Moreton Hill Wind Farm

Planning Assessment Report to support Planning Permit Applications under the Corangamite and Golden Plains Planning Schemes

Final

May 2026

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Prepared by
Umwelt (Australia) Pty Limited

On behalf of
Moreton Hill Wind Farm Nominees Pty Ltd (MHWF Nominees)

Project Director: Caroline Funnell
Project Manager: Matt Frame
Technical Director: Tracey Birt
Technical Manager: Louise Hill
Report No.: 22923 / R02
Date: May 2026

Level 27, 530 Collins Street, Melbourne VIC

This report was prepared using
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Acknowledgement of Country

Umwelt acknowledges the Traditional Owners of Country throughout Australia and their continuing values, culture and connection to the land, waters and sky.

We pay our respects to Elders past and present.

The below image is from the artwork *Yapung Maryiyang* (Pathway Forward) by Saretta Fielding.

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Document Status

Rev No.	Reviewer Name	Date	Approved for Issue Name	Date
V1	Emily Scott	29/08/2025	Emily Scott	29/08/2025
V2	Tracey Birt	20/10/2025	Emily Scott	20/10/2025
V3	Tracey Birt	11/03/2026	Caroline Funnell	11/03/2026
V4	Caroline Funnell	16/04/2026	Emily Scott	16/04/2026
V5	Caroline Funnell	19/05/2026	Caroline Funnell	19/05/2026

Executive Summary

This Planning Assessment Report has been prepared by Umwelt on behalf of MHWF Nominees Pty Ltd (**MHWF Nominees**) to support the planning permit applications for the Moreton Hill Wind Farm (**the Project**) under the Corangamite and Golden Plains Planning Schemes, and pursuant to Section 47 of the *Planning and Environment Act 1987* (Vic) (**P&E Act**).

This report describes the Project and its context, identifies and assesses the Project against applicable legislation and relevant planning policies in accordance with the Planning Schemes and the *Planning guidelines for development of wind energy facilities* (Department of Transport and Planning (DTP), September 2023). This report has been prepared concurrent with an Environment Report that is required to be prepared for the Project pursuant to the *Environment Effects Act 1978* (**EE Act**) and which also addresses impacts to matters of national environmental significance under the *Environment Protection and Biodiversity Conservation Act 1999* (**EPBC Act**).

Project Overview

The Project involves establishment of a wind farm, a battery energy storage system (**BESS**), an onsite substation and an underground transmission line. Once completed, the wind farm would accommodate up to 62 wind turbine generators (**WTGs**) and would have an estimated installed generating capacity of 421 megawatts (**MW**). The BESS would have a 100 MW / 4 hr storage capacity and would enable the Project to store, and dispatch scheduled and reliable energy to the National Electricity Market (**NEM**). The Project would connect into the NEM via a 15 km underground transmission line connecting the onsite substation to the Berrybank Terminal Station.

Construction is planned to commence in 2027 and is anticipated to take 1–3 years based on infrastructure combinations and resourcing. The anticipated operational life of the Project is approximately 30 years.

The Project Site is located approximately 35 kilometres (**km**) south-west of Ballarat, on the lands of the Wadawurrung Traditional Owners, and within both the Corangamite Shire and Golden Plains Shire local government areas (**LGA**). The Project Site is located within the proposed Central Highlands Renewable Energy Zone (**REZ**) as identified by VicGrid in its 2025 Victorian Transmission Plan (**VTP**).

The Project would bring environmental, social and economic benefits to the Golden Plains Shire, Corangamite Shire, and Victoria generally. The Project is expected to deliver the following local and statewide benefits:

- Advancing the Victorian Government's renewable energy targets of 65% by 2030 and 95% by 2035, and legislated storage targets of 2.6 GW by 2030 and 6.3 GW by 2035.
- Supporting the Australian Government's climate goals, including a 62–70% reduction in emissions from 2005 levels by 2035 and achieving net zero emissions by 2050.
- Contributing to Victoria's energy transition and fostering growth in the renewable energy sector, particularly in the Great South Coast and Central Highlands regions.
- Aiding in the decarbonisation of Australia's energy market.

- Injecting substantial investment into both the regional and state economies, through supporting approximately 360 full-time equivalent (**FTE**) jobs during construction and 16 ongoing FTE roles in the region over the Project's 30-year lifespan.
- Establishing a community investment program of approximately $442,050 per year based on the current expected capacity of the project, along with annual payments in lieu of rates totalling to local councils (PiloR).
- Offering voluntary neighbour agreements to properties within 4 km of WTGs for the duration of the Project, starting from construction.
- Providing ongoing community sponsorships to local organisations throughout the development, construction and operational phases.

Planning Approval Context

A planning permit is required for the use and development of the Project under the provisions of the Corangamite and Golden Plains Planning Schemes. The Victorian Minister for Planning is the Responsible Authority for the planning permit applications.

The planning permit applications are proposed for submission under the Development Facilitation Program (**DFP**) assessment pathway and pursuant to **Clause 53.22** (Significant Economic Development) of the Corangamite and Golden Plains Planning Schemes as the Project meets the relevant eligibility criteria, being a renewable energy facility (wind energy facility) and utility installations (BESS, transmission line) with a capacity to generate and store more than 1 MW of energy, and transmit this energy to the electricity grid.

Although planning approval is being sought for up to 62 WTGs, this planning assessment report, the Environment Report and supporting technical assessments have assessed a larger 68-turbine layout to allow for flexibility in the Project design to continue to respond to environmental and heritage constraints that may arise and continuing host landholder engagement. Development plans to be submitted as part of the planning approval will only show the 62 WTGs to be constructed and operated.

The Project will require approval under the following clauses of the Corangamite Planning Scheme:

- **Clause 35.07-1** – Use of land in Farming Zone
- **Clause 35.07-4** – Buildings and works in Farming Zone
- **Clause 36.04-1** – Use of land in Transport Zone 2
- **Clause 36.04-2** – Buildings and works in Transport Zone 2
- **Clause 42.01-2** – Buildings and works in Environmental Significance Overlay (Schedule 1 – Watercourses, water body and wetland protection)
- **Clause 42.02-2** – Removal of native vegetation in Vegetation Protection Overlay (Schedule 2 – Roadside Vegetation Protection Area)
- **Clause 52.05** – Signage in Category 4 – Farming Zone
- **Clause 52.06** – Provision of car parking
- **Clause 52.17-1** – Removal of native vegetation
- **Clause 52.29-2** – Create or alter access to Transport Zone 2

- **Clause 52.32-2** – Use and development of a Wind Energy Facility
- **Clause 53.22** – Significant Economic Development.

The Project will require approval under the following clauses of the Golden Plains Planning Scheme:

- **Clause 35.07-1** – Use of land in Farming Zone
- **Clause 35.07-4** – Buildings and works in Farming Zone
- **Schedule to Clause 35.07** – Earthworks in Farming Zone
- **Clause 42.01-2** – Buildings and works in Environmental Significance Overlay (Schedule 2 – Watercourse protection)
- **Clause 42.01-2** – Removal of non-native vegetation in Environmental Significance Overlay (Schedule 2 – Watercourse protection)
- **Clause 42.02-2** – Removal of native vegetation in Vegetation Protection Overlay (Schedule 2 – Bushland reserves and roadside vegetation areas)
- **Clause 44.02-2** – Buildings and works, and removal of non-native vegetation in Salinity Management Overlay
- **Clause 44.04-2** – Buildings and works in Land Subject to Inundation Overlay – Schedule 1
- **Clause 52.05** – Signage in Category 4 – Farming Zone
- **Clause 52.06** – Provision of car parking
- **Clause 52.17-1** – Removal of native vegetation
- **Clause 52.29-2** – Create or alter access to Transport Zone 2
- **Clause 52.32-2** – Use and development of a Wind Energy Facility
- **Clause 52.33** – Permit may be required to demolish, remove or alter a dry-stone wall constructed before 1940 if encountered during construction of the Project
- **Clause 53.22** – Significant Economic Development.

Summary of assessment findings

Comprehensive technical assessments have been undertaken by a team of consultants to inform the design and assess potential environmental impacts of the Project (see **Section 11.0**). The technical assessments are summarised below.

Aviation

Aviation Projects completed an Aviation Impact Assessment (**AIA**) for the Project to evaluate potential aviation impacts and ensure compliance with air safety regulations. The AIA was prepared for consideration by Airservices Australia, the Civil Aviation Safety Authority (**CASA**), and the Department of Defence, and included consultation with key stakeholders such as emergency services and aerial operators. The assessment found no infringement on Ballarat Airport's obstacle limitation surfaces or instrument flight procedures, and no impact on nearby uncertified aerodromes, Grid Lowest Safe Altitude (**LSALT**), or any air route LSALTs. The Project Site is located in Class G airspace and outside controlled or restricted zones, with sufficient setbacks from aviation infrastructure.

Risks associated with aircraft collision, avoidance manoeuvring, and visual impacts were deemed acceptable without obstacle lighting on WTGs provided details are communicated to CASA, Airservices Australia, local and regional operators, before, during and following construction and arrangements made to publish details in En-route Supplement Australia (**ERSA**) for surrounding aerodromes. However, WMTs that are installed prior to WTG installation and wind monitoring towers (**WMTs**) that are not in close proximity to a WTG should be lit with medium intensity steady red obstacle lighting at the top of the WMT to maintain an acceptable level of safety to aircraft. Recommendations include notifying CASA of structures over 100 m, engaging with aerial operators, marking WTGs and WTMs appropriately, providing and revising the AIA if regulatory changes or incidents occur. The assessment also considered wake turbulence and aircraft operator characteristics, concluding that safety risks are low and manageable.

Biodiversity

Ecology and Heritage Partners Pty Ltd (**EHP**) prepared the Ecological Assessment to inform the Project's design and planning application. Field investigations undertaken since 2020 guided design refinements to avoid and minimise impacts, particularly to Brolga habitat.

Being in a largely agricultural area, native vegetation coverage is limited. Within the area surveyed for the Ecological Assessment, 15.8 ha of native vegetation was mapped of which 1.64 ha is proposed to be removed for access and infrastructure. Residual impacts would occur to two threatened ecological communities, EPBC Act listed Natural Temperate Grassland of the Victorian Volcanic Plain (NTGVVP) (1.234 ha) which has been assessed as a significant impact, and the FFG Act listed Western (Basalt) Plains Grassland (1.42 ha) assessed as not significant.

Significant flora species, including Spiny Rice-flower (EPBC Act and FFG Act listed), and Yarra Gum (FFG Act listed), would be retained, with potential minor impacts to Pale Swamp Everlasting (FFG Act listed). No further impact on threatened flora is anticipated and would be managed through No-Go Zones and a Construction Environmental Management Plan (**CEMP**).

Turbine-free buffers around Lake Widderin, in accordance with the Interim guidelines for the assessment, avoidance, mitigation and offsetting of potential wind farm impacts on the Victorian Brolga population 2011, have minimised potential impacts to Brolga, reducing predicted collision risk to very low levels. A Bat and Avifauna Management Plan will further manage and monitor residual risks.

Overall, the Ecological Assessment concluded that, with the proposed design and mitigation measures, the Project is not expected to result in significant impacts on threatened species or ecological communities, other than the significant impact on 1.234 ha of the NTGVVP community associated with the underground transmission line. This 1.234 ha impact are associated with edge impacts, and would only slightly reduce the extent of 13 low-moderate quality patches, with no patches to be removed entirely. However, as the Project would reduce the extent of this TEC, it is considered a significant impact. Offsets will be secured in accordance with the EPBC Act offsets policy.

Aboriginal Cultural Heritage

A Cultural Heritage Management Plan (CHMP 19190) is currently being prepared for the Project, as it is located within an area of cultural heritage sensitivity and involves high impact activities under the Aboriginal Heritage Regulations 2018. The Registered Aboriginal Party (**RAP**) for the Project Site is the Wadawurrung Traditional Owners Aboriginal Corporation (**WTOAC**). A Notice of Intent to Prepare the CHMP was submitted to First Peoples – State Relations (**FP-SR**) and WTOAC on 2 November 2022. CHMP 19190 is expected to be finalised following lodgement of the planning permit applications.

A desktop assessment has been completed for the CHMP and is summarised below:

- No registered Aboriginal Places were identified within 200 m of the Project Site.
- The nearest registered Aboriginal Place is Gum Swamp 1, located approximately 600 m south-west of the Project Site.
- The Project Site contains archaeologically and culturally sensitive landforms, including rises, ridges, waterways, and wetlands.
- Aboriginal cultural heritage is likely to be present within the site.
- A standard assessment is required under Regulation 62(1) to further investigate sensitive landforms.

Both standard and complex assessments are in progress and are being undertaken in consultation with the WTOAC and an adaptive design response considerate to the assessment outcomes. The results of these assessments and consultation will be reported in the CHMP on their completion.

Electromagnetic Interference (EMI)

An EMI Assessment by GHD evaluated potential interference from the wind farm on various radio communication systems. For point-to-point radio links, several turbines were initially within the second Fresnel exclusion zone, posing a risk of signal degradation. These turbines were re-sited, where necessary, following consultation with link operators to avoid interference. Other systems, including land mobile radio, digital TV, FM broadcast, mobile networks, radar, aircraft communications, and scientific and defence radio, were found to have minimal or no impact. Pre- and post-construction signal surveys were recommended for nearby dwellings. With proposed mitigations, residual impacts were assessed as nil or minor.

Environmental Noise Assessment

Marshall Day Acoustics conducted an environmental noise assessment for the Project, evaluating operational noise from wind turbines, the onsite substation, and the BESS. The assessment followed relevant Victorian regulations and standards, including NZS 6808 and EPA Publication 1826.4.

Noise predictions for 67 receivers within 3 km of the turbines showed compliance with required limits, being:

- At least 2.7 dB below the 40 dB LA90 threshold for all non-stakeholder receivers.
- At least 4.1 dB below the 45 dB LA90 limit for all stakeholder receivers outside the Project Site.
- At least 5.4 dB below the 45 dB LA90 reference base noise limit at all but one stakeholder receiver within the Project Site (Receiver 111 which is to be demolished under contract with the host landholder).

Cumulative impacts from nearby wind farms were also assessed and found to be compliant. The Mount Bute Scenic Reserve, the nearest natural area, is expected to experience low noise levels between 28 and 32 dB L_{A90}, with other natural areas below 20 dB L_{A90}. Noise from the onsite substation and BESS was predicted to remain below the night-time limit of 34 dB ENL at the nearest receivers. The assessment concluded that the Project can meet all regulatory noise requirements and recommended a range of noise management measures, including compliance testing during operation, equipment selection to minimise emissions, and detailed noise assessments prior to construction.

The environmental (pre-construction) noise assessment has been verified by an environmental auditor (Tonkin+Taylor) appointed under the *Environment Protection Act 2017* which confirms that the assessment undertaken by Marshall Day Acoustics was conducted in accordance with NZS 6808, as required by the *Planning guidelines for development of wind energy facilities* (DTP, 2023).

Historical Heritage

Heritage Insight conducted a Historical Heritage Assessment to identify registered or potential historic (non-Aboriginal) heritage places within the Project Site. A desktop review found no registered historic heritage places within the Project Site. Twenty-four registered historic heritage places were identified within 5 km but all more than 2 km from the Project Site boundary. These included:

- Sixteen archaeological sites listed on the Victorian Heritage Inventory (**VHI**) – all of which are associated with historic mining activities; and
- Eight heritage places listed on the Heritage Overlay – the majority of which are historic buildings (including residential structures and public buildings such as schools or churches) located in the townships of Linton or Skipton.

Of the places listed on the Heritage Overlay, one is located within the Corangamite LGA and the other seven are located within the Golden Plains LGA.

A targeted field survey was undertaken for seven locations identified as having the highest potential to contain historic heritage places or archaeological sites within or in proximity to the proposed construction footprint. No historically significant features were found. While no dry stone walls were identified, management conditions were recommended to mitigate potential impacts on any unidentified heritage features, including dry stone walls protected under the Planning Schemes or archaeological sites protected under the *Heritage Act 2017*. The assessment concluded that the likelihood of encountering significant historic heritage during construction is negligible.

Hydrology and Flood Risk

A Flood Impact Assessment was undertaken by Water Technology to evaluate the potential effects of the Project on local flooding and surface water behaviour. Using detailed hydraulic modelling, the assessment analysed pre- and post-development scenarios to inform the design and siting of Project infrastructure, and flood mitigation strategies.

The Project Site, located on the Western District Plains within the Lake Corangamite Basin, is traversed by several waterways including Naringhil Creek and Hoyles Creek. The Flood Impact Assessment assessed the Project Site as having low susceptibility to flooding and flood damage. Most Project infrastructure, including most WTGs and hardstands, the BESS and onsite substation, and operations and maintenance (**O&M**) compound, are located outside the 1% annual exceedance probability (**AEP**) flood extent. Where minor inundation is expected, such as at some WTG hardstands, access tracks and underground electrical reticulation locations, flood depths are shallow (≤0.22 m)

and manageable through elevation and drainage design. One section of overhead electrical reticulation would span Naringhil Creek to avoid impacts to the watercourse and associated riparian vegetation and/or cultural heritage values which could be impacted by cable trenching works. Post-development impacts on flood levels were minimal, and appropriate drainage measures such as culverts are proposed to maintain flow paths. Water crossings would be designed appropriately to conform with relevant local council, catchment management authority (**CMA**) and DEECA guidelines, and where necessary, Works on Waterway licences would be obtained.

The assessment also addressed water quality risks during construction, recommending erosion controls and spill management protocols. Overall, the flood risk associated with the Project is considered low, with mitigation measures proposed to maintain natural drainage and protect surrounding areas.

Landscape and Visual Impact Assessment

Moir Studio conducted a Landscape and Visual Impact Assessment (**LVIA**) to evaluate the Project's potential visual impact on landscape character, public viewpoints and private dwellings. The LVIA also considered the cumulative visual impact of the Project with other surrounding wind farm developments.

The study found while the WTGs may theoretically be visible from surrounding areas due to flat terrain, actual visibility will be reduced by vegetation and built form. Notably, views of the Project from the towns of Linton and Skipton are expected to be intermittent, limited or filtered due to a combination of topography, vegetation and built form. Six landscape character units were assessed, with most rated as having low scenic quality. The Project is not expected to diminish the scenic value of any regionally or state-significant landscapes. Of 25 public viewpoints assessed, most were rated as having low or moderate visual impact from the Project, with only one rated high, this being viewpoint VP25 (Flagstaff Hill Lookout - Flagstaff Ridge Road, Pittong).

A dwelling analysis of 151 non-involved dwellings within 6 km of the Project found that most are screened by dense vegetation or built form. Detailed visual assessments for 14 non-involved dwellings confirmed that in most cases, the presence of vegetation (particularly windbreaks and shelterbelts) is expected to significantly reduce visual exposure to the WTGs. One dwelling was assessed to have a high visual impact rating, and four were assessed as having a moderate visual impact rating. The remainder were either rated as having a low visual impact rating or considered to have no visual impact. For the moderate-high rated dwellings, mitigation measures such as screen planting are proposed where required in consultation with landholders.

The assessment considers that the cumulative visual impacts from most private viewing locations will be limited due to the presence of dense vegetation screening views of the Project, and the underground transmission line design avoids additional visual impact. Mitigation strategies include uniform turbine design, off-site planting, and retention of existing vegetation to manage and reduce visual impacts. The assessment concludes that while the WTGs would introduce a new and prominent element to a landscape, the Project is not expected to significantly alter the broader rural landscape character, and the underlying agricultural land use and rural character are expected to remain intact.

Bushfire Risk

A Risk Management Plan, including a fire safety study, was conducted for the Project by Fire Risk Consultants in accordance with the CFA Guidelines for renewable energy developments, and includes assessment of bushfire risk in accordance with **Clause 13.02-1S** (Bushfire planning) of the Planning Schemes. The Risk Management Plan sets out how the Project will manage bushfire risks and ensure the safety of assets, personnel, and the surrounding environment, and outlines the mitigation strategies that will be employed across all stages of the development.

While part of the Project Site intersects the Bushfire Management Overlay (**BMO**), this mapping reflects past land use as plantation forestry and these areas have been cleared and now consist mainly of grassland and farm tracks, presenting a lower fire risk. While some WTGs are located within the mapped BMO, these areas have been substantially cleared of vegetation and are not considered to pose a significant fire hazard. Importantly, none of the WTGs, the onsite substation, or the BESS are proposed in areas where bushfire risk is considered elevated. Further, there is limited connection between mapped areas of BMO or vegetated areas of elevated bushfire risk, which reduces the potential for fire to spread across the broader site, and several natural and built features in the surrounding landscape will also assist in limiting the spread of fire. This includes the Project's access tracks which are designed to meet CFA requirements and can function as fire breaks. These features will likely assist in slowing or halting the spread of bushfire should one occur in the vicinity.

The bushfire hazard landscape assessment identified potential fire threats from the north-west and south-west, consistent with historical patterns. The risk assessment concluded that fire risks are manageable with appropriate design, monitoring, and emergency planning. A Fire Management Plan and Emergency Plan will be developed post-approval to formalise responsibilities and response procedures. Overall, the assessment found that bushfire risks to and from the Project are acceptable and can be effectively managed.

Shadow Flicker

GHD prepared a Shadow Flicker Impact Assessment to evaluate potential effects of turbine shadow flicker on nearby dwellings. The assessment followed national and Victorian guidelines, which set thresholds of 30 hours/year (worst-case) and 10 hours/year (cloud-adjusted) for shadow flicker exposure. Sensitive receptors within 1.2 km of turbines were identified and classified as either Host or Neighbour. Modelling showed that three Host dwellings would exceed both thresholds, but no Neighbour dwellings were affected. One of the Host dwellings (Receptor 111) is planned for demolition. As Host receptors have formal agreements with the Proponent which document the landowner's consent to the predicted exceedances in relation to shadow flicker, these exceedances are not considered constraints. The Project complies with all relevant planning guidelines for non-participating receptors, and a pre-construction assessment will be undertaken if the turbine layout changes.

Socio-Economic

Ethos Urban's Social and Economic Impact Assessment found the Project will deliver strong regional benefits. Socially, the Project will support up to 360 FTE jobs (140 FTE direct jobs and 220 FTE indirect jobs), provide long-term income to 24 host landholders, and will contribute to local communities through neighbour payments, community investment programs and council payments. While visual impacts and temporary construction disturbance are expected, these will be mitigated through design and engagement strategies. Economically, the Project is forecast to inject $200 million into the region

over 30 years which includes $13 million in a community investment program, including community sponsorship (with $75,000 already delivered since 2023), $30 million in voluntary neighbour payments, and $15.5 million to both councils through the PilOR Scheme, supporting local employment, services, and infrastructure. Overall, the Project is expected to have a net positive social and economic impact.

Traffic

Impact Traffic prepared a Traffic Impact Assessment (**TIA**) to evaluate the transport and access requirements for the Project. The TIA confirmed that turbine components, including blades up to 86 m long, can be delivered from the Port of Portland with only minor upgrades required at select intersections and site access points. Construction traffic will be managed via Glenelg Highway and Rokewood-Skipton Road, supported by eight main site access points and five laydown areas. Over the estimated 24-month construction period, approximately 92,000 vehicle movements are expected, with peak daily traffic reaching 289 movements (Light and Heavy vehicle combined). Operational traffic will be minimal, limited to routine maintenance. Local and arterial roads are considered suitable for construction and delivery traffic, with temporary intersection modifications identified and assessed for turbine component delivery, whilst road upgrade and maintenance agreements will be established with local councils. A Traffic Management Plan (**TMP**) will be developed prior to construction to guide mitigation measures and ensure safe and efficient transport throughout the Project lifecycle.

Environmental management

Environmental management for the Project will be guided by an Environmental Management Framework (**EMF**) as presented in the Environment Report, part of the Proponent's broader integrated Environmental Management System (**EMS**), which is certified in accordance with AS/NZS ISO 14001:2015. These will ensure a transparent and integrated governance framework by outlining clear accountabilities for complying with approvals and managing and monitoring environmental impacts and risks associated with the design, construction, operation, and decommissioning phases.

The EMF includes a suite of discipline-specific environmental management plans, which will incorporate the commitments, objectives and targets outlined in the Environment Report and the conditions of any planning permit, EPBC Act approval, or other Project consent or approval. Contractors engaged by the Proponent, will prepare targeted management plans, including a Construction Environmental Management Plan and Operational Environmental Management Plan for their respective scope of works, in accordance with the Project EMF, the Proponent's EMS and relevant approval conditions. These plans will be reviewed and approved by the Proponent prior to commencement of any works. Where required, these plans will be subject to regulatory approval from relevant agencies. Environmental performance will be monitored by dedicated personnel through regular inspections, audits, and reporting, with systems in place for continual improvement and compliance with statutory requirements.

Conclusion

This planning assessment report has determined that the Project represents an acceptable planning outcome when assessed against the relevant policy and provisions of the Planning Schemes, including the decision guidelines of the applicable zones, overlays, particular provisions (including **Clause 52.32** and **Clause 53.22**), and general provisions, including the decision guidelines at **Clause 65.01**.

Notably, the Project Site and design have been selected due to their compatibility with the existing land uses and ability to avoid and minimise impacts on sensitive receivers (such as dwellings), biodiversity, cultural heritage and other environmental values, combined with proximity to a grid connection with the NEM which limits additional transmission infrastructure needs.

The Project will provide additional renewable energy into the NEM, aid the Victorian Government in meeting legislated targets for the development of renewable energy capacity within the State and will contribute to reducing Victoria's carbon emissions from energy-generation.

A comprehensive set of technical assessments and stakeholder engagement has been undertaken for the Project over several years to influence and refine the design, to minimise impacts and maximise benefits. The Project will enable continued agricultural operations on the land, provide additional income security to host landholders. Offsets are available or a strategy proposed to secure them for ecological impacts which have been unavoidable, and all other impacts are deemed acceptable and compliant with relevant guidelines.

The Project will bring significant economic development to the Corangamite and Golden Plains LGA and is therefore eligible for an accelerated planning assessment pathway under the Development Facilitation Program.

Abbreviations

Abbreviation	Term
AEP	Annual exceedance probability
AEMO	Australian Energy Market Operator
AHD	Australian Height Datum
AIA	Aviation Impact Assessment
BESS	Battery energy storage system
BMO	Bushfire Management Overlay
CaLP Act	*Catchment and Land Protection Act 1994* (Victoria)
CASA	Civil Aviation Safety Authority
CEMP	Construction Environmental Management Plan
CFA	Country Fire Authority
CFA Guidelines	Design Guidelines and Model Requirements for Renewable Energy Facilities (CFA, 2025)
CHMP	Cultural Heritage Management Plan
CMA	Catchment Management Authority
CPI	Consumer Price Index
dB	Decibels
DEECA	Department of Energy, the Environment and Climate Action (Victoria)
DFP	Development Facilitation Program
DTP	Department of Transport and Planning (Victoria)
EE Act	*Environment Effects Act 1978* (Victoria)
EIA	Economic Impact Assessment
EMF	Environmental Management Framework
EMI	Electromagnetic Interference
EMS	Environmental Management System
EP Act	*Environment Protection Act 2017* (Victoria)
EP Regulations	Environment Protection Regulations 2021 (Victoria)
EPA	Environment Protection Authority (Victoria)
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth)
EPC	Engineering, Procurement, and Construction
ESA	Economic Study Area
ESO	Environmental Significance Overlay
EVC	Ecological Vegetation Classes
FFG Act	*Flora and Fauna Guarantee Act 1988* (Victoria)
FP-SR	First Peoples State Relations (Victoria)
ft	feet
FTE	Full-time equivalent

Abbreviation	Term
FZ	Farming Zone
GED	General Environmental Duty
GW	gigawatt
GWh	Gigawatt hours
HDD	Horizontal Directional Drilling
HML	Higher Mass Limit
km	kilometres
kV	Kilovolt
LCU	Landscape Character Unit
LGA	Local government area
LSALT	Lowest safe altitude
LSIO	Land subject to inundation overlay
LVIA	Landscape and Visual Impact Assessment
m	metres
Met mast	meteorological mast
MHWF Nominees	MHWF Nominees Pty Ltd
MNES	Matters of national environmental significance
MPS	Municipal Planning Strategy
MW	megawatt
NEM	National Electricity Market
NTGVVP	Natural Temperate Grassland of the Victorian Volcanic Plain
NZS 6808	New Zealand Standard 6808:2010 Acoustics – Wind Farm Noise
O&M	Operations and maintenance
OEMP	Operational Environmental Management Plan
OSOM	Over-sized over-mass
P&E Act	*Planning and Environment Act 1987* (Victoria)
Planning Schemes	Corangamite Planning Scheme Golden Plains Planning Scheme
PPA	Planning Permit Application
PPF	Planning Policy Framework
PSL	Primary Social Locality
RAP	Registered Aboriginal Party
Report	Planning assessment report
REZ	Renewable energy zone
RM Act	*Road Management Act 2004* (Victoria)
RMP	Risk Management Plan
rpm	Revolutions per minute
RSA	Rotor swept area
SEIA	Social and Economic Impact Assessment

Abbreviation	Term
SEP	Stakeholder Engagement Plan
SIA	Social Impact Assessment
SMO	Salinity Management Overlay
SSL	Secondary Social Locality
The Project	Moreton Hill Wind Farm
TIA	Traffic Impact Assessment
TMP	Traffic management plan
TPZ	Tree protection zone
TRZ	Transport Zone
VAHR	Victorian Aboriginal Heritage Register
VHI	Victorian Heritage Inventory
VPP	Victoria Planning Provisions
VRET	Victorian Renewable Energy Target
VTP	Victorian Transmission Plan
WMT	Wind Monitoring Tower
WTG	Wind Turbine Generator
WTOAC	Wadawurrung Traditional Owners Aboriginal Corporation

Glossary

Terminology	Glossary
Candidate WTG model	The candidate WTG model used in technical assessments to model potential environmental impacts, such as noise and shadow flicker to inform these planning permit applications, is the Vestas V172 model. It has a maximum tip height of 252 m, a rotor diameter of 172 m, and a hub height of 166 m.
Construction (Disturbance) footprint	The total extent of land that would be directly impacted by the Project during construction, anticipated to cover approximately 153 ha which is a total of approximately 2.2% of the Project Site.
Involved dwelling	A dwelling located within or outside the Project Site that is owned by a host landholder of the Project. Also referred to as a stakeholder receiver for the purposes of the Environmental Noise Assessment.
Host landholder	A landholder that has an agreement in place with the Proponent to host Project infrastructure. Also referred to as an involved landholder/owner or participating landholder/owner in various supporting technical studies.
Neighbouring landholder	A landholder that is outside of the Project Site and is not hosting Project infrastructure but may have a neighbour agreement in place with the Proponent. Also referred to as a non-involved landholder/owner or non-participating landholder/owner in various supporting technical studies.
Non-involved dwelling	A dwelling located outside the Project Site that is owned by a landholder without an agreement in place with the Proponent. Also referred to as a non-stakeholder receiver for the purposes of the Environmental Noise Assessment.
Onsite substation	The onsite substation that would be developed within the Project Site. The onsite substation would collect energy generated by the WTGs and convert the electricity from 33 kV to 220 kV prior to transmission into the NEM via the underground transmission line.
Operational footprint	The total extent of land required for Project components during operation (following rehabilitation of some areas post-construction), anticipated to cover approximately 70 ha which is a total of approximately 1% of the Project Site.
Overhead reticulation	Overhead 33 kV cabling connecting WTGs in the east of the Project Site over Naringhil Creek to the onsite substation.
Project Site	The Project Site is the total area within which all Project infrastructure would be developed, including WTGs, the BESS, the onsite substation and the underground transmission line. The boundary of the Project Site is aligned to the title boundaries of land hosting Project infrastructure and associated construction activities.
Proponent	MHWF Nominees Pty Ltd.
Transmission line corridor	The construction corridor (construction footprint) in which the 220 kV underground transmission line would be constructed, which has a width of approximately 7 m. The transmission line would be buried in a trench at a depth of 1.4 m and a width of 3.15 m.

Terminology	Glossary
Underground reticulation	Internal underground 33 kV cabling connecting each WTG to the onsite substation.
Underground transmission line	The operational footprint of the 220 kV underground transmission line extending from the onsite substation to Berrybank Terminal Station.
Wind farm site	The area of the Project Site where the WTGs would be located. That is, the area generally north of Lismore-Pittong Road and not including the transmission line corridor along Willowvale Road.

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Appendix K Environmental Noise Assessment, Background Noise Monitoring and Environmental Noise Assessment Audit Report

Appendix L Landscape and Visual Impact Assessment

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Appendix N Social and Economic Impact Assessment

Appendix O Traffic Impact Assessment

Appendix P Letter of Support – Moreton Hill Wind Farm Planning Application (Lumea Transgrid Group)

1.0 Introduction

MHWF Nominees Pty Ltd (**MHWF Nominees**), the Proponent, is seeking planning approval pursuant to Section 47 the *Planning and Environment Act 1987* (**P&E Act**) to develop the Moreton Hill Wind Farm (**the Project**) in Pittong, Victoria.

The Project involves establishment of a wind farm, a battery energy storage system (**BESS**), an onsite substation and an underground transmission line. Once completed, the wind farm would accommodate up to 62 wind turbine generators (**WTGs**) and would have an estimated installed generating capacity of 421 megawatts (**MW**). The BESS would have a 100 MW / 4 hr storage capacity and would enable the Project to store, and dispatch scheduled and reliable energy to the National Electricity Market (**NEM**). The Project would connect into the NEM via a 15 km underground transmission line connecting the onsite substation to the Berrybank Terminal Station. The anticipated operational life of the Project is approximately 30 years.

The Project Site is located approximately 35 kilometres (**km**) south-west of Ballarat, on the lands of the Wadawurrung Traditional Owners, and within both the Corangamite Shire and Golden Plains Shire local government areas (**LGA**). The Project Site is located within the proposed Central Highlands Renewable Energy Zone (**REZ**) as identified by VicGrid in its 2025 Victorian Transmission Plan (**VTP**).

This report and supporting documentation have been prepared to support planning permit applications under the provisions of both the Corangamite Planning Scheme and Golden Plains Planning Scheme (**the Planning Schemes**) for the use and development of the land described in **Section 1.1** and **Appendix A**, for the purposes of a Wind Energy Facility and Utility Installation, and associated infrastructure and works. Specific planning permit triggers and other application details are summarised in **Section 1.2**.

The Minister for Planning is the responsible authority for both planning permit applications pursuant to **Clause 72.01-1** (Minister is responsible authority) of the Planning Schemes. The planning permit applications are proposed for submission under the Development Facilitation Program (**DFP**) assessment pathway and pursuant to **Clause 53.22** (Significant Economic Development) of the Planning Schemes as the Project meets the relevant eligibility criteria as further discussed in **Section 8.8.8**.

This report describes the Project and its context, identifies and assesses the Project against applicable legislation and relevant planning policies in accordance with the Planning Schemes and the *Planning guidelines for development of wind energy facilities* (Department of Transport and Planning (**DTP**), September 2023). This report should be read in conjunction with the Environment Report that is required to be prepared for the Project pursuant to the *Environment Effects Act 1978*, as described further in **Section 1.3**.

1.1 Land within Project Site Boundary

The Project Site is comprised of a total of 83 parcels of land, for which details are provided in **Appendix A**. One land parcel comprises Crown land associated with Hoyles Creek/Naringhil Creek, which is managed by the Secretary to the Department of Environment, Land, Water and Planning (now known as DEECA). The remaining land parcels comprise privately owned freehold land. A review of the titles for all land parcels comprising the Project Site found that there are no Section 173 Agreements, covenants, caveats, easements or other encumbrances that would otherwise prohibit the use and development of land for the Project in the areas proposed for infrastructure development. A copy of all title certificates and plans for land parcels comprising the Project Site is included at **Appendix A** and the location of each of the titles is shown in **Figure 4.3**.

The Project Site also comprises Crown land in the form of unnamed roads (otherwise known as 'paper roads'). These roads are unmarked except on title and are described by adjacent land parcels, as listed in **Appendix A**. Some of these paper roads are subject to unused road licences issued on behalf of the Crown, typically to adjacent landowners. Several road reserves managed by the Department of Transport, Corangamite Shire and Golden Plains Shire also fall within the Project Site as listed in **Appendix A**.

There is no wind farm infrastructure proposed on any of the paper roads or within any road reserves, other than underground cables and road upgrades.

1.2 Application Summary

A summary of the planning permit application details is provided in **Table 1.1** and **Table 1.2** for the Corangamite and Golden Plains Planning Schemes respectively. For additional information regarding the planning controls, refer to **Section 8.0** of this report.

Table 1.1 Planning Permit Application Summary – Corangamite

Project	Moreton Hill Wind Farm Project
Applicant / Proponent	MHWF Nominees Pty Ltd (MHWF Nominees)
Planning Scheme	Corangamite Planning Scheme
Proposed Land Use – in accordance with Clause 73.03	Wind Energy Facility (wind farm) Utility Installation (BESS, onsite substation and transmission line)
Zoning	**Clause 35.07** – Farming Zone (FZ) **Clause 36.04** – Transport Zone 2 (TRZ2)
Overlays	**Clause 42.01** – Environmental Significance Overlay – Schedule 1 (ESO1) **Clause 42.02** – Vegetation Protection Overlay – Schedule 2 (VPO2) **Clause 44.06** – Bushfire Management Overlay (BMO)
Permit Triggers	**Clause 35.07** (FZ) – Permit required for use and development **Clause 36.04** (TRZ) – Permit required for use and development **Clause 42.01**(ESO1) – Permit required for development **Clause 52.05** (Signs) – Permit required for signage in Category 4 (FZ)

Project	Moreton Hill Wind Farm Project
	Clause 52.06 (Car Parking) – Provision of car parking **Clause 52.17** (Native Vegetation) – Permit required for removal of native vegetation **Clause 52.29** (Land adjacent to the Principal Road Network) – Permit required to create or alter access to TRZ2 (Rokewood-Skipton Road and Glenelg Highway) **Clause 52.32** (Wind Energy Facility) – Permit required for use and development **Clause 53.22** (Significant Economic Development) – Project eligible for assessment under this Clause and the DFP.

Table 1.2 Planning Permit Application Summary – Golden Plains

Project	Moreton Hill Wind Farm Project
Applicant / Proponent	MHWF Nominees Pty Ltd (MHWF Nominees)
Planning Scheme	Golden Plains Planning Scheme
Proposed Land Use – in accordance with Clause 73.03	Wind Energy Facility (wind farm) Utility Installation (transmission line)
Zoning	**Clause 35.07** – Farming Zone (FZ) **Clause 36.04** – Transport Zone 2 (TRZ2)
Overlays	**Clause 42.01** – Environmental Significance Overlay – Schedule 2 (ESO2) **Clause 42.02** – Vegetation Protection Overlay – Schedule 2 (VPO2) **Clause 44.02** – Salinity Management Overlay (SMO) **Clause 44.04** – Land Subject to Inundation Overlay (LSIO) **Clause 44.06** – Bushfire Management Overlay (BMO)
Permit Triggers	**Clause 35.07** (FZ) – Permit required for use and development, and earthworks **Clause 36.04** (TRZ) – Permit required for use and development **Clause 42.01**(ESO2) – Permit required for development, and removal of non-native vegetation **Clause 42.02** (VPO2) – Permit required for removal of native vegetation **Clause 44.02** (SMO) – Permit required for development and removal of non-native vegetation **Clause 44.04** (LSIO) – Permit required for development **Clause 52.05** (Signs) – Permit required for signage in Category 4 (FZ) **Clause 52.06** (Car Parking) – Provision of car parking **Clause 52.17** (Native Vegetation) – Permit required for removal of native vegetation **Clause 52.29** (Land adjacent to the Principal Road Network) – Permit required to create or alter access to TRZ2 (Rokewood-Skipton Road and Glenelg Highway) **Clause 52.32** (Wind Energy Facility) – Permit required for use and development

Project	Moreton Hill Wind Farm Project
	Clause 52.33 (Post Boxes and Dry Stone Walls) – Permit may be required to demolish, remove or alter a dry-stone wall constructed before 1940 if encountered during construction of the Project **Clause 53.22** (Significant Economic Development) – Project eligible for assessment under this Clause and the DFP.

1.3 Environment Report

The Proponent submitted referrals for the Project under the *Environment Protection and Biodiversity Conservation Act 1999* (**EPBC Act**) (EPBC 2024/09797) and *Environment Effects Act 1978* (**EE Act**) (referral #2024-R03). The Project was determined to be a controlled action under the EPBC Act on 17 July 2024 by the Federal Minister for the Environment and Water's delegate.

On 24 September 2024, the Victorian Minister for Planning decided that an Environment Effects Statement was not required for the Project, subject to certain conditions being met to assess and manage specific impacts. These conditions require an Environment Report be prepared in consultation with the Victorian DTP and the Victorian Department of Energy, the Environment and Climate Action (**DEECA**). The Environment Report will also incorporate an assessment of any Commonwealth matters identified in the controlled action decision issued for the Project, in accordance with the EPBC Act Bilateral (Assessment) Agreement 2014 between the Commonwealth and Victorian governments.

In accordance with the Minister's decision on the EE Act referral, the Environment Report is required to be exhibited for a period of at least 14 calendar days. It is proposed that that the Environment Report will be exhibited concurrent with the planning permit applications for which the responsible authority has specified a public exhibition period of 28 calendar days.

1.4 Structure of this Report

This report is presented as follows:

- **Section 1.0** introduces this report and provides a summary of the planning context of the Project including the referral outcomes and the Environment Report process under the *Environment Effects Act 1978* (Victoria) and the Bilateral Assessment process under the *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth) for the Project.
- **Section 2.0** provides an overview of the Proponent and applicant for the planning permits.
- **Section 3.0** provides an overview of the Project and describes the key components, as well as proposed timing for the phases of the Project.
- **Section 4.0** describes the Project Site and the surrounding land at a local and regional context.
- **Section 5.0** provides an overview of the Project's development and design response to the chosen Project Site including the outcomes of technical assessments completed to inform this report and the Environment Report.
- **Section 6.0** provides an overview of consultation undertaken to date in relation to the Project and more specifically, the planning permit applications.
- **Section 7.0** provides an overview of the *Planning and Environment Act 1987* and outlines other legislation relevant to the Project.

