased demand and support for local goods and services.

In conclusion, based on a balanced assessment of key planning issues and policies, this Planning Report finds that the Project will be an appropriate planning and land use outcome that will result in the development of an additional renewable energy resource in Victoria and will result in an overall net community benefit.