- **Section 8.0** provides an overview of the policy and provisions of the Corangamite and Golden Plains Planning Schemes relevant to the Project.
- **Section 9.0** summarises other state, regional and local strategies and guidelines of relevance to the Project.
- **Section 10.0** provides an assessment of the Project against the requirements of the Planning Schemes.
- **Section 11.0** provides a summary of the technical assessments prepared to inform the planning permit application.
- **Section 12.0** provides an overview of the environmental management proposed as part of the Project.
- **Section 13.0** concludes this report.

The planning permit application is supported by the following technical assessments and documents:

- Description of land within the Project Site and Certificates of Title and Plans (**Appendix A**)
- Development Plans (**Appendix B**)
- Letters of consent – landowners of dwellings within 1 km of turbines (**Appendix C**)
- Aviation Impact Assessment (**Appendix D**)
- Ecological Assessment (**Appendix E**)
- Risk Management Plan (**Appendix F**)
- Desktop Cultural Heritage Management Plan (**Appendix G**)
- Electromagnetic Interference Assessment (**Appendix H**)
- Flood Impact Assessment (**Appendix I**)
- Historical Heritage Assessment (**Appendix J**)
- Environmental Noise Assessment, Background Noise Monitoring and Environmental Noise Assessment Audit Report (**Appendix K**)
- Landscape and Visual Impact Assessment (**Appendix L**)
- Shadow Flicker Assessment (**Appendix M**)
- Social and Economic Impact Assessment (**Appendix N**)
- Traffic Impact Assessment (**Appendix O**).

2.0 The Proponent

MHWF Nominees is the Proponent of the Project and applicant for the planning permit applications under the Corangamite and Golden Plains Planning Schemes. MHWF Nominees is a special purpose vehicle established for Squadron Energy to facilitate the development and delivery of the Project.

Squadron Energy, with its development partner RE Future, is developing the proposed Moreton Hill Wind Farm. RE Future is an Australian owned and funded enterprise operated by a small group of seasoned wind industry professionals. The team at RE Future contains extensive experience in wind farm development, with over 50 years of combined experience. Since 2001 they have worked independently or as partners and successfully developed over 840 MW of wind projects that are now built and operating.

Squadron Energy is Australia's leading renewable energy company that develops, operates and owns renewable energy assets in Australia. Squadron Energy have 1.1 gigawatts (**GW**) of renewable energy in operation.

3.0 The Project

3.1 Project Overview

The Project involves establishment of a wind farm, BESS, an onsite substation and an underground transmission line. Once completed, the Project would accommodate up to 62 WTGs with a maximum turbine blade tip height of up to 252 m above ground level. With a turbine nameplate capacity of approximately 6.8 MW the Project would have an estimated installed generating capacity of 421 MW. The Project includes a BESS that would enable the Project to store, and dispatch scheduled and reliable energy to the NEM. The anticipated operational life of the Project infrastructure is approximately 30 years.

The Project includes the following key components:

- Up to 62 WTGs with a total installed capacity of approximately 421 MW.
- Onsite substation.
- BESS with a storage capacity of approximately 100 MW / 4 hr.
- A 15 km underground 220 kilovolt (**kV**) transmission line, connecting the onsite substation to the NEM at Berrybank Terminal Station.
- Underground and overhead 33 kV electrical reticulation cabling between WTGs and connecting WTGs to the onsite substation.
- Ancillary infrastructure, including operations and maintenance (**O&M**) facilities, permanent hardstands and internal access tracks, and water storage tanks for fire-fighting water supply.
- Temporary infrastructure required during construction, such as concrete batching plants, water sources and supply, site compounds, equipment laydown areas and storage yards.
- Up to four permanent meteorological monitoring masts.
- Eight main site entry points, including two along Rokewood-Skipton Road (at intersections with Rankin Road and Stretchs Road) and the remainder from local roads.

The Project is seeking planning approval to construct and operate up to 62 WTGs which will be reflected in the development plans submitted to satisfy the planning permit conditions post-approval. The proposal for up to 62 WTGs aligns with the Project referrals under the EE Act and EPBC Act. However, an assessment approach considering a higher number of WTGs has been applied to enable ongoing refinement and flexibility in the final layout selection.

Technical assessments prepared to support the planning permit applications have assessed a wind turbine layout consisting of 68 WTGs, including an additional six WTGs beyond the amount proposed for approval. These 68 WTGs are located within the current Project Site boundary, which was expanded due to neighbouring landholder interest.

This approach aims to provide future flexibility in the design evolution to respond proactively to technical assessment outcomes, consultation and design development. This allows the Project to optimise the application of the avoidance and minimisation hierarchy and ultimately provide greater justification for the selection of the final 62 WTGs for approval. In doing so, the technical assessments provide a worst case based on 68 WTGs, reporting on maximum probable impacts. Since the Project will only seek planning approval to construct and operate up to 62 WTGs, the actual impacts from the Project would be less than reported in the assessments. The only exception to this is the Social and Economic Impact Assessment, which has assessed the potential impacts and benefits of 62 WTGs, so that the benefits of the Project accurately align with the proposed scale of the Project to be delivered.

The Project will only seek planning approval to construct and operate up to 62 WTGs. Development plans to be submitted as a condition of planning approval will only show locations of the proposed 62 WTGs to be constructed and operated. The Project description and mapping within the environment report represents the 68 WTG layout and does not reflect the final 62 WTG layout.

Further investigation and consideration into the final 62 WTGs selected for the Project will be undertaken post approval. The final turbine layout will be informed by findings of the CHMP, outcomes of ongoing host landholder discussions around amenity, and following OEM selection for the turbines.

The Project proposes that any potential augmentation works and transmission line connections within the Berrybank Terminal Station site boundary be assessed under a separate planning permit application process by the third party owner/operator of the Terminal Station. As such, planning approval is not being sought for works within the Berrybank Terminal Station site boundary as part of the current planning permit applications.

A Traffic Impact Assessment has assessed an over-dimensional transport route proposed to transport wind turbine blades from the Port of Portland to the Project Site, however other ports including (but not limited to) Geelong and Melbourne may also be considered pending post-approval, procurement, and contracting decisions. Swept path assessments undertaken along the over-dimensional transport route have indicated that minor temporary intersection modifications would be required at some intersections such as additional fill where vehicles exceed the road pavement, or the temporary removal of signs.

All swept paths along the indicative over-dimensional transport route from Port of Portland to the Project Site and all swept paths associated with proposed site entry points for the Project have been assessed for potential impacts in the Ecological Assessment (**Appendix E**) for the purpose of fully reporting biodiversity impacts of the whole Project as part the Environment Report. However, for those swept paths that are located outside of the Corangamite and Golden Plains LGAs, it is proposed that separate planning permit application/s would be submitted, if required, based on an assessment of permit triggers once sufficient design detail is available and the over-dimensional transport route has been confirmed. This planning report considers all the proposed and assessed swept paths within the Corangamite and Golden Plains LGAs and planning approval is sought as part of the current planning permit applications where required based on the assessment of permit triggers.

A summary of the Project components that are located within the Corangamite and Golden Plains LGAs is provided in **Table 3.1**.

Table 3.1 Summary of Project Components within Each LGA

Project Component	Corangamite Shire	Golden Plains Shire
WTGs (maximum 62 across both LGAs)	18 (up to 16 of 18)	50 (up to 46 of 50)
BESS	1	0
Onsite substation	1	0
O&M facility / construction compound	1	0
Underground transmission line	Approx. 2.5 km	Approx. 12.5 km
Underground reticulation	Approx. 20 km	Approx. 47 km
Overhead reticulation	0 m	600 m
Permanent meteorological masts	TBC – likely at least 1 of 4	TBC – likely at least 1 of 4
Internal access tracks	Approx. 23 km	Approx. 42 km
Site entry points	4	4
Water tanks	5	5
Temporary concrete batching plants	1	1
Temporary laydown areas	2	3
Temporary intersection modifications (within Corangamite and Golden Plains LGAs	5	6
Temporary meteorological masts (existing)	1	1

3.2 Project Objectives

The fundamental objective of the Project is to supply, enhance and support Australia's NEM through the generation of wind-powered renewable energy. This objective is in accordance with:

- Australia's emissions reductions targets of 62-70% below 2005 levels by 2035 and net zero emissions by 2050.
- Victoria's legislated emissions reduction targets of a 75-80% reduction below 2005 levels by 2035, and net zero emissions by 2045.
- Current Victorian Renewable Energy Targets (VRETS), which are targeting renewable energy generation contributions to the NEM of 65% by 2030 and 95% by 2035.

Key environmental and social objectives for the Project are to:

- Maximise avoidance of environmental, heritage and social impacts through adaptive design in response to technical assessment findings and identify appropriate, Project-specific mitigation and management measures.
- Ensure responsive and sensitive design to respond to the needs of the local community and relevant stakeholders, as far as practicable.

- Limit impact on the existing land use of the Project Site to ensure, where practicable, the ongoing use of agricultural land during the operation of the Project.
- Provide a stable source of income over 30 years to involved landholders, offering long-term financial security for farming households that often face income variability from seasonal and market conditions, as well as future drought risk.
- Build and maintain strong relationships with stakeholders and the community, through regular, consistent and considered consultation to ensure their expectations and preferences are understood and considered in the decision-making process.
- Engage with the Wadawurrung Traditional Owners Aboriginal Corporation (WTOAC) to maximise opportunities for the Project to be developed in a culturally sensitive way, considering any tangible and intangible heritage values relevant to the Project Site and to support a focus on the avoidance of potential impacts on Aboriginal cultural heritage.
- Maximise Project benefits such as affordable electricity production, local jobs and investment and direct financial benefits to hosts, neighbours and the local community, while avoiding or minimising adverse impacts on the local and regional community.
- Collaborate with identified stakeholders on potential local benefit sharing opportunities to ensure they are co-designed, targeted and appropriate to the Project's operating context.

3.3 Project Site Selection Rationale

Selecting a suitable site to develop a wind farm requires a careful balance of many factors, such as the available wind resource, access to the electricity network, suitable terrain and compatible surrounding land uses, the ability to avoid and minimise impacts on sensitive receptors (such as dwellings), biodiversity, heritage and other environmental values.

The Project has been sited based on the following rationale:

- **Strategic location** – located within the proposed Central Highlands REZ, as identified in the VicGrid 2025 VTP (see **Figure 3.1**).
- **Reliable wind resource** – a strong and consistent wind resource to power Project WTGs.
- **Grid connectivity** – proximal access to the electricity network to export energy generated by the Project at Berrybank Terminal Station grid connection point to support the Project.
- **Favourable terrain** – generally undulating terrain throughout the Project Site, with some discrete areas of small steeper hills in the north of the site, generally facilitating the construction of a wind farm as well as providing natural screening from surrounding viewpoints at topographic highs.
- **Compatible land use** – surrounding agricultural land uses and zoning that are largely compatible with development of a wind farm, given these practices can continue to operate around the wind farm once operational.
- **Land use zoning** – land use zoning that permits wind energy facilities and utility installations (BESS and transmission infrastructure) with consent.

- **Minimal native vegetation present** – native vegetation mostly limited to roadside vegetation enabling a very high level of avoidance by Project infrastructure (majority of Project infrastructure is located in agricultural cropped paddocks).
- **Low population density** – the surrounding area has a relatively low population density, resulting in suitable distances between Project infrastructure and dwellings to minimise potential amenity impacts.
- **Transport access** – proximity to existing transport networks as well as the presence of existing access points to the road network.
- **Environmental considerations** – the site is not located near large conservation reserves (i.e. more than 15 km from nearest State Park, more than 60 km from nearest National Park) and supports mostly sparsely distributed environmental and heritage values, which enables a very high level of avoidance by Project infrastructure and construction footprint.
- **Local resource availability** – potential availability of natural resources adjacent to the site (e.g. Skipton Quarry) to supply raw quarry material for the construction phase.

3.4 Project Site, Construction Footprint and Operational Footprint

The Project Site is defined by a boundary which accommodates all of the Project's infrastructure (with the exception of some minor temporary road modifications) and covers an area of approximately 6,697 ha. The boundary of the Project Site is located to align with title boundaries of land hosting infrastructure including accommodating construction activities (see **Figure 3.2**).

The Project Site is largely bound by the Glenelg Highway in the north, Cahills Lane in the east, Lismore-Pittong Road in the south and Mount Bute Road in the west. Rokewood-Skipton Road bisects the Project Site from east to west.

Access to the Project Site's construction compound by heavy vehicle deliveries would primarily be via Glenelg Highway, then along Rokewood-Skipton Road before turning into Rankin Road. Access to the operational and maintenance facility will also be via Rankin Road.

Land located within and surrounding the Project Site is predominantly associated with agricultural practices, primarily used for dryland mixed farming of sheep, as well as cattle grazing and cropping.

Terrain across the Project Site is generally flat with no substantial changes in elevation, which allows for efficient and optimal harvest of wind energy. The Project Site has predominantly been cleared or modified by agricultural practices. This has resulted in much of the native vegetation within private land being removed, with native vegetation predominantly restricted to roadsides or isolated clusters.

Within the Project Site, the construction footprint covers approximately 153 ha and includes land that would be subject to direct disturbance during construction (including the location of infrastructure, access tracks, laydown areas etc.). This equates to approximately 2.2% of the total Project Site. The construction footprint allows for a disturbance area or working buffer around both the temporary and permanent Project infrastructure.

The operational footprint representing the permanent Project infrastructure would be much less than the construction footprint, and covers approximately 70 ha, equating to approximately 1% of the total Project Site.

Land within the construction footprint that is not required for permanent Project infrastructure or operational purposes (i.e. the operational footprint) would be rehabilitated in accordance with the Project environmental management plans. This would include progressive rehabilitation of land disturbed for construction of permanent underground infrastructure (e.g. electrical reticulation, transmission line), and temporary construction activities such as working buffers around permanent infrastructure and access tracks not required for civil maintenance during operations, laydown areas and concrete batching plants, and OSOM vehicle swept paths (both within and outside of the construction footprint). Land required for operational purposes that would not be rehabilitated would include the turbine hardstands, ancillary areas suitable to support major maintenance activities expected to be performed at intervals in accordance with asset management strategies aligned based on final turbine design and certificates, Operations and Maintenance facilities (inclusive of water supply infrastructure) and site access tracks.

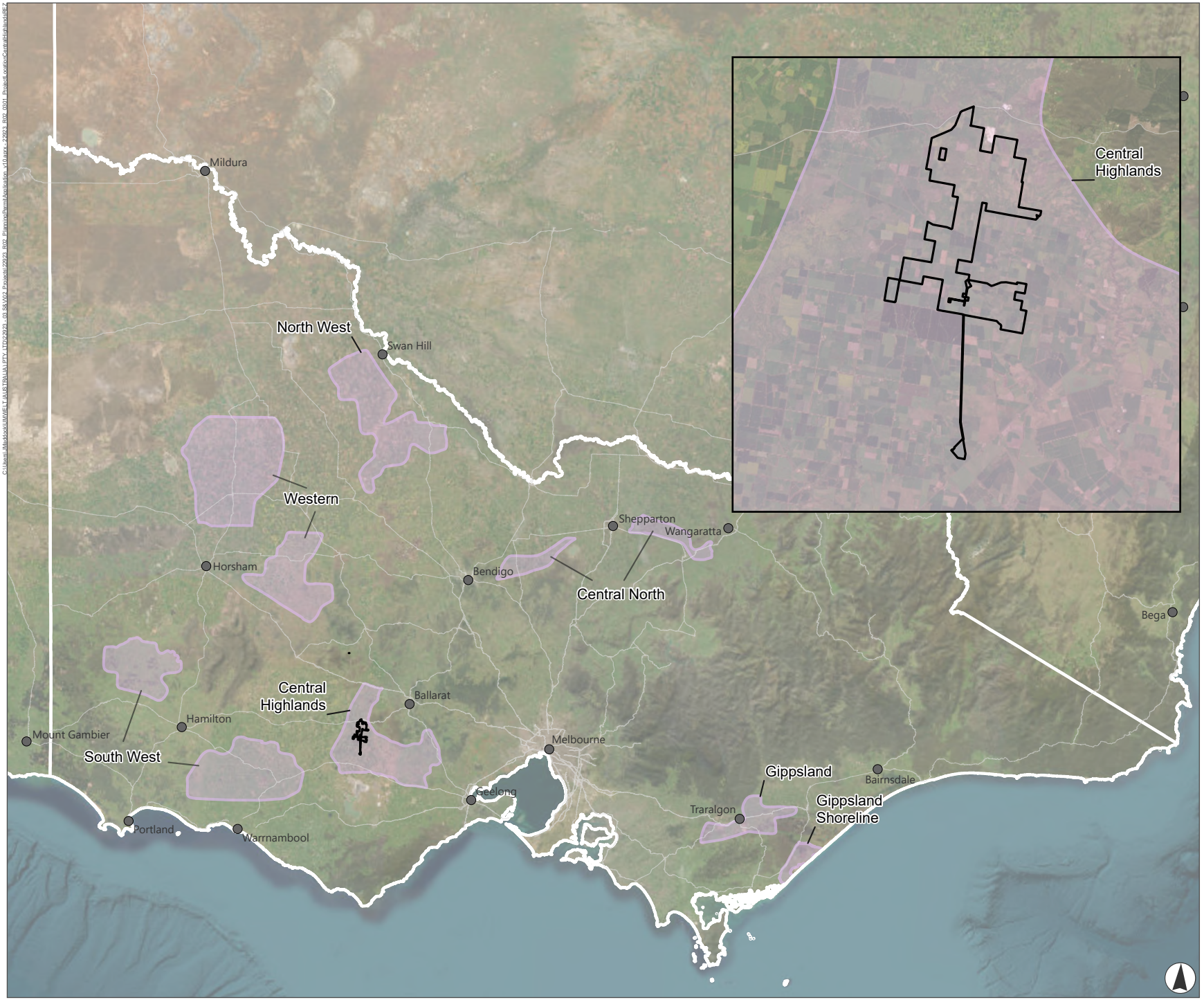

FIGURE 3.1

Project location within the proposed Central Highlands REZ

Legend

- Project Site
- Proposed REZs - Vic
- State Border
- Major Roads

0 50 100

Kilometres

Scale 1:3,700,000 at A4
GDA2020 MGA Zone 54

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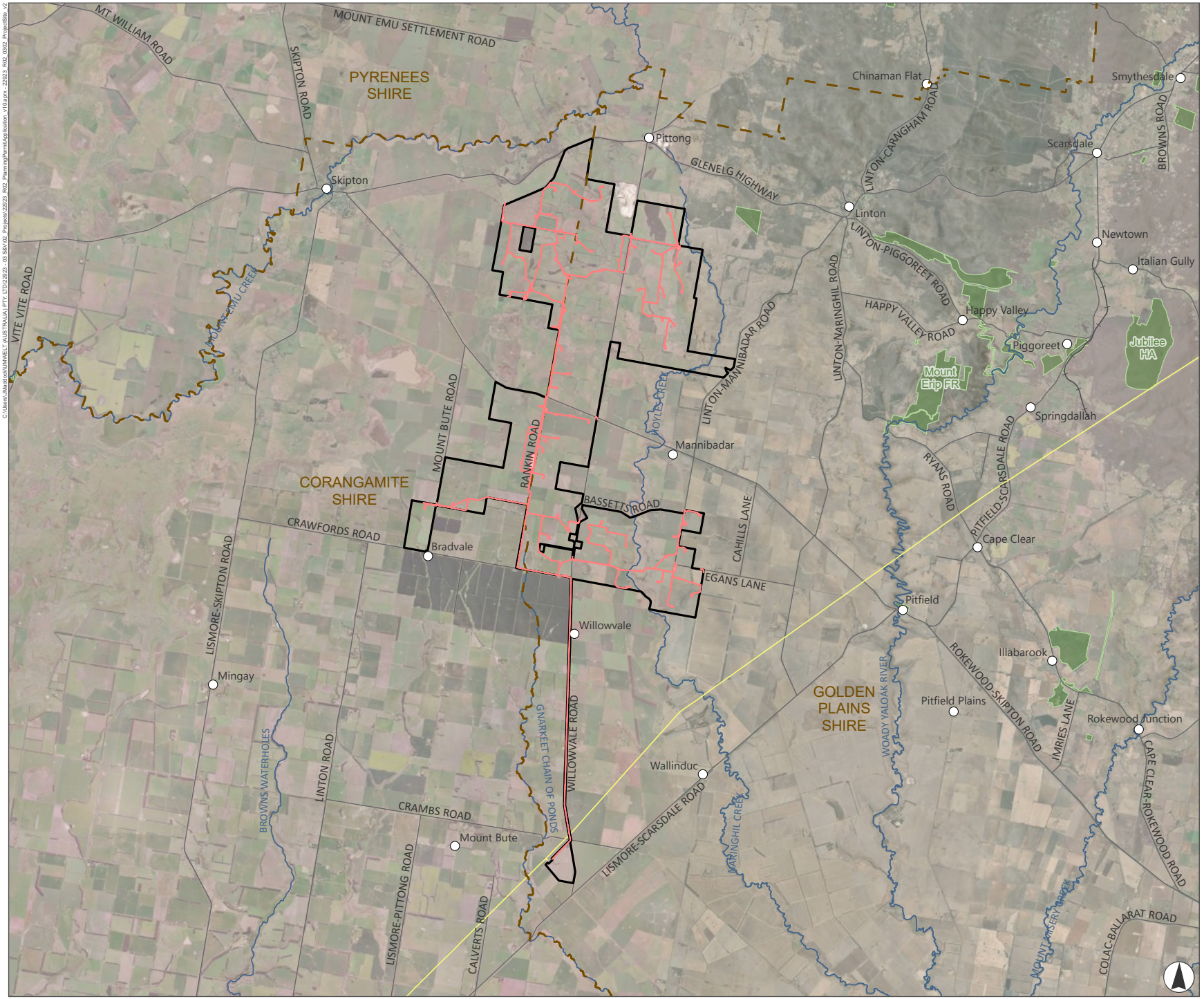

FIGURE 3.2

Project Site

Legend

- Project Site
- Local Government Area
- Construction Footprint
- Existing 220kV Transmission Line
- Parks and Reserves
- Roads
- Major Watercourse
- Railway

0 2 4

Kilometres

Scale 1:175,000 at A4
GDA2020 MGA Zone 54

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3.5 Project Description

Table 3.2 presents the approximate dimensions and quantity of the proposed components for the Project, with a summary provided for each Project component below. The planning permit applications are premised on a candidate WTG model (Vestas V172). However, the final selection of WTG model will depend upon intervening developments in policy, technology and economic developments. In the event that the final choice of WTG differs from the candidate Vestas V172, the selected WTG will comply with the upper (252 m) and lower (44 m) turbine blade tip height dimensions listed below in **Table 3.2**, and all conditions of planning approval.

The final details of the elements and infrastructure to be installed or constructed (i.e. WTG model) will be confirmed during the detailed design process to be undertaken post-approval and finalised prior to the commencement of construction. Detailed design allows the most suitable types of infrastructure to be identified and deployed for use in the Project based on market availability. All Project infrastructure would be located within the construction or operational footprints assessed.

Swept paths along the indicative over-dimensional transport route from the Port of Portland to the Project Site have been assessed and typically include minor temporary modifications such as removal and replacement of road furniture / signs and temporary placement of gravel hardstand. Swept paths within or partially within the Project Site are included in the construction footprint. The remaining swept paths not within or partially within the Project Site are mapped and assessed separately as swept paths rather than as construction footprint.

All swept paths have been assessed for environmental impacts in the Environment Report and Ecological Assessment (**Appendix E**). However, only those swept paths located within the Corangamite and Golden Plains LGAs have been assessed in this planning report, and form part of the Project's planning permit applications. This includes swept paths associated with the eight site entry points and 11 other swept paths ('temporary intersection modifications') within the Corangamite and Golden Plains LGAs. The swept paths that are not within the Corangamite and Golden Plains LGAs are referred to as 'temporary external intersection modifications' in this report. These 'temporary external intersection modifications' will be subject to separate approvals and are not subject to the current planning permit applications.

The Project infrastructure layout is shown on **Figure 3.3**, **Figure 3.4** and **Figure 3.5**. Preliminary technical drawings showing layout plans and elevations, and typical sections, for key Project components are provided as part of the Development Plans in **Appendix B**.

Table 3.2 Approximate Dimensions and Quantity of Project Components

Project Component	Approximate Dimension	Quantity
WTGs		
WTG height	Up to 252 m above ground level	62
Candidate rotor diameter	172 m	
Uppermost blade tip	Up to 252 m above ground level	
Lowermost blade tip	At least 44 m above ground level	
Candidate tower (hub) height	166 m above ground level	

Project Component	Approximate Dimension	Quantity
WTG foundations (excavation size)	25 m diameter	
WTG hardstands	50 m x 90 m	
BESS		
BESS compound	2 ha	1
Ancillary infrastructure		
Internal access tracks	Trafficable width of nominally 5.5 m (up to 6 m with passing bays), plus shoulders and drainage (with single lane through water features). This equates to a total width of up to 10 m for the construction footprint.	65 km
Onsite substation	1.6 ha	1
Operation and maintenance facility	1.5 ha	1
Underground transmission line	Construction corridor (construction footprint) up to 7 m wide, with a 220 kV transmission line buried in a trench at a depth of 1.4 m and a width of 3.15 m.	15 km
Underground electrical reticulation	33 kV electrical cables buried in a trench of approximately 1.0 m in depth. For a single circuit – 3 m wide construction corridor for access and spoil on one side (3.45 m wide construction footprint in total). For 2 circuits of reticulation – 2 m wide thermal spacing required between each trench, with a 3 m wide construction corridor for access and spoil on one side (5.45 m wide construction footprint in total).	67 km
Overhead electrical reticulation	Approximately 600 m of overhead reticulation cables to cross Naringhil Creek. Overhead electrical reticulation poles have a 1 m x 1 m footprint.	600 m 4 poles
Permanent meteorological masts	10 m^2 concrete mast base plus 1 m^2 footings at end of guy wires, within the Project Site. Height of up to 166 m above ground level (plus temporary construction work areas).	4
Local road upgrades	Sections of the following local roads would be upgraded to an all-weather gravel surface: • Rankin Road • Hendersons Road • Parkers Road • Watkins Road.	4
Site entry points	Six of the eight site entry points proposed would require temporary modifications to facilitate over-dimensional vehicles during the construction phase. The location of these site entry points is shown on **Figure 3.4**. Swept path diagrams for these site entry points are included in **Appendix B**. Indicative modifications are described in	8

Project Component	Approximate Dimension	Quantity
	Section 3.5.2.2 and noted on the swept path diagrams shown in the Traffic Impact Assessment (**Appendix O**). Extent of modifications required would be confirmed during detailed design and preparation of the Traffic Management Plan.	
Temporary intersection modifications (within Corangamite and Golden Plains LGAs)	Temporary modifications would be required at some intersections within and surrounding the Project Site (within Corangamite and Golden Plains LGAs), to accommodate over-dimensional vehicle access during the construction phase. The location of these swept paths and swept path diagrams are shown in **Appendix B**. Indicative modifications are described in **Section 3.5.2.2** and noted on the swept path diagrams shown in the Traffic Impact Assessment (**Appendix O**). Extent of modifications required would be confirmed during detailed design and preparation of the Traffic Management Plan.	Up to 11
Temporary external intersection modifications (not within Corangamite and Golden Plains LGAs)	Up to 10 intersections along the over-dimensional transport route proposed to transport wind turbine blades between the Port of Portland to Skipton require temporary modifications (e.g. temporary placement of gravel, temporary removal of signs, etc) to accommodate over-dimensional vehicle access during delivery of large turbine components. Extent of modifications to be confirmed during detailed design and preparation of the Traffic Management Plan and would be subject to separate approvals. Swept path diagrams for these intersections noting the indicative modifications required are shown in the Traffic Impact Assessment (**Appendix O**).	Up to 10
Water tanks	45,000 litre water tanks at the main site entrances or closest practicable location (or as advised by Country Fire Authority (**CFA**)).	10
Temporary facilities		
Construction compound	1.5 ha (to be converted to the O&M facility at the completion of construction).	1
Central concrete batching plants, rock crushing facilities	Approximately 100 m x 60 m (inclusive of plant, aggregate storage, water storage and treatment).	2
Satellite laydowns/material storage areas	50 m x 200 m.	5
Temporary meteorological masts	Two temporary met masts currently on site (one at a height of 160 m above ground level and one at 110 m above ground level). These will be used during construction as required to continue wind speed analysis. After three years on site, these met masts will either be taken down or planning approval will be sought.	2

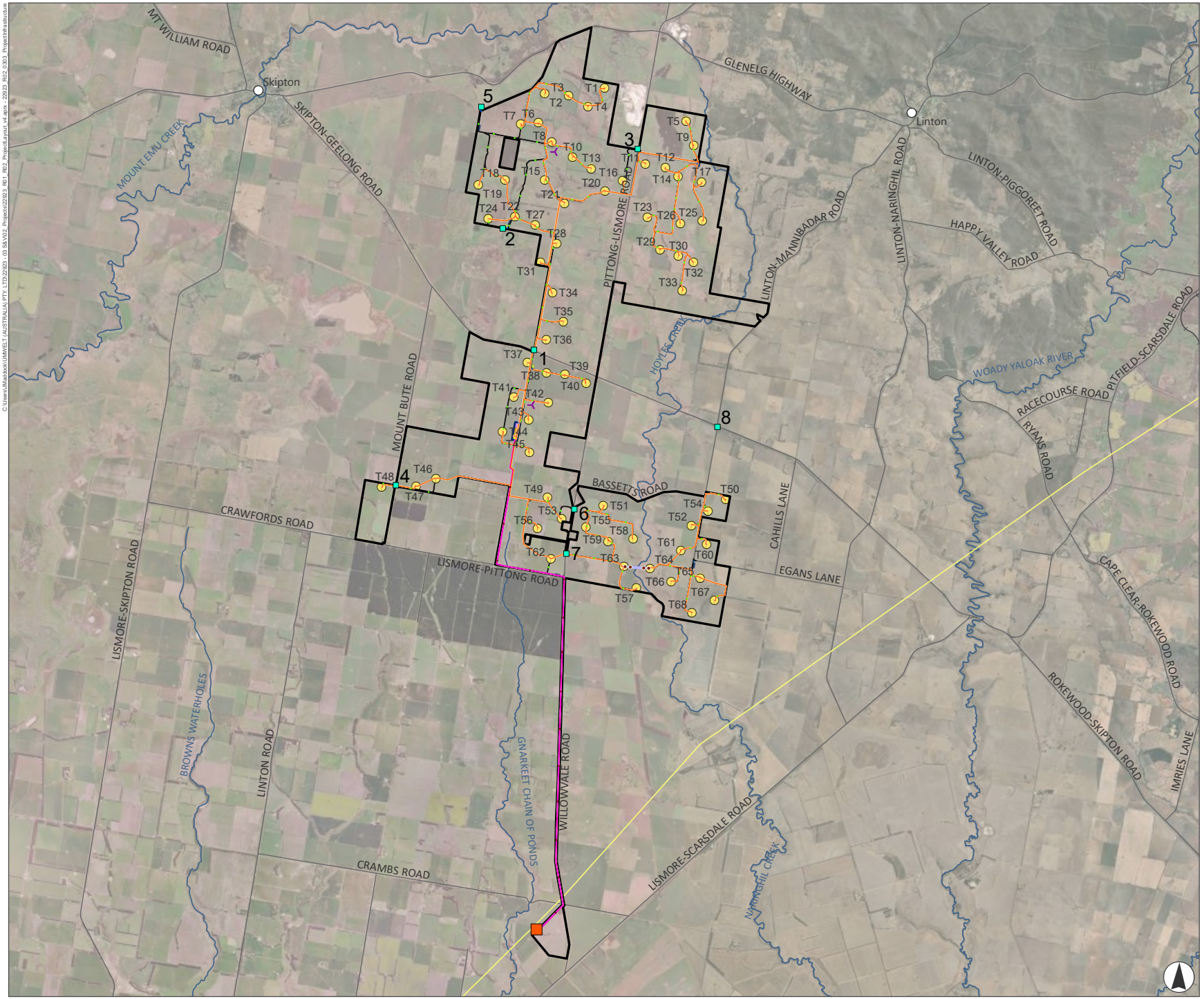

FIGURE 3.3

Project Infrastructure

Legend

- Railway
- Roads
- Major Watercourse
- Project Site
- Existing 220kV Transmission Line
- Site Entry Point
- Turbine
- Watertank
- Underground Transmission Line
- Overhead Electrical Reticulation
- Electrical Pole
- Underground Electrical Reticulation
- Berrybank Terminal Station
- Passing Bay
- Temporary Concrete Batch Plant
- Laydown Area
- Wind Turbine Hardstand
- 10m Site Office Compound Landscape Buffer
- Access Tracks
- Temporary Met Mast
- Underground Transmission Line Cable Pits
- Underground Electrical Reticulation Footprint

0 1 2

Kilometres

Scale 1:140,000 at A4
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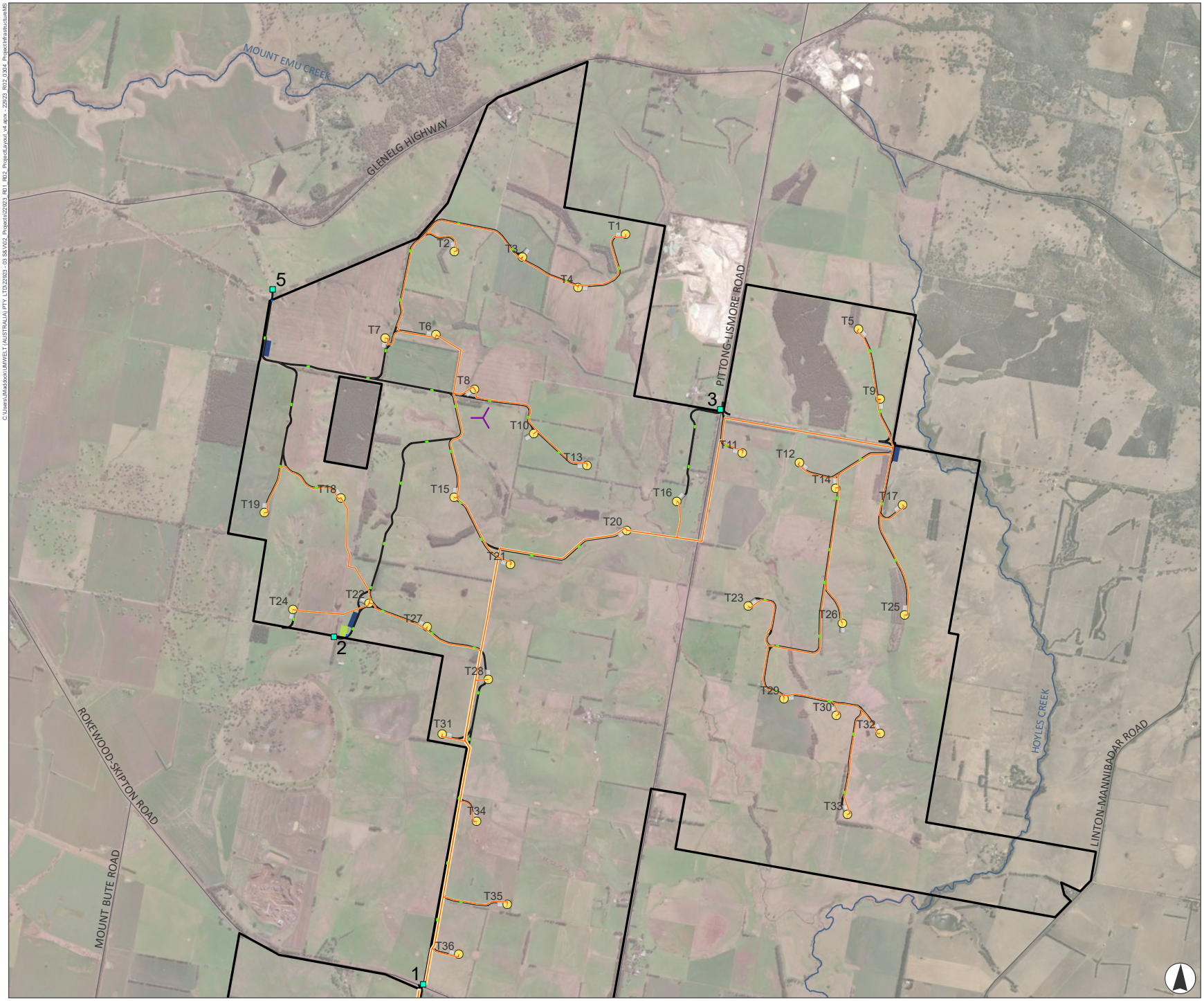

FIGURE 3.4a

Project Infrastructure

Legend

- Roads
- Major Watercourse
- Project Site
- Site Entry Point
- Turbine
- Watertank
- Underground Electrical Reticulation
- Passing Bay
- Temporary Concrete Batch Plant
- Laydown Area
- Wind Turbine Hardstand
- Access Tracks
- Temporary Met Mast
- Underground Electrical Reticulation Footprint

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Kilometres

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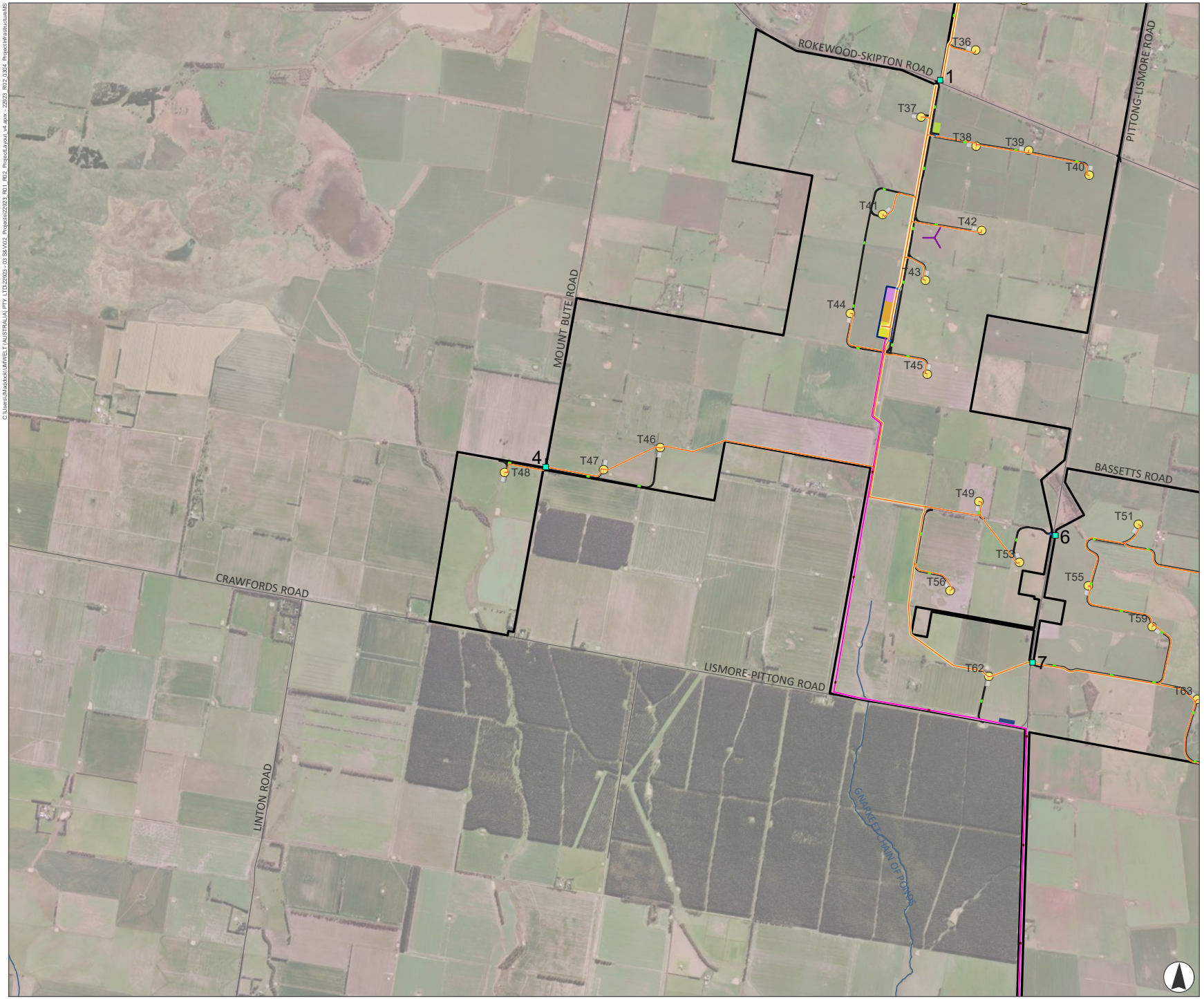

FIGURE 3.4b

Project Infrastructure

Legend

- Roads
- Major Watercourse
- Project Site
- Site Entry Point
- Turbine
- Watertank
- Underground Transmission Line
- Overhead Electrical Reticulation
- Electrical Pole
- Underground Electrical Reticulation
- Passing Bay
- Temporary Concrete Batch Plant
- Laydown Area
- Wind Turbine Hardstand
- 10m Site Office Compound Landscape Buffer
- Access Tracks
- Temporary Met Mast
- Underground Transmission Line Cable Pits
- Underground Electrical Reticulation Footprint
- Underground Transmission Line Footprint
- Onsite Substation
- O&M Facility
- BESS facility

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Kilometres

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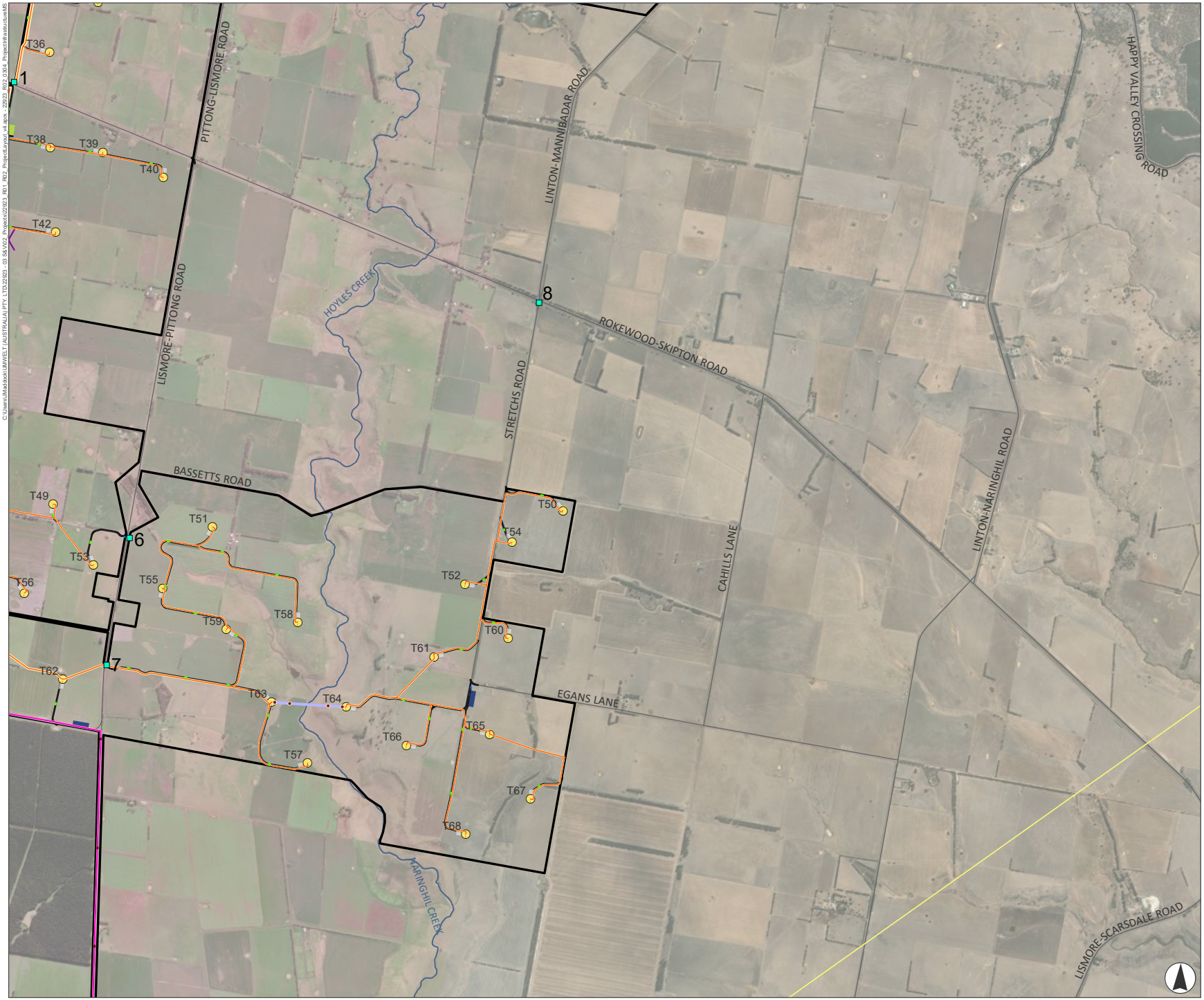

FIGURE 3.4c

Project Infrastructure

Legend

- Roads
- Major Watercourse
- Project Site
- Existing 220kV Transmission Line
- Site Entry Point
- Turbine
- Watertank
- Underground Transmission Line
- Overhead Electrical Reticulation
- Electrical Pole
- Underground Electrical Reticulation
- Passing Bay
- Temporary Concrete Batch Plant
- Laydown Area
- Wind Turbine Hardstand
- Access Tracks
- Temporary Met Mast
- Underground Transmission Line Cable Pits
- Underground Electrical Reticulation Footprint
- Underground Transmission Line Footprint

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Kilometres

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Image Source: ESRI Basemap (2026) | **Data Source:** DEECA (2025), Squadron Energy (2026)

FIGURE 3.4d

Project Infrastructure

Legend

- Roads
- Major Watercourse
- Project Site
- Existing 220kV Transmission Line
- Underground Transmission Line
- Berrybank Terminal Station
- Underground Transmission Line Cable Pits
- Underground Transmission Line Footprint

0 1 2

Kilometres

Scale 1:49,000 at A4
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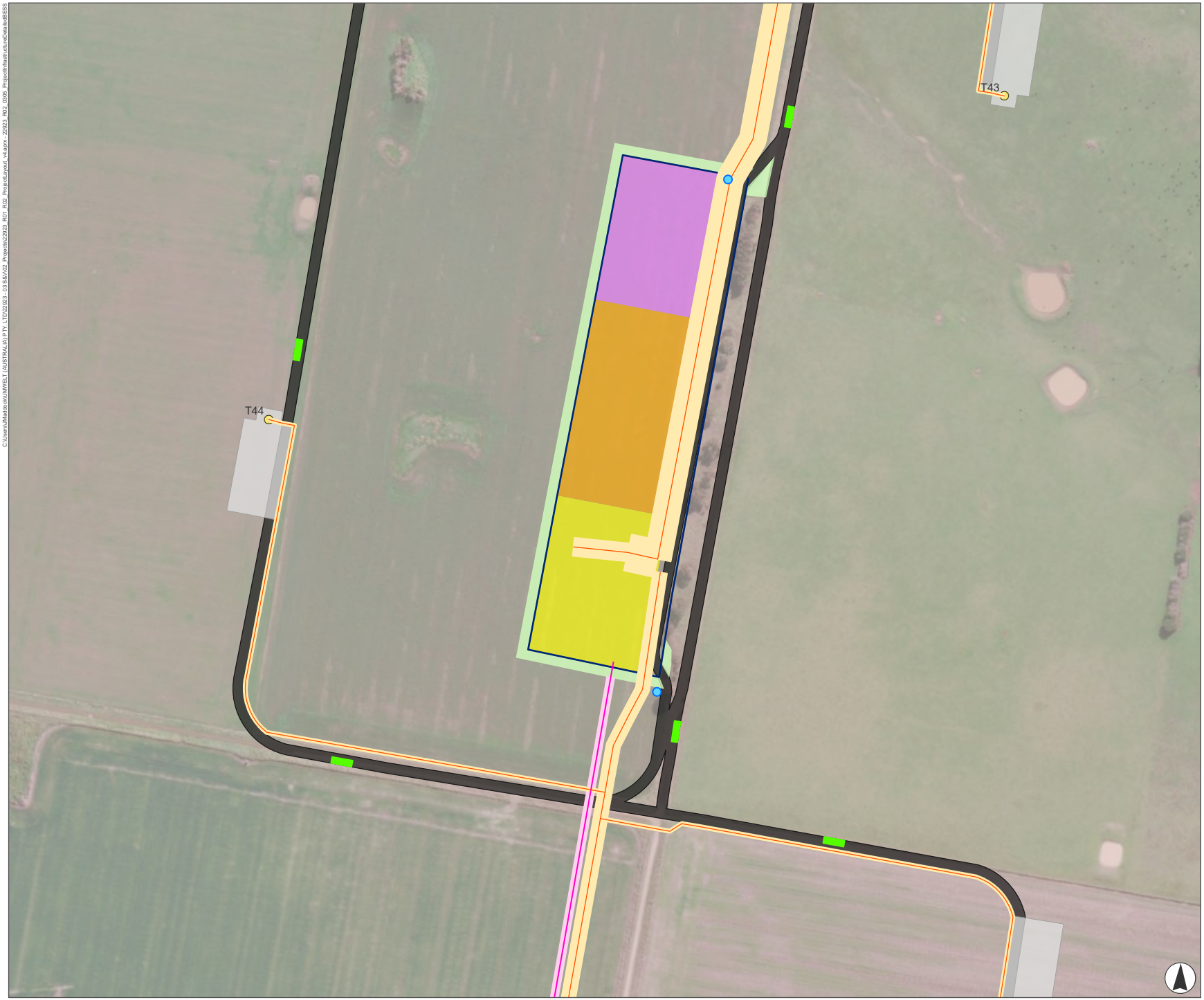

FIGURE 3.5

Project Infrastructure - Detailed BESS

Legend

- Project Site
- Turbine
- Watertank
- Underground Transmission Line
- Underground Electrical Reticulation
- Berrybank Terminal Station
- Passing Bay
- Site Office Substation Compound Fence
- 10m Site Office Compound Landscape Buffer
- Wind Turbine Hardstand
- Access Tracks
- Underground Electrical Reticulation Footprint
- Underground Transmission Line Footprint
- Onsite Substation
- O&M Facility
- BESS facility

0 100 200

Metres

Scale 1:5,000 at A4
GDA2020 MGA Zone 54

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3.5.1 Wind Turbine Generators

The Project would comprise up to 62 WTGs, within the dimensions outlined in **Table 3.2**. The final WTG model will be selected by the Proponent during detailed design. The selection of the WTG is dependent on a range of factors including market availability, visibility, energy yield, transport route, noise and site opportunities.

The WTGs would be three-bladed with the rotor and nacelle mounted on a tower with an internal ladder or lift for access. This Project has been designed to accommodate a WTG of up to 252 m in height, based on a hub height of 166 m and a turbine blade length of 86 m. It is acknowledged this would result in a minimum blade tip height (the distance from the ground to the lowermost tip of a turbine blade) of 80 m, rather than the 44 m as specified **Table 3.2**. The Project has adopted a conservative approach assessing the lowest possible minimum blade tip height of 44 m to allow for worst case assessment of potential impacts. The final WTG model and specifications will be determined during detailed design, with the ability to alter the turbine dimensions so long as they remain within the rotor swept area (minimum and maximum limits of blade height above ground) applied within the Environment Report.

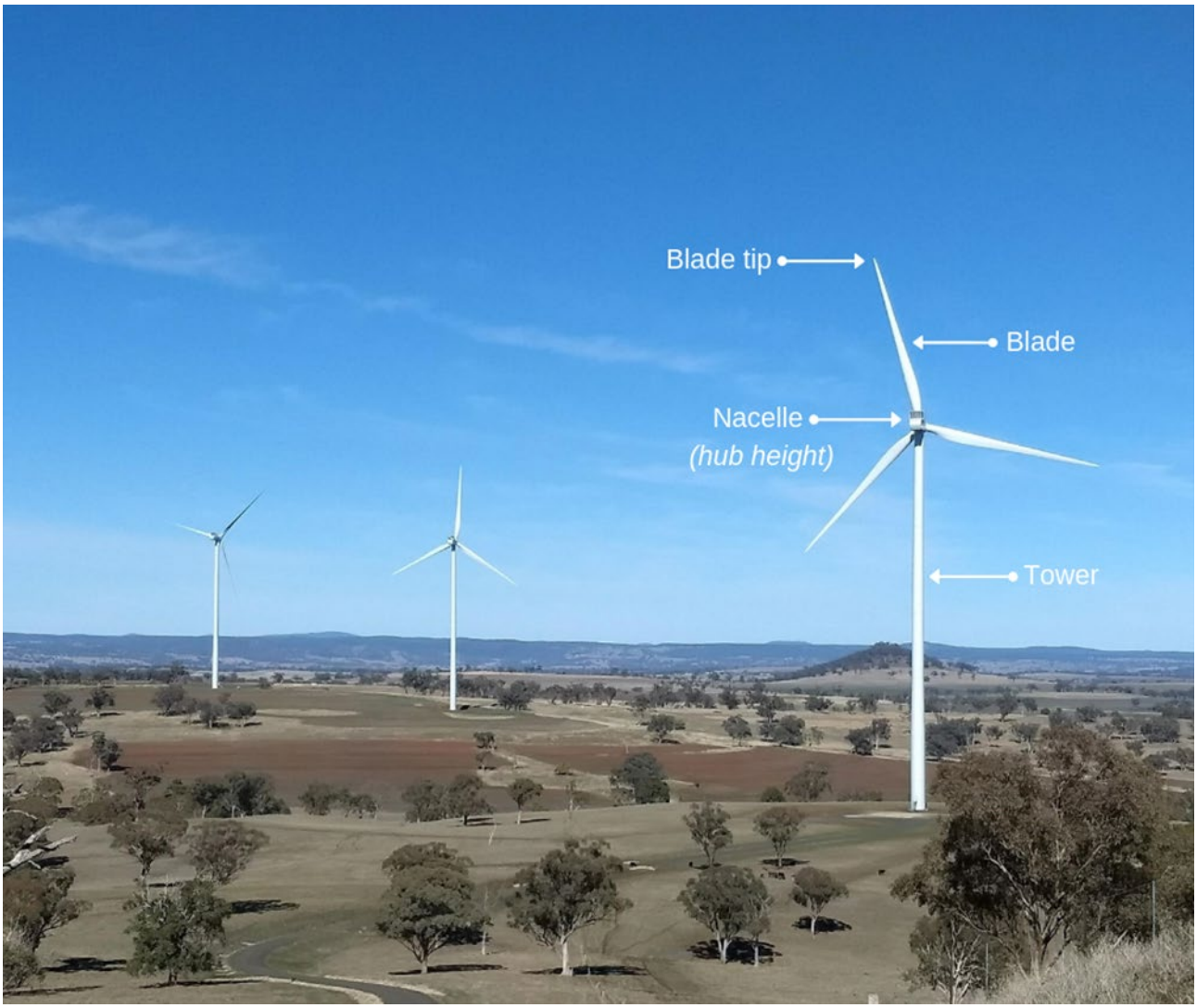

Photo 3.1 Components of a WTG as Shown at an existing Squadron Energy Wind Farm

Table 3.3 outlines the GPS coordinates for the 68 WTGs assessed for the Project (noting only 62 WTGs would ultimately be selected for construction and operation).

Table 3.3 Wind Turbine Generator Coordinates

WTG Number	Easting	Northing
WTG1	717599	5826548
WTG2	715995	5826389
WTG3	716634	5826338
WTG4	717153	5826051
WTG5	719781	5825662
WTG6	715824	5825609
WTG7	715349	5825580
WTG8	716184	5825101
WTG9	719984	5825006
WTG10	716738	5824683
WTG11	718692	5824502
WTG12	719228	5824415
WTG13	717238	5824385
WTG14	719566	5824176
WTG15	715993	5824088
WTG16	718078	5824053
WTG17	720194	5824020
WTG18	714933	5824084
WTG19	714217	5823944
WTG20	717610	5823780
WTG21	716521	5823458
WTG22	715197	5823101
WTG23	718747	5823072
WTG24	714483	5823039
WTG25	720212	5822987
WTG26	719629	5822913
WTG27	715742	5822877
WTG28	716313	5822383
WTG29	719082	5822204
WTG30	719574	5822047
WTG31	715881	5821873
WTG32	719982	5821882
WTG33	719676	5821120
WTG34	716203	5821056

WTG Number	Easting	Northing
WTG35	716491	5820278
WTG36	716037	5819810
WTG37	715527	5819187
WTG38	716043	5818915
WTG39	716535	5818874
WTG40	717102	5818638
WTG41	715166	5818272
WTG42	716093	5818125
WTG43	715566	5817656
WTG44	714863	5817347
WTG45	715585	5816777
WTG46	713081	5816085
WTG47	712549	5815883
WTG48	711621	5815856
WTG49	716069	5815581
WTG50	720844	5815519
WTG51	717562	5815367
WTG52	719927	5814832
WTG53	716448	5815010
WTG54	720367	5815222
WTG55	717095	5814793
WTG56	715799	5814748
WTG57	718451	5813155
WTG58	718360	5814473
WTG59	717692	5814407
WTG60	720331	5814322
WTG61	719638	5814150
WTG62	716160	5813941
WTG63	718115	5813727
WTG64	718815	5813680
WTG65	720157	5813426
WTG66	719378	5813322
WTG67	720540	5812821
WTG68	719934	5812487

3.5.1.1 Foundations

Two types of foundation for the WTGs may be required pending geotechnical investigation of the ground conditions.

The following two examples of foundation type are based on a typical foundation design:

- Slab (gravity) foundations: These involve the excavation of ground material to a depth of approximately 3 m (subject to geotechnical investigation). Excavation works are followed by the installation of shuttering and steel reinforcement, and then by the pouring of concrete. Once poured and cured, a foundation is backfilled with material excavated from the same location if it meets engineering fill specifications with any excess fill material made available for reuse onsite if deemed clean and suitable for the end purpose (otherwise stockpiled or disposed of).
- Rock anchor foundations: These involve excavation of ground material plus drilling of rock anchor piles to a depth determined by geotechnical investigation.

Photo 3.2 WTG foundation type: gravity

Photo 3.3 WTG foundation type: rock anchor

Further geotechnical investigations will be carried out to determine the best foundation type per WTG. New WTGs are continually entering the market, and it is possible that variations to these conventional foundation designs could occur prior to final WTG selection.

The excavation required for both types of foundations would be approximately 25 m diameter and would be undertaken by mechanical equipment. Low-level blasting may be required where firm rock is encountered. Blasting (if required) would be undertaken by qualified personnel subject to relevant statutory requirements and approvals, and in accordance with relevant guidelines for blasting in proximity to neighbouring dwellings.

3.5.1.2 Hardstands

Hardstands are required adjacent to each WTG location for the assembly, erection, maintenance, repowering and/or decommissioning activities. Each hardstand area would have a dimension of approximately 90 m x 50 m. However, dimensions can vary dependent on detailed design, topography, construction methods and the final WTG selection. Hardstands would be surfaced with pavement material to required load-bearing specifications, maintained throughout the construction and operational life of the Project, and used principally for construction and periodic maintenance of the Project. Surrounding the hardstand is generally an area of disturbance included in the construction footprint which is not a hardstand area but would be used for WTG component laydown and crane structure assembly (among other WTG erection and construction related activities) as well as cut and fill and drainage structure.

Photo 3.4 Hardstand, Tower Foundation and Blade Laydown Area at Sapphire Wind Farm

3.5.1.3 Towers

The supporting tower structure of a WTG is typically comprised of a reducing cylindrical tower made from either a welded steel shell, concrete, or a concrete steel hybrid, fitted with an internal ladder and lift. Another tower design option may include lattice/plate hybrid towers which are constructed with a lower section of steel lattice and an upper section of cylindrical steel plates. This design allows wind to cross the base and tower, reducing overall stress on the structure. The final selection of the tower would be subject to detailed design (within the bounds of the options assessed as part of the planning approval) and competitive tender.

Conventional towers would typically be manufactured and transported to the Project Site in four to seven sections for onsite assembly. Atop the tower sits the nacelle to which the hub is mounted. The three blades are attached to the hub.

Photo 3.5 Example of a WTG Tower with the Nacelle and Hub at Murra Warra Wind Farm (Vic)

3.5.1.4 Nacelle

The nacelle housing is constructed of steel and fibreglass that is mounted on top of the tower and is typically around 15–18 m long, 4.5 m high and 4.5 m wide (depending on the WTG model). The nacelle encloses the gearbox, generator, transformers (WTG model dependent), motors, brakes, electronic components, wiring and hydraulic and lubricating oil systems. Weather monitoring equipment located on top of the nacelle would provide data on wind speed and direction for the automatic operation of the WTG. Obstacle Hazard Lighting, if required, would be installed to the top of the nacelle. Note that the Aviation Impact Assessment undertaken for this Project has determined that Obstacle Hazard Lighting is not required for the WTGs (refer to **Appendix D**).

Photo 3.6 Example of a Nacelle for a 5.3 MW WTG at Bango Wind Farm

3.5.1.5 Rotor

The WTG rotor drives the generator within the nacelle producing electrical output. In general, a larger rotor enables greater generation capacity, however site-specific wind conditions influence the rotor selected for installation at any given wind farm.

WTG models being considered generate energy at wind speeds in the order of 3.5 m to 4 m per second (m/s) and shut down (for safety reasons) in wind speeds greater than 25 m/s or 90 km per hour (kph). The rotor typically rotates at approximately eight revolutions per minute (rpm) at low wind speeds and 20 rpm at operational higher wind speeds.

3.5.1.6 Blades

WTG blades are typically made from fibreglass reinforced with epoxy or plastic attached to a steel hub and include lightning protection inside the blade. A blade length of 86 m is proposed for the Project.

Uppermost blade tip comprises the highest point of the WTG when in a vertical position. Lowermost blade tip refers to the height between the ground and the lowest point of the rotor when in operation in a vertical position.

Photo 3.7 A Blade Being Installed at Murra Warra Wind Farm

3.5.1.7 Generator Transformer

WTGs produce electricity at low voltage which is then stepped up to medium voltage (33 kV or greater) by a transformer located in either the nacelle, within the base of the tower, or adjacent to the base of the tower on a concrete pad. The footprint of the transformer is small and would sit on the WTG foundation and/or the hardstand assembly area.

Photo 3.8 Example of a Generator Transformer Located Outside of the Tower at Boco Rock Wind Farm

The generator transformer may be oil-filled or a dry type depending on the WTG. Where oil-filled transformers are used, appropriate measures would be incorporated to prevent any oil loss and contain any spill within a bunded area. The output from each of the WTGs would be directed via medium voltage (33 kV) underground and overhead electrical reticulation lines that link to the onsite substation and/or BESS.

3.5.2 Ancillary Infrastructure

3.5.2.1 Access Tracks

Approximately 65 km of internal access tracks would be established within the Project Site to allow for access to each WTG, the BESS, onsite substation, and other facilities during construction and operation of the Project. This includes approx. 23 km within Corangamite Shire and 42 km within Golden Plains Shire.

Internal tracks have been planned to follow existing farm tracks where practicable and would have an approximate trafficable width of 5.5 m (up to 6 m with passing bays), with adjacent drainage and cut and fill batters and stockpiling of topsoil (up to 10 m wide construction footprint for access tracks applied for assessments). Internal access tracks are planned to be co-located with placement of buried cables.

All internal access tracks would be used during construction and must be safe for construction traffic loads. Internal access tracks may be retained dependent on the standard or partly reinstated for maintenance purposes during operation. Access to the Project Site via internal access tracks would be restricted from public access. Passing bays have also been incorporated into the access track design (increasing the standard trafficable width where sited accordingly) in accordance with the CFA's *Design guidelines and model requirements for renewable energy facilities* (CFA, 2025) (**CFA Guidelines**).

Detailed civil works designs would be prepared following contract award to the chosen Engineering, Procurement, and Construction (**EPC**) contractor for the internal access track earthworks, cut and fill batters and pavement to stabilise the internal access tracks as well as drainage structures and suitable erosion and sediment control structures.

3.5.2.2 Road Intersection Modifications for Component Delivery

Logistics relating to the storage and movement of (a) wind turbine blades (overlength) and (b) tower units (typically over height) nominally is used to define external road upgrades for access and road safety. Transport is either from the port of arrival, or the location of domestic manufacture, to the remote wind farm site. A focus is on maximising Australian made componentry but many of the large elements would inevitably be imported.

The Port of Portland is considered the likely port of entry however other ports, including but not limited to Geelong and Melbourne, may also be considered pending post-approval, procurement, and contracting decisions.

The Traffic Impact Assessment (refer to **Appendix O**) assessed the over-dimensional transport route proposed to transport wind turbine blades from the Port of Portland to the Project Site, to determine if upgrades are required to facilitate over-dimensional vehicle movement. No permanent upgrades are required as most of the route is suitable for transporting over-dimensional loads as it primarily utilises major roads.

Swept path assessments were undertaken for 29[1] intersections in total:

- 10 intersections between the Port of Portland and Skipton (temporary external intersection modifications – not within Corangamite and Golden Plains LGAs).
- 11 intersections within and surrounding the Project Site (temporary intersection modifications within Corangamite and Golden Plains LGAs).
- 8 intersections associated with Project Site entry points.

Swept path assessments considered vehicles carrying a turbine blade length of up to 86 m.

[1] Note that a total of 31 swept paths were undertaken in the TIA, however three of these swept paths were for the same intersection at site entry point 3, Lismore-Pittong Road into Frances Lane/Project Site, but with three different entry directions for over-sized vehicles.

Temporary external intersection modifications (not within Corangamite or Golden Plains LGAs)

Table 3.4 outlines the temporary works required at 10 intersections assessed between the Port of Portland and Skipton. Minor temporary modification works would be required such as temporary removal of road furniture and the construction of temporary gravel hardstands where vehicles may exceed the existing road pavement. The extent of works required would be confirmed through detailed design and preparation of the Traffic Management Plan. Separate planning approval would be sought for these upgrades if required based on an assessment of permit triggers once the final transport route is confirmed.

Table 3.4 Temporary External Intersection Modifications Required

Intersection	LGA	Temporary Modifications Required
Cliff Street onto Madeira Packet Road	Glenelg Shire	Additional temporary gravel hardstands may be required where vehicles cut through the corner. Temporary removal of street signs and light poles.
Maderia Packet Road onto Madeira Packet Road	Glenelg Shire	Additional temporary gravel hardstands may be required where vehicles cut through the corner. Temporary removal of street signs and light poles. Existing low shrubs may require trimming. To be confirmed as part of TMP.
Maderia Packet Road onto Madeira Packet Road	Glenelg Shire	Additional temporary gravel hardstands may be required where vehicles cut through the corner. Temporary removal of street signs and light poles.
Maderia Packet Road onto Henty Highway	Glenelg Shire	Additional temporary gravel hardstands may be required where vehicles cut through the corner. Temporary removal of street signs and light poles.
Henty Highway left turn to stay on Henty Highway	Glenelg Shire	Additional temporary gravel hardstands may be required where vehicles cut through the corner. Temporary removal of street signs and light poles.
Henty Highway left turn onto Princes Highway	Glenelg Shire	Additional temporary gravel hardstands may be required where vehicles leave the existing road pavement.
Princes Highway right turn onto Portland-Casterton Road	Glenelg Shire	Temporary removal of street signage.
Portland-Casterton Road right turn onto Glenelg Highway	Glenelg Shire	Additional temporary gravel hardstands may be required where vehicles cut through the central island of the road. Temporary removal of street signs and light poles.
Glenelg Highway left turn onto Henty Highway	Southern Grampians Shire	Additional temporary gravel hardstands may be required where vehicles cut through the central island of the road. Temporary removal of street signs and light poles.
Dunkeld-Cavendish Road left turn onto Glenelg Highway	Southern Grampians Shire	Temporary removal of street signage.

Temporary intersection modifications (within Corangamite and Golden Plains LGAs)

Temporary modifications involving placement of additional trafficable fill material would be required at 9 of the 11 intersections assessed, that are internal and external to the Project Site (within Corangamite and Golden Plains LGAs) along the proposed over-dimensional transport routes to each of the site entry points, as outlined in **Table 3.5.** No permanent upgrade works would be required at any of the intersections; only minor temporary modification works. Removal of a minor amount of native vegetation removal would be required at two of these intersections to accommodate OSOM movements. The extent of works required will be confirmed through detailed design and preparation of the Traffic Management Plan.

Three of these locations would involve temporary works within the road reserve of Rokewood-Skipton Road, which is included in the TRZ2. Three of these locations would involve temporary works within the road reserve of the Glenelg Highway, which is also included in the TRZ2.

Table 3.5 Temporary Site Access Route Intersection Modifications (within Corangamite and Golden Plains LGAs)

Internal / external to the Project Site	Intersection	LGA	Temporary Modifications Required
External	Glenelg Highway right turn onto Pittong-Lismore Road (see **Appendix B.6A**)	Golden Plains Shire	Additional temporary trafficable fill material to facilitate over-dimensional blade deliveries may be required where vehicles cut the corner of the intersection and overswing on the approach and departure roads. Temporary removal of street signage.
External	Glenelg Highway right turn onto Spring Hill Road (see **Appendix B.6B**)	Corangamite Shire	Additional temporary trafficable fill material to facilitate over-dimensional blade deliveries may be required where vehicles cut the corner of the intersection and overswing onto the side of the departure road. Temporary removal of street signage.
External	Glenelg Highway/Montgomery Street right turn to Skipton-Geelong Road / Rokewood-Skipton Road (see **Appendix B.6C**)	Corangamite Shire	Additional temporary trafficable fill material to facilitate over-dimensional blade deliveries may be required where vehicles cut the corner of the intersection and overswing on the approach and departure roads. Temporary removal of street signage.
External	Rokewood-Skipton Road left turn onto Spring Hill Road / Notmans Road (see **Appendix B.6F**)	Corangamite Shire	Temporary removal of street signage.
External	Rokewood-Skipton Road right turn onto Mount Bute Road (see **Appendix B.6H**)	Corangamite Shire	No works required.

Internal / external to the Project Site	Intersection	LGA	Temporary Modifications Required
External	Rokewood-Skipton Road right turn onto Lismore-Pittong Road (see **Appendix B.6J**)	Golden Plains Shire	Additional temporary trafficable fill material to facilitate over-dimensional blade deliveries may be required where vehicles cut the corner of the intersection and overswing on the approach and departure roads. Temporary removal of street signage and fencing. Minor impact on native vegetation, see Ecological Assessment (**Appendix E**).
Internal	Hendersons Road left turn onto Rankin Road (see **Appendix B.6L**)	Golden Plains Shire / Corangamite Shire	Additional temporary trafficable fill material to facilitate over-dimensional blade deliveries may be required. Existing fence will require removal and reinstatement. Minor impact on native vegetation, see Ecological Assessment (**Appendix E**).
Internal	Stretchs Road left turn into Egans Lane (see **Appendix B.6P**)	Golden Plains Shire	Additional temporary trafficable fill material to facilitate over-dimensional blade deliveries may be required. Existing fence may require removal and reinstatement.
Internal	Egans Lane right turn onto Rowes Lane (see **Appendix B.6Q**)	Golden Plains Shire	Additional temporary trafficable fill material to facilitate over-dimensional blade deliveries may be required. Existing fence may require removal and reinstatement.
Internal	Lismore Pittong Road right turn onto Lismore-Pittong Road (see **Appendix B.6R**)	Golden Plains Shire	Additional temporary trafficable fill material to facilitate over-dimensional blade deliveries may be required. Existing sign may require removal and reinstatement.
Internal	Lismore-Pittong Road into WTG 62 (see **Appendix B.6R**)	Golden Plains Shire	Additional temporary trafficable fill material to facilitate over-dimensional blade deliveries may be required.

Project Site entry points

The Project Site would have eight site entry points, including two off Rokewood-Skipton Road (included in TRZ2) at the Rankin Road and Stretchs Road intersections and the remainder off local roads. The main site entry points would be accessed primarily via Glenelg Highway and Rokewood-Skipton Road and several secondary local roads (see **Figure 3.2**).

Table 3.6 outlines the temporary modifications required at six of the eight site entry points to facilitate over-dimensional vehicle movements during construction. No permanent upgrades are required at any of the site entry points to accommodate over-dimensional vehicles. Temporary modification works include temporary removal and reinstatement of some farm fences and gates, and the construction of temporary gravel hardstands. Only one site entry point impacts on native vegetation. Water storage tanks are proposed at all site entrances, or at the nearest location practical, in accordance with the CFA Guidelines.

Table 3.6 Project Site Entry Point Temporary Modifications

Site Entry Points	Intersection	Temporary Modifications Required
1	Rokewood-Skipton Road / Rankin Road (see **Appendix B.6I**)	Additional temporary trafficable fill material to facilitate over-dimensional blade deliveries may be required. Existing fence may require removal and reinstatement.
2	Notmans Road / private access (see **Appendix B.6G**)	Additional temporary trafficable fill material to facilitate OD blade deliveries may be required. Existing fences may require removal and reinstatement.
3	Lismore-Pittong Road / Francis Lane / private access (see **Appendix B.6E**)	Additional temporary trafficable fill material to facilitate OD blade deliveries may be required. Existing fences may require removal and reinstatement. Minor impact on native vegetation, see Ecological Assessment (**Appendix E**).
4	Mount Bute Road / Parkers Road / Watkins Road (see **Appendix B.6M**)	Additional temporary trafficable fill material to facilitate over-dimensional blade deliveries may be required. Existing fence would require removal and reinstatement.
5	Spring Hill Road / private access (see **Appendix B.6D**)	Additional temporary trafficable fill material to facilitate over-dimensional blade deliveries may be required. Existing fence would require removal and reinstatement. Minor impact on native vegetation, see Ecological Assessment (**Appendix E**).
6	Lismore-Pittong Road / Parkers Road (see **Appendix B.6N**)	Additional temporary trafficable fill material to facilitate over-dimensional blade deliveries may be required. Existing fence would require removal and reinstatement.
7	Lismore-Pittong Road / private access (see **Appendix B.6O**)	Additional temporary trafficable fill material to facilitate over-dimensional blade deliveries may be required. Existing fence would require removal and reinstatement.
8	Rokewood-Skipton Road / Stretchs Road (see **Appendix B.6K**)	Additional temporary trafficable fill material to facilitate over-dimensional blade deliveries may be required. Several pine trees (*Pinus radiata*) in the Stretchs Road reserve would need to be removed.

3.5.2.3 Local Road Upgrades

The Project would require upgrades to relevant sections of local roads from dry weather to all-weather roads to accommodate vehicle access and turbine component delivery, as detailed in **Table 3.7** subject to detailed functional road design**.** These local road upgrades are included in the construction footprint and have therefore been assessed in the Ecological Assessment. These upgrades would impact on approximately 0.266 ha of native vegetation (Heavier soils Plains Grassland) alongside Rankin Road.

Table 3.7 Local Road Upgrades

Road	Upgrades Required
Rankin Road	Rankin Road would be upgraded to an all-weather gravel standard and widened to accommodate Project vehicles, from Rokewood-Skipton Road to Hendersons Road.
Hendersons Road	A section of Hendersons Road would be upgraded (approx. 370 m) in a westerly direction from the Rankin Road intersection to the access track servicing T44 and T41.
Parkers Road	A short section (approx.150 m) of the road may require upgrading with temporary trafficable fill material to facilitate over-dimensional blade deliveries. Parkers Road west from Mt Bute Road is an unformed track and would require an upgrade for 980 m from Mt Bute Road to the wind farm access track servicing T46.
Watkins Road	Watkins Road from Mt Bute Road is a local dry weather only road with a gravel surface. It is proposed to upgrade a section (approx. 430 m) in a westerly direction from Mt Bute road to facilitate blade delivery of blades to T48.

3.5.2.4 Operations and Maintenance (O&M) Facility

One O&M facility would be established for the day-to-day operation of the Project, located within the Corangamite Shire. The area would be fully fenced with sufficient access to allow vehicle movement, storage of materials and containers, and office facilities. The O&M facility would be located adjacent to the onsite substation and BESS on Rankin Road (within the area used as the main construction compound during the construction phase).

The O&M facility includes laydown areas, site operations facilities and services buildings, workshop, storage, parking and other facilities for operations staff. The buildings of the operations facility would house office space, toilet, kitchen, communications equipment, meeting room and routine maintenance stores. The O&M facility would require a standalone power supply from either the local distribution network, or an onsite generator (for back-up/emergency power).

Photo 3.9 Example of an O&M Compound (foreground) Shown in Front of the Substation at Sapphire Wind Farm, NSW

3.5.2.5 Permanent Meteorological Masts

Up to four permanent meteorological masts (**met masts**), also known as wind monitoring towers (**WMTs**) or wind monitoring masts, up to hub height of the WTGs (approximately 166 m), would be installed within the Project Site. The locations are yet to be determined but it is likely there would be at least one permanent met mast in each of the Corangamite Shire and Golden Plains Shire. The purpose of these met masts is to aid in performance monitoring of the WTGs during operations. For functional reasons, met masts must be located near to a selected few WTGs but separated from those WTGs by a distance allowing accurate wind measurements.

The permanent met masts would be of a guyed, narrow lattice or tubular steel design with concrete footings of approximately 10 m^2 for the mast and 1 m^2 for the guy wires, with additional temporary construction areas. Guy wires may extend beyond 100 m from the base of the met mast. The met masts would require a low voltage cable connection for power and a communications cable to be laid. The trench required for this would be approximately 1 m in width and would come directly from the closest WTG.

The met mast locations, once confirmed, will be identified on the development plans submitted as a condition of the planning permits, prior to the commencement of construction. As per the Aviation Impact Assessment (**Appendix D**), the met masts would be marked for visibility and coordinates also provided to the relevant aviation authorities prior to their erection, and 'as built' locations confirmed.

The Aviation Impact Assessment recommends that met masts that are installed prior to WTG installation or that are not in close proximity to a WTG, have medium-intensity steady red obstacle lighting at the top of the mast. This would ensure there is an acceptable level of aviation safety risk associated with the potential for an aircraft collision.

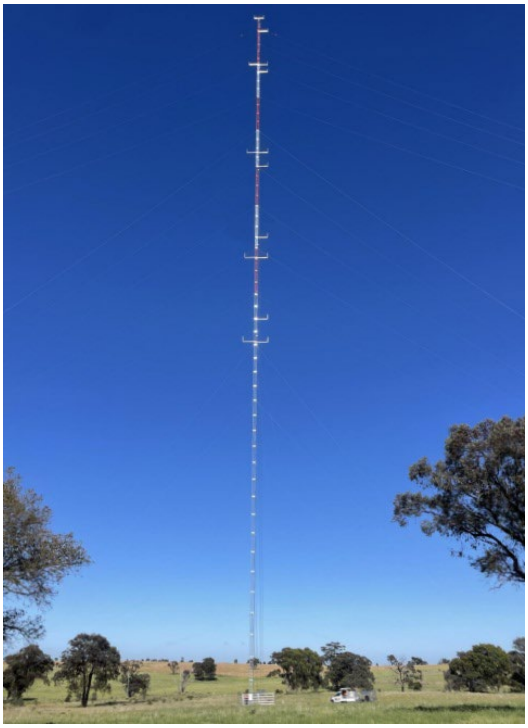

Photo 3.10 **Example of a wind monitoring mast**

Photo 3.11 **Example of a guy wire attachment**

3.5.3 Electrical Components and Infrastructure

3.5.3.1 BESS

The BESS would be located within Corangamite Shire and would consist of infrastructure and technology designed to store and discharge energy. Storage of energy can add significant benefits to renewable generation because it allows for the dispatch of energy in accordance with market demand and overcomes potential issues associated with intermittency of output. These parameters allow for a range of size and storage duration alternatives which will be determined at the time of financing the BESS element of the Project. The Project BESS has been sized and assessed as 100 MW / 4 hrs. Due to the ongoing evolution in battery storage technology, the proposed BESS type is not yet decided.

The BESS would be in a compound comprised of gravel hardstand or concrete slab, with buildings, shipping containers and other infrastructure to contain the chosen technology and to connect the BESS, WTGs, and onsite substation via underground and overhead cables. The BESS would be designed and constructed in accordance with the CFA Guidelines including design of appropriate fire breaks, water tanks and fire water runoff collection infrastructure.

3.5.3.2 Turbine Electrical Reticulation

Each WTG would be connected to the onsite substation by a network of predominantly underground 33 kV electrical and communication cabling. Each circuit would collect the energy from four to five WTGs being connected per reticulation string. The electricity produced by each WTG would be transformed from low voltage to medium voltage (33 kV) by a transformer generally located within the nacelle or adjacent to each WTG (refer to **Section 3.5.1.7**). The cables would be placed in a trench with a minimum depth of 800 mm that would be backfilled with suitable fill and cable marking materials.

Approximately 67 km of underground cabling between turbines would be required, including approximately 20 km within Corangamite Shire and approximately 47 km within Golden Plains Shire. As with the access tracks, the alignment of the cables has been designed to minimise the removal of native vegetation by locating them, where possible, adjacent to the existing or proposed access tracks and in cropped paddocks. Where cable runs are longer than the maximum length available on a single drum, joints would need to be installed using underground joint pits or above ground joint boxes. In installing cables construction working areas are required for plant and equipment to safety construct trenches and pits (including stockpiling backfill material), and to ensure environmental compliance through provision of temporary erosion and sediment controls.

Underground cables would be laid in accordance with the relevant standards and specifications at the time of construction. The cables would involve trench excavations, conduit/bedding installation, cable pulling/laying and backfilling, and progressive rehabilitation. If required, cables may be installed through underground boring (known as horizontal directional drilling (**HDD**)) for example when crossing Rockwood-Skipton Road. Details on HDD beneath Rokewood-Skipton Road are provided below, as well as a detailed construction methodology for the crossing of waterways by underground reticulation.

All reticulation cables would be underground except for a short section which would be an overhead line crossing Naringhil Creek between WTGs identified a T63 and T64 to avoid an area of cultural heritage significance and significant flora patches. Control cables would be installed to conduct electricity between the WTGs, the BESS, and the substation. This overhead reticulation is located entirely within Golden Plains Shire.

Refer to SQE-DWG-05-00 and SQE-DWG-05-01 in **Appendix B** for further details.

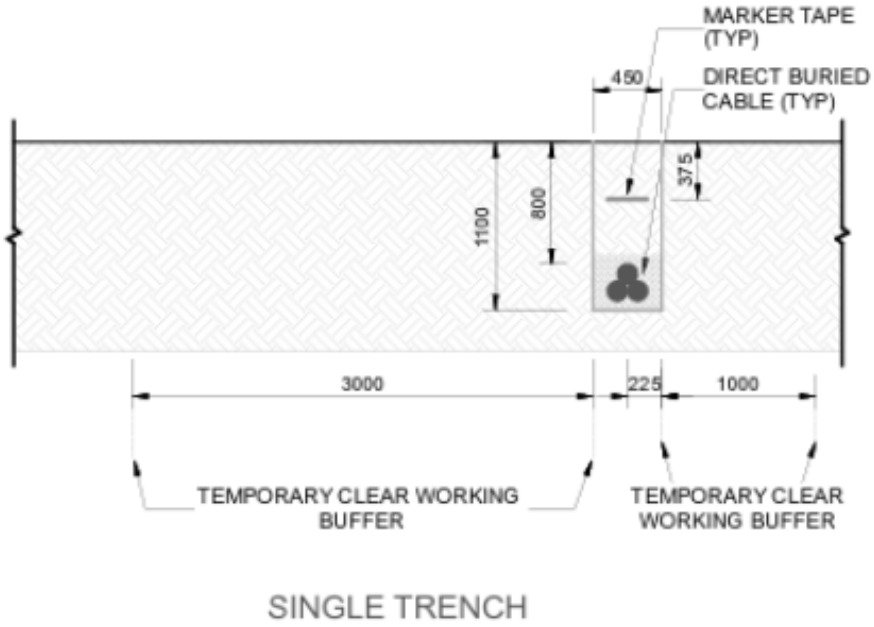

Photo 3.12 Indicative Single Cable Trench Design (measurements approximate and would be finalised in accordance with relevant standards and site conditions)

Horizontal Directional Drilling (HDD) beneath designated roads

HDD would be employed for the underground electrical reticulation crossing beneath Rokewood-Skipton Road and other minor local roads where required pursuant to secondary consents and based on a combination of design consideration and proposed traffic guidance systems. This trenchless installation technique preserves the road carriageway integrity and maintains continuous traffic operations, whilst also avoiding a patch of EPBC Act listed Natural Temperate Grassland of the Victorian Volcanic Plain (NTGVVP) adjacent to Rokewood-Skipton Road (see **Appendix E**). The crossing would be oriented at the necessary angle to facilitate electrical connection between the proposed site boundaries in the shortest distance possible between point A and B. Excavation within the road reserve and sealed pavement would be avoided.

Entry and exit pits would be established clear of the carriageway on adjoining private land to minimise traffic disruptions and for maintenance access. The HDD alignment would be designed to achieve a minimum cover of 1,200-2,000 mm (as required by the responsible authority, noting a 2,000 mm depth is required for HDD in TRZ2, as required by Head, Transport for Victoria - see **Appendix C**) from the finished road surface level to the top of the installed conduit as required in clause 706.03 of section 706, Installation or replacement of utility infrastructure within road reserves (*Road Management Act 2004*). All required clearances to existing underground services would be maintained.

The HDD works would comprise drilling a pilot bore beneath the carriageway along the approved alignment, followed by reaming to the required diameter. A protective conduit, typically HDPE, would then be installed through the bore if required. Following installation of the conduit, the annulus between the bore and the conduit would be filled by pressure grouting, unless otherwise approved, to ensure ground stability and long-term integrity beneath the carriageway.

The 33 kV cables would be installed within the conduit/bore using a controlled winching process to prevent damage to the cables or conduit. Upon completion, entry and exit pits would be backfilled and reinstated to match surrounding ground levels, and all disturbed areas would be rehabilitated to pre-construction condition. The road pavement and traffic lanes would remain mostly unaffected for the duration of the works subject to detailed design and Traffic Management Plan construction requirements.

Refer to SQE-DWG-05-02 and SQE-DWG-05-03 in **Appendix B** for further details.

3.5.3.3 Onsite Substation

The Project would involve establishment of an onsite substation within Corangamite Shire. The substation includes the infrastructure required to collect the energy generated by the WTGs via the internal electrical reticulation and to step-up the voltage from 33 kV to 220 kV using transformers to enable the electricity to be exported from the Project Site via the 220 kV underground transmission line to the Berrybank Terminal Station and into the NEM. The electrical infrastructure has been designed to minimise the visual impact of the Project by siting the infrastructure away from dwellings and surrounding public viewpoints as far as practical, while maintaining the practical and operational needs of the infrastructure.

The typical substation arrangement would include step-up transformers, an array of cable marshalling, busbars, switchgear and protection, various voltage and current transformers, operation and facilities building with parking, communication facilities and tower, diesel generator, lighting, a buried earth grid, lightning masts, power conditioning equipment, a reactive power control system, and network support equipment as agreed with the transmission network service provider.

The ground surface within the substation enclosure would be covered partly with a layer of crushed rock and partly by concrete slabs. As the transformer(s) may each contain upwards of 50,000 L of oil (depending on operator requirements and final design), provision would be made in the design for an oil containment system for any oil that may leak or spill from the transformers or associated components.

Refer to SQE-DWG-04-00 in **Appendix B** for further details.

3.5.3.4 Underground Transmission Line

The Project would connect to the 220 kV Ballarat to Terang transmission line at the existing Berrybank Terminal Station via a new 220 kV underground transmission line. Placement of the 220 kV transmission line below ground avoids potential visual impacts typically associated with overhead transmission lines.

The proposed underground transmission line extends from the onsite substation south on private land adjacent to Rankin and Gillespies Roads, east on private land adjacent to Lismore-Pittong Road, then south (within the road reserve) along the western side of Willowvale Road to Crambs Road, where it turns south-west across private land before it connects into Berrybank Terminal Station.

The overall length of the transmission line is approximately 15 km, of which 9.5 km is external to the wind farm site (but within the Project Site), south of Lismore-Pittong Road. Approximately 2.5 km of the underground transmission line is located within Corangamite Shire, and approximately 12.5 km of the underground transmission line is located within Golden Plains Shire. A 6 m wide corridor is required for construction of the underground transmission line. Where located on private land, an easement would be established for the transmission line and determined during detailed design.

The underground transmission line would be constructed on the western side of Willowvale Road within the existing road reserve. The Willowvale Road reserve has a total width of 40 m of which there is a width of approximately 20 m between the constructed road and the western boundary of the road reserve. The 6 m wide construction corridor for the underground transmission line would only take up a small portion of this western part of the road reserve. The construction corridor of up to 6 m wide would be adjacent to the existing roadway (within the road reserve) allowing for a road shoulder and drainage swale.

The transmission line would be buried in a trench at a depth of 1.4 m and a width of 1.15 m. Construction would involve excavating the trench, laying the cable and then backfilling the trench with the excavated spoil and protective membranes. Cable joining pits are required approximately every kilometre along the route and would be 2 m wide, 10 m long and 2 m deep. These joining pits would be within the 6 m wide construction corridor. During excavation works, temporary facilities would be required along the alignment for the purpose of storage of cables, movement of installation equipment and stockpiling. These activities would be contained within the 7 m wide corridor which is included in the construction footprint. Refer to SQE-DWG-05-04 in **Appendix B**.

3.5.3.5 Terminal Station

The Berrybank Terminal Station would require an upgrade to accommodate a new busbar configuration and associated infrastructure required to facilitate connection of the Project. Consultation with the asset owner (i.e. Lumea Transgrid Group) is currently ongoing for this extension of the terminal station. Works within the Berrybank Terminal Station site would be addressed as part of separate connection approvals and separate planning approval. A letter of support for this application and approach from Lumea Transgrid Group is included in **Appendix P**.

3.5.4 Temporary Facilities

The construction (and any major maintenance) phase would require temporary facilities. These temporary facilities would be located within the construction footprint defined for the Project. Temporary facilities would be sited within the construction footprint in accordance with a disturbance hierarchy that would preferentially locate temporary facilities:

- Within footprints of permanent infrastructure.
- Co-located with proposed infrastructure.
- In pre-existing cleared areas or areas of lower environmental value.
- Strategically to maximise service areas creating a least disturbance solution.

All temporary facility sites would be reinstated and rehabilitated once they are no longer required for construction, commissioning or for operations.

Temporary facilities would consist of the following, at a minimum:

3.5.4.1 Construction Site Offices and Compound

A central construction compound is proposed to facilitate construction of the Project and would be located on Rankin Road near the corner of Hendersons Road, within Corangamite Shire. This compound would include amenities such as field offices, kitchen/dining and sanitary facilities, and parking areas for Owner (e.g. the Proponent) and contractor occupation. Arrangements would be made for power and communications at the site offices during the use period. The construction compound would be typical of that used at construction sites and may comprise onsite erection and fit out or delivery of pre-fabricated / portable units.

Compound construction would involve earthworks, hardstand construction (e.g. gravelling), drainage, security measures and environmental controls. The compound would include construction facilities such as fuel and waste storages.

Following the completion of construction, the construction compound will be converted to the permanent O&M facility (see **Section 3.5.2.4**).

3.5.4.2 Concrete Batching Plants and Rock Crushing Facilities

Two temporary concrete batching plants are proposed to be located within the Project Site, one located north of the existing quarry on the northern side of Notmans Road within Corangamite Shire, and one south of Rokewood-Skipton Road on Rankin Road within Golden Plains Shire, to enable maximum 30-minute transport timeframes (both within the Project Site).

Approximately 900 cubic metres of concrete would be required to construct each turbine foundation. Concrete batching material would be sourced offsite from local quarries and material suppliers. A detailed analysis of the potential sources of material will be carried out during preparation of the Traffic Management Plan to comply with conditions of the planning approval, which will include an assessment of potential impacts on the public road network.

An existing quarry adjacent to the Project Site on Rokewood-Skipton Road may be used to supply pavement materials for construction of the turbine hardstands and road base material for access track upgrades, laydown areas, batching plant surfaces, and operation and maintenance areas. The existing Work Authority (WA139) indicates that there is sufficient stone resource to supply the Project during construction.

3.5.4.3 Laydown / Material Storage Compounds

Five temporary laydown/material storage compounds are planned and would be set out to maximise construction efficiencies and minimise waste being exported from the Project Site.

Laydowns/materials storage compounds would be generally used for, but not limited to:

- Mobile contractor compounds/field offices (where not located at central facilities due to discrete work scope).
- Mobile concrete batching facilities to ensure concrete specifications are met.
- Biosecurity hygiene facilities.
- Strategic stores of construction materials located to service a number of work fronts.
- Stockpiling engineered fill, excess soils for reuse, steel or timber for tower or pole construction, vegetation matter or commodities (e.g. resources, culverts and environmental supplies).

- Waste management, including waste classification and storage for removal offsite to an approved facility (landfill, recycling etc).
- Dangerous goods storage and use.
- Staging facilities.
- Traffic management including parking and turnarounds.
- Water supply facilities.

3.5.4.4 Temporary Meteorological Masts

Two temporary met masts have currently been installed on site. One temporary met mast is 160 m in height and installed on the eastern side of Rankin Road approximately 560 m north-east of the proposed BESS. The other temporary met mast is 110 m in height and is installed in the northern part of the Project Site approximately 1 km east of the end of Moreton Hill Road. These met masts have marking and lighting consistent with the guidance provided by CASA, including with low intensity steady hazard warning obstacle lighting. These met masts are typically removed when construction of the WTG at that location has commenced. After three years on site, these met masts will either be taken down or separate planning approval will be sought. The temporary met masts were installed in April 2024 and July 2025.

3.6 Project Delivery Phases

3.6.1 Pre-construction

Pre-construction (i.e. early) activities are proposed to immediately commence following the procurement of planning and environmental approvals, permits and consents.

Pre-construction activities are required to be undertaken to enable the main construction works including access, environmental compliance and safety. Planning approval is required before any pre-construction works can occur. Pre-construction minor works are deemed minor in nature and scale and are necessary to address planning permit conditions including finalising management plans, support detailed design, procurement and scheduling. Some pre-construction works can be undertaken prior to addressing certain planning conditions being discharged and secondary consents being secured. These may include onsite surveys, geotechnical investigations, drone/aerial surveys, and landholder improvement works as committed to in agreements. Any pre-construction works that require secondary consents (such as native vegetation removal) will not be undertaken until such consents have been approved.

Pre-construction activities would include (but are not limited to):

- Installation of survey markers (control points).
- Surveys including building/road dilapidation surveys, cadastral surveys.
- Drone/aerial surveys.
- Additional geotechnical investigations, including but not limited to:
    - Drilling/coring or the like
    - Test pitting (by excavator/drill/other)

- Existing groundwater bore air lifts/pumping/retrofit (if required)
- Installation of new groundwater monitoring bores (if required).

- Discharge of planning permit conditions and the preparation of environmental management plans.
- Ongoing environmental investigations required including but not limited to:
  - Additional baseline surveys
  - Pre-clearing surveys
  - Disturbance corridor and footprint survey marking
  - Non-disturbing inspections
  - Weed treatment and pest management.
- Establishment of Project Site:
  - Access points as specified and described in the Traffic Management Plan (**TMP**) and approval conditions
  - Relocation of existing services/utilities (where required)
  - Supply of services/utilities including power and communications, and water sources (where required)
  - Establishment of temporary site offices and compounds, including associated vegetation clearing (noting native vegetation would not be cleared until relevant permit conditions have been discharged), heritage artefact salvage, earthworks, hardstand and facilities.
- Landholder improvement works and/or decommissioning/relocation of existing property infrastructure as committed to in agreements.
- Installation of environmental mitigation measures necessary to ensure compliance including but not limited to:
  - Biosecurity hygiene facilities
  - Erosion and sediment controls
  - Drainage features
  - Fencing, grids and gates
  - Signage
  - Temporary meteorological masts.
- Intersection (OSOM) modifications and local road upgrades on the public road network as approved by the road authority (following approval of the TMP and discharge of associated permit conditions).

3.6.2 Construction

It is anticipated that construction works would commence as soon as possible post-approval. The timing of construction will be driven by secondary consents and plan authorisations, post-approval tendering, contractor selection, optimisation, detailed design and procurement processes, and a final investment decision. Construction is anticipated to take up to 3 years based on infrastructure combinations and resourcing, subject to pre-construction works optimising main construction schedules.

Construction activities include all physical works to enable the operation, including, but not limited to, the construction and installation of WTGs, compounds, transmission lines, BESS, construction of ancillary infrastructure and establishment or construction of any temporary facilities which where not already established as part of the pre-construction activities.

A general construction methodology for a wind farm comprising permanent and temporary facilities as defined herein includes the following key activities, but not limited to:

- Site preparation (where required and approved under the planning permit for native vegetation removal) and access (e.g. mega mulching, dozer, scalloping, excavator clearing, track construction).
- Civil and electrical works (e.g. earthworks for hardstands/tower pads, trenching etc., concrete pouring, equipment washing, trenching/cabling, rehabilitation, waste management).
- Assembly and erection activities (e.g. single rotor lift vs blade lifts, pre-fabricated equipment installs. overhead reticulation pole assembly, stringing). Overhead reticulation would be strung by the use of a temporary 'pilot line' which is strung across (either manually or by use of helicopter / drone), tensioned, and then used to pull the actual conductors across into place.

This will be supported by:

- Contracting arrangements (e.g. productivities, work packages, emergency management and sequencing) and
- Logistics (e.g. fatigue management, supply chain, quality specifications).

All construction activities would be contained within the construction footprint.

3.6.3 Commissioning

Commissioning involves several grid/regulatory based tasks to energise and connect infrastructure to the external power network.

Commissioning is a ramp up process commencing at the onsite substation, then at individual erected WTGs. The startup and shutdown of turbines is tested in accordance with a Commissioning Plan approved by AEMO and the relevant NSP.

It is relevant to note that commissioning substantially overlaps construction duration. Final commissioning means the operational phase of an asset commences, based on approval by AEMO and considered the target date from which environmental compliance with operational conditions must be met.

Commissioning commences when the first collector group of turbines is energised in accordance with the Commissioning Plan approved by AEMO and the NSP.

Prior to commissioning, there is a pre-commissioning phase, which involves checks that:

- the WTG controllers were successfully equipped with necessary programs
- WTG controllers' parameters are set-up to run in accordance with the local grid specifications
- all mechanical parts and electrical equipment are functioning normally
- setup of the protection settings for circuit breakers and check against WTG parameters
- all sensors are communicating correctly and normally with the WTG controllers
- all electrical motors are functioning and operational.

This pre-commissioning phase is part of the 'installation' of components of the wind turbines, and usually occurs or is planned to occur prior to the "*full commissioning checks*" and commissioning. The extent that some turning of turbines occurs in this pre-commissioning phase is limited and note that no WTGs would be connected to the grid in this pre-commissioning phase.

3.6.4 Operations

The Project's operational phase would conduct activities across the Project in line with its approval conditions and best operating practices. The Project would have an operational life of approximately 30 years and would require up to 10 direct FTEs. During operation, a smaller physical disturbance area is required compared to the construction footprint, defined as the operational footprint. This operational footprint allows for safe operations and would be in accordance with landholder agreements.

Activities undertaken during operation within the operational footprint include, but is not limited to:

- Civil maintenance (of retained working areas) (e.g. maintaining tracks).
- Vegetation and land management control within disturbed areas, including fire asset protection, invasive species management, progressive rehabilitation monitoring and rectification.
- Fencing and boundary maintenance including drainage.
- Turbine and ancillary facilities maintenance scopes inclusive of heavy and over-sized over-mass (**OSOM**) vehicles that may be used to facilitate replacement of large components, noting this will include routine, major and emergency maintenance activities.
- Facilities management (e.g. compounds, office and amenities, water supply, waste disposal).
- Meteorological mast maintenance.
- High voltage services including inspections and repairs to infrastructure, underground services dig ups (cable excavations) and restringing powerlines for example.
- General mechanical and electrical services as per asset maintenance plans and schedules.
- Ongoing routine inspections and environmental monitoring in accordance with relevant approval conditions.

During operations it may be necessary to conduct installations or retrofit works across the Project in line with good operating practices or another mode of direction. These works would be aimed at improving operational performance/ensure ongoing asset efficiency or extend the design life of plant and equipment (particularly where there have been cost effective changes in technology).

3.6.5 Decommissioning

Decommissioning of the Project would involve either:

- Refurbishment or repowering.
- Deconstruction and final rehabilitation.

If repowering is proposed, dependent on the scope it could include physical works required to construct, remove, replace or refurbish the Project infrastructure within the bounds of the approved construction phase scope of works for this Project. Consistency checks with this project description and conditions of approval would be undertaken to define key requirements for assessment.

Deconstruction and final rehabilitation would take effect if the Project is not extended at the end of its design life (including any maintenance/upgrades that extended the operational period beyond its original design years). Deconstruction could include either repurposing or complete removal of infrastructure subject to negotiations with landholders, community and regulators.

The scope of decommissioning could include:

- Retrofit or upgrade of existing infrastructure based on the approved design and approvals for the agreed purpose.
- Removal of above ground infrastructure.
- De-energisation of buried infrastructure.
- Burial of infrastructure.
- Rehabilitation activities on land to the agreed purpose, whether to its original or an alternative use, as agreed to by the landholders.

Decommissioning activities would be undertaken in accordance with planning approval and Decommissioning Plans developed for the Project (in accordance with planning permit conditions).

It is noted that rehabilitation requirements may extend beyond the decommissioning phase for the duration required to ensure final rehabilitation objectives are complied with. This may include both onsite and offsite locations.

3.7 Timing

It is intended that the Project may be constructed, operated, upgraded and/or decommissioned in stages of various sizes or arrangements within the parameters of the approvals. Staging of construction, if required, would be determined following post-approval tendering, contractor selection, optimisation, detailed design, and purchasing.

Indicatively, Project phases are provided in **Table 3.8**.

Table 3.8 Indicative Timeframes or Project Delivery Phases

Project Phase	Duration
Pre-construction	0–1 years depending on scope and pre-requisites.
Construction	Up to 3 years based on infrastructure combination and resourcing.
Operations and maintenance	Approximately 30 years depending on original design life, maintenance and upgrades.
Decommissioning	1–3 years depending on scope and final land use(s).

4.0 Site and Context Analysis

4.1 Regional Context

The Project is in the Central Highlands and Great South Coast regions of western Victoria and is in the proposed Central Highlands REZ identified in VicGrid's 2025 VTP (see **Figure 3.1**).

The Project Site is located within the Corangamite Shire LGA and the Golden Plains Shire LGA, both regional municipalities in western Victoria. Corangamite Shire is situated within the Great South Coast region as defined by **Clause 73.01** of the Planning Schemes, while Golden Plains Shire is situated within the Central Highlands region.

The Project Site is approximately 35 km south-west of the major regional city of Ballarat. The nearest towns to the Project are Skipton and Linton, approximately 5 km to the west and east of the Project Site, respectively (see **Figure 4.1** and **Figure 4.2**). The Project is situated entirely on Wadawurrung Country, with the Wadawurrung Traditional Owners Aboriginal Corporation (**WTOAC**) as the Registered Aboriginal Party (**RAP**) for the Project Site.

4.2 Local Community

The Project Site is predominantly located within the Central Highlands region, which supports the health and community services, education and training, and construction sectors. Rural areas are dominated by agriculture resulting in agriculture, forestry and fishing being a key sector by gross value for the region. Rural production and support services underpin the communities of the many small towns within the region.

The Great South Coast region extends from the Shipwreck Coast to the South Australian border and supports a population of approximately 105,300. The region is largely supported by agriculture and fishing and is recognised as Australia's largest agriculture producer, supporting 16% of jobs for the region (Regional Development Victoria, 2025).

Several communities are situated in proximity to the Project Site. The general location of the Project, Pittong, is in a predominantly rural setting with a small surrounding population. Ballarat serves as the primary service centre for the surrounding rural areas, being the closest major regional centre. Communities in proximity to the Project Site are summarised in **Table 4.1**.

Table 4.1 Communities in Proximity to the Project Site

Townships	Proximity to the Project Site (approx.)	Population (at 2021 census)[2]
Skipton	5 km west	469
Linton	5 km east	423
Beaufort	29 km north	1,166
Ballarat	35 km north-east	113,763
Ararat	65 km north-west	11,880

[2] Population data obtained from Australian Bureau of Statistics (ABS) 2021 Census All persons QuickStats (ABS, 2021).

Townships	Proximity to the Project Site (approx.)	Population (at 2021 census)[2]
Camperdown	67 km south	2,884
Bannockburn	75 km south-east	6,178
Geelong	83 km south-east	327,826

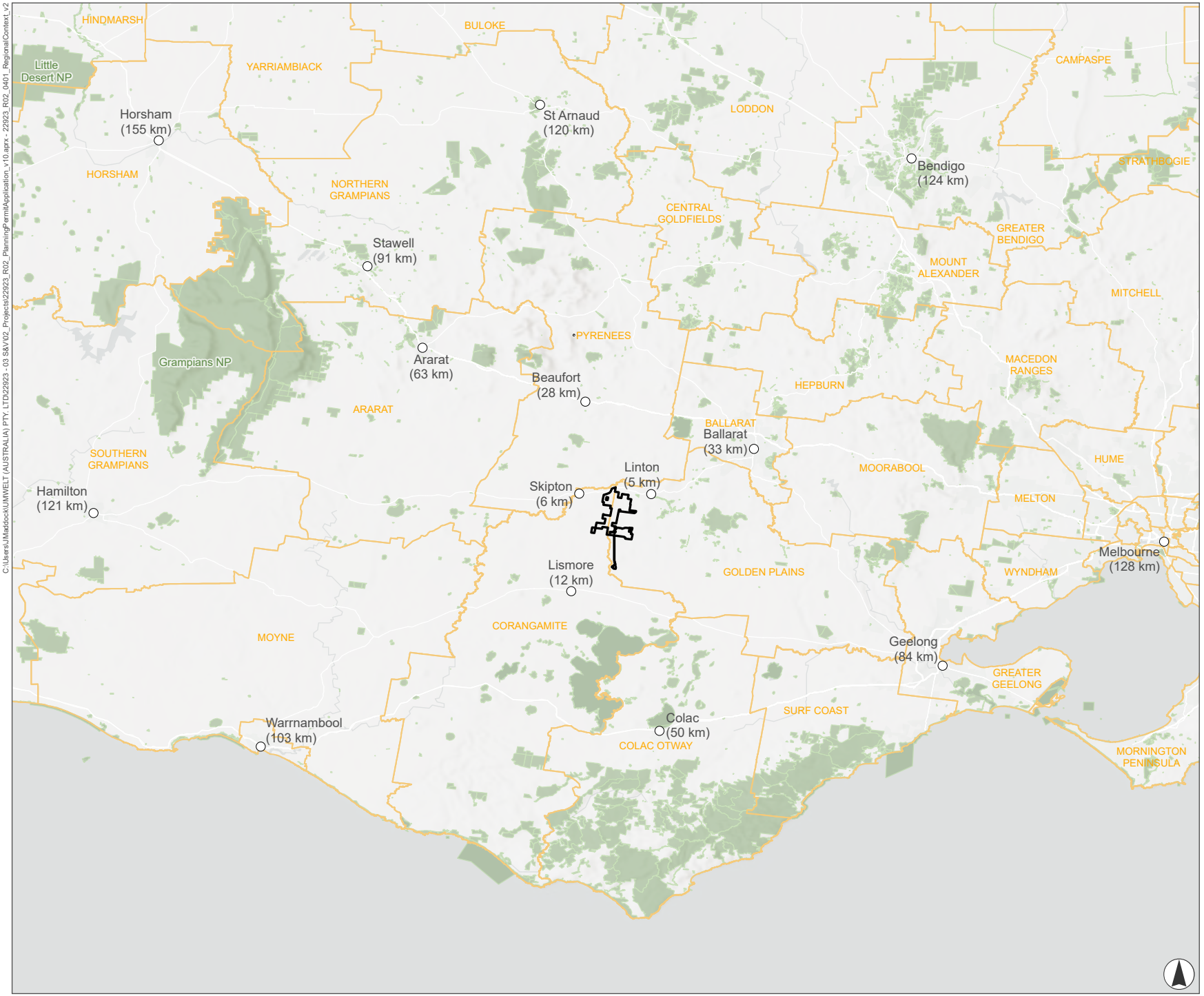

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FIGURE 4.1
Regional Context

Legend

- Project Site
- Local Government Area
- Locality
- Roads
- Parks and Reserves

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Kilometres

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Image Source: ESRI Basemap (2025) | **Data Source:** DEECA (2025), Squadron Energy (2026)

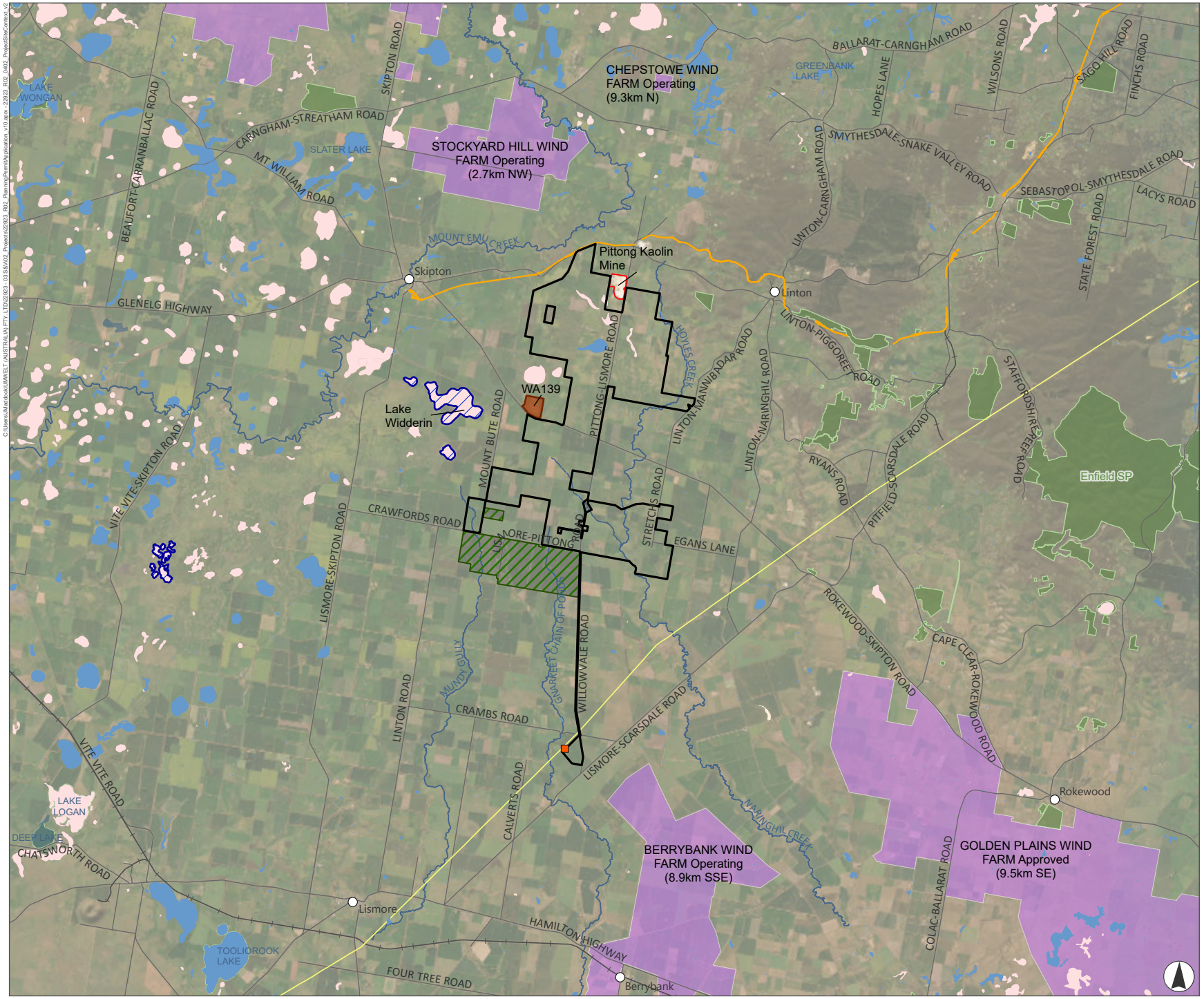


FIGURE 4.2

Project Site Context

Legend

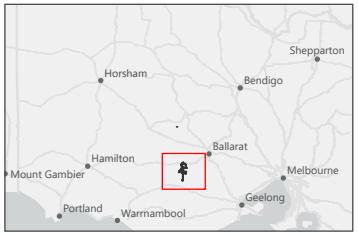
- Project Site
- Berrybank Terminal Station
- Extractive industry work authority
- Community Use Area - Ballarat-Skipton Rail Trail Reserve
- Pittong Kaolin Mine
- HVP Plantation
- Important Wetland
- Watercourse
- Roads
- Railway
- Existing 220kV Transmission Line
- Waterbody
- Parks and Reserves

Renewable Energy Facilities

- Wind Energy Facility

Current Wetland

- No Emergent Vegetation
- Sedge/Grass/Forb
- Unknown



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4.2.1 Local Government Areas

Corangamite Shire

Corangamite Shire covers approximately 4,600 km^2 and is distributed across 12 townships, which include Skipton at the northern extent of the LGA. Corangamite Shire is recognised for its natural beauty and history, particularly in coastal areas of the LGA.

The Corangamite Shire economy generates an estimated $3.5 billion in output annually. The largest contributor to annual economic output in the Shire is Agriculture, Forestry and Fishing sector, which represents 36% of total output. The geographical area in Corangamite Shire generating the most output is Corangamite - South, and the largest industry here is Agriculture, Forestry and Fishing sector.[3] The largest sub-sector within the Agricultural sector is the Sheep, Grains, Beef and Dairy Cattle industry. Tourism is also a major economic driver for Corangamite Shire, particularly along the southern coast and hinterland region, driven by iconic attractions along the Shipwreck Coast, including the 12 Apostles.[4]

Golden Plains Shire

Golden Plains Shire is situated between Geelong and Ballarat. The Shire covers 2,703 km^2 and contains 16 townships and 56 rural communities. Golden Plains Shire is home to more than 1,700 businesses in farming, retail and home-based businesses.

As detailed by the REMPLAN, the Agriculture, Forestry and Fishing sector stands as the cornerstone of Golden Plains Shire's economy, contributing $422 million to the region's $2.1 billion total annual economic output, and accounts for 20% of all output. This sector is also the Shire's largest employer, providing 908 jobs, which represents 19% of the Shire's total employment.[5]

4.2.2 Natural Landscape

The northern portion of the Project Site (generally north of Notmans Road) falls within the Central Victorian Uplands bioregion, while the southern portion of the Project Site falls within the Victorian Volcanic Plains bioregion. Over many decades, the landscape has been significantly modified for agricultural purposes, including sheep grazing and cereal cropping.

The Project Site is located primarily within the Corangamite Catchment Management Authority (**CMA**) boundary, within the upper catchment of the Lake Corangamite Basin. The Project Site intersects with the following defined ephemeral watercourses (where water does not flow year-round):

- Naringhil Creek (a tributary of the Woady Yaloak River) – flowing through the southern part of the Project Site towards the south.
- Hoyles Creek (a tributary of Naringhil Creek) – flowing south through the northern part of the Project Site and joining Naringhil Creek south of Rokewood-Skipton Road.

[3] REMPLAN, "Corangamite Economy – Industry Output," accessed April 16, 2025, https://app.remplan.com.au/corangamite/economy/industries/output.

[4] Corangamite Shire Council, Economic Development Strategy, accessed April 16, 2025, https://www.corangamite.vic.gov.au/files/assets/public/documents/publications/strategies/strategy-economic-development-strategy.pdf.

[5] REMPLAN, "Golden Plains Economy Summary," accessed April 16, 2025, https://app.remplan.com.au/goldenplains/economy/summary.

- Gnarkeet Chain of Ponds and Mundy Gully – originating in the southern part of the Project Site and flowing south towards Lake Corangamite.

A small area near the northern boundary of the Project Site falls within the Glenelg Hopkins CMA boundary and drains north towards Mount Emu Creek located approximately 1.3 km north of the Project Site. No Project components are located within the boundary of the Glenelg Hopkins CMA.

The nearest Ramsar wetland is the Western Districts Lakes Ramsar site, which contains Lake Corangamite and is located approximately 20 km south of the Project Site. Lake Widderin/Widderin Swamps are located west of the Project Site, about 3.7 km from the nearest WTG and are listed as an 'Important Wetland' in the Directory of Important Wetlands in Australia.

The following public land reserves generally adjoin the Project Site:

- Ballarat–Skipton Rail Trail Reserve – located approximately 30 m north of the Project Site and separated from the site by the Glenelg Highway.
- Willowvale Dam Bushland Reserve – located approximately 40 m east of the south-central part of the Project Site on the eastern side of Lismore-Pittong Road along Naringhil Creek; reserved for water supply production.
- Bradvale Recreation Reserve – adjoining the south-western boundary of the Project Site on the northern side of Crawfords Road.
- A parcel of land located approximately 20 m south of the north-western part of the Project Site on the southern side of Notmans Road; reserved for services and utilities and containing a plantation.
- A parcel of land located approximately 20 m south of the north-western part of the Project Site on the southern side of Notmans Road; comprising a natural features reserve subject to a grazing licence and currently used for grazing.

Other public land in proximity of the Project Site include:

- Mount Bute Scenic Reserve, approximately 1.7 km north-east of the Project Site.
- Flagstaff Hill Reserve, approximately 1.5 km east of the Project Site.
- Linton / Nawnight – Widwid State Forest, approximately 2.5 km north-east of the Project Site.
- Mount Yirup State Forest, approximately 4.3 km east of the Project Site.
- Happy Valley Crossing Streamside Reserve, approximately 5.6 km east of the Project Site.

No national parks, state parks or large conservation reserves are located within 5 km of the Project Site. The nearest large reserves are:

- Lake Goldsmith Wildlife Reserve – 18 km north.
- Enfield State Park – 15 km east.
- Lake Corangamite – 28 km south.
- Linton State Forest – 8 km north-east.

4.2.3 Cultural Landscape

The Project is situated on Wadawurrung Country. The RAP for the activity area (i.e. Project Site) under the *Aboriginal Heritage Act 2006* (Vic) is the WTOAC.

Appointed in May 2009 under the Victorian *Aboriginal Heritage Act 2006*, WTOAC manages the Aboriginal heritage values and represents the interests of the Wadawurrung people. The RAP area spans over 10,000 km^2 on the western side of Melbourne, encompassing 11 separate LGAs (WTOAC, 2024).

4.2.4 Regional Infrastructure

The Project Site is surrounded by a network of regional arterial and local roads, used by local residents and employees of nearby businesses:

- The Glenelg Highway is the primary state arterial road servicing the region and borders the northern extent of the Project Site. The Glenelg Highway travels in an east-west direction and connects Ballarat to the east with Hamilton to the west and further to Mount Gambier in South Australia.
- The Rokewood-Skipton Road is a secondary state arterial road and traverses through the centre of the Project Site. It travels in a south-east to north-west direction and connects the Skipton township to the west of the Project Site with the Rokewood township to the south-east of the Project Site.
- The Lismore-Pittong Road and Willowvale Road are local arterial roads that traverse through the Project Site. The Lismore-Pittong Road connects to Willowvale Road in a north-south direction and connects Pittong in the north to Lismore in the south via additional state arterial roads.

Several smaller, mostly unsealed minor rural access roads also traverse the Project Site and provide access to surrounding lots from the major road network described above.

The nearest railway line is the Victoria-South Australia interstate rail line which runs through Lismore approximately 20 km south of the Project Site. The Ballarat–Ararat regional rail line is located approximately 25 km north of the Project Site in proximity to the Western Highway.

There is one Civil Aviation Safety Authority (**CASA**) certified aerodrome located within 50 km of the Project Site, this being Ballarat Airport located approximately 33 km to the north-east. There are no uncertified aerodromes located within 5 km of the Project Site. A small airstrip is located 12 km west of the Project Site.

The Pittong Kaolin Mine is situated adjacent the northern boundary of the Project Site and operates under mining licence MIN5408 under the *Mineral Resources (Sustainable Development) Act 1990*. The Skipton Quarry is located adjacent the central western part of the Project Site and operations under extractive industry work authority WA139 under the *Mineral Resources (Sustainable Development) Act 1990*.

The Project will connect to the Berrybank Terminal Station to the south which connects to AusNet's Ballarat – Terang 220 kV overhead transmission line. The Project's proposed underground 220 kV transmission line along Willowvale Road crosses the easement of AusNet's Ballarat – Terang 220 kV overhead transmission line just north of Crambs Road.

4.2.5 Nearby Renewable Energy Developments

There are four approved and/or operating wind farms in proximity to the Project (see **Figure 4.2**):

- Stockyard Hill Wind Farm (operating), approximately 2.7 km and extending 30 km north.
- Berrybank Wind Farm (operating), approximately 8.9 km and extending 22 km south.
- Golden Plains Wind Farm (operating and approved for further expansion), approximately 9.5 km and extending 30 km south-east.
- Chepstowe Wind Farm (operating), approximately 9.3 km north-east.

Based on the Victorian Government dataset, other renewable energy generation projects currently under consideration or referred under the EE Act within the Corangamite Shire LGA include:

- Mumblin Wind Farm (under consideration).
- Swansons Lane Wind Farm (under consideration).
- Bostocks Creek Solar Farm (operating).
- Bookaar Solar Farm (approved).

However, these developments are more than 30 km away from the Project. There are no other renewable energy generation projects currently under consideration or referred under the EE Act within the Golden Plains Shire LGA based on the Victorian Government dataset.

4.3 Land Tenure and Ownership

Title searches have been undertaken for all land within the Project Site and are included in **Appendix A**. The Project Site is comprised of a total of 83 parcels of land, including one Crown land parcel and the remainder comprising privately owned freehold land (see **Figure 4.3** and **Figure 4.4**). A total of 24 registered owners own the 82 freehold land parcels contained within the Project Site. The one Crown land parcel is associated with Hoyles Creek / Naringhil Creek and is managed by the Secretary to the Department of Environment, Land, Water and Planning (now known as DEECA). Landowner consent to lodge the planning permit application has been provided by DEECA on behalf of the Minister for the Environment as the owner of Crown land affected by the Project (SPI 2002\PP3054) and is included in **Appendix C**.

A review of the certificates of title and plans from the title searches identified:

- No covenants or Section 173 agreements exist on any of the titles within the Project Site.
- Caveats exist between MHWF Nominees Pty Ltd and the registered Proprietors on most parcels within the Project Site, for the purposes of the Project.
- Five land parcels are encumbered by easements relating to the transmission or supply of electricity.

The Project Site also contains Crown land in the form of unnamed roads (otherwise known as 'paper roads'). These roads are unmarked except on title and are described by adjacent land parcels, as listed in **Appendix A**. Some of these paper roads are subject to unused road licences issued on behalf of the Crown, typically to adjacent landowners. Several road reserves managed by the Department of Transport, Corangamite Shire and Golden Plains Shire also fall within the Project Site as listed in **Appendix A**. There is no wind farm infrastructure proposed on any of the paper roads or within any road reserves, other than underground cables and road upgrades.

A current exploration licence (EL007458) under the *Mineral Resources (Sustainable Development) Act 1990* applies to land within the northern portion of the Project Site.

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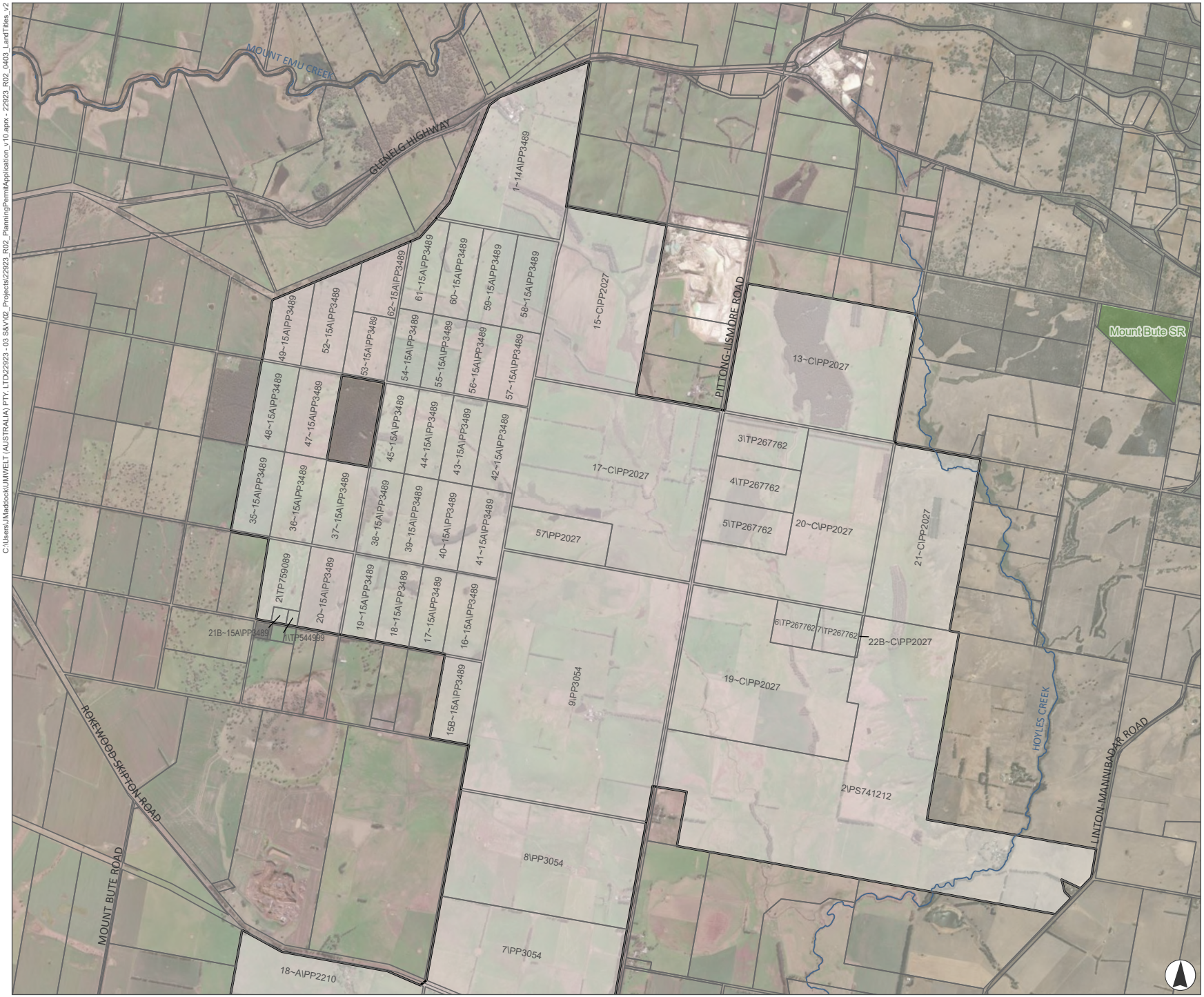
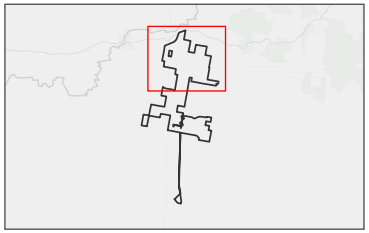


FIGURE 4.3a
Land Titles

Legend

- Roads
- Major Watercourse
- Cadastre
- Parks and Reserves



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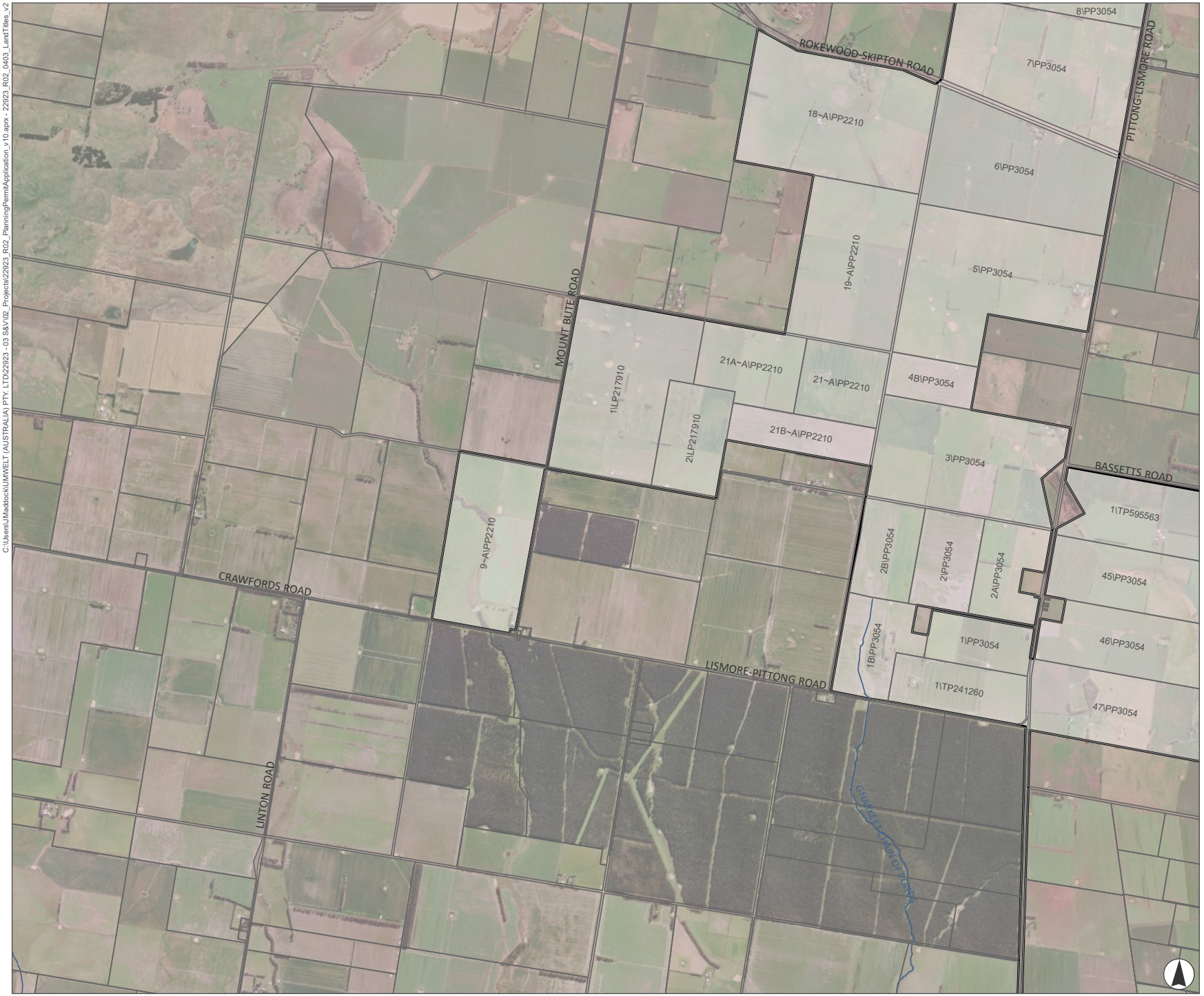
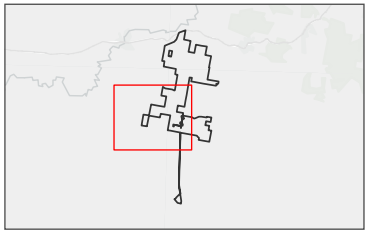


FIGURE 4.3b

Land Titles

Legend

- Roads
- Major Watercourse
- Cadastre



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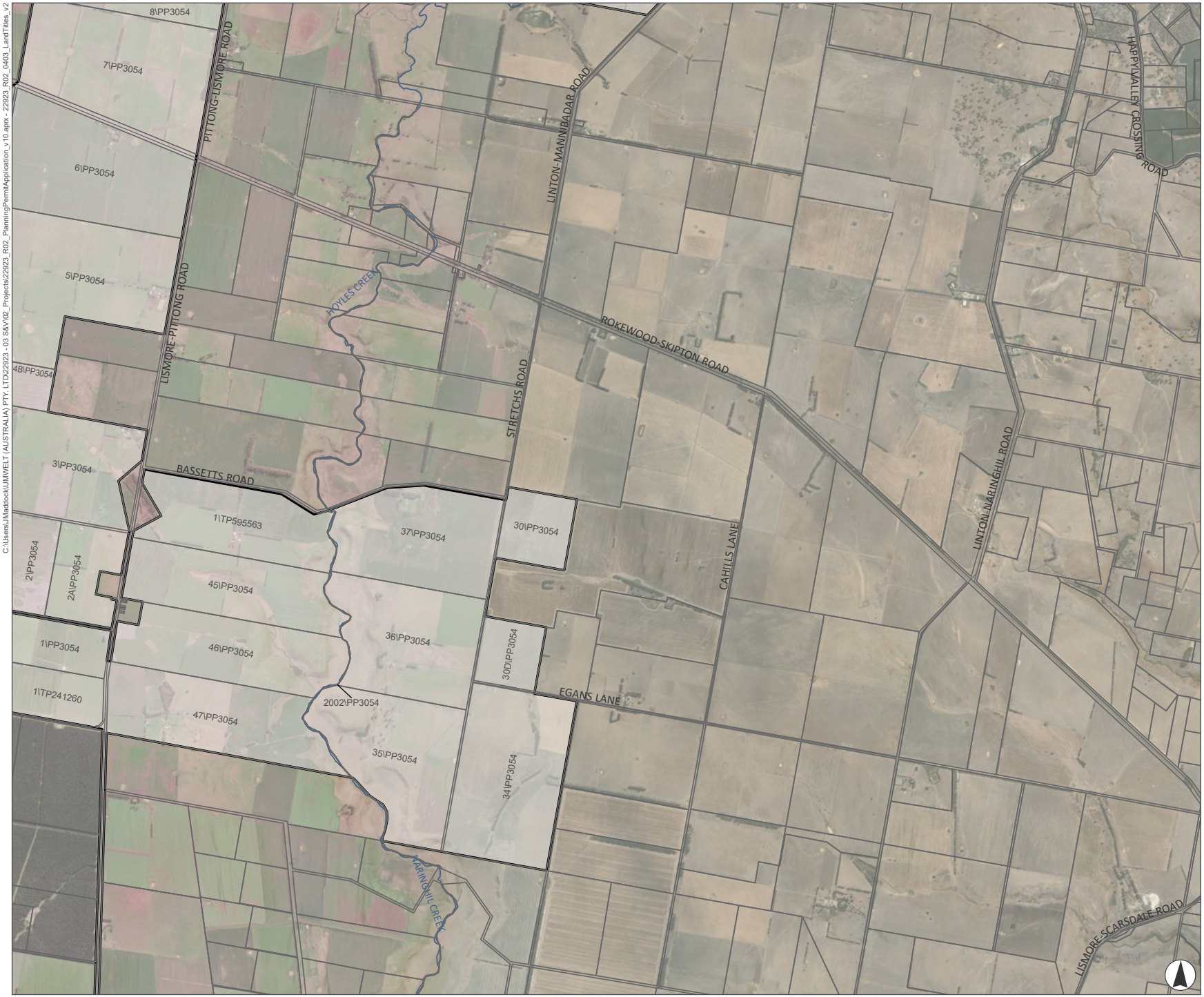

FIGURE 4.3c

Land Titles

Legend

- Roads
- Major Watercourse
- Cadastre

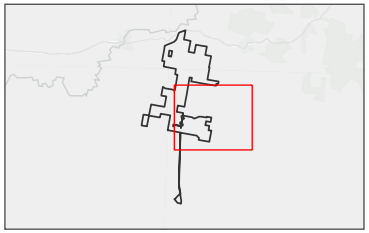

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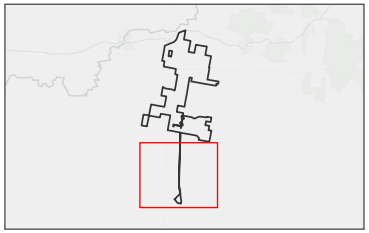
FIGURE 4.3d
Land Titles

Legend

- Roads
- Major Watercourse
- Cadastre



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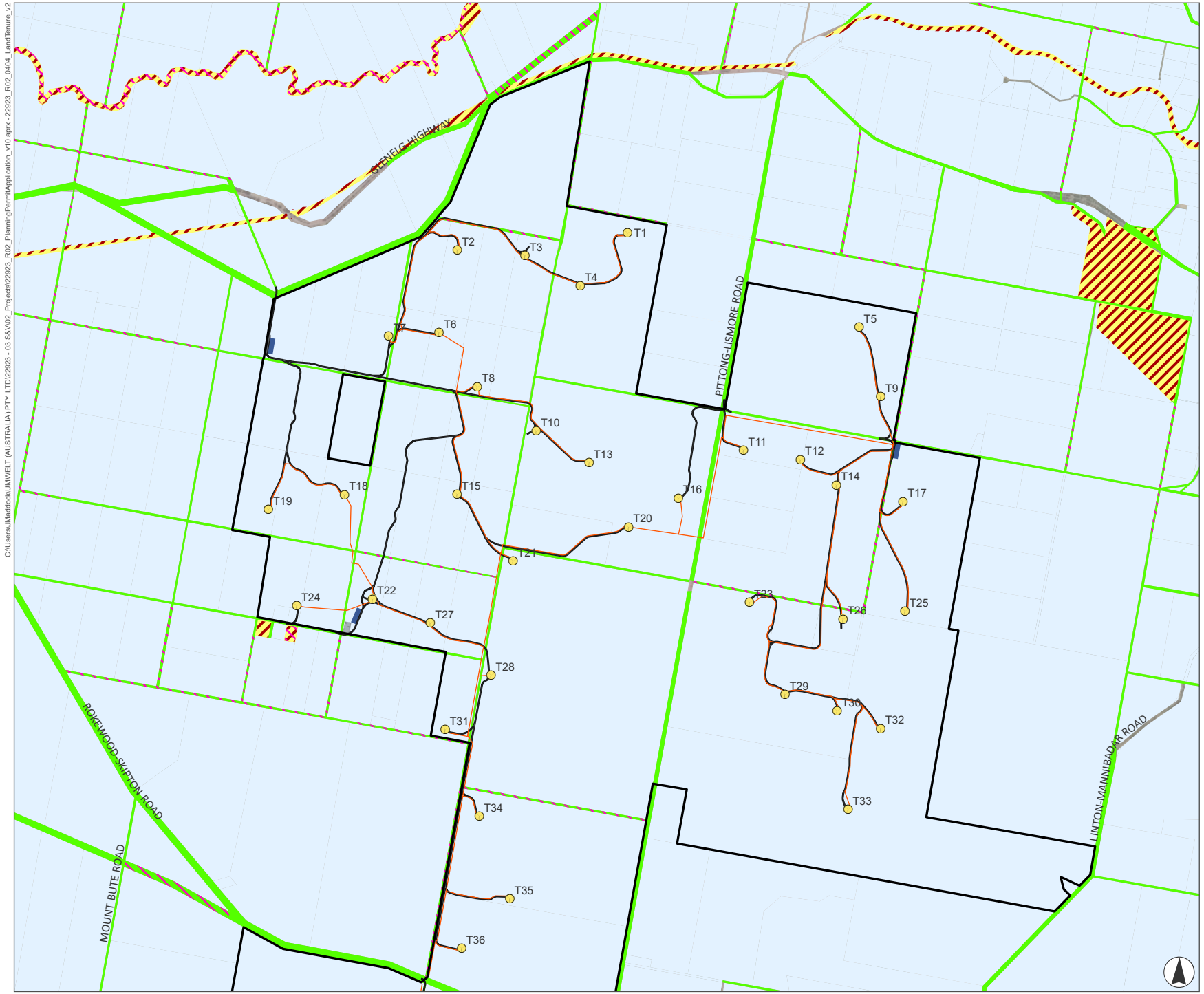


FIGURE 4.4a

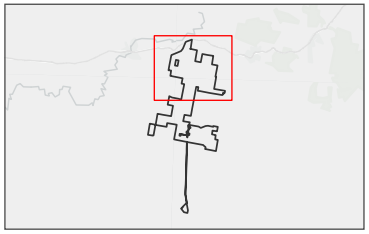
Land Tenure

Legend

- Project Site
- Crown Land
- Public Land
- Government Road
- Unused Road Licence
- Freehold Land

Project Infrastructure

- Turbine
- Underground Electrical Reticulation
- Temporary Concrete Batch Plant
- Laydown Area
- Access Tracks



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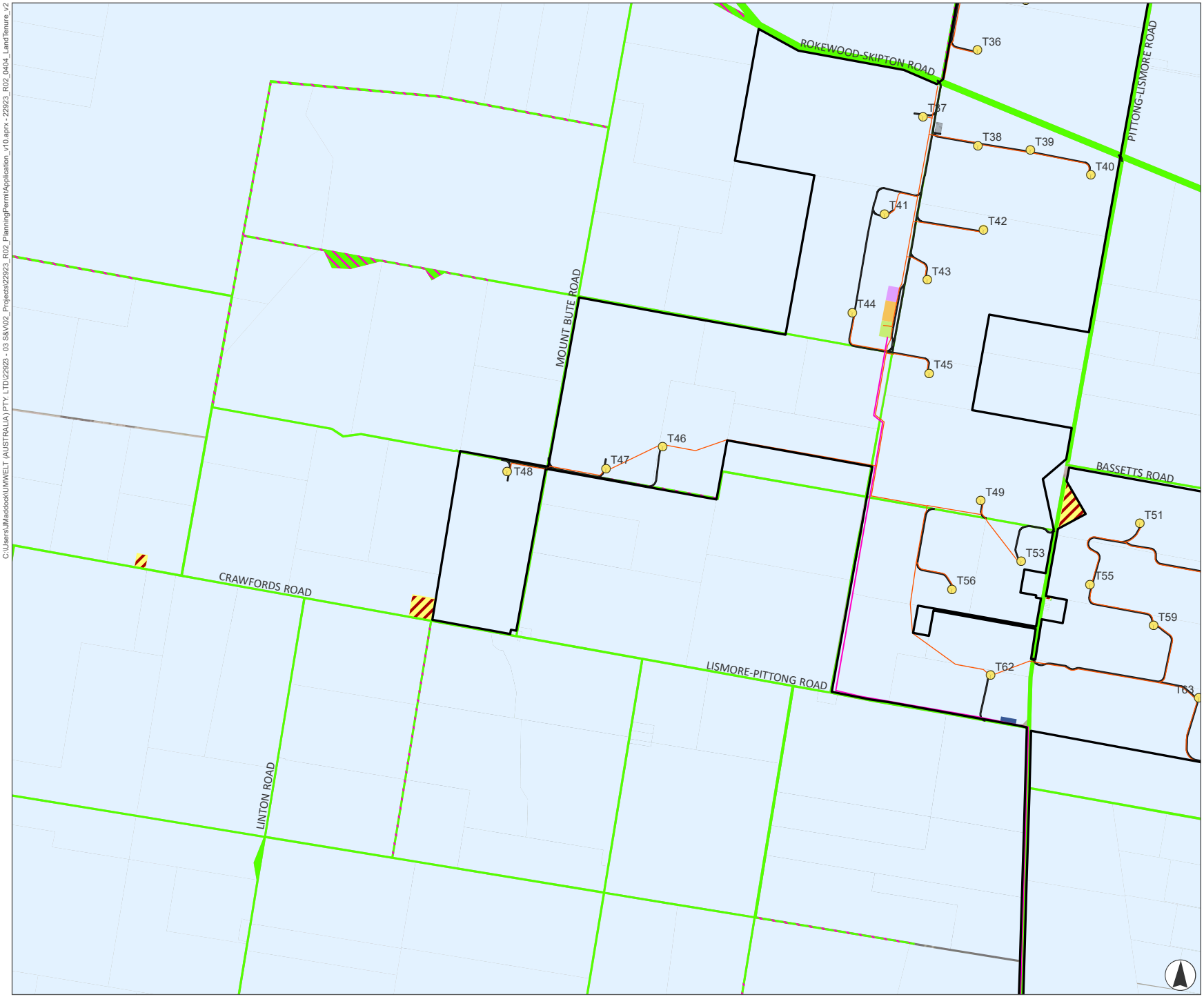


FIGURE 4.4b

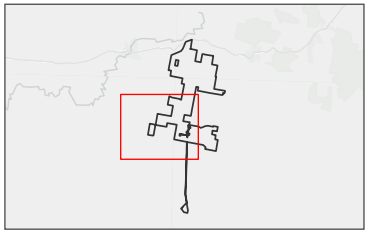
Land Tenure

Legend

- Project Site
- Crown Land
- Public Land
- Government Road
- Unused Road Licence
- Freehold Land

Project Infrastructure

- Turbine
- Transmission Line
- Underground Electrical Reticulation
- Electrical Pole
- Temporary Concrete Batch Plant
- Onsite Substation
- O&M Facility
- BESS Facility
- Laydown Area
- Access Tracks



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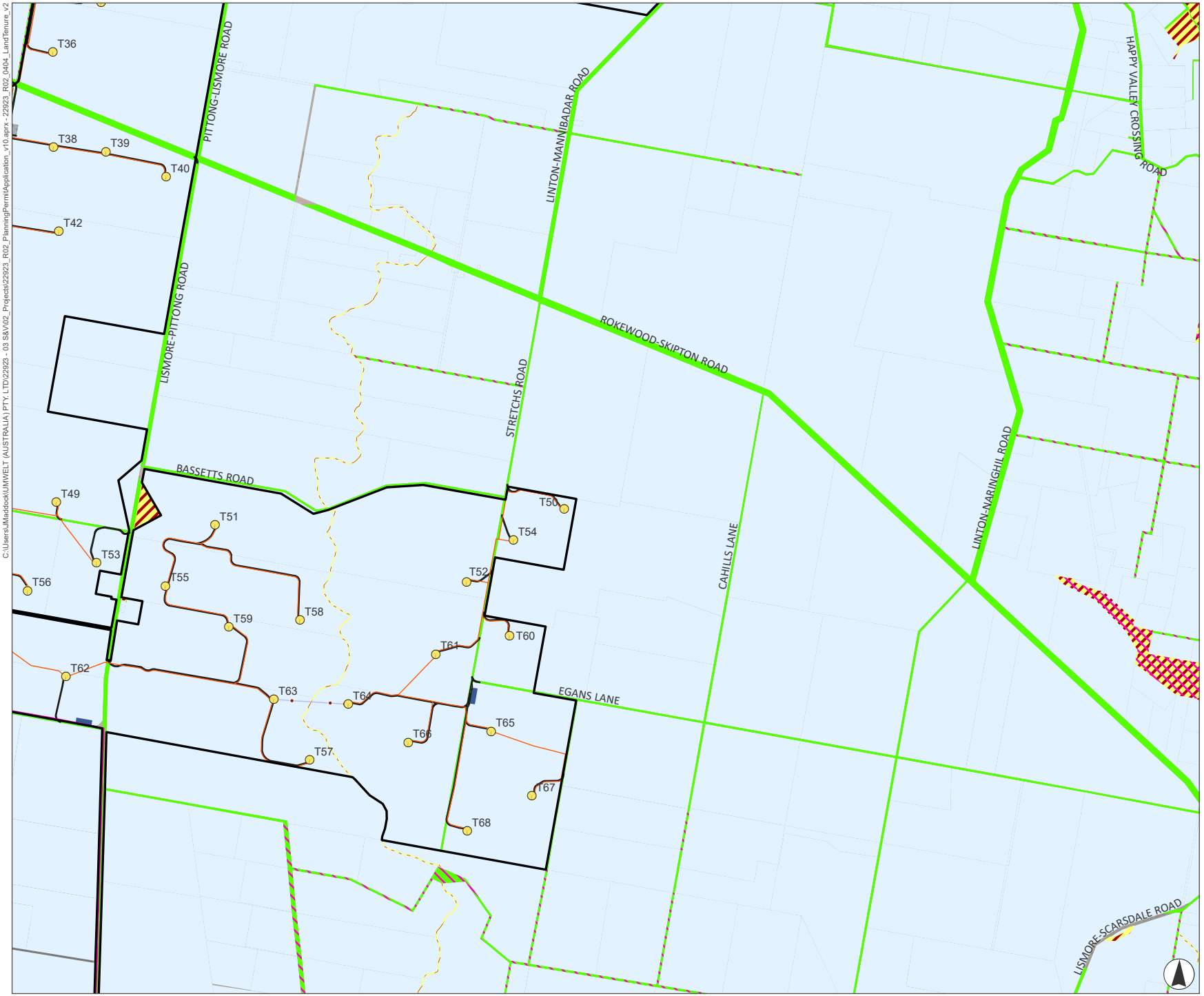


FIGURE 4.4c

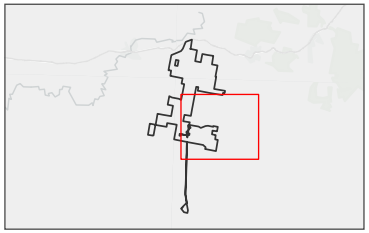
Land Tenure

Legend

- Project Site
- Crown Land
- Public Land
- Government Road
- Unused Road Licence
- Freehold Land

Project Infrastructure

- Turbine
- Transmission Line
- Underground Electrical Reticulation
- Electrical Pole
- Overhead Electrical Reticulation
- Temporary Concrete Batch Plant
- Laydown Area
- Access Tracks



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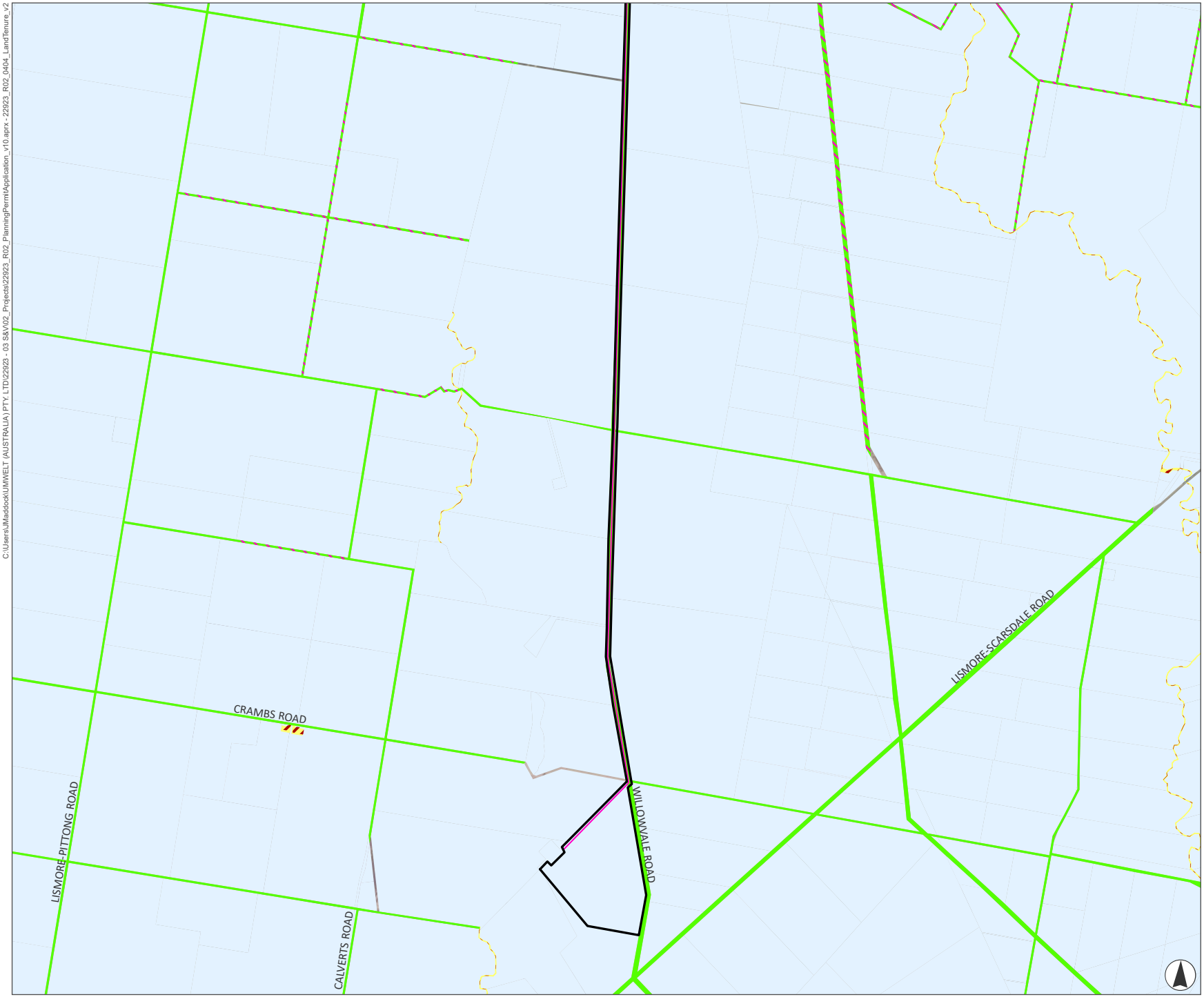
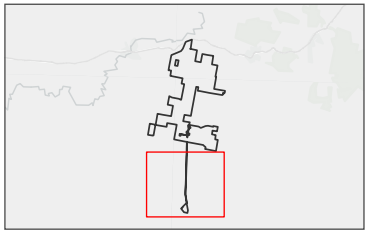


FIGURE 4.4d
Land Tenure

Legend

- Project Site
- Crown Land
- Public Land
- Government Road
- Unused Road Licence
- Freehold Land
- Transmission Line



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4.4 Dwellings Within 1 km of a Proposed Turbine

Figure 4.5 shows the location of involved and non-involved dwellings within and in proximity to the Project Site. There are four dwellings located within 1 km of a proposed WTG as highlighted on **Figure 4.6**. **Table 4.2** summarises the SPI, property address and closest WTGs for these four dwellings and confirms that written consent has been obtained from the registered owners of each of these dwellings. **Figure 4.7** to **Figure 4.11** show each of these four dwellings in detail including the distance to the nearest WTGs.

Table 4.2 Dwellings within 1 km of a Proposed WTG

Property Address	Dwelling ID	SPI	Closest WTG	Written Consent
1094 Rokewood-Skipton Road Mannibadar 3360 (proposed to be demolished)	#111	6\PP3054	WTG36, WTG38, WTG39, WTG40	Written consent has been obtained from the registered owner of each dwelling, attached at **Appendix C**.
920 Rokewood-Skipton Road Skipton 3361	#107	18~A\PP2210	WTG37	
310 Lismore-Pittong Road Pittong 3360	#84	2\TP267762	WTG11, WTG16	
1475 Lismore-Pittong Road Mannibadar 3360	#143	47\PP3054	WTG62	
1200 Lismore-Pittong Road Mannibadar 3360	#129	3\PP3054	WTG49	

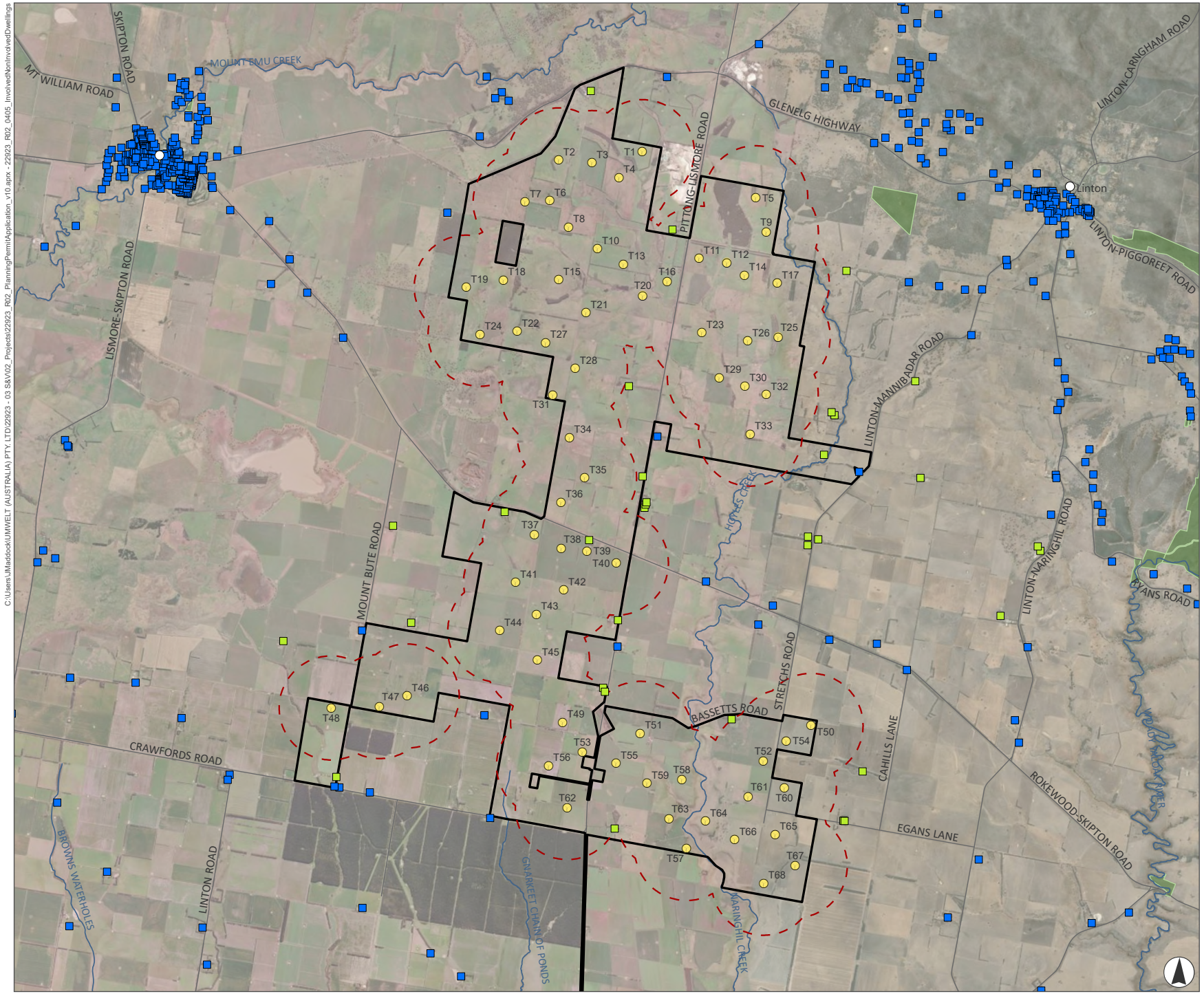

FIGURE 4.5

Involved and Non-involved Dwellings

Legend

- Project Site
- Turbine
- Non-involved Dwelling
- Involved Dwelling
- Roads
- Major Watercourse
- 1km Radius from Proposed Wind Turbines
- Parks and Reserves

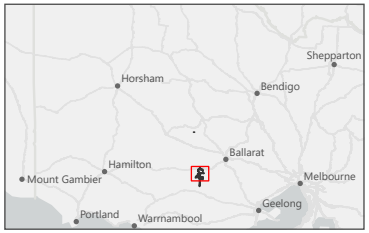

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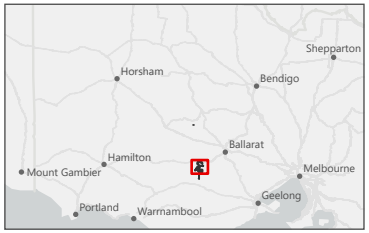
FIGURE 4.6

Dwellings Within 1km of a Turbine

Legend

- Project Site
- Turbine
- Dwelling Within 1km
- Major Watercourse
- Roads
- 1km Radius from Proposed Wind Turbines

Dwelling ID	Address	SPI	Volume & Folio	Distance (m)
143	1475 LISMORE-PITTONG ROAD MANNIBADAR 3360	47\PP3054	12392/141	995
129	1200 LISMORE-PITTONG ROAD MANNIBADAR 3360	3\PP3054	08303/057	987
111	1094 ROKEWOOD-SKIPTON ROAD MANNIBADAR 3360	6\PP3054	09371/877	213
107	920 ROKEWOOD-SKIPTON ROAD SKIPTON 3361	18~A\PP2210	07593/132	719
84	310 LISMORE-PITTONG ROAD PITTONG 3360	2\TP267762	05998/488	750 (T11), 983 (T16)



0 1.5 3

Kilometers

Scale 1:95,000 at A4
GDA2020 MGA Zone 54

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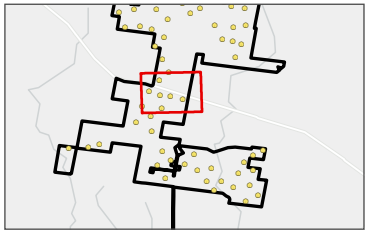
FIGURE 4.7

Turbines within 1km of dwellings – Dwelling ID #111

Legend

- Project Site
- Turbine
- Dwelling #111
- 1km Dwelling Buffer
- Lot Boundary
- Roads



0 100 200

Metres

Scale 1:12,500 at A4
GDA2020 MGA Zone 54

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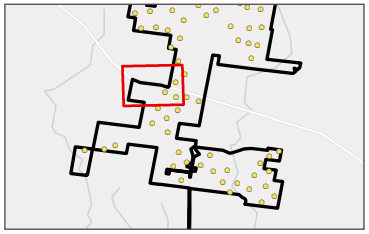
FIGURE 4.8

Turbines within 1km of dwellings – Dwelling ID #107

Legend

- Project Site
- Turbine
- Dwelling #107
- 1km Dwelling Buffer
- Lot Boundary
- Roads



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Metres

Scale 1:12,500 at A4
GDA2020 MGA Zone 54

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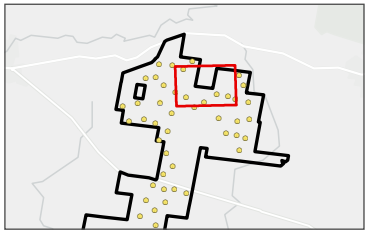
FIGURE 4.9

Turbines within 1km of dwellings – Dwelling ID #84

Legend

- Project Site
- Turbine
- Dwelling #84
- 1km Dwelling Buffer
- Lot Boundary
- Roads



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Metres

Scale 1:12,500 at A4
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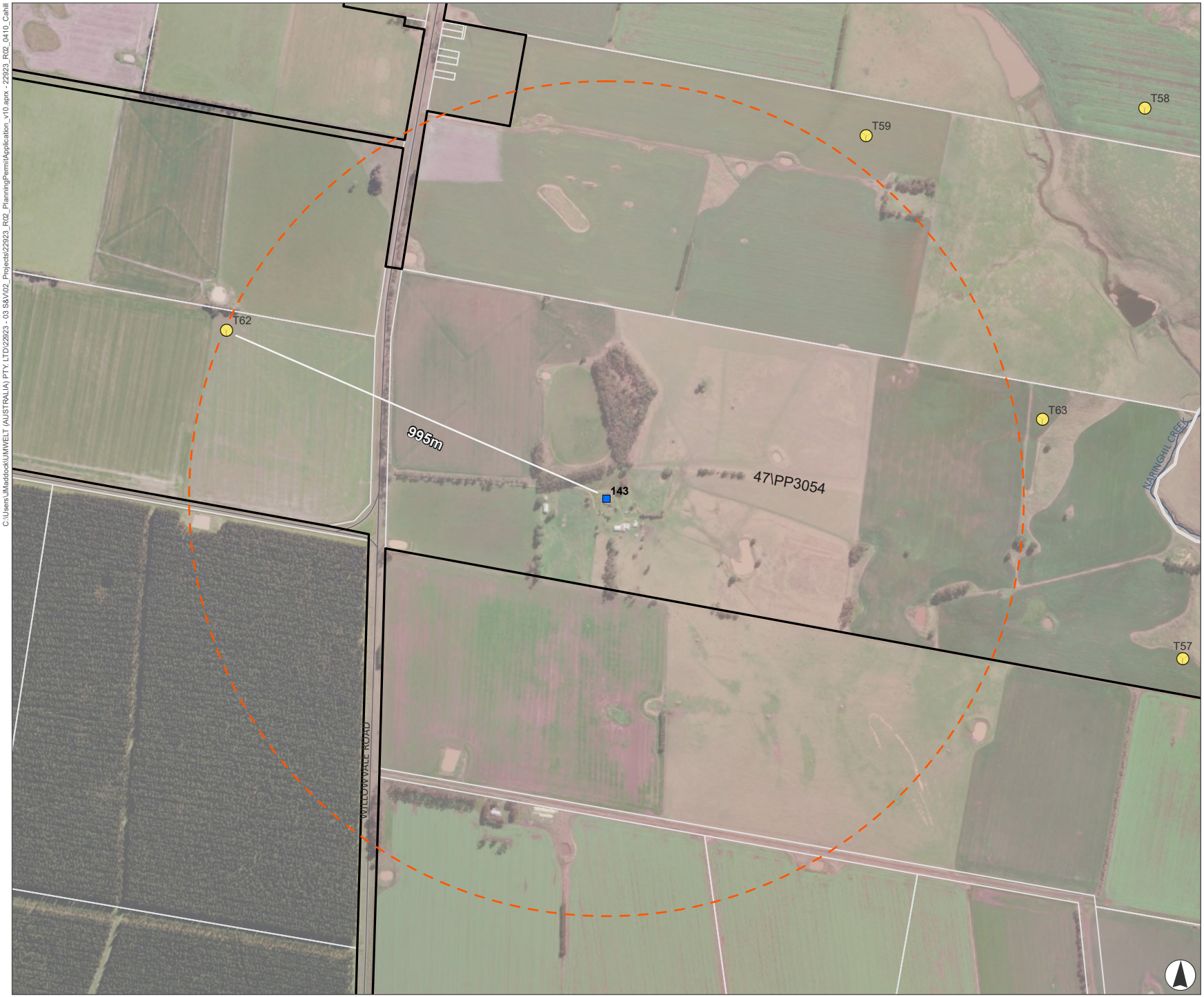
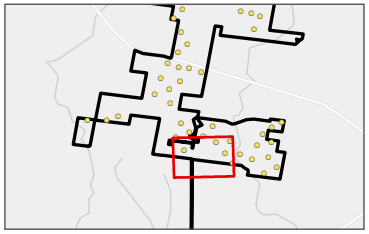


FIGURE 4.10

Turbines within 1km of dwellings – Dwelling ID #143

Legend

- Project Site
- Turbine
- Dwelling #143
- 1km Dwelling Buffer
- Lot Boundary
- Major Watercourse
- Roads



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Metres

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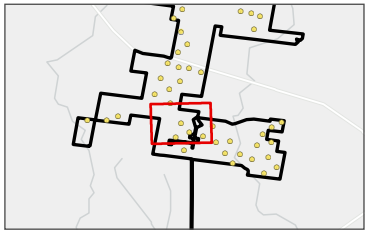
FIGURE 4.11

Turbines within 1km of dwellings – Dwelling ID #129

Legend

- Project Site
- Turbine
- Dwelling #129
- Lot Boundary
- Major Watercourse
- Roads
- 1km Dwelling Buffer



0 100 200

Metres

Scale 1:12,500 at A4
GDA2020 MGA Zone 54

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Image Source: ESRI Basemap (2026) | **Data Source:** DEECA (2025), Squadron Energy (2026)

5.0 Design Response

Investigations into the suitability of the land and feasibility of the Project have been ongoing since 2020. The current Project Site was chosen due to the availability of a strong and consistent wind resource, proximity to the existing electricity network, relatively low population density, as well as the ability to avoid and minimise impacts on sensitive receptors (such as dwellings), biodiversity, heritage and other environmental values.

In 2021, several preliminary assessments were conducted for the Project. These were followed by a series of technical investigations and assessments, which included ecological assessments. The findings of these assessments have strongly informed the Project design development, the Project referrals under the EE Act and EPBC Act, as well as the current Project design.

Since the submission of referrals and decisions were issued under the EE Act and EPBC Act in 2024, the Project's design has been continuously refined to avoid and minimise potential impacts in accordance with the mitigation hierarchy.

A key driver behind changes to the Project design since submission of referrals relates to outcomes of ongoing community consultation. High community support for the Project resulted in additional neighbouring landholders expressing interest in being involved in the Project. This enabled new parcels of land to be added to the Project Site. The addition of these new land parcels provided a degree of flexibility in the design development of the Project, allowing for more options and alternate locations for WTGs and associated infrastructure to avoid or minimise potential impacts. In particular, these new land parcels allowed for WTGs to be relocated to avoid and minimise potential impacts on Brolga.

An overview of the design development changes undertaken for the Project is provided in **Table 5.1**.

Table 5.1 Key Project Design Changes

Environmental / Social Value	Project Design Change	Result
Brolga flocking and breeding habitat	The application of turbine-free buffers around Lake Widderin affected 7 WTGs within the Project layout. These 7 WTGs were relocated to new parcels of land on the eastern side the Project Site.	Avoid impacts on Brolga flocking and breeding habitat (Lake Widderin).
Naringhil Creek / native vegetation / areas of cultural heritage sensitivity	Initial designs of the Project layout involved underground reticulation cabling crossing Hoyles Creek / Naringhil Creek. Further assessment and design development resulted in this section of reticulation being re-designed to be overhead and span this creek crossing. Four WTGs have also been relocated within the layout to avoid impacting on cultural heritage.	Avoids direct impact on the creek and associated native vegetation mapped adjacent to the creek bed. Avoids / minimises impacts on areas of cultural heritage sensitivity.

Environmental / Social Value	Project Design Change	Result
Native vegetation	One of the four poles supporting the section of proposed overhead reticulation that spans Naringhil Creek was originally placed within a patch of native vegetation patch (PGW36). The location of this pole was revised further east to avoid directly impacting on this patch of Plains Grassy Woodland (EVC 55).	Avoids direct removal of native vegetation.
Native vegetation	Design of the underground reticulation originally intersected with a patch (GW7) of Grassy Woodland (EVC175) along Browns South Road. Reticulation was subsequently redesigned to avoid the patch.	Avoids direct removal of native vegetation.
Native vegetation / FFG Act listed flora	Upgrade works to Rankin Road were restricted to the western side of the road, as the eastern side supports a higher diversity of native flora species. Records of FFG Act listed Pale Swamp Everlasting were located on this eastern side.	Avoids direct removal of FFG Act listed flora and minimises impacts on native vegetation.
Native vegetation / EPBC Act listed flora	Upgrades to Rankin Road were originally proposed between Hendersons Road and Lismore-Pittong Road (south of the BESS, onsite substation and O&M facility) for access tracks. Due to the presence of EPBC Act listed Spiny Rice-flower and the VPO2, access tracks were revised to avoid this section of Rankin Road.	Avoids direct removal of EPBC Act listed flora and native vegetation.
Native vegetation / listed flora species	Preliminary native vegetation and targeted flora surveys indicated that the eastern side of Willowvale Road contained more native grasslands than the western side. Therefore, the design for the underground transmission line has located it within the western side of the Willowvale Road reserve.	Minimises impacts on native vegetation.
Native vegetation	Design of the access track network throughout the Project Site has prioritised the use of existing access infrastructure where possible, as well as alignments that minimise the total extent of tracks required for access to infrastructure while also avoiding and minimising impacts to local traffic, waterways, and native vegetation on site or along adjacent roadsides.	Minimises impacts on native vegetation.
Landscape and visual / avifauna / native vegetation	The original proposal for an overhead transmission line connection to Berrybank Terminal Station changed to an underground transmission line in response to feedback from neighbouring landholders and Golden Plains Shire Council.	Removed potential landscape and visual impacts, removed potential collision risk for avifauna, reduced impacts on native vegetation.

Environmental / Social Value	Project Design Change	Result
Existing land use / farming operations	The onsite substation, BESS and O&M compound were originally located on the south-west corner of Hendersons Road and Rankin Road, as detailed in the referrals. These Project components were relocated approximately 250 m north along Rankin Road (now north-west corner of Hendersons Road and Rankin Road) in response to landholder feedback.	Reduced impacts on existing land use and farming operations.

6.0 Consultation

Community and stakeholder consultation for the Project has been ongoing since October 2023 in accordance with the Proponent's Stakeholder Engagement Plan (**SEP**). Some earlier engagement with potential host landholders, DTP and DEECA commenced in 2020 to inform design development and preparation of referrals.

The Proponent's approach to stakeholder engagement prioritises building trusting relationships between the people on the ground who are involved in the Project on a day-to-day basis, and the stakeholders that are part of, and connected to, their local community and region. The overall approach to consultation for the Project is proactive and genuine, aiming to build trust in the community by being transparent, flexible and responsive.

6.1 Summary of Stakeholder Engagement

The Proponent has engaged with a broad range of stakeholders using a variety of mechanisms throughout the planning and design stages of the Project. **Table 6.1** lists the identified stakeholders of the Project while **Table 6.2** provides an overview of the stakeholder engagement activities undertaken for the Project to date. This includes all engagement undertaken between October 2023 and August 2025.

Table 6.1 Identified Stakeholders of the Project

Stakeholder Group	Stakeholders
Traditional Owners	• Wadawurrung Traditional Owners Aboriginal Corporation
Host Landholders	• 28 landholders hosting WTGs and/or Project infrastructure
Neighbouring Landholders	• Up to 86 neighbouring properties within 4 km of proposed WTG locations
Broader Community	• Residents of Skipton, Linton, and other neighbouring townships
Local Councils	• Corangamite Shire • Golden Plains Shire • Pyrenees Shire
Government – State	• DTP • DEECA • Corangamite Catchment Management Authority • Country Fire Authority (CFA) • Environment Protection Authority (EPA) • VicRoads • Air Ambulance Victoria

Stakeholder Group	Stakeholders
Government – Federal	• DCCEEW • Airservices Australia • Bureau of Meteorology • Civil Aviation Safety Authority (CASA) • Department of Defence • Australian Energy Market Operator (AEMO) • Wind Farm Commissioner
Council – Elected Representatives	• Corangamite Shire – Mayor Cr Kate Makin • Golden Plains Shire – Mayor Cr Owen Sharkey Hayden • Pyrenees Shire – Mayor Cr Tanya Kehoe
State Government – Elected Representatives	• Victorian Minister for Planning – The Hon Sonya Kilkenny MP • Victorian Minister for Climate Action and Energy and Resources – The Hon Lily D'Ambrosio MP • Victorian Minister for Regional Development – Ms Jaclyn Symes • Member for Ripon – Ms Martha Haylett • Member for Polwarth – Mr Richard Riordan • Member for Eureka – Ms Michaela Settle
Federal Government – Elected Representatives	• Federal Member for Wannon, Shadow Minister for Energy and Emissions Reduction – Dan Tehan MP • Federal Minister for the Environment and Water – Senator The Hon Murray Watt • Federal Minister for Climate Change and Energy – The Hon Chris Bowen MP • Member for Ballarat – The Hon Catherine King MP
Community Interest Groups and Community Services	• Skipton Men's Shed • Skipton Probus • Skipton Cricket Club • Skipton Football and Netball Club • Skipton Tennis Club • Skipton Golf Club • Skipton Lions Club • Skipton District Historical Society • Linton & District Bowling Club • Linton Cricket Club • Linton District Men's Shed • Linton District Progress Association • Carngham Linton Football Netball Club • Skipton Progress Association • Berrybank and District Community Group • Mannibadar Hall
Schools	• Skipton Primary School • Linton Primary School

Stakeholder Group	Stakeholders
Industry and Local Business	Local employers, service providers, quarries, and health services including: • Beaufort and Skipton Health Service • SUVO Mining • Eldridge Quarry • AusNet
Other Stakeholders	• Local media, including: ○ Skipton Community Newsletter ○ Ballarat Courier ○ Golden Plains Times ○ Camperdown Chronicle ○ Pyrenees Advocate ○ Linton News

Table 6.2 Community and Stakeholder Engagement Activity to Date (October 2023 to February 2026)

Method	Total / Quantity / Recurrence	Stakeholder Groups	Timing
Phone calls and text messages* (including voicemail and text)	~80	Host landholders, neighbours, broader community, local government. Primarily arranging landholder meetings and access to host landholder's land for environmental assessments.	Ongoing, since October 2023
Face-to-face meetings	~180	Host landholders, neighbours, local government. 25 neighbours met with in July and August 2025 alone.	Ongoing, since October 2023
Meetings with Traditional Owners, plus regular communications between meetings	> 15	Traditional Owners (WTOAC).	Ongoing, since 14 March 2023
Emails	~580	All stakeholder groups.	Ongoing, since October 2023
Letters (letterbox drop and direct mail)	~900	At the launch of the Project a letter drop was conducted to every neighbour withing 4 km of the Project (86), providing information on the Project and a request to meet to discuss the Project.	Ongoing, since October 2023

Method	Total / Quantity / Recurrence	Stakeholder Groups	Timing
Community newsletters	6	All stakeholder groups 4 x community newsletters have been dropped in Linton and Skipton post office boxes (300 each time). There are 160+ email addresses on the email database for community newsletters.	October 2023, April 2024, February 2025 and August 2025, December 2025, March 2026
Project stakeholder engagement plan	1 (external, updated annually and as Project details change)	All stakeholder groups.	Ongoing
Community sponsorship application	24 applications 16 supported ($95,000)	Host landholders, neighbours and broader community.	Ongoing
Project website https://www.squadronenergy.com/our-projects/moreton-hill-wind-farm	1	All stakeholder groups.	Ongoing, since October 2023
Drop-in community information sessions	2 – held in Skipton and Linton	All – neutral to positive sentiment with approximately 50 community members attending.	April 2024
Group meetings	2 – with one planned for April 2026	Host landholders.	Since September 2023
Briefings	8	Federal MP, State MP, Councils.	Since October 2023
Advertising in local media	Weekly since September 2024	Skipton Community Newsletter and Linton News.	Ongoing
Video display in local cafés	Displayed in cafes in Linton and Skipton	Broader community.	Since December 2024
Community sentiment survey	1	Broader community.	2024
Community Benefit Workshop/s	2	Broader community.	Scheduled

6.2 Consultation Outcomes

Outcomes of all engagement activities conducted to date identified key interests, concerns and feedback. An overview of these outcomes is summarised in **Table 6.3**.

Table 6.3 Themes Raised by Stakeholder Groups During Consultation

Stakeholder Group	Interests, Concerns and Feedback Received
Host landholders	• Decommissioning • Neighbour benefits • Community benefits • Project design • Project schedule • Original location of BESS, substation and working compound
Neighbours within 4 km of a turbine	• Visual • Noise • Traffic and access points to Project Site • Neighbour benefits • Project schedule
Corangamite Shire Council	• Management of community investment program • Community benefit realisation • Project design • Approvals process • No negative community sentiment raised with Council • Project schedule • Landowner/farmer financial security • Benefits from the Payment in Lieu of Rates (PiLoR)
Golden Plains Shire Council	• Management and visibility of community investment program • Community benefit realisation • Project design • Approvals process • Community sentiment – generally wind farms are well accepted and understood • Project schedule • Safety related to fire or WTG failure/collapse • Road closures / diversions during construction • Landowner/farmer financial security • Benefits from the Payment in Lieu of Rates (PiLoR)
Hon Dan Tehan MP, Member for Wannon	• Engaging in the 'right way' • Learning lessons from other wind farms • Likes community investment program
Ms Martha Haylett – Member for Ripon	• Likes local shop front idea • Likes community investment program • Has not received any enquiries to her office about the Project
Wadawurrung Traditional Owners Aboriginal Corporation	• Concerns around other proponent engagement • Interested in innovative investment options • Requested Cultural Values Assessment

Stakeholder Group	Interests, Concerns and Feedback Received
Members of the broader community	• Biodiversity, specifically Brolga protection and avoidance • Visual • Property values • Land use and access • Noise • Physical and mental health • Community sponsorship • Traffic and access • Renewable energy benefits • Agreement negotiations • Community investment fund • Stakeholder engagement approach • Project layout/design

6.3 Project Design Changes in Response to Consultation

Feedback and outcomes of consultation undertaken to date have been integrated into the Project design. A summary of the key design changes that have resulted from consultation outcomes is detailed in **Table 6.4**.

Table 6.4 Summary of Key Project Design Changes in Response to Consultation

Timeframe	Summary of Key Design Changes
2020–2023 **From Project inception to submission of referrals**	Since Project inception in 2020, several design changes were made in response to stakeholder feedback. This included: • Ongoing design revisions based on host landholder feedback from 2020–2022. This allowed host landholders to have direct input on the location and design of infrastructure on their property. • The Project size and footprint was expanded based on available grid connection solutions from 2020 to late 2022. This was based on consultation with AusNet. • The transmission line proposed to connect the Project into the grid, was revised from an overhead line to an underground line in response to neighbour and local government (Golden Plains) feedback to avoid visual impacts. This design change occurred in 2023. • Relocating the BESS, onsite substation, and the O&M facility north of Hendersons Road as a result of landholder feedback in 2023.
2023–2025 **From submission of referrals to submission of the Environment Report and planning permit application**	Following submission of referrals under the EPBC Act and EE Act, several design changes were made in response to stakeholder feedback. This included: • Ongoing minor adjustments to the Project layout from ongoing host landholder feedback, including revisions to access tracks and underground reticulation.

Timeframe	Summary of Key Design Changes
	• Addition of new host landholders after expression of interest during neighbour consultation. This resulted in additional land being added to the Project Site in the south-east. • Engagement with neighbours led to further detailed investigation of Brolga usage of Lake Widderin. Subsequent detailed flocking assessment led to the implementation of significant buffering and Project layout/design alterations.

6.4 Community Investment to Date

The Project has launched its community sponsorship program donating so far to groups outlined in **Table 6.5**. Since 2023, approximately $95,000 in funding has been provided to local community groups and initiatives.

Table 6.5 Community Investment to Date

Month/Year	Club/Group	Description
April 2023	Skipton Football Netball Club	Support night game and naming rights on scoreboard
October 2023	Linton Bowls Club	Supply new shirts for all players with Squadron Energy logo
December 2023	Mannibadar Hall	Purchase defibrillator
February 2024	Skipton PS	Contribution to new netball courts
May 2024	Lismore Landcare	Contribution to new works
September 2024	Skipton Football Netball Club	Support the installation of heaters at the netball courts
September 2024	Skipton Progress Association	Support the Skipton Spring Festival
October 2024	Skipton Golf Club	Support an event
October 2024	Skipton Football Netball Club	Support an independent Paint & Sip Night
November 2024	Skipton Bowls Club	Triple bowls event
April 2025	Skipton Golf Club	Sponsoring the installation of disabled toilets
March 2025	Skipton Football Netball Club	New scoreboard
July 2025	Skipton Primary School	Sponsor accessible equipment
July 2025	Friends of the RSL	Upgrades to Veterans graves and Remembrance Walk
August 2025	Linton Cricket Club	Sponsor the senior and junior boys and girls cricket sides in the GCA for the 2025/2026 season
August 2025	Skipton Progress Association	Support for the Skipton Spring Festival

Month/Year	Club/Group	Description
January 2026	Skipton Progress Association	Support for BlazeAid for immediate 2026 bushfire recovery efforts
February 2026	Skipton Progress Association	Funding to purchase a hydraulic post driver to support post 2026 bushfire recovery fence installation with BlazeAid

6.5 Pre-application Meetings and Discussions with DTP

Consultation with DTP and other government agencies has been ongoing since August 2020, when the Project was first presented to the Department of Environment, Land, Water and Planning (DELWP) (now known as DTP and DEECA).

Following the early engagement and ongoing design development, a pre-referral meeting was held for the Project on 9 May 2023. This included attendees from the DTP Planning team, the DTP Impact Assessment Unit and the Commonwealth DCCEEW. The pre-referral meeting provided an introduction to the Project detailing the location with land use and planning overlay and zone context, the type and extent of infrastructure proposed, technical studies underway to inform the referrals and approvals, and an overview of environmental assessment outcomes to date such as for ecology surveys. Referrals under the EE Act and EPBC Act were subsequently submitted in February 2024.

Since the Project received a 'no EES with conditions' decision from the Victorian Minister for Planning on the referral under the EE Act in September 2024, the Proponent has been preparing both the Environment Report and planning permit applications concurrently. This has included ongoing consultation with DTP Planning as the planning permit application preparations have continued. During this time, meetings have been held between the Proponent team and DTP Planning on 21 November 2024 and 5 May 2025, to discuss the planning permit applications scope and approach, use of the DFP, notice requirements, and alignment of the Environment Report process with the planning permit application process. During these discussions, it was agreed that the planning permit applications would be placed on public notice for 28 business days.

7.0 Summary of Relevant Legislation

7.1 Planning and Environment Act 1987

The P&E Act is the primary legislative framework used to regulate land use and development within Victoria. Land use and development must have regard to the objectives of planning in Victoria as set out in Section 4 of the P&E Act. The objectives relevant to the Project include:

- "To provide for the fair, orderly, economic and sustainable use and development of land.
- To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.
- To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.
- To protect public utilities and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community.
- To facilitate development in accordance with the objectives set out in the points above.
- To balance the present and future interests of all Victorians."

The P&E Act also provides the framework for preparing and amending planning schemes. Each municipality in Victoria has its own planning scheme to guide and manage land use and development to help achieve the objectives of planning established by the P&E Act. Planning schemes are required to be constructed by using the Victoria Planning Provisions (**VPP**), which include planning provisions that are mandatory in all planning schemes to ensure that consistent provisions for various matters are maintained across Victoria and a consistent layout of planning schemes. However, Councils may also include local planning provisions to give effect to their strategic policy directions, within the framework of the VPP.

The Project is subject to the provisions of both the Corangamite Planning Scheme and the Golden Plains Planning Scheme (**the Planning Schemes**). **Section 8.0** summarises the planning policy and provisions applicable to the Project under the Planning Schemes. Assessment against the relevant planning policy and provisions is provided in **Section 8.0.**

7.2 Other Relevant Legislation

In addition to the P&E Act (refer **Section 7.1**), other legislation applicable to the Project is described in **Table 7.1**.

Table 7.1 Other Legislation Applicable to the Project

Legislation	Relevance	Project Response
Commonwealth		
Environment Protection and Biodiversity Conservation Act 1999	The EPBC Act is the Commonwealth's principal environmental protection and biodiversity conservation legislation. It provides the legal framework to protect and manage Matters of National Environmental Significance (**MNES**), including World Heritage Properties, National Heritage Places, Ramsar wetlands, nationally listed threatened species and ecological communities and listed migratory species. Any action that is likely to have a significant impact on MNES, must be referred to the Federal Minister for the Environment and Water via DCCEEW for a decision on whether the action is a 'controlled action' requiring assessment and approval under the EPBC Act.	The Project was determined to be a controlled action in July 2024, due to the potential for significant impact on MNES, including listed threatened species and communities, and listed migratory species. The Project therefore requires assessment and approval under the EPBC Act (referral reference EPBC 2024/09797). The Project is being assessed by way of the accredited process set out in Part 5 of Schedule 1 of the Bilateral (Assessment) Agreement. The Bilateral (Assessment) Agreement between the Commonwealth and State of Victoria has been applied to enable a single assessment to be undertaken for the Project. The process in Part 5 of Schedule 1 applies where a decision has been made by the Victorian Minister for Planning under Section 8B(3)(b) of the EE Act that an EES is not required on the condition that an environment report is prepared. Where Part 5 of Schedule 1 applies, the Victorian Minister for Planning is required to prepare an Assessment Report relating to the Environment Report. A decision on whether to approve the action, including any conditions to an approval, will be made by the Federal Minister for the Environment and Water under the EPBC Act following consideration of the Victorian Minister for Planning's Assessment Report.
State		
Environment Effects Act 1978	The EE Act contains a framework by which projects with the potential to have significant effects on the environment may require the preparation of an Environment Effects Statement (**EES**) for assessment by the Minister for Planning. An EES may be required for declared 'public works' or works determined by the Minister for Planning to require an EES following assessment of a referral.	On 24 September 2024, the Minister for Planning decided that an EES was not required for the Project, subject to certain conditions being met to assess and manage specific impacts. These conditions require an Environment Report be prepared in consultation with the DTP and DEECA. The Environment Report will also incorporate an assessment of any MNES identified in the controlled action decision issued for the Project, in accordance with the EPBC Act Bilateral (Assessment) Agreement 2014 between the Commonwealth and State of Victoria.

Legislation	Relevance	Project Response
		An Environment Report has been prepared by the Proponent and will be submitted concurrently with the planning permit applications for the Project. Based on advice from DTP, the planning permit applications for the Project under the P&E Act will be placed on public exhibition concurrently with the Environment Report for a period of 28 calendar days to allow for a coordinated consultation period.
Aboriginal Heritage Act 2006	The *Aboriginal Heritage Act 2006* is the primary legislation providing for the protection of Aboriginal cultural heritage in Victoria. The Aboriginal Heritage Regulations 2018 prescribe the circumstances in which a Cultural Heritage Management Plan (**CHMP**) is required for an activity.	As the Project involves high impact activities within areas of cultural heritage sensitivity as defined in the Aboriginal Heritage Regulations, a mandatory CHMP is required for the Project. CHMP 19190 is being prepared for the Project in consultation with the WTOAC as the RAP for the Project Site. The RAP will evaluate and decide on whether to approve the CHMP. In accordance with Section 52 of the *Aboriginal Heritage Act 2006*, a planning permit cannot be issued for the Project by the Minister for Planning unless the CHMP for the Project has been approved.
Catchment and Land Protection Act 1994	The *Catchment and Land Protection Act 1994* (**CaLP Act**) is the primary legislation governing the management of invasive plants and animals in Victoria. Under the CaLP Act, species of plants and animals can be declared as noxious weeds and pest animals if they have or might have the potential to become a serious threat to primary production, Crown land, the environment, and community health. The CaLP Act requires that landowners (or a third party to whom responsibilities have been legally transferred) must eradicate regionally prohibited weeds and prevent the growth and spread of regionally controlled weeds.	Under Section 20 of the CALP Act, Project works are required to take reasonable steps to avoid causing or contributing to degradation to the land at host or neighbouring properties and to ensure the risk of spreading noxious weeds and pest animals is suitably managed. The following weeds listed as noxious species under the CaLP Act were recorded during ecological investigations for the Project (see **Section 11.2** and **Appendix E**): • Spear Thistle • Spiny Rush • Sweet Briar *Rosa rubiginosa*. Similarly, ecological investigations identified evidence of two pest animals listed under the CaLP Act: • European Rabbit • Red Fox.

Legislation	Relevance	Project Response
		A weed and pest management plan will be prepared for the Project to appropriately manage and control noxious weeds and pest animals. This may form part of the Project Construction Environmental Management Plan (**CEMP**). The Project may require a permit under the CaLP Act to remove soil if it is likely to contain a noxious weed. Discussion with the authority will be undertaken to determine requirements.
Crown Land (Reserves) Act 1978	The *Crown Land (Reserves) Act 1978* provides for the reservation of Crown land for a variety of public purposes and governs the management of reserved Crown land. The Act establishes a framework and requirements for the issuing of licences, leases or agreements to use or develop reserved Crown land.	The Project involves a section of overhead reticulation crossing a parcel of Crown land (SPI 2002\PP3054) that extends along Hoyles Creek / Naringhil Creek. Landowner consent to lodge the planning permit application has been provided by DEECA on behalf of the Minister for the Environment as the owner of Crown land affected by the Project (SPI 2002\PP3054) and is included in **Appendix C**. The relevant lease or licence arrangements (where applicable) will be finalised with DEECA as the relevant Crown land manager once planning approval for the Project is obtained.
Environment Protection Act 2017	The *Environment Protection Act 2017* (**EP Act**) sets out the legislative framework for protecting human health and the environment from pollution and waste in Victoria. The EP Act establishes 13 duties to protect human health and the environment, including the General Environmental Duty (**GED**) which requires anyone involved in an activity that poses a risk of harm to human health or the environment from pollution or waste, to minimise those risks so far as reasonably practicable. The EP Act also includes a permissions scheme for activities that present a significant risk to human health and the environment.	The Proponent has an obligation to discharge its GED under the EP Act to minimise the risk of harm to human health and the environment. The Proponent has measures in place to address those requirements under the EP Regulations that regulate noise and other emissions or impacts from WTGs and industrial noise (e.g., BESS facility, onsite substation), and to discharge its GED. The Environmental Noise Assessment for the Project (**Appendix K**) demonstrates that the predicted noise levels from the Project would achieve the applicable noise limits at sensitive receivers. As per the Proponent's Environmental Management Framework (see **Section 12.0**), a CEMP and Operational Environmental Management Plan (**OEMP**) will be developed to prevent and minimise potential harm during the construction and operational phases of the Project respectively.

Legislation	Relevance	Project Response
	The EP Act is supported by the Environment Protection Regulations 2021 (**EP Regulations**), which amongst other things, set out requirements for wind turbine noise. The EP Act also provides for the Environment Reference Standard, which identifies the environmental values that Victorians want to maintain and sets out indicators and objectives for each of these values to inform decision making.	
Flora and Fauna Guarantee Act 1988	The *Flora and Fauna Guarantee Act 1988* (**FFG Act**) aims to promote the conservation of Victoria's native flora and fauna. It is the key piece of Victorian legislation for the conservation of threatened species and communities and for the management of potentially threatening processes.	A permit to take will be required under Section 48 of the FFG Act to remove protected flora from public land, including road reserves. Protected flora includes listed threatened flora, listed vegetation communities and other declared general protected flora. Protected flora requiring a permit to take for the Project is identified in the Ecological Assessment (**Appendix E**) and includes: • 1.42 ha of Western (Basalt) Plains Grassland community impacted in road reserve • Seven threatened (critically endangered) Pale Swamp Everlasting individuals impacted on Rankin Road and Willowvale Road. • Generally protected flora being members of the *Orchidaceae* family (Common Onion-orchid, Slender Sun-orchid and Common Golden Moths) impacted in road reserve.
Heritage Act 2017 **(Heritage Act)**	The Heritage Act aims to 'provide for the protection and conservation of the cultural heritage of the State'. The Heritage Act protects all categories of cultural heritage relating to the non-Aboriginal settlement of Victoria including shipwrecks, buildings, structures, objects and archaeological sites.	As detailed in the Historical Heritage Assessment (**Appendix J**). No places listed on the VHR or VHI are located within the Project Site. Due to the potential for unrecorded significant historical structures, features or other archaeological potential to be present, a targeted field survey was undertaken and it was determined that there was negligible historic heritage significance or value in the locations surveyed and negligible potential for any further heritage values to be preserved within the construction footprint, with the exception of dry stone walls which have a low-moderate potential for occurrence.

Legislation	Relevance	Project Response
	The Heritage Act establishes two registers, the Victorian Heritage Register (VHR) for state significant places and objects and the Victorian Heritage Inventory (VHI) for archaeological sites. All archaeological sites as defined in the Heritage Act are protected under the Act whether listed on the VHI or not.	Regardless of this finding, management measures will be implemented in the Project's CEMP to minimise the risk to unidentified stone walls or other heritage places. Approval under the Heritage Act is not expected to be required unless unexpected historic archaeological sites as defined in the Act are detected during Project works. If detected, consent from Heritage Victoria would be required. Refer to the Historical Heritage Assessment for additional information (see **Section 11.7** and **Appendix J**).
Land Act 1958	The *Land Act 1958* provides a framework for governance of various aspects related to management and administration of unreserved Crown land in Victoria. Key provisions under the act include the management of Crown lands, the recognition of traditional owner agreements, guidance for the acquisition and disposal of land by the government, and the balance of economic development with environmental and conservation considerations.	Unreserved Crown land comprising unnamed roads (also called 'paper roads') is located within the Project Site. Some of these paper roads are subject to unused road licences that enable their use by adjacent landowners for other purposes, such as farming. There are several instances where access tracks and underground cabling proposed by the Project will cross paper roads with and without unused road licences. The relevant lease or licence arrangements (where applicable) will be finalised with DEECA (in consultation with existing licence holders) once planning approval for the Project is obtained.

Legislation	Relevance	Project Response
Renewable Energy (Jobs and Investment) Act 2017	The objectives of the *Renewable Energy (Jobs and Investments) Act 2017* are to increase the use of renewable energy sources within Victoria. This legislation sets targets for renewable energy generation and energy storage, including targets for the state to achieve: • 95% of electricity generated using renewable energy sources by 2035 • energy storage facilities with a combined capacity to store and dispatch at least 6.3 GW of electricity at any time by 2035. The Act establishes mechanisms, such as the Victorian Renewable Energy Target scheme, to encourage investment, promote renewable energy generation, and support the growth of renewable energy industries in Victoria.	The Project is consistent with the objectives of the Act as development of the Project will play an important role in achieving Victoria's legislated renewable energy generation and energy storage targets. No approvals are required for the Project under the *Renewable Energy (Jobs and Investment) Act 2017*.
Road Management Act 2004	The *Road Management Act 2004* (**RM Act**) establishes a coordinated management system that will promote safe and efficient state and local public road networks and the responsible road use in Victoria. The RM Act sets out general principles and obligations the road authority is responsible for administering.	Under Section 63 (1) of the RM Act, a person must not conduct any work in, on, under, or over a road without the written consent of the coordinating road authority. Written consent will be required from the relevant coordinating road authority (i.e. DTP Transport for State arterial roads and the relevant Council for local roads within their LGA) for any construction works in, on, under or over public roads. As the Project will involve a series of upgrades to local roads and intersections for the transport of construction materials and to provide access to the Project Site, consent will be sought from the relevant authority as required prior to works commencing.

Legislation	Relevance	Project Response
Water Act 1989	The *Water Act 1989* regulates impacts on and use of surface water and groundwater in Victoria. The main purpose of the *Water Act 1989* is to promote the efficient and equitable use of water resources and ensure water resources are conserved and appropriately managed for sustainable use.	The Project would involve works (e.g. culverts, bed level crossings) on multiple designated waterways occurring within the Project Site mainly for access track and underground reticulation cable crossings. A small section of overhead electrical reticulation will also cross Naringhil Creek (a designated waterway) between WTGs identified a T63 and T64. A works on waterways permit will be required from Corangamite CMA prior to construction of any works for the Project in, on, over or under a designated waterway. If the Project requires groundwater extraction for use during construction, a licence would be required under Section 51 of the *Water Act 1989*. If construction of a bore is required to facilitate groundwater extraction, a works licence would be required under Section 67 of the *Water Act 1989*.
Wildlife Act 1975	The *Wildlife Act 1975* promotes the protection and conservation of wildlife. All fauna species indigenous to Victoria are listed as protected under the *Wildlife Act 1975*, except for pest animals declared under the CaLP Act or wildlife declared to be unprotected wildlife. Under the *Wildlife Act 1975*, it is an offence to hunt, take or destroy protected or threatened wildlife without authorisation.	The Project would require authorisation from DEECA pursuant to Sections 22, 28A and 28G of the *Wildlife Act 1975* should any wildlife encountered during construction require salvage and relocation. A suitably qualified wildlife handler holding a current management authorisation under the *Wildlife Act 1975* would be engaged to salvage wildlife if required.

8.0 Summary of Planning Scheme Requirements

The Project is subject to the provisions of both the Corangamite Planning Scheme and the Golden Plains Planning Scheme. The following section provides an overview of the policy and provisions of the Planning Schemes relevant to the Project. This includes:

- Land use and other definitions relevant to the determination of planning permit triggers for the Project.
- A summary of planning permit triggers applicable to the Project.
- A summary of referral requirements for the planning permit applications for the Project.
- An overview of relevant planning policy under the Municipal Planning Strategy and Planning Policy Framework.
- An overview of relevant zones and overlays applying to the Project Site.
- An overview of particular and general provisions applicable to the Project.

The policy and provisions described in the following sections apply consistently to the Project under both the Corangamite Planning Scheme and Golden Plains Planning Scheme, except where specifically noted.

Assessment of the Project against relevant planning policy, and the purpose and decision guidelines of applicable zones, overlays and particular provisions as identified in the following sections, is provided in **Section 10.0**.

8.1 Land Use Definitions

Pursuant to **Clause 73.03** (Land Use Terms) of the Planning Schemes, the land uses for the Project are 'wind energy facility' (which is included in the land use term for 'renewable energy facility') and 'utility installation'.

For the purposes of this report:

- The wind farm, including the WTGs, electrical reticulation cabling connecting WTGs to the onsite substation, the permanent meteorological masts and associated activities including temporary construction activities, are categorised as a wind energy facility.
- The BESS facility, onsite substation, and transmission line connecting to Berrybank Terminal Station are categorised as a utility installation.

The BESS facility and onsite substation are wholly contained within the Corangamite LGA and subject to the Corangamite Planning Scheme. The remaining Project components are located across both LGAs as summarised in **Table 3.1**.

Other definitions relevant to the determination of planning permit triggers for the Project under the Planning Schemes are provided in **Table 8.1** along with the applicable land use definitions under **Clause 73.03**.

Table 8.1 Relevant Land Use and Other Definitions

Clause	Term	Definition Relevant to Project
Clause 73.03 (Land Use Terms)	Renewable Energy Facility	'Land used to generate energy using resources that can be rapidly replaced by an ongoing natural process [...] includes any building or other structure or thing used in or in connection with the generation of energy by a renewable energy source'.
	Wind Energy Facility	'Land used to generate electricity by wind force It includes land used for: Any turbine, building, or other structure or thing used in or connection with the generation of electricity by wind form An anemometer.'
	Utility Installation	'Land used: [...] To transmit, distribute, or store power'
Clause 73.01 (General Terms)	Anemometer	'A wind measuring device.'
	Earthworks	'Land forming, laser grading, levee banks, raised access roads and tracks, building pads, storage embankments, channel banks and drain banks and associated structures.'
	Native vegetation	'Plants that are indigenous to Victoria, including trees, shrubs, herbs, and grasses.'
Clause 73.02 (Sign Terms)	Business Identification Signage	'A sign that provides business identification information about a business or industry on the land where it is displayed. The information may include the name of the business or building, the street number of the business premises, the nature of the business, a business logo or other business identification information.'

8.2 Planning Permit Trigger Summary

8.2.1 Corangamite Planning Scheme

A summary of the planning permit triggers that apply to the Project under the Corangamite Planning Scheme is provided in **Table 8.2**. Further detail on the assessment of planning permit triggers based on the applicable zones, overlays and particular provisions is provided in **Section 8.6, Section 8.7** and **Section 8.8**.

Table 8.2 Planning Permit Trigger Summary – Corangamite

Planning Permit Trigger	Use	Building and Works	Vegetation Removal	Business Identification Signage
Clause 35.07 – Farming Zone (FZ)	Permit required for use of land for a wind energy facility and utility installation.	Permit required for buildings and works associated with a wind energy facility and utility installation. No permit required for earthworks under Schedule 1 to **Clause 35.07**.	Not applicable – no trigger for vegetation removal.	Permit required for business identification signage in Category 4 – sensitive areas (FZ). Any signage will not exceed 3 sqm.
Clause 36.04 – Transport Zone 2 (Principal Road Network) (TRZ2)	Permit required for use of land for a wind energy facility.	Permit required for buildings and works associated with a wind energy facility.	Not applicable – no trigger for vegetation removal.	No permit required. No signage proposed in the TRZ2.
Clause 42.01 – Environmental Significance Overlay – Schedule 1 (ESO1)	Not applicable – no trigger for use.	Permit required for buildings and works within the ESO1.	No permit required for removal of planted vegetation within the ESO1. No vegetation other than planted vegetation is proposed for removal within ESO1.	Not applicable – no signage requirements.
Clause 42.02 – Vegetation Protection Overlay – Schedule 2 (VPO2)	Not applicable – no trigger for use permit.	Not applicable – no trigger for buildings and works.	Permit required for removal of vegetation within VPO2.	Not applicable – no signage requirements.
Clause 44.06 – Bushfire Management Overlay (BMO)	Not applicable – no trigger for use.	No permit required. Wind energy facility and utility installation are not specified uses requiring a permit.	Not applicable – no trigger for vegetation removal.	Not applicable – no signage requirements.

Planning Permit Trigger	Use	Building and Works	Vegetation Removal	Business Identification Signage
Clause 52.05 – Signs	Not applicable – no trigger for use.	Not applicable – no trigger for buildings and works.	Not applicable – no trigger for vegetation removal.	Permit required for business identification signage in a Category 4 (FZ) – sensitive areas. Any signage will not exceed 3sqm.
Clause 52.06 – Car Parking	Pursuant to **Clause 52.06-6** (Number of car parking spaces required for other uses), car parking spaces must be provided to the satisfaction of the responsible authority.			
Clause 52.17 – Native Vegetation	Not applicable – no trigger for use.	Not applicable – no trigger for buildings and works.	Permit required for native vegetation removal.	Not applicable – no signage requirements.
Clause 52.29 – Land adjacent to the Principal Road Network	Not applicable – no trigger for use.	Permit required for works to create or alter access to Rokewood-Skipton Road and Glenelg Highway (TRZ2).	Not applicable – no trigger for vegetation removal.	Not applicable – no signage requirements.
Clause 52.32 – Wind Energy Facility	Permit required for use of land for wind energy facility.	Permit required for buildings and works associated with a wind energy facility.	Not applicable – no trigger for vegetation removal.	Not applicable – no signage requirements.
Clause 52.33 – Post Boxes and Dry Stone Walls	Not applicable – no trigger for use.	No permit required to demolish, remove or alter a dry stone wall constructed before 1940 if encountered during construction of the Project.	Not applicable – no trigger for vegetation removal.	Not applicable – no signage requirements.
Clause 53.22 – Significant Economic Development	The Project meets the applicable conditions for the use of land for a renewable energy facility and utility installation under **Clause 53.22** and is therefore seeking planning permit approval via the Development Facilitation Program (DFP).			

8.2.2 Golden Plains Planning Scheme

A summary of the planning permit triggers that apply to the Project under the Golden Plains Planning Scheme is provided in **Table 8.3**. Further detail on the assessment of planning permit triggers based on the applicable zones, overlays and particular provisions is provided in **Section 8.6**, **Section 8.7** and **Section 8.8**.

Table 8.3 Planning Permit Trigger Summary – Golden Plains

Planning Permit Trigger	Use	Buildings and Works	Vegetation Removal	Business Identification Signage
Clause 35.07 – Farming Zone (FZ)	Permit required for use of land for a wind energy facility and utility installation.	Permit required for buildings and works associated with a wind energy facility and utility installation. Permit required for earthworks under the Schedule to **Clause 35.07.**	Not applicable – no trigger for vegetation removal.	Permit required for business identification signage in Category 4 – sensitive areas (FZ). Any signage will not exceed 3 sqm.
Clause 36.04 – Transport Zone 2 (Principal Road Network) (TRZ2)	Permit required for use of land for a wind energy facility.	Permit required for buildings and works associated with a wind energy facility.	Not applicable – no trigger for vegetation removal.	No permit required. No signage proposed in the TRZ2.
Clause 42.01 – Environmental Significance Overlay – Schedule 2 (ESO2)	Not applicable – no trigger for use.	Permit required for buildings and works within the ESO2.	Permit required for removal of non-native vegetation within the ESO2 associated with a power pole east of Naringhil Creek. No permit required for removal of planted vegetation. No native vegetation is proposed for removal within ESO2.	Not applicable – no signage requirements.

Planning Permit Trigger	Use	Buildings and Works	Vegetation Removal	Business Identification Signage
Clause 42.02 – Vegetation Protection Overlay – Schedule 2 (VPO2)	Not applicable – no trigger for use.	Not applicable – no trigger for buildings and works.	Permit required for native vegetation removal within the VPO2.	Not applicable – no signage requirements.
Clause 44.02 – Salinity Management Overlay (SMO)	Not applicable – no trigger for use.	Permit required for buildings and works within the SMO.	Permit required for non-native vegetation removal within the SMO. No native vegetation is proposed for removal within the SMO.	Not applicable – no signage requirements.
Clause 44.04 – Land Subject to Inundation Overlay (LSIO)	Not applicable – no trigger for use.	Permit required for buildings and works within the LSIO.	Not applicable – no trigger for vegetation removal.	Not applicable – no signage requirements.
Clause 44.06 – Bushfire Management Overlay (BMO)	Not applicable – no trigger for use.	No permit required. Wind energy facility and utility installation are not specified uses requiring a permit.	Not applicable – no trigger for vegetation removal.	Not applicable – no signage requirements.
Clause 52.05 – Signs	Not applicable – no trigger for use.	Not applicable – no trigger for buildings and works.	Not applicable – no trigger for vegetation removal.	Permit required for business identification signage in a Category 4 (FZ) – sensitive areas. Any signage will not exceed 3 sqm.
Clause 52.06 – Car Parking	Pursuant to **Clause 52.06-6** (Number of car parking spaces required for other uses), car parking spaces must be provided to the satisfaction of the responsible authority.			
Clause 52.17 – Native Vegetation	Not applicable – no trigger for use.	Not applicable – no trigger for buildings and works.	Permit required for native vegetation removal.	Not applicable – no signage requirements.

Planning Permit Trigger	Use	Buildings and Works	Vegetation Removal	Business Identification Signage
Clause 52.29 – Land adjacent to the Principal Road Network	Not applicable – no trigger for use.	Permit required for works to create or alter access to Rokewood-Skipton Road and Glenelg Highway (TRZ2).	Not applicable – no trigger for vegetation removal.	Not applicable – no signage requirements.
Clause 52.32 – Wind Energy Facility	Permit required for use of land for wind energy facility.	Permit required for buildings and works associated with a wind energy facility.	Not applicable – no trigger for vegetation removal.	Not applicable – no signage requirements.
Clause 52.33 – Post Boxes and Dry Stone Walls	Not applicable – no trigger for use.	Permit may be required to demolish, remove or alter a dry stone wall constructed before 1940 if encountered during construction of the Project.	Not applicable – no trigger for vegetation removal.	Not applicable – no signage requirements.
Clause 53.22 – Significant Economic Development	The Project meets the applicable conditions for the use of land for a renewable energy facility and utility installation under **Clause 53.22** and is therefore seeking planning permit approval via the Development Facilitation Program (DFP).			

8.3 Referral Trigger Summary

8.3.1 Corangamite Planning Scheme

Table 8.4 summarises the referral requirements triggered for the Project under **Clause 66** of the Corangamite Planning Scheme. Refer to **Section 8.9.3** for a detailed review of the referral requirements under **Clause 66** of the Planning Scheme.

Table 8.4 Summary of Referral Requirements – Corangamite

Clause	Referral Authority	Type of Referral Authority
Clause 66.02 (Use and development referrals)		
Clause 66.02-7 (Industry, utility installation or warehouse)	Victorian Workcover Authority (Work Safe)	Determining referral authority
Clause 66.03 (Referral of permit applications under other State standard provisions)		
Clause 52.29-4 (Land adjacent to the Principal Road Network)	Head, Transport for Victoria	Determining referral authority

There are no referral requirements applicable to the Project specified under **Clause 66.04** (Referral of permit applications under local provisions) of the Corangamite Planning Scheme.

8.3.2 Golden Plains Planning Scheme

Table 8.5 summarises the referral requirements triggered for the Project under **Clause 66** of the Golden Plains Planning Scheme. Refer to **Section 8.9.3** for a detailed review of the referral requirements under **Clause 66** of the Planning Scheme.

Table 8.5 Summary of Referral Requirements – Golden Plains

Clause	Referral Authority	Type of Referral Authority
Clause 66.02 (Use and development Referrals)		
Clause 66.02-4 (Major electricity line or easement	AusNet Services	Determining referral authority
Clause 66.03 (Referral of permit applications under other State standard provisions)		
Clause 44.02-8 (Salinity Management Overlay)	Secretary to the Department of Energy, Environment and Climate Action	Determining referral authority
Clause 44.04-7 (Land Subject to Inundation Overlay)	Corangamite Catchment Management Authority	Recommending referral authority
Clause 52.29-4 (Land adjacent to the Principal Road Network)	Head, Transport for Victoria	Determining referral authority

There are no referral requirements applicable to the Project specified under **Clause 66.04** (Referral of permit applications under local provisions) of the Golden Plains Planning Scheme.

8.4 Municipal Planning Strategy

The Municipal Planning Strategy (**MPS**) expresses the overarching strategic policy directions of the municipality and operates in conjunction with the Planning Policy Framework (**PPF**) to provide the local policy context and direction for a planning scheme. The MPS clauses of most relevance to the Project under the Corangamite and Golden Plains Planning Schemes are identified in **Sections 8.4.1** and **Section 8.4.2** respectively. The Project has been assessed against the relevant MPS clauses in **Section 10.1.1** (Corangamite) and **Section 10.1.2** (Golden Plains).

8.4.1 Corangamite Planning Scheme

The MPS clauses that are most relevant to the use and development of the Project under the Corangamite Planning Scheme are detailed below:

- **Clause 02.02** (Vision) references the vision outlined for the Corangamite Shire from a land use and development perspective.

The strategic directions of relevance to the Project outlined in **Clause 02.03** (Strategic Directions) include:

- **Clause 02.03-2** (Environmental and landscape values)
  - Support land use and development that protects and enhances biological diversity.
  - Locating and undertaking development in a manner that minimises the risk to wetlands, water catchments and water quality.
  - Protect sensitive coastal and volcanic landscapes and preserve remnant vegetation where feasible.
  - Maintain locally significant views and vistas.
  - Protect landscape, geological integrity, habitat and other features from development.
- **Clause 02.03-3** (Environmental risks and amenity)
  - Identify areas prone to flooding and limit the potential for unsuitable development.
  - Permit development only where the risks to life, property and community infrastructure from bushfire and flood is low.
  - Ensure development can implement bushfire protection measures without unacceptable environmental impacts.
  - Protect areas prone to soil erosion by minimising earthworks, ground disturbance and vegetation loss.
- **Clause 02.03-4** (Natural resource management)
  - Limit the further fragmentation of rural land.
  - Protect catchment and waterway health.
- **Clause 02.03-5** (Built environment and heritage)
  - Conserve the Shire's natural, built and cultural heritage places.
  - Protect Aboriginal sites and significant cultural landscapes.

- **Clause 02.03-8** (Transport)
    - Integrate land use and transport planning to facilitate better use of the transport network.
- **Clause 02.03-9** (Infrastructure)
    - Facilitate the establishment and expansion of renewable energy facilities while managing the impacts on amenity, roads and environment.

8.4.2 Golden Plains Planning Scheme

The MPS clauses that are most relevant to the use and development of the Project under the Golden Plains Planning Scheme are detailed below:

- **Clause 02.02** (Vision) references the vision outlined for the Golden Plains from a land use and development perspective.

The strategic directions of relevance to the Project outlined in **Clause 02.03** (Strategic Directions) include:

- **Clause 02.03-2** (Environmental and landscape values)
    - Protecting significant habitats and remnant vegetation from the encroachment of development.
    - Balancing native vegetation conservation with development pressures, land use change and protection of people from bushfire.
- **Clause 02.03-3** (Environmental risks and amenity)
    - Avoiding development in bushfire prone areas.
    - Discouraging the intensification of land use and development in floodplains.
    - Protect soil and water resources from the risk of increased salinity.
- **Clause 02.03-4** (Natural resource management)
    - Protecting the role of agricultural land as an economically valuable resource.
- **Clause 02.03-5** (Built environment and heritage)
    - Protecting, maintaining and enhancing heritage areas and features in private and public ownership.

8.5 Planning Policy Framework

The Planning Policy Framework (**PPF**) sets out policies which articulate the land use and development outcomes sought by the planning scheme, which are implemented through the zone, overlay and particular provisions. The PPF is presented in a three-tier integrated policy structure as follows:

- State-wide: Policies of state significance that apply in all planning schemes in Victoria.
- Regional: Policies of state significance that apply to allied planning schemes based on geographic and thematic policy groupings.
- Local: Policies of local significance that apply in an individual local planning scheme.

The state-wide, regional and local PPF clauses of most relevance to the Project under the Corangamite and Golden Plains Planning Schemes are identified in **Section 8.5.1, Section 8.5.2** and **Section 8.5.3**. The Project has been assessed against the relevant PPF clauses in **Section 10.2**.

8.5.1 State-wide Planning Policy Applicable under Corangamite and Golden Plains Planning Schemes

The PPF clauses relating to state-wide planning policy that are most relevant to the use and development of the Project are detailed below.

- **Clause 19.01-1S** (Energy supply) has an objective to facilitate appropriate development of energy supply infrastructure. Strategies of relevance to the Project include:
  - 'Support the development of energy generation, storage, transmission, and distribution infrastructure to transition to a low-carbon economy.
  - Develop appropriate infrastructure to meet community demand for energy services.
  - Ensure energy generation, storage, transmission and distribution infrastructure and projects are resilient to the impacts of climate change.
  - Facilitate the production and distribution of zero emission gases and fuels.
  - Support energy infrastructure projects in locations that minimise land use conflicts, including in any renewable energy zones declared under section 63 of the *National Electricity (Victoria) Act 2005*.
  - Support energy infrastructure projects in locations that take advantage of existing and planned resources and infrastructure networks.
  - Facilitate energy infrastructure projects that help diversify local economies and improve sustainability and social outcomes.
  - Facilitate renewable energy generation and storage to meet on-site energy needs.'
- **Clause 19.01-2S** (Renewable energy) has the objective to support the provision and use of renewable energy in a manner that ensures appropriate siting and design considerations are met. Strategies of relevance to the Project include:
  - 'Facilitate renewable energy development in appropriate locations.
  - Protect renewable energy infrastructure against competing and incompatible uses.
  - Set aside suitable land for future renewable energy infrastructure.
  - Consider the economic, social and environmental benefits to the broader community of renewable energy generation while also considering the need to minimise the effects of a proposal on the local community and environment.
  - Support wind energy facilities in locations with consistently strong winds over the year.'

In addition, the following PPF clauses relating to state-wide planning policy provide policy context for potential environmental and social impacts as a result of the Project.

- **Clause 11.03-5S** (Distinctive areas and landscapes) seeks 'to recognise the importance of distinctive areas and landscapes in Victoria and protect and enhance the valued attributes of identified or declared distinctive areas and landscapes'. The strategies of relevance to the Project include:

- Recognise the unique features and special characteristics of these areas and landscapes.
- Recognise the important role these areas play in the state as tourist destinations.
- Protect the identified key values and activities of these areas.
- Enhance conservation of the environment, including the unique habitats, ecosystems and biodiversity of these areas.
- Avoid use and development that could undermine the long-term natural or non-urban use of land in these areas.

- **Clause 11.03-6S** (Regional and local places) has the objective to facilitate integrated place-based planning. Strategies of relevance include:
  - Consider the distinctive characteristics and needs of regional and local places in planning for future land use and development.
- **Clause 12.01-1S** (Protection of biodiversity) has the objective to protect and enhance Victoria's biodiversity. All strategies listed under this clause are relevant to the Project.
- **Clause 12.01-2S** (Native vegetation management) has the objective to ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. All strategies listed under this clause are relevant to the Project.
- **Clause 12.03-1S** (River and riparian corridors, waterways, lakes, wetlands, and billabongs) has the objective to protect and enhance waterway systems including river and riparian corridors, waterways, lakes, wetlands and billabongs. All strategies listed under this clause are relevant to the Project.
- **Clause 12.05-2S** (Landscapes) has the objective to protect and enhance significant landscapes and open spaces that contribute to character, identity and sustainable environments. All strategies listed under this clause are relevant to the Project.
- **Clause 13.01-1S** (Natural hazards and climate change) has the objective to minimise the impacts of natural hazards and adapt to the impacts of climate change through risk-based planning. Strategies of relevance to the Project include:
  - Site and design development to minimise risk to life, health, property, the natural environment and community infrastructure from natural hazards.
- **Clause 13.02-1S** (Bushfire planning) has the objective to strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life. This policy applies to developments under the P&E Act relating to land that is:
  - Within a designated bushfire prone area.
  - Subject to a Bushfire Management Overlay.
  - Proposed to be used or developed in a way that may create a bushfire hazard.
- **Clause 13.03-1S** (Floodplain management) has the objective to protect life, property, and community infrastructure from potential flood hazards as a result of coastal inundation, riverine and overland flows. The protection of natural carrying capacity and flood storage function, as well as environmentally significant floodplain areas, are also managed under this clause. Strategies of relevance to the Project include:

- Identify land affected by flooding, including land inundated by the 1 in 100 year flood event (1 per cent Annual Exceedance Probability) or as determined by the floodplain management authority in planning schemes.
- Avoid intensifying the impact of flooding through inappropriately located use and development.
- Plan for the cumulative impacts of use and development on flood behaviour.
- Locate use and development that involve the storage or disposal of environmentally hazardous industrial and agricultural chemicals or wastes and other dangerous goods (including intensive animal industries and sewage treatment plants) outside floodplains unless site design and management is such that potential contact between such substances and floodwaters is prevented, without affecting the flood carrying and flood storage functions of the floodplain.
- Ensure land use on floodplains minimises the risk of waterway contamination occurring during floods and floodplains are able to function as temporary storage to moderate peak flows and minimise downstream impacts.

- **Clause 13.04-3S** (Salinity) has the objective to minimise the impact of salinity and rising water tables on land uses, buildings and infrastructure in rural and urban areas and areas of environmental significance and reduce salt load in rivers. This clause is relevant to land within the Golden Plains Shire. Strategies of relevance to the Project include "prevent inappropriate development in areas affected by groundwater salinity".
- **Clause 13.05-1S** (Noise management) has the objective to assist the management of noise effects on sensitive land uses. All strategies listed under this clause are relevant to the Project.
- **Clause 13.06-1S** (Air quality management) has the objective to assist the protection and improvement of air quality. Strategies of relevance include:
  - Ensure, wherever possible, that there is suitable separation between land uses that pose a human health risk or reduce amenity due to air pollutants, and sensitive land uses (residential use, child care centre, school, education centre, residential aged care centre or hospital).
- **Clause 13.07-1S** (Land use compatibility) has the objective to protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts. All strategies listed under this clause are relevant to the Project.
- **Clause 14.01-1S** (Protection of agricultural land) has the objective to protect the state's agricultural base by preserving productive farmland. Strategies of relevance to the Project include:
  - Avoid permanent removal of productive agricultural land from the state's agricultural base without consideration of the economic importance of the land for the agricultural production and processing sectors.
  - Protect productive farmland that is of strategic significance in the local or regional context.
  - Protect productive agricultural land from unplanned loss due to permanent changes in land use.
  - Protect strategically important agricultural and primary production land from incompatible uses.

- Identify areas of productive agricultural land by consulting with the Department of Energy, Environment and Climate Action and using available information.
- Balance the potential off-site effects of a use or development proposal (such as degradation of soil or water quality and land salinisation) against the benefits of the proposal.

- **Clause 14.01-2S** (Sustainable agricultural land use) has the objective to encourage sustainable agricultural land use. Strategies of relevance to the Project include:
  - Support adaptation of the agricultural sector to respond to the potential risks arising from climate change.
  - Assist genuine farming enterprises to embrace opportunities and adjust flexibly to market changes.
- **Clause 15.01-6S** (Design for rural areas) has the objective to ensure development respects valued areas of rural character. All strategies under this clause are relevant to the Project.
- **Clause 15.03-1S** (Heritage conservation) has the objective to ensure the conservation of places of heritage significance. Strategies of relevance to the Project include:
  - Provide for the protection of natural heritage sites and man-made resources.
  - Encourage appropriate development that respects places with identified heritage values.
- **Clause 15.03-2S** (Aboriginal cultural heritage) has the objective to ensure the protection and conservation of places of Aboriginal cultural heritage significance. All strategies listed under this clause are relevant to the Project.
- **Clause 17.01-1S** (Diversified economy) has the objective to strengthen and diversify the economy. Strategies of relevance to the Project include:
- Support rural economies to grow and diversify.
- **Clause 18.01-1S** (Land use and transport integration) has the objective to facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport. Strategies of relevance to the Project include:
  - Protect existing transport infrastructure from encroachment or detriment that would impact on the current or future function of the asset.
  - Plan the use of land adjacent to the transport system having regard to the current and future development and operation of the transport system.

8.5.2 Regional and Local Planning Policy – Corangamite Planning Scheme

The following PPF clauses relating to regional and local planning policy are relevant to the use and development of the Project under the Corangamite Planning Scheme:

- **Clause 19.01-2R** (Renewable energy - Great South Coast) specifies a strategy to 'plan for and sustainably manage the cumulative impacts of alternative energy development.'
- **Clause 14.01-1L** (Protection of agricultural land) specifies strategies, as relevant to the Project, to:
  - Minimise conflict between agricultural and non-agricultural land uses in rural areas.

- Avoid non-agricultural land use and development in rural areas that prejudices the productive use of agricultural land.

8.5.3 Regional and Local Planning Policy – Golden Plains Planning Scheme

The following PPF clauses relating to regional and local planning policy are relevant to the use and development of the Project under the Golden Plains Planning Scheme:

- **Clause 12.03-1L** (Waterways and wetlands) with relevant strategies include:
  - Protect the quality of waterways, including wetlands, from the impacts of development and subdivision by incorporating setbacks and water sensitive urban design.
  - Protect connectivity between waterways and wetlands.
  - Avoid development that isolates wetlands.
  - Avoid development that results in the drainage of waterways and wetlands.
- **Clause 13.04-3L** (Salinity in Golden Plains) with relevant strategies including:
  - Manage the impacts of soil salinity on development through:
    - Careful siting of development.
    - Selection of durable construction materials.
    - Site landscaping and revegetation works.
    - Watering and irrigation systems.
    - Reducing the extent of impervious surfaces.
    - Management of surface water runoff.
- **Clause 13.03-1L** (Golden Plains floodplain management) applies to all land affected by the Floodway Overlay or Land Subject to Inundation Overlay. Strategies of relevance include:
  - Direct buildings and works to land not subject to flooding.
  - Discourage earthworks that obstruct natural flow paths or drainage lines.
  - Encourage fences to be of an open type, such as post and wire.

8.6 Zones

The following section identifies the zones that apply to the Project Site (as shown on **Figure 8.1**) along with specific components of the Project applicable under the planning controls for each zone.

8.6.1 Clause 35.07 – Farming Zone

The wind farm, BESS facility, substation, transmission line and grid connection works components are located within the Farming Zone (**FZ**) as shown on **Figure 8.1**, and are therefore subject to **Clause 35.07** (Farming Zone) of the Planning Schemes.

The purpose of the FZ is:

- "To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide for the use of land for agriculture.
- To encourage the retention of productive agricultural land.
- To ensure that non-agricultural uses, including dwellings, do not adversely affect the use of land for agriculture.
- To encourage the retention of employment and population to support rural communities.
- To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.
- To provide for the use and development of land for the specific purposes identified in a schedule to this zone."

8.6.1.1 Corangamite Planning Scheme

Under the Corangamite Planning Scheme, the Project components located within the Farming Zone are subject to Schedule 1 to **Clause 35.07**.

Table 8.6 outlines the applicable planning permit triggers for the Project within the FZ under the Corangamite Planning Scheme. The Project has been assessed against the purpose and decision guidelines for the FZ in **Section 10.3.1**.

Table 8.6 Clause 35.07 (Farming Zone) Planning Permit Triggers – Corangamite

Clause	Permit trigger
Clause 35.07-1 (Table of uses)	**Permit required.** Pursuant to **Clause 35.07-1** (Table of uses), a permit is required for the use of a wind energy facility and utility installation. The wind energy facility must meet the requirements of **Clause 52.32** (Wind energy facility). An assessment of the Project against **Clause 52.32** (Wind energy facility) is provided in **Section 10.4.5**.
Clause 35.07-4 (Buildings and works)	**Permit required.** Pursuant to **Clause 35.07-4** (Buildings and works), a permit is required to construct or carry out building or works associated with a Section 2 use. Both the wind energy facility and utility installation are Section 2 uses and as such, a planning permit is required for buildings and works associated with these uses.
Clause 35.07-7 (Signs)	**Permit required.** Pursuant to **Clause 35.07-7** (Signs), signage requirements are at **Clause 52.05** (Signs) and the FZ is in Category 4 (Sensitive areas). A permit is required for proposed business identification signage for the Project. Any proposed signage will be less than 3 sqm in size.

Clause	Permit trigger
Schedule 1 to Clause 35.07 (Earthworks)	**No permit required.** Pursuant to **Clause 35.07-4** (Buildings and works), a permit is required for earthworks specified in a schedule to the zone if on land specified in the schedule. Schedule 1 to **Clause 35.07** (Farming Zone) does not specify any land on which a permit is required for earthworks, therefore a permit is not required for earthworks under the Corangamite Planning Scheme.

8.6.1.2 Golden Plains Planning Scheme

Under the Golden Plains Planning Scheme, the Project components located within the Farming Zone are subject to the Schedule to **Clause 35.07**.

Table 8.7 outlines the applicable planning permit triggers for the Project within the FZ under the Golden Plains Planning Scheme. The Project has been assessed against the purpose and decision guidelines for the FZ in **Section 10.3.1**.

Table 8.7 Clause 35.07 (Farming Zone) Planning Permit Triggers – Golden Plains

Clause	Permit Trigger
Clause 35.07-1 (Table of uses)	**Permit required.** Pursuant to **Clause 35.07-1** (Table of uses), a permit is required for the use of a wind energy facility and utility installation. The wind energy facility must meet the requirements of **Clause 52.32** (Wind energy facility). An assessment of the Project against **Clause 52.32** (Wind energy facility) is provided in **Section 10.4.5**.
Clause 35.07-4 (Permit requirement)	**Permit required.** Pursuant to **Clause 35.07-4** (Buildings and works), a permit is required to construct or carry out building or works associated with a Section 2 use. Both the wind energy facility and utility installation are Section 2 uses and as such, a planning permit is required for buildings and works associated with these uses.
Clause 35.07-7 (Signs)	**Permit required.** Pursuant to **Clause 35.07-7** (Signs), signage requirements are at **Clause 52.05** (Signs) and the FZ is in Category 4 (Sensitive areas). A permit is required for proposed business identification signage for the Project. Any proposed signage will be less than 3 sqm in size.
Schedule to Clause 35.07 (Earthworks)	**Permit required.** Pursuant to **Clause 35.07-4** (Buildings and works), a permit is required for earthworks specified in a schedule to the zone if on land specified in the schedule. The Schedule to **Clause 35.07** specifies that a permit is required on any land for earthworks which change the rate of flow or the discharge point of water across a property boundary or increase the discharge of saline groundwater. As mentioned in the Flood Impact Assessment (**Appendix I**), building roads and other infrastructure for the Project could change how water flows across the site, especially during heavy rain. This might mean redirecting water or causing it to pool in new areas. Some construction might temporarily or permanently change how water moves through creeks or overland flow paths. Most turbines

Clause	Permit Trigger
	are placed outside flood-prone areas, but raised access tracks and hardstand areas could still affect drainage. Standard drainage measures like swales, drains, bunds and culverts will be needed to manage these changes and reduce impacts. On this basis, there is potential for the Project to change the rate of flow or the discharge point of water across property boundaries and as such, a permit is required for earthworks under the Schedule to **Clause 35.07**.

8.6.2 Clause 36.04 – Transport Zone

Rokewood-Skipton Road which runs through the central portion of the Project Site forms part of the Principal Road Network and is zoned Transport Zone 2 (**TRZ2**). Glenelg Highway which runs north of the Project Site is also zoned TRZ2. Two site entry points to the Project are located along Rokewood Skipton Road within the TRZ2 as shown **Figure 8.1**. One site entry point is located at the intersection of Rokewood-Skipton Road and Rankin Road, and another site entry point is located at the intersection of Rokewood-Skipton Road and Stretchs Road.

Temporary minor modifications to accommodate OSOM vehicles are proposed at intersections that involve roads zoned TRZ2 within Corangamite Shire, including Rokewood-Skipton Road and Notmans Road, Glenelg Highway and Skipton-Geelong Road, Rokewood Skipton Road and Mount Bute Road, and Glenelg Highway and Spring Hill Road. Temporary minor modifications to accommodate OSOM vehicles are also proposed at intersections that involve roads zoned TRZ2 within Golden Plains Shire, including Glenelg Highway and Lismore-Pittong Ro, and Rokewood-Skipton Road and Pittong-Lismore Road.

A section of underground electrical reticulation connecting WTGs as part of the wind farm (and therefore defined as part of the wind energy facility use) also crosses Rokewood-Skipton Road in the vicinity of the Rankin Road intersection as shown on **Figure 8.1**. Works associated with the underground electrical reticulation at the Rokewood-Skipton Road / Rankin Road intersection are expected to occur in both the Corangamite LGA and Golden Plains LGA, given the boundary between the LGAs runs along the western side of Rankin Road. As such, works associated with the underground electrical reticulation at the Rokewood-Skipton Road / Rankin Road intersection are subject to **Clause 36.04** (Transport Zone) under both the Corangamite and Golden Plains Planning Schemes.

Consent is required from the Head, Transport for Victoria (Head, TfV) to lodge the planning permit application for these works within the TRZ2; this consent has been received and is appended at **Appendix C**.

The purpose of the TRZ is:

- “To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide for an integrated and sustainable transport system.
- To identify transport land use and land required for transport services and facilities.
- To provide for the use and development of land that complements, or is consistent with, the transport system or public land reservation.
- To ensure the efficient and safe use of transport infrastructure and land comprising the transport system.”

8.6.2.1 Corangamite Planning Scheme

Table 8.8 outlines the applicable planning permit triggers for the Project within the TRZ2 under the Corangamite Planning Scheme. The Project has been assessed against the purpose and decision guidelines for the TRZ in **Section 10.3.2**.

Table 8.8 Clause 36.04 (Transport Zone) Planning Permit Triggers – Corangamite

Clause	Permit Trigger
Clause 36.04-1 (Table of uses)	**Permit required.** Pursuant to **Clause 36.04-1** (Table of uses), a wind energy facility would fall within 'any other use' in Section 1 of the table of uses. However, as the wind energy facility is not for a transport purpose and is not carried out by or on behalf of a relevant transport manager, the use does not meet the condition for 'any other use' in Section 1. As such, the use would fall into Section 2 and therefore a permit is required for the use of a wind energy facility in the TRZ2. Note that this use relates to underground electrical reticulation only, with no WTGs or other infrastructure associated with the wind farm proposed within the TRZ2. Further, no utility installation uses such as the BESS facility, onsite substation or transmission line, would occur within the TRZ2. A permit is not required for the use of land for a road (i.e. in relation to the site entry points and temporary intersection modifications within TRZ2) pursuant to **Clause 62.01** (Uses not requiring a permit) of the Planning Schemes.
Clause 36.04-2 (Permit requirement)	**Permit required.** Pursuant to **Clause 36.04-2** (Permit requirement), a permit is required to construct or carry out building or works associated with the wind energy facility as a Section 2 use. A permit is not required for the roadworks (i.e. in relation to the site entry points and temporary intersection modifications within TRZ2) pursuant to **Clause 62.02-2** (Buildings and works not requiring a permit unless specifically required by the planning scheme) of the Planning Schemes.
Clause 36.04-6 (Signs)	**No permit required.** Pursuant to **Clause 36.04-6** (Signs), a permit is required to construct or put up for display a sign over a road carriageway or over land within 600 millimetres of a carriageway. No signage proposed for the Project will encroach a road carriageway or be located within 600 millimetres of a carriageway. Therefore, no permit is required under **Clause 36.04-6**. **Clause 36.04-6** (Signs) further identifies that signage requirements are at **Clause 52.05** (Signs) and for that purpose, the signage category that applies to the TRZ2 is the category that applies to the adjoining zone. In relation to the Project Site, land adjoining the TRZ2 is in the FZ which is in Category 4 (Sensitive areas) under **Clause 52.05**. However, no signage is proposed in the TRZ2 and as such, no permit is required.

8.6.2.2 Golden Plains Planning Scheme

Table 8.9 outlines the applicable planning permit triggers for the Project within the TRZ2 under the Golden Plains Planning Scheme. The Project has been assessed against the purpose and decision guidelines for the TRZ in Section **10.3.2**.

Table 8.9 Clause 36.04 (Transport Zone) Planning Permit Triggers – Golden Plains

Clause	Permit Trigger
Clause 36.04-1 (Table of uses)	**Permit required.**

Clause	Permit Trigger
	Pursuant to **Clause 36.04-1** (Table of uses), a wind energy facility would fall within 'any other use' in Section 1 of the table of uses. However, as the wind energy facility is not for a transport purpose and is not carried out by or on behalf of a relevant transport manager, the use does not meet the condition for 'any other use' in Section 1. As such, the use would fall into Section 2 and therefore a permit is required for the use of a wind energy facility in the TRZ2. Note that this use relates to underground electrical reticulation only, with no WTGs or other infrastructure associated with the wind farm proposed within the TRZ2. Further, no utility installation uses such as the BESS facility, onsite substation or transmission line would occur within the TRZ2. A permit is not required for the use of land for a road (i.e. in relation to the site entry points and temporary intersection modifications within TRZ2) pursuant to **Clause 62.01** (Uses not requiring a permit) of the Planning Schemes.
Clause 36.04-2 (Permit requirement)	**Permit required.** Pursuant to **Clause 36.04-2** (Permit requirement), a permit is required to construct or carry out building or works associated with the wind energy facility as a Section 2 use. A permit is not required for the roadworks (i.e. in relation to the site entry points and temporary intersection modifications within TRZ2) pursuant to **Clause 62.02-2** (Buildings and works not requiring a permit unless specifically required by the planning scheme) of the Planning Schemes.
Clause 36.04-6 (Signs)	**No permit required.** Pursuant to **Clause 36.04-6** (Signs), a permit is required to construct or put up for display a sign over a road carriageway or over land within 600 millimetres of a carriageway. No signage proposed for the Project will encroach a road carriageway or be located within 600 millimetres of a carriageway. Therefore, no permit is required under **Clause 36.04-6**. **Clause 36.04-6** (Signs) further identifies that signage requirements are at **Clause 52.05** (Signs) and for that purpose, the signage category that applies to the TRZ2 is the category that applies to the adjoining zone. In relation to the Project Site, land adjoining the TRZ2 is in the FZ which is in Category 4 (Sensitive areas) under **Clause 52.05**. However, no signage is proposed in the TRZ2 and as such, no permit is required.

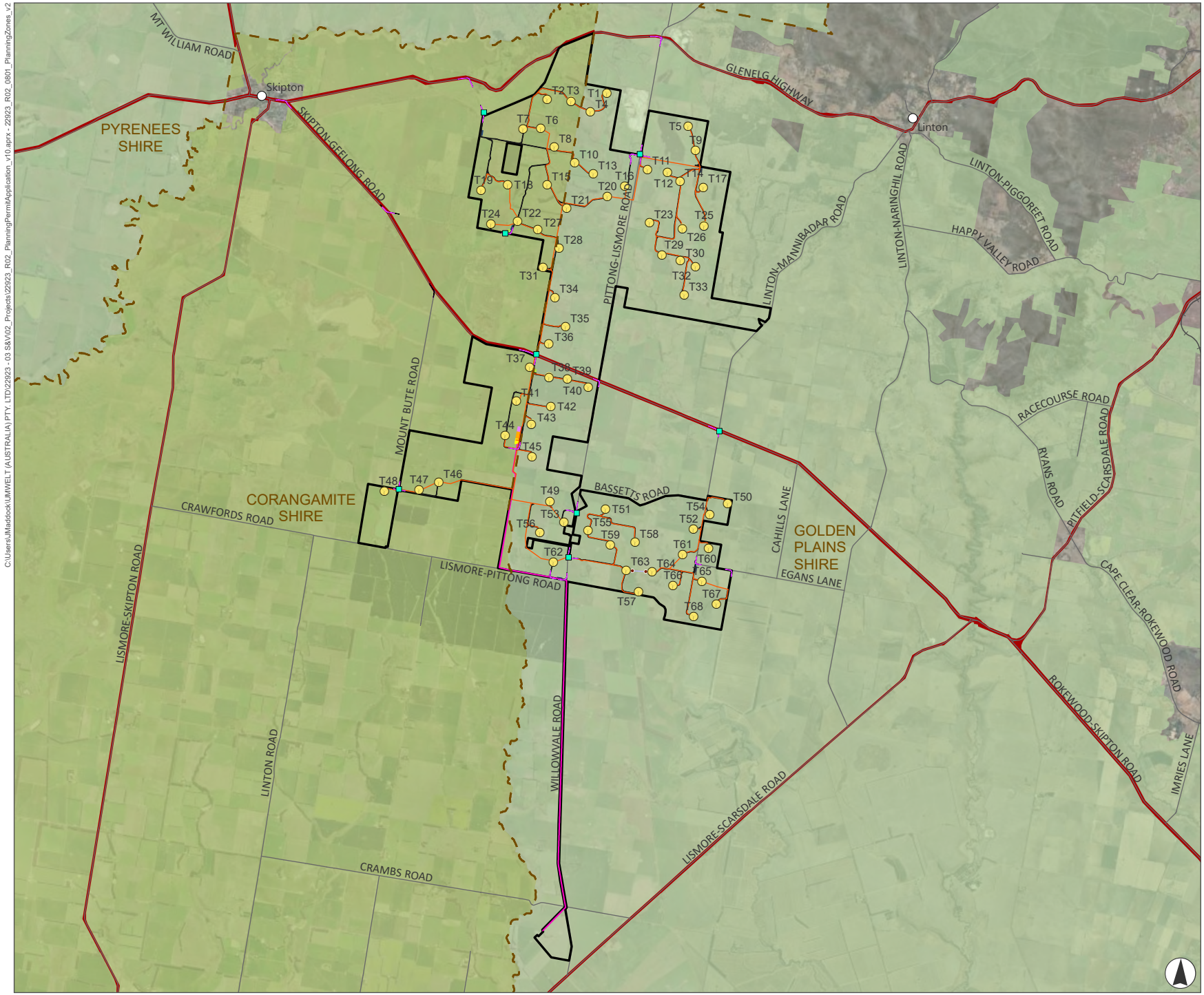

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FIGURE 8.1
Planning Zones

Legend

- Project Site
- Roads
- Railway
- Local Government Area
- Blade Sweep Envelope
- Tyre Impact Envelope - Swept Path

Project Infrastructure

- Site Entry Point
- Turbine
- Watertank
- Transmission Line
- Underground Electrical Reticulation
- Electrical Pole
- Overhead Electrical Reticulation
- Temporary Concrete Batch Plant
- Laydown Area
- Onsite Substation
- O&M Facility
- BESS Facility
- Access Tracks

Planning Zones

- FZ - Farming Zone
- FZ - Farming Zone - Schedule 1
- TRZ2 - Transport Zone 2- Principal Road Network

0 1.5 3
Kilometres

Scale 1:140,000 at A4
GDA2020 MGA Zone 54

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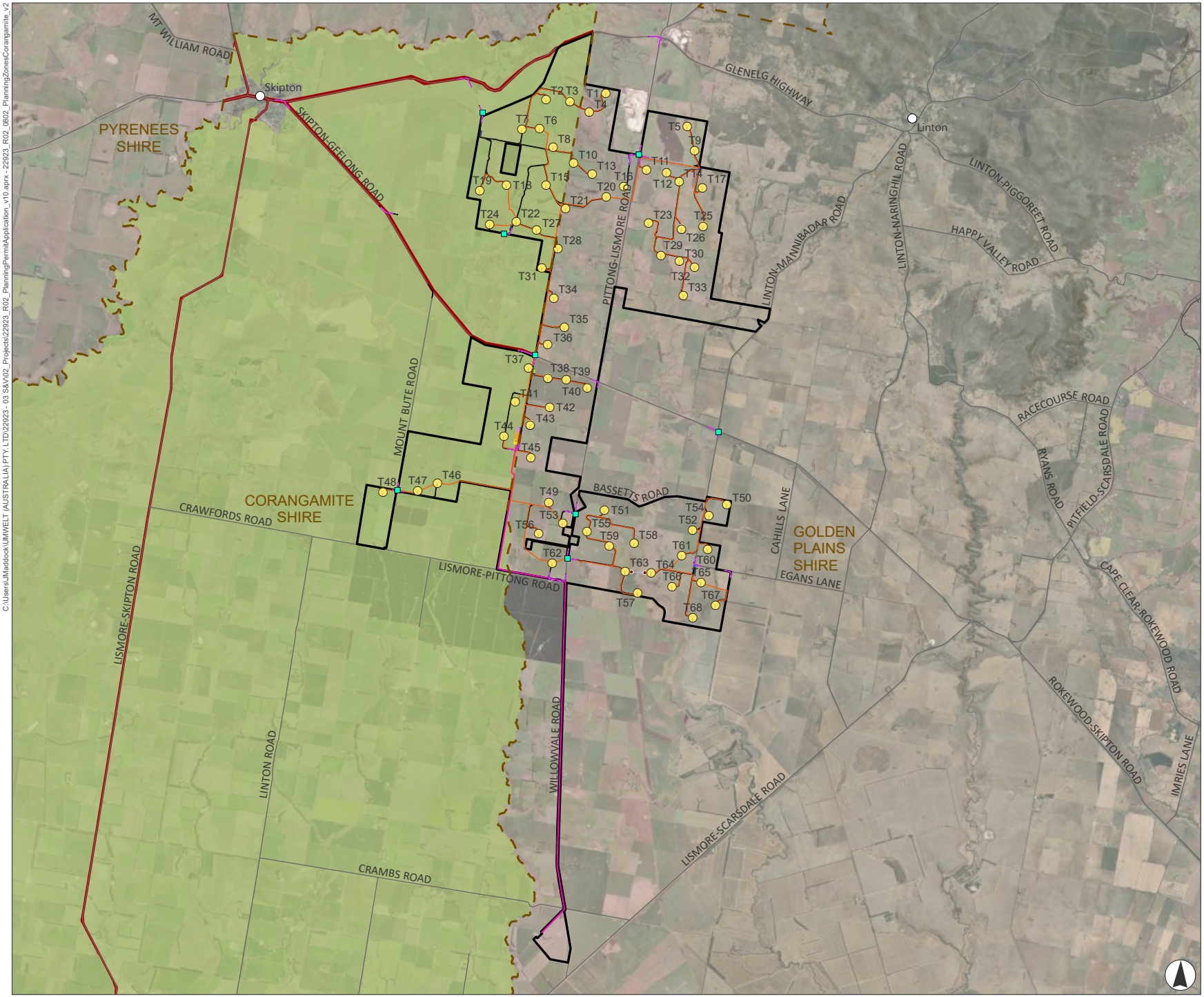

FIGURE 8.2

Planning Zones – Corangamite

Legend

- Project Site
- Railway
- Roads
- Local Government Area
- Blade Sweep Envelope
- Tyre Impact Envelope - Swept Path

Project Infrastructure

- Site Entry Point
- Turbine
- Watertank
- Transmission Line
- Underground Electrical Reticulation
- Electrical Pole
- Overhead Electrical Reticulation
- Temporary Concrete Batch Plant
- Laydown Area
- Onsite Substation
- O&M Facility
- BESS Facility
- Access Tracks

Planning Zones

- FZ - Farming Zone - Schedule 1
- TRZ2 - Transport Zone 2- Principal Road Network

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Kilometres

Scale 1:140,000 at A4
GDA2020 MGA Zone 54

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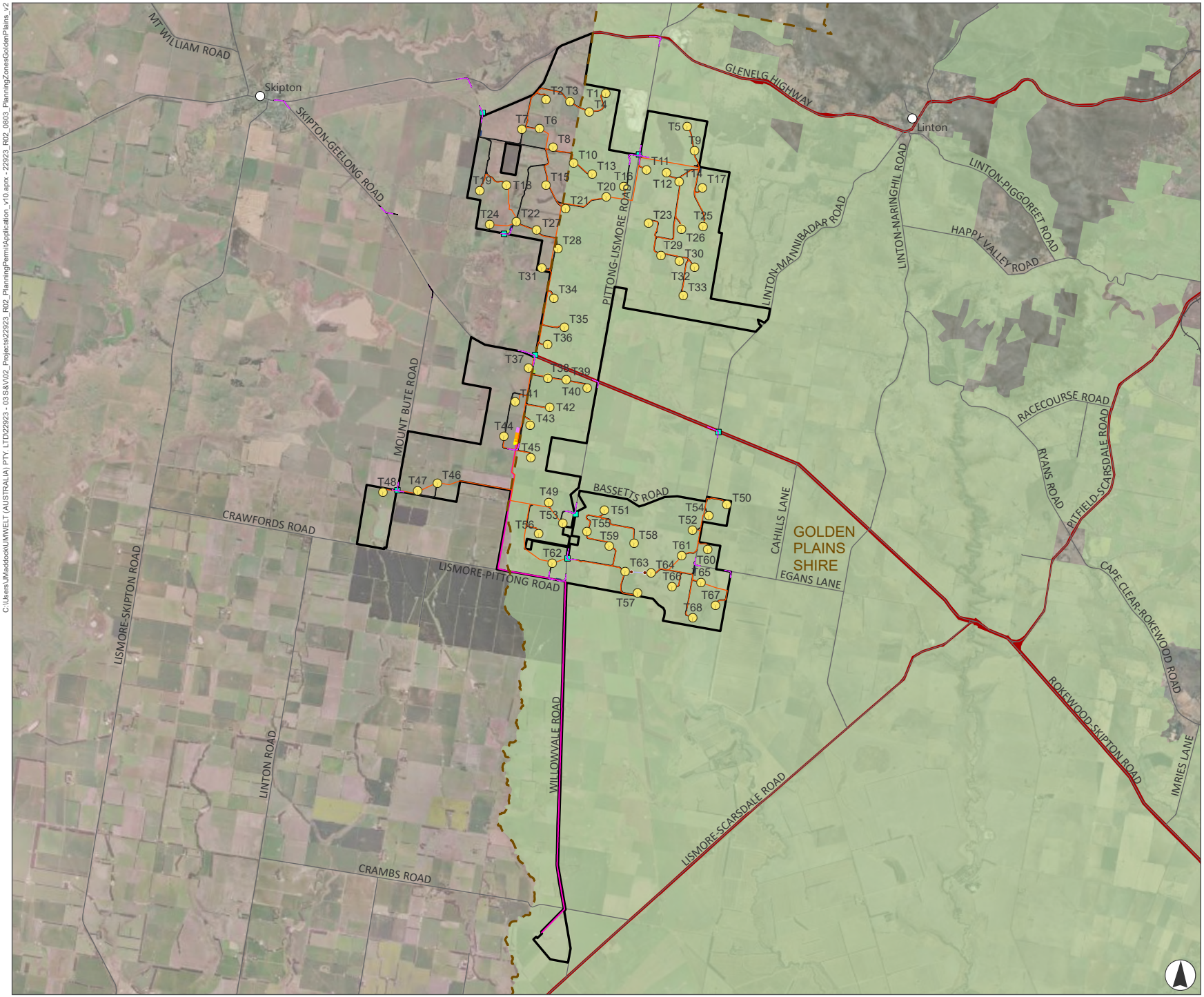

FIGURE 8.3

Planning Zones – Golden Plains

Legend

- Project Site
- Roads
- Railway
- Local Government Area
- Blade Sweep Envelope
- Tyre Impact Envelope - Swept Path

Project Infrastructure

- Site Entry Point
- Turbine
- Watertank
- Transmission Line
- Underground Electrical Reticulation
- Electrical Pole
- Overhead Electrical Reticulation
- Temporary Concrete Batch Plant
- Laydown Area
- Onsite Substation
- O&M Facility
- BESS Facility
- Access Tracks

Planning Zones

- FZ - Farming Zone
- TRZ2 - Transport Zone 2- Principal Road Network

0 1.5 3

Kilometres

Scale 1:140,000 at A4
GDA2020 MGA Zone 54

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8.7 Overlays

This following section identifies the overlays that apply to the Project Site (as shown on **Figure 8.4**) along with specific components of the Project applicable under the planning controls for each overlay.

8.7.1 Clause 42.01 – Environmental Significance Overlay

The Project intersects an Environmental Significance Overlay (**ESO**) under both the Corangamite and Golden Plains Planning Schemes as shown on **Figure 8.4**. The Project is therefore subject to **Clause 42.01** (Environmental Significance Overlay) of the Planning Schemes.

The purpose of the ESO is:

- "To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas where the development of land may be affected by environmental constraints.
- To ensure that development is compatible with identified environmental values".

8.7.1.1 Corangamite Planning Scheme

The Project intersects the Environmental Significance Overlay (Schedule 1 – Watercourses, water body and wetland protection) (**ESO1**) of the Corangamite Planning Scheme, which applies to land along Gnarkeet Chain of Ponds within the Project Site. Specifically, a small section of the underground transmission line intersects the ESO1 along Gillespies Road just south of Parker Road and along Lismore-Pittong Road where it crosses Gnarkeet Chain of Ponds as shown in **Figure 8.5**.

Table 8.10 outlines the applicable planning permit triggers for the Project under the ESO1 of the Corangamite Planning Scheme. The Project has been assessed against the environmental objectives and decision guidelines for the ESO1 in **Section 10.4.1.1**.

Table 8.10 Clause 42.01 (Environmental Significant Overlay) Planning Permit Triggers – Corangamite

Clause	Permit Triggers
Clause 42.01-2 (Permit requirement)	**Permit required – building and works.** Pursuant to **Clause 42.01-2** (Permit requirement), a permit is required to construct or carry out building or works unless a schedule to the overlay specifically states that a permit is not required. No relevant exemptions are specified in Schedule 1 to the overlay and therefore a permit is required to construct or carry out building and works associated with the transmission line for the Project **No permit required – vegetation removal.** Pursuant to **Clause 42.01-2** (Permit requirement), a permit is required to remove, destroy or lop any vegetation, including dead vegetation, unless a schedule to the overlay or **Clause 42.01-3** (Table of exemptions) specifically states that a permit is not required. **Clause 42.01-3** states that a permit is not required for 'planted vegetation', which includes cropped areas or areas that are direct seeded for grazing. Areas impacted by the Project within the ESO1 are wholly within a cropped paddock, therefore a permit is not required.

Clause	Permit Triggers
	As noted in the Ecological Assessment (**Appendix E**), several Golden Wattles were mapped within the ESO1 area along the road reserve of Lismore-Pittong Road but are not proposed to be impacted. No native vegetation removal is proposed within the ESO1.
Part 3.0 to Schedule 1 of Clause 42.01	Pursuant to Part 3.0 of Schedule 1 of **Clause 42.01**, comments on any application to develop land may be obtained from DEECA, Southern Rural Water or a relevant water supply authority.

8.7.1.2 Golden Plains Planning Scheme

The Project intersects the Environmental Significance Overlay (Schedule 2 – Watercourse protection) (**ESO2**) of the Golden Plains Planning Scheme, which applies to land along Gnarkeet Chain of Ponds and Hoyles Creek / Naringhil Creek within the Project Site. Specifically, the Project intersects the ESO2 in the following locations, as shown in **Figure 8.6** and **Figure 8.7**:

- A section of underground transmission line along Gillespies Road just south of Parker Road – located within agricultural paddock.
- A section of underground transmission line along Lismore-Pittong Road just east of Gnarkeet Chain of Ponds – located within agricultural paddock.
- A section of access track running south from Parker Road to WTG56 – located within agricultural paddock.
- A section of overhead electrical reticulation across Naringhil Creek between WTG 63 and WTG64, including three power poles located within the ESO2 – located within degraded grassland, non-native vegetation.

Table 8.11 outlines the applicable planning permit triggers for the Project under the ESO2 of the Golden Plains Planning Scheme. The Project has been assessed against the environmental objectives and decision guidelines for the ESO2 in **Section 10.4.1.2**.

Table 8.11 Clause 42.01 (Environmental Significance Overlay) Planning Permit Triggers – Golden Plains

Clause	Permit Triggers
Clause 42.01-2 (Permit requirement)	**Permit required – building and works.** Pursuant to **Clause 42.01-2** (Permit requirement), a permit is required to construct or carry out building or works unless a schedule to the overlay specifically states that a permit is not required. No relevant exemptions are specified in Schedule 2 to the overlay and therefore a permit is required to construct or carry out building and works associated with the Project components located within the ESO2. **Permit required – non-native vegetation removal.** Pursuant to **Clause 42.01-2** (Permit requirement), a permit is required to remove, destroy or lop any vegetation, including dead vegetation, unless a schedule to the overlay or **Clause 42.01-3** (Table of exemptions) specifically states that a permit is not required. **Clause 42.01-3** states that a permit is not required for 'planted vegetation', which includes cropped areas or areas that are direct seeded for grazing.

Clause	Permit Triggers
	As noted in the Ecological Assessment (**Appendix E**), no native vegetation removal is proposed within the ESO2, and most areas within the ESO2 impacted by the Project are located within cropped paddock or areas that are direct seeded for grazing. Some removal of non-native vegetation comprised of degraded grassland will be required for three power poles associated with the section of overhead reticulation across Naringhil Creek. As such, a permit will be required for the Project for removal of non-native vegetation within the ESO2 for the three power poles.
Part 3.0 to Schedule 2 of Clause 42.01	Pursuant to Part 3.0 of Schedule 2 of **Clause 42.01**, any application to develop land may be referred for comment to DEECA or the relevant water supply authority.

8.7.2 Clause 42.01 – Vegetation Protection Overlay

The Project intersects a Vegetation Protection Overlay (**VPO**) under both the Corangamite and Golden Plains Planning Schemes as shown in **Figure 8.4** and discussed in the following sections. The Project is therefore subject to **Clause 42.02** (Vegetation Protection Overlay) of the Planning Schemes.

The purpose of the VPO is:

- "To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To protect areas of significant vegetation.
- To ensure that development minimises loss of vegetation.
- To preserve existing trees and other vegetation.
- To recognise vegetation protection areas as locations of special significance, natural beauty, interest and importance.
- To maintain and enhance habitat and habitat corridors for indigenous fauna.
- To encourage the regeneration of native vegetation."

8.7.2.1 Corangamite Planning Scheme

A site entry point to the Project from Spring Hill Road is located within the Vegetation Protection Overlay (Schedule 2 – Roadside vegetation protection) (**VPO2**) as shown in **Figure 8.5**.

The vegetation protection objectives of the VPO2 are:

- "To protect areas of significant remnant vegetation located along roadsides throughout the municipality."

Table 8.12 outlines the applicable planning permit triggers for the Project under the VPO2 of the Corangamite Planning Scheme.

The Ecological Assessment (**Appendix E**) describes the following impacts to native vegetation within the VPO2 in Corangamite Shire:

- Spring Hill Road / Browns Road intersection and entrance into private property in far north-west of Project Site: Impacts proposed to a patch of Grassy Woodland (GW2) (0.063 ha impacted).

Table 8.12 Clause 42.02 (Vegetation Protection Overlay) Planning Permit Triggers – Corangamite

Clause	Permit Triggers
Clause 42.01-2 (Permit requirement)	**Permit required – vegetation removal.** Pursuant to **Clause 42.02-2** (Permit requirement), a permit is required to remove, destroy or lop any vegetation specified in a schedule to the overlay unless **Clause 42.02-3** (Table of exemptions) specifically states that a permit is not required. Part 3.0 (Permit requirements) to Schedule 2 specifically states that a permit is not required to remove, destroy or lop any vegetation which is not native vegetation (meaning only the removal of native vegetation would require a permit). As noted in the Ecological Assessment (**Appendix E**), native vegetation is proposed to be impacted (0.063 ha of Grassy Woodland) at this site entry point within the VPO2 and therefore a permit is required for vegetation removal.
Part 3.0 to Schedule 2 of Clause 42.02	Pursuant to Part 3.0 of Schedule 2 of **Clause 42.02:** • A permit is not required to remove, destroy or lop any vegetation which is not native vegetation. • Comments on any application to remove, destroy or lop any native vegetation may be obtained from DEECA.

8.7.2.2 Golden Plains Planning Scheme

The Project intersects the Vegetation Protection Overlay (Schedule 2 – Bushland reserves and roadside vegetation areas) (**VPO2**) of the Golden Plains Planning Scheme, which applies to areas containing significant remnant vegetation located within government road reserves within the Project Site, including Willowvale Road, Rokewood-Skipton Road, Rankin Road and Lismore-Pittong Road.

Specifically, the Project intersects the VPO2 in the following locations, as shown in **Figure 8.6** and **Figure 8.7**:

- The section of underground transmission line along Willowvale Road from south of Lismore-Pittong Road to Crambs Road.
- A section of underground transmission line and underground electrical reticulation crossing Rankin Road south of the BESS facility and north of Parker Road.
- A section of underground electrical reticulation crossing Rokewood-Skipton Road and works associated with the site entry point off Rokewood-Skipton Road at Rankin Road.
- A section of underground electrical reticulation crossing Lismore-Pittong Road.
- A swept path associated with the site entry point off Rokewood-Skipton Road at Stretchs Road.
- A swept path at the intersection of Rokewood-Skipton Road and Lismore-Pittong Road.

The Ecological Assessment (**Appendix E**) describes the following impacts to native vegetation within the VPO2 in Golden Plains:

- Willowvale Road
    - the underground transmission line would impact on the edges of 24 patches of Heavier soils Plains Grassland (1.143 ha impacted) mapped within the VPO2 along Willowvale Road.

- Rankin Road:
    - the underground transmission line avoids two patches of native vegetation (PG11 and PG13) within the VPO2 located near where the transmission line crosses Rankin Road south of the BESS facility / substation compound and north of Parker Road.
    - a section of underground electrical reticulation works would have a minor impact to Heavier soils Plains Grassland (PG11) (0.00215 hectares impacted) within the VPO2.
- Rokewood-Skipton Road / Rankin Road:
    - the site entry point and underground electrical reticulation works at this location would not impact native vegetation within the VPO2.
- Rokewood-Skipton Road / Lismore-Pittong Road
    - the swept path would have a minor impact to Heavier soils Plains Grassland (PG2) (0.0023 hectare impacted) within the VPO2.

Table 8.13 outlines the applicable planning permit triggers for the Project under the VPO2 of the Golden Plains Planning Scheme. The Project has been assessed against the vegetation protection objectives and decision guidelines for the VPO2 in **Section 10.4.2**.

Table 8.13 Clause 42.02 (Vegetation Protection Overlay) Planning Permit Triggers – Golden Plains

Clause	Permit Trigger
Clause 42.02-2 (Permit requirement)	**Permit required – native vegetation removal.** Pursuant to **Clause 42.02-2** (Permit requirement), a permit is required to remove, destroy, or lop any vegetation specified in a schedule to this overlay, unless **Clause 42.02-3** (Table of exemptions) specifically states that a permit is not required. As no vegetation is specified in Section 3.0 (Permit requirement) of Schedule 2 to the VPO under the Golden Plains Planning Scheme, there is arguably no planning permit required to remove, destroy, or lop any vegetation within the VPO2. However, it is noted that the vegetation protection objectives stated in Part 2.0 (Vegetation protection objectives to be protected) of Schedule 2 to the VPO seek 'to protect significant remnant vegetation located within bushland reserves and government road reserves' and 'to protect significant remnant vegetation species'. As such, it has been assumed that a permit may be required for impacts to native vegetation, as defined in the *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP, 2017), within the VPO2. Based on the Ecological Assessment (**Appendix E**), removal of native vegetation within the VPO2 would be required for construction of the underground transmission line along Willowvale Road between Lismore-Pittong Road and Crambs Road, and for a swept path at Rokewood-Skipton Road / Lismore-Pittong Road. The remaining areas within the VPO2 impacted by the Project comprise predominantly exotic vegetation and would not require a permit.
Part 3.0 of Schedule 2 to Clause 42.02	Pursuant to Part 3.0 of Schedule 2 to **Clause 42.02**, any application to develop land may be referred for comment to DEECA.

8.7.3 Clause 44.02 – Salinity Management Overlay

Parts of the Project infrastructure, including underground electrical reticulation and some WTG (WTG12), and access tracks in the Golden Plains LGA are located within a Salinity Management Overlay (**SMO**) as shown in **Figure 8.4**. As such, the Project is subject to **Clause 44.02** (Salinity Management Overlay) of the Golden Plains Planning Schemes as discussed in the following sections.

The purpose of the SMO is:

- "To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas subject to saline ground water discharge or high ground water recharge.
- To facilitate the stabilisation of areas affected by salinity.
- To encourage revegetation of areas which contribute to salinity.
- To encourage development to be undertaken in a manner which brings about a reduction in salinity recharge.
- To ensure development is compatible with site capability and the retention of vegetation, and complies with the objectives of any salinity management plan for the area.
- To prevent damage to buildings and infrastructure from saline discharge and high watertable."

8.7.3.1 Corangamite Planning Scheme

The Project Site does not intersect with a Salinity Management Overlay (**SMO**) within the Corangamite LGA as shown in **Figure 8.5** and therefore **Clause 44.02** (Salinity Management Overlay) of the Corangamite Planning Scheme does not apply to the Project.

8.7.3.2 Golden Plains Planning Scheme

The SMO is typically located along waterways and low-lying areas in the northern portion of the Project Site within the Golden Plains LGA. Several Project components fall within the SMO, including access tracks, underground electrical reticulation, hardstands, and WTG12, as shown in **Figure 8.6,** and are therefore subject to **Clause 44.02** (Salinity Management Overlay) of the Golden Plains Planning Scheme.

Table 8.14 outlines the applicable planning permit triggers for the Project under the SMO of the Golden Plains Planning Scheme. The Project has been assessed against the decision guidelines for the SMO in **Section 10.4.3.2**.

Table 8.14 Clause 44.02 (Salinity Management Overlay) Planning Permit Triggers – Golden Plains

Clause	Permit Trigger
Clause 44.02-2 (Building and works)	**Permit required – buildings and works.** Pursuant to **Clause 44.02-2**, a permit is required to construct a building or construct or carry out works in the SMO unless an exemption applies. The Project does not meet any exemptions listed at **Clause 44.02-2** and therefore a permit is required.

Clause	Permit Trigger
Clause 44.02-4 (Removal of vegetation)	**Permit required – non-native vegetation removal.** Pursuant to **Clause 44.02-4**, a permit is required to remove, destroy or lop any vegetation in the SMO unless a schedule to the overlay or **Clause 44.02-5** (Table of exemptions) specifically states that a permit is not required. Some of the proposed vegetation removal for the Project within the SMO will occur in cropped paddock or areas direct seeded for grazing pasture and would be exempt as 'planted vegetation' under the table of exemptions at **Clause 44.02-5**. However, proposed vegetation removal in the SMO that is not within cropped paddock or direct seeded grazing pasture, does not meet any of the exemptions listed in the Schedule to the overlay or in the table of exemptions at **Clause 44.02-5**, and will therefore require a permit. No native vegetation is proposed for removal within the SMO.

8.7.4 Clause 44.04 – Land Subject to Inundation Overlay

Parts of the Project Site in the Golden Plains LGA are located within the Land Subject to Inundation Overlay (**LSIO**) as shown in **Figure 8.4**. As such, the Project is subject to **Clause 44.04** (Land Subject to Inundation Overlay) of the Golden Plains Planning Schemes as discussed in the following sections.

The purpose of the LSIO is:

- "To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify flood prone land in a riverine or coastal area affected by the 1 in 100 (1 per cent Annual Exceedance Probability) year flood or any other area determined by the floodplain management authority.
- To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, responds to the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.
- To minimise the potential flood risk to life, health and safety associated with development.
- To reflect a declaration under Division 4 of Part 10 of the *Water Act 1989*.
- To protect water quality and waterways as natural resources by managing urban stormwater, protecting water supply catchment areas, and managing saline discharges to minimise the risks to the environmental quality of water and groundwater.
- To ensure that development maintains or improves river, marine, coastal and wetland health, waterway protection and floodplain health."

8.7.4.1 Corangamite Planning Scheme

The Project Site does not intersect with a Land Subject to Inundation Overlay (**LSIO**) within the Corangamite LGA as shown in **Figure 8.5** and therefore **Clause 44.04** (Land Subject to Inundation Overlay) of the Corangamite Planning Scheme does not apply to the Project.

8.7.4.2 Golden Plains Planning Scheme

Parts of the Project Site are located within the LSIO which generally corresponds with Naringhil Creek, Hoyles Creek and their tributaries (as shown in **Figure 8.6**). Project components located within the LSIO include underground electrical reticulation, overhead electrical reticulation (not including associated power poles) and access tracks. These Project components are therefore subject to **Clause 44.04** (Land Subject to Inundation Overlay) of the Golden Plains Planning Scheme. No WTGs or associated hardstands are located within the LSIO.

Table 8.15 outlines the applicable planning permit triggers for the Project under the LSIO of the Golden Plains Planning Scheme. The Project has been assessed against the decision guidelines for the LSIO in **Section 10.4.4.2**.

Table 8.15 Clause 44.04 (Land Subject to Inundation Overlay) Planning Permit Triggers – Golden Plains

Clause	Permit Trigger
Clause 44.04-2 (Buildings and works)	**Permit required – building and works.** Pursuant to **Clause 44.04-2** (Building and works), a permit is required to construct a building or carry out works. This does not apply if a schedule to this overlay specifically states that a permit is not required or another exemption listed under **Clause 44.04-4** applies. The Project does not meet any of these exemptions. Therefore, a permit is required to construct a building or carry out works within the LSIO.

8.7.5 Clause 44.06 – Bushfire Management Overlay

Parts of the Project Site in both the Corangamite and Golden Plains LGAs are located within the Bushfire Management Overlay (**BMO**) as shown in **Figure 8.4**. As such, the Project is subject to **Clause 44.06** (Bushfire Management Overlay) of the Corangamite and Golden Plains Planning Schemes as discussed in the following sections.

The purpose of the BMO is:

- "To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure that the development of land prioritises the protection of human life and strengthens community resilience to bushfire.
- To identify areas where the bushfire hazard warrants bushfire protection measures to be implemented.
- To ensure development is only permitted where the risk to life and property from bushfire can be reduced to an acceptable level."

8.7.5.1 Corangamite Planning Scheme

Within Corangamite LGA, the Project components located within the BMO include five WTGs (WTG8, WTG15, WTG19, WTG22 and WTG 27) and hardstands, a temporary meteorological mast, underground electrical reticulation, a small section of underground transmission line along Lismore-Pittong Road, two temporary construction laydown areas, one temporary concrete batching plant, site entry points and access tracks (refer to **Figure 8.5**). The BESS facility and onsite substation are not located within the BMO.

Table 8.16 describes the relevance of planning permit triggers under the BMO to the Project. As no permit is required under the BMO, the Project has not been assessed against the purpose and decision guidelines for the BMO. However, while there is no further requirement for assessment under **Clause 44.06**, it is noted that **Clause 13.02** (Bushfire) does require any decision making under the P&E Act relating to land within a BMO or a designated bushfire prone area to apply the policies in **Clause 13.02**. Assessment of the Project against **Clause 13.02** is provided **Section 10.2**.

Table 8.16 Clause 44.06 (Bushfire Management Overlay) Planning Permit Triggers – Corangamite

Clause	Permit Trigger
Clause 44.06-2 (Permit requirement)	**No permit required.** Pursuant to Clause 44.06-2 (Permit requirement) a permit is required to construct or carry out building or works associated with certain specified uses. As a wind energy facility and utility installation are not specified uses, no permit is required for to construct or carry out building or works within the BMO for the Project.

8.7.5.2 Golden Plains Planning Scheme

Within Golden Plains LGA, the Project components located within the BMO include three WTGs (WTG10, WGT21 and WTG25) and hardstands, underground electrical reticulation, access tracks, a section of underground transmission line, and a temporary construction laydown area (refer to **Figure 8.6** and **Figure 8.7**).

Table 8.17 describes the relevance of planning permit triggers under the BMO to the Project. As no permit is required under the BMO, the Project has not been assessed against the purpose and decision guidelines for the BMO. However, while there is no further requirement for assessment under **Clause 44.06**, it is noted that **Clause 13.02** (Bushfire) does require any decision making under the P&E Act relating to land within a BMO or a designated bushfire prone area to apply the policies in **Clause 13.02**. Assessment of the Project against **Clause 13.02** is provided **Section 10.2**.

Table 8.17 Clause 44.06 (Bushfire Management Overlay) Planning Permit Triggers – Golden Plains

Clause	Permit Trigger
Clause 44.06-2 (Permit requirement)	**No permit required.** Pursuant to Clause 44.06-2 (Permit requirement) a permit is required to construct or carry out building or works associated with certain specified uses. As a wind energy facility and utility installation are not specified uses, no permit is required for to construct or carry out building or works within the BMO for the Project.

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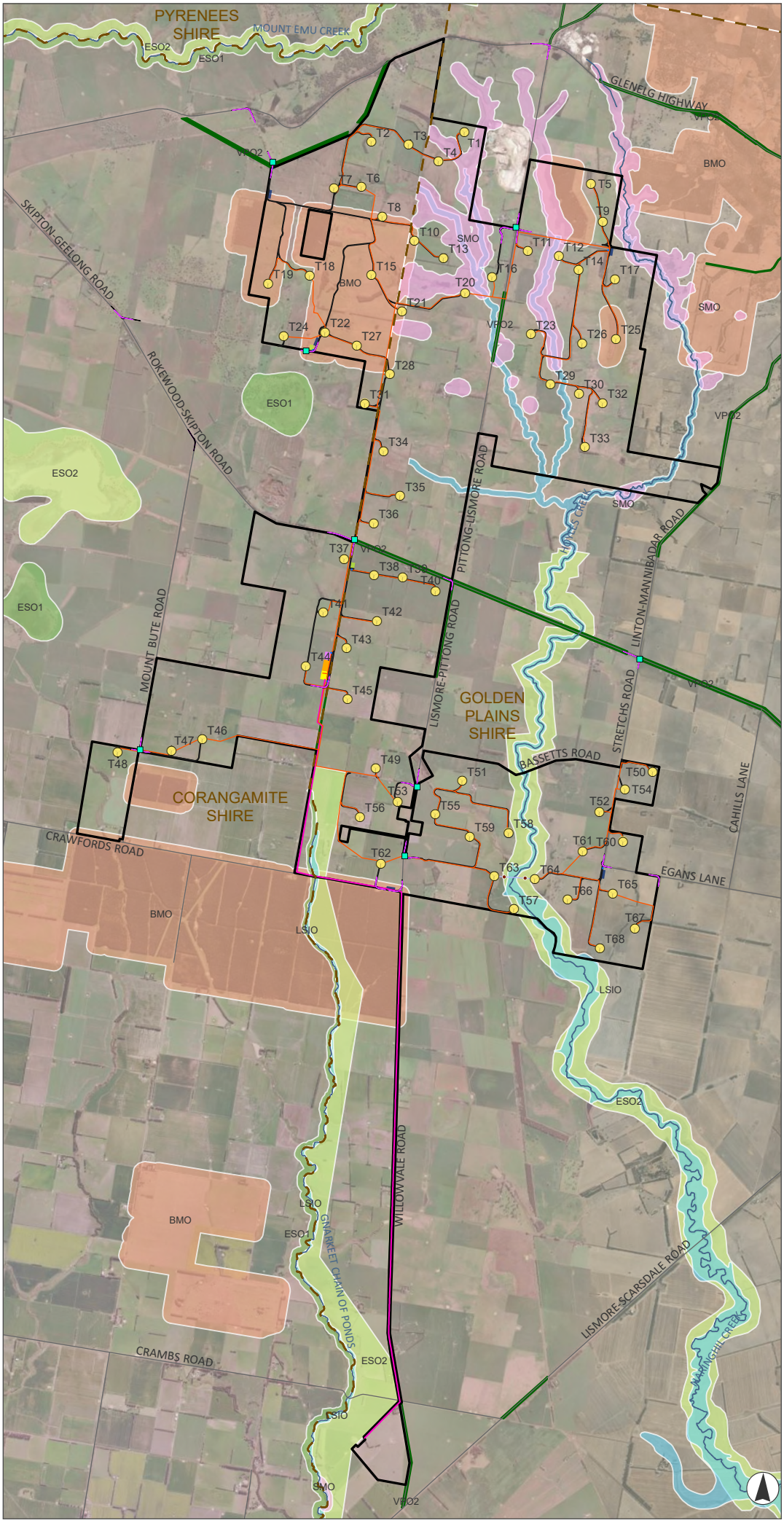
FIGURE 8.4
Planning Overlays



Legend

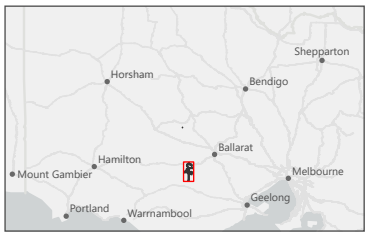
- Project Site
- Roads
- Major Watercourse
- Local Government Area
- Blade Sweep Envelope
- Tyre Impact Envelope - Swept Path

Project Infrastructure

- Site Entry Point
- Turbine
- Watertank
- Transmission Line
- Underground Electrical Reticulation
- Electrical Pole
- Overhead Electrical Reticulation
- Temporary Concrete Batch Plant
- Laydown Area
- Onsite Substation
- O&M Facility
- BESS Facility
- Access Tracks

Planning Overlays

- BMO - Bushfire Management Overlay
- ESO1 – Environmental Significance Overlay – Schedule 1
- ESO2 – Environmental Significance Overlay – Schedule 2
- LSIO - Land Subject to Inundation Overlay
- SMO – Salinity Management Overlay
- VPO2 – Vegetation Protection Overlay - Schedule 2



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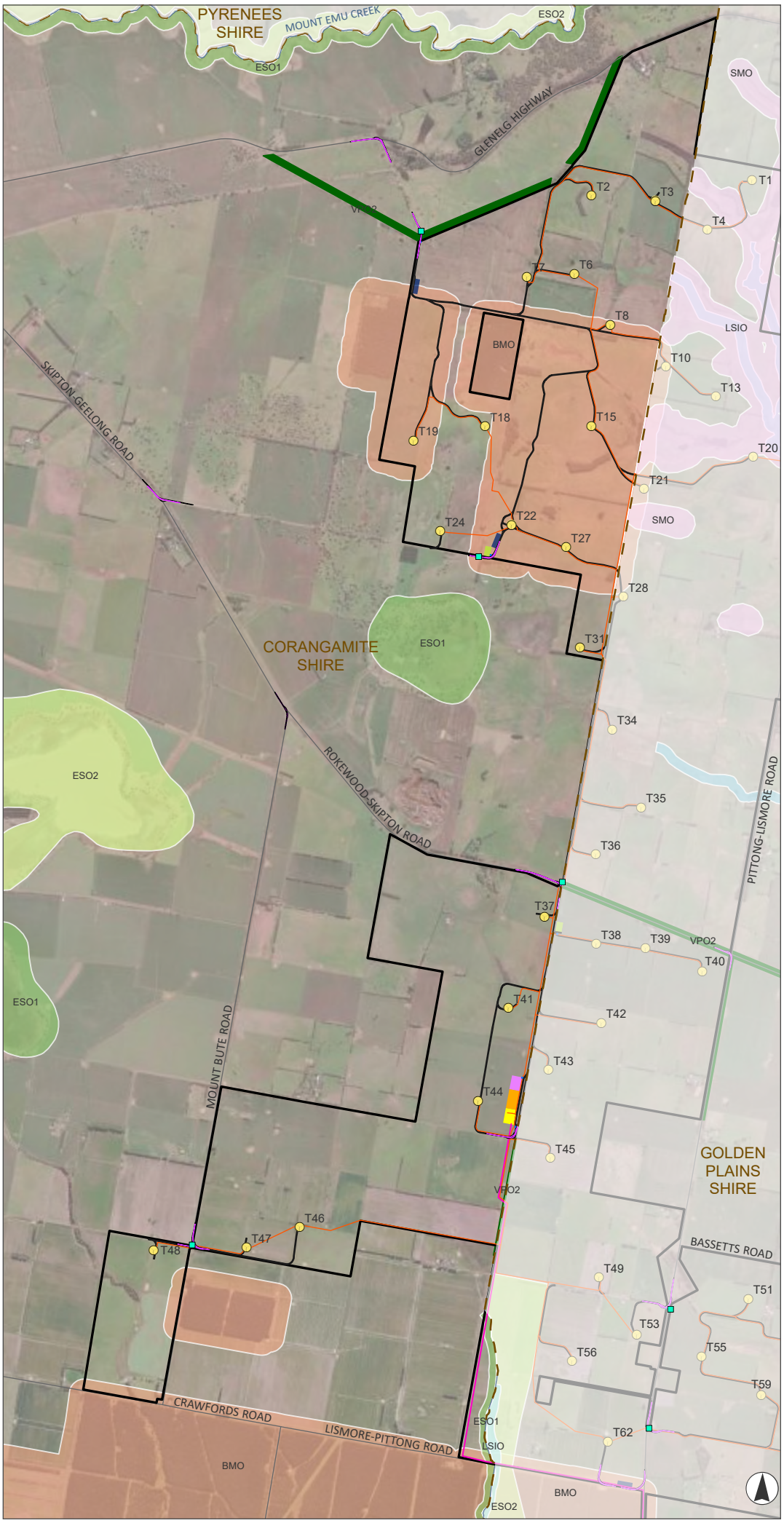


FIGURE 8.5

Planning Overlays - Corangamite

Legend

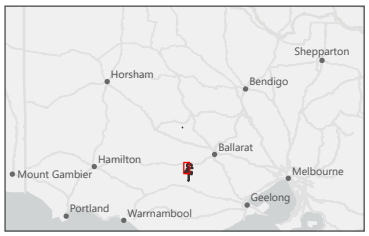
- Project Site
- Roads
- Major Watercourse
- Corangamite Local Government Area
- Blade Sweep Envelope
- Tyre Impact Envelope - Swept Path

Project Infrastructure

- Site Entry Point
- Turbine
- Watertank
- Transmission Line
- Underground Electrical Reticulation
- Temporary Concrete Batch Plant
- Laydown Area
- Onsite Substation
- O&M Facility
- BESS Facility
- Access Tracks

Planning Overlays

- BMO - Bushfire Management Overlay
- ESO1 – Environmental Significance Overlay – Schedule 1
- ESO2 – Environmental Significance Overlay – Schedule 2
- LSIO - Land Subject to Inundation Overlay
- SMO – Salinity Management Overlay
- VPO2 – Vegetation Protection Overlay - Schedule 2



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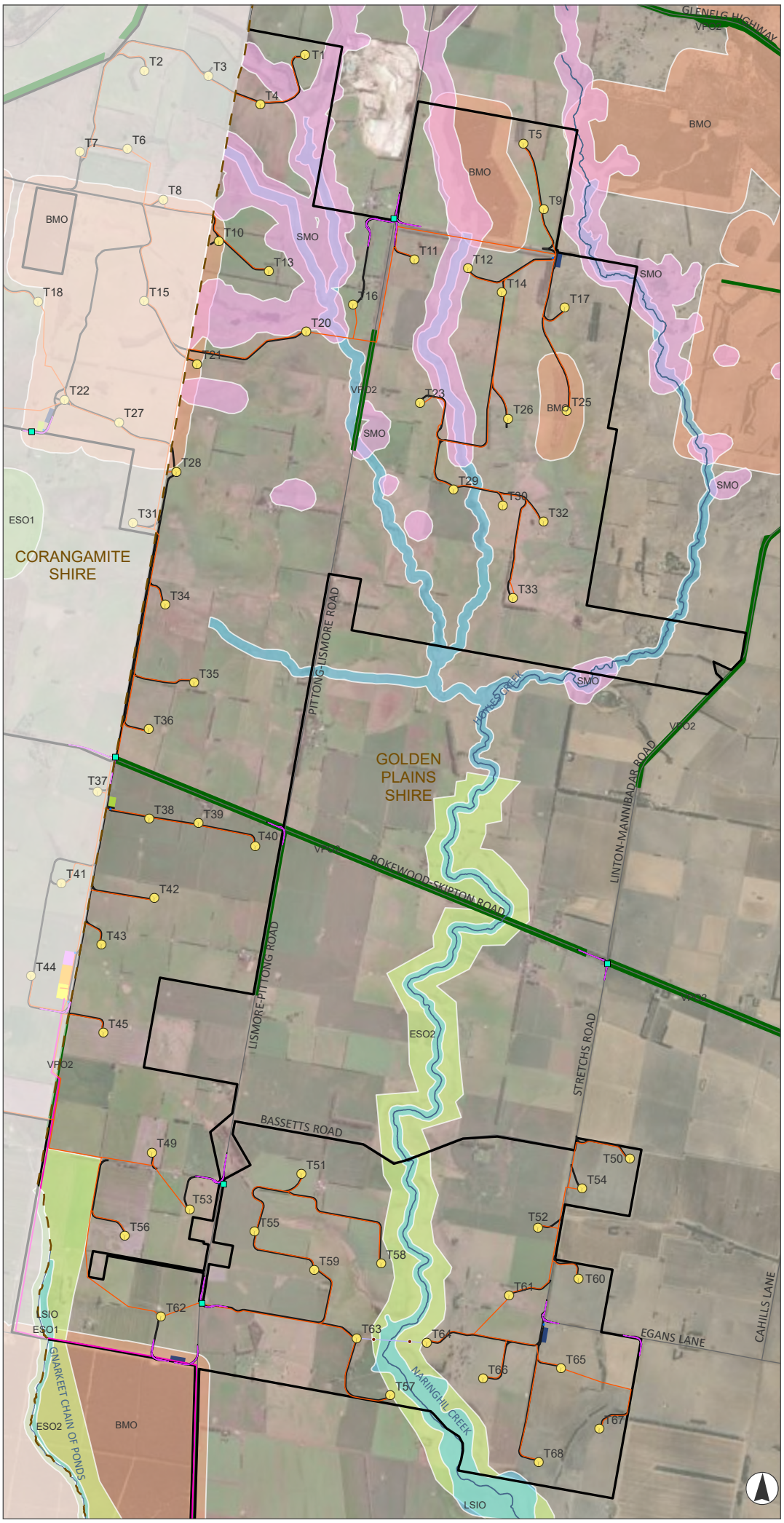


FIGURE 8.6

Golden Plains Planning Overlays - Wind Farm

Legend

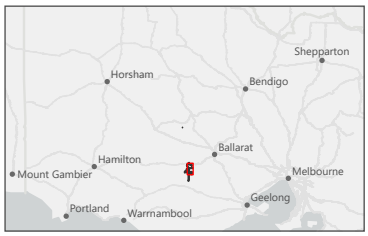
- Project Site
- Roads
- Major Watercourse
- Golden Plains Local Government Area
- Blade Sweep Envelope
- Tyre Impact Envelope - Swept Path

Project Infrastructure

- Site Entry Point
- Turbine
- Watertank
- Transmission Line
- Underground Electrical Reticulation
- Electrical Pole
- Overhead Electrical Reticulation
- Temporary Concrete Batch Plant
- Laydown Area
- Onsite Substation
- O&M Facility
- BESS Facility
- Access Tracks

Planning Overlays

- BMO - Bushfire Management Overlay
- ESO1 – Environmental Significance Overlay – Schedule 1
- ESO2 – Environmental Significance Overlay – Schedule 2
- LSIO - Land Subject to Inundation Overlay
- SMO – Salinity Management Overlay
- VPO2 – Vegetation Protection Overlay - Schedule 2



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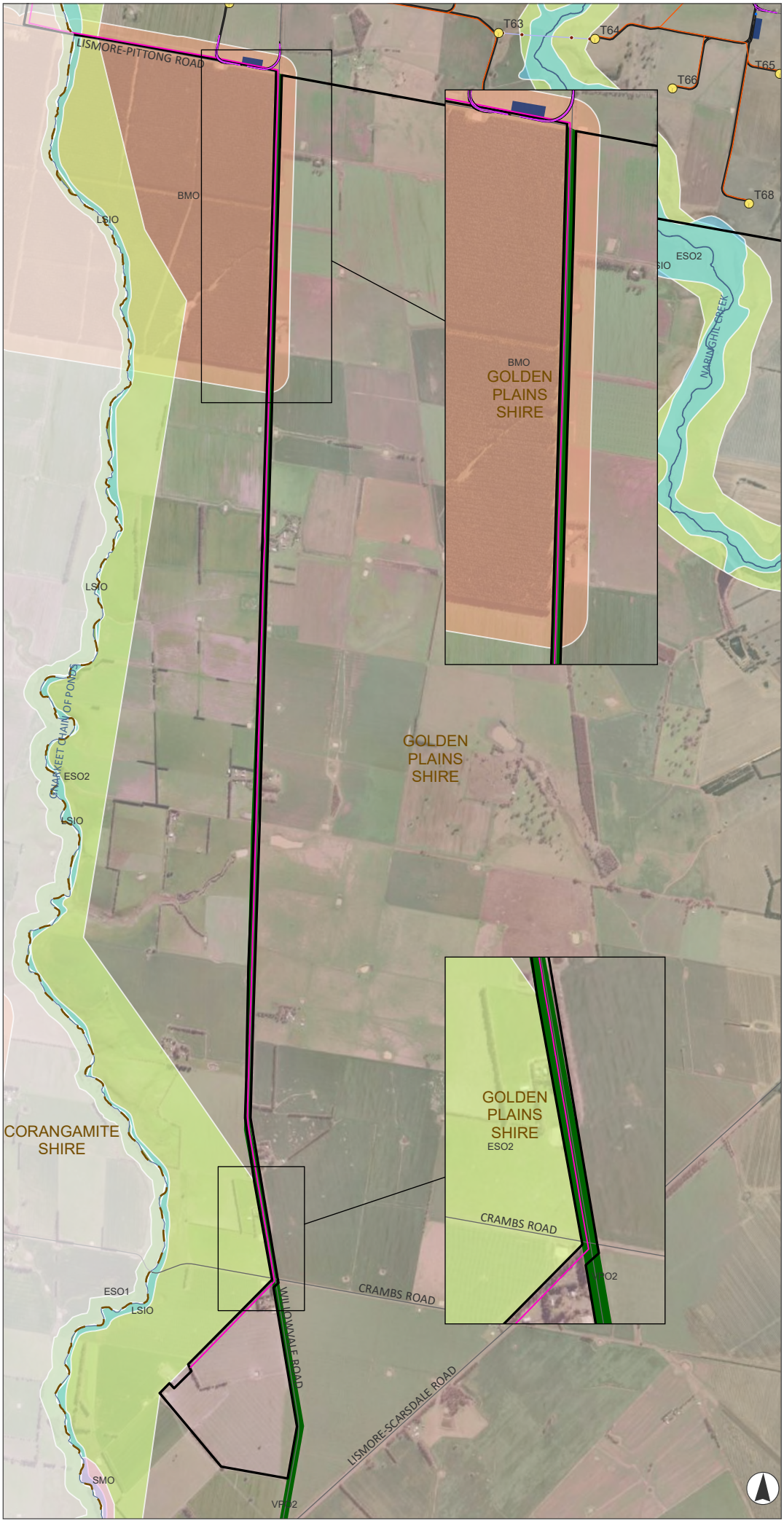


FIGURE 8.7

Golden Plains Planning Overlays - Transmission Line

Legend

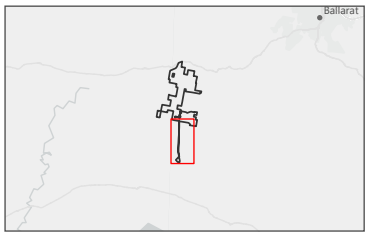
- Project Site
- Roads
- Major Watercourse
- Golden Plains Local Government Area
- Blade Sweep Envelope
- Tyre Impact Envelope - Swept Path

Project Infrastructure

- Turbine
- Watertank
- Transmission Line
- Underground Electrical Reticulation
- Electrical Pole
- Overhead Electrical Reticulation
- Laydown Area
- Access Tracks

Planning Overlays

- BMO - Bushfire Management Overlay
- ESO1 – Environmental Significance Overlay – Schedule 1
- ESO2 – Environmental Significance Overlay – Schedule 2
- LSIO - Land Subject to Inundation Overlay
- SMO – Salinity Management Overlay
- VPO2 – Vegetation Protection Overlay - Schedule 2



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Kilometres

Scale 1:40,000 at A4
GDA2020 MGA Zone 54

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Image Source: ESRI Basemap (2026) | **Data Source:** DEECA (2026), Squadron Energy (2026)

8.8 Particular Provisions

Particular provisions are specific planning provisions for a range of particular uses and developments, that apply consistently across the state. Particular provisions apply in addition to the requirements of a zone or overlay. Some particular provisions have schedules for local requirements.

The following sections review the particular provisions of the Planning Schemes that trigger planning permit requirements or other planning requirements applicable to the Project. These particular provisions apply consistently to the Project under both the Corangamite and Golden Plains Planning Schemes, except where specifically noted.

8.8.1 Clause 52.05 – Signs

The purpose of **Clause 52.05** is:

- "To regulate the development of land for signs and associated structures.
- To ensure signs are compatible with the amenity and visual appearance of an area, including the existing or desired future character.
- To ensure signs do not contribute to excessive visual clutter or visual disorder. To ensure that signs do not cause loss of amenity or adversely affect the natural or built environment or the safety, appearance, or efficiency of a road."

The following signage provisions apply to the Project under the Corangamite and Golden Plains Planning Schemes:

- **Farming Zone**
    - Pursuant to **Clause 52.05-14**, a permit is required to display a business identification sign for any signage proposed within the Farming Zone (Category 4 – Sensitive areas). The total display area to each premises must not exceed three square metres. No signage proposed for the Project will exceed three square metres.
- **Transport Zone 2**
    - Provisions for signage in the TRZ are outlined in **Clause 36.04-6 (Signs)**. Pursuant to **Clause 36.04-6** (and of relevance to the Project), a permit is required to display a sign over a road carriageway or over land within 600 millimetres of a carriageway. No signage proposed for the Project will encroach a road carriageway or be located within 600 millimetres of a carriageway. Therefore, no permit is required.
    - **Clause 36.04-6** (Signs) identifies that for the purpose of signage requirements at **Clause 52.05** (Signs), the signage category that applies to the TRZ2 is the category that applies to the adjoining zone. In relation to the Project Site, land adjoining the TRZ2 is in the FZ which is in Category 4 (Sensitive areas). However, no signage is proposed in the TRZ2 and as such, no permit is required.

8.8.2 Clause 52.06 – Car Parking

The purpose of **Clause 52.06** is:

- "To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use."

The following car parking provisions apply to the Project under the Corangamite and Golden Plains Planning Schemes:

- Pursuant to **Clause 52.06-6** (Number of car parking spaces required for other uses), car parking spaces must be provided to the satisfaction of the responsible authority.

As shown on the Development Plans included in **Appendix B**, nine car parking spaces are proposed adjacent to the on-site substation O&M building for the operations phase of the Project (Technical Drawing SQE-DWG-04-00). Additional car parking is proposed within the main O&M facility as shown on Technical Drawing SQE-DWG-02-00, in **Appendix B**.

8.8.3 Clause 52.09 – Extractive Industry and Extractive Industry Interest Areas

The purpose of **Clause 52.09** is:

- "To ensure that use and development of land for extractive industry does not adversely affect the environment or amenity of the area during or after extraction.
- To ensure that excavated areas can be appropriately rehabilitated.
- To ensure that stone resources, which may be required by the community for future use, are protected from inappropriate use and development."

Relevant to the Project, **Clause 52.09-1** (Application) states that this clause applies to an application to use or develop land:

"Within 500 metres of an existing or proposed extractive industry operation."

The Project Site is located within 500 metres of the Skipton Quarry which operates under Work Authority WA139.

However, as the Project does not involve an application for extractive industry and does not involve the use or development of land for accommodation in a rural zone, there are no relevant provisions applicable to the Project under **Clause 52.09**.

8.8.4 Clause 52.17 – Native Vegetation

The purpose of **Clause 52.17** is:

- "To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. This is achieved by applying the following three step approach in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP, 2017) (the Guidelines):
    1. Avoid the removal, destruction or lopping of native vegetation.
    2. Minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided.
    3. Provide an offset to compensate for the biodiversity impact if a permit is granted to remove, destroy or lop native vegetation.
- To manage the removal, destruction or lopping of native vegetation to minimise land and water degradation."

Pursuant to **Clause 52.17-1** (Permit requirement), a permit is required to remove, destroy or lop native vegetation, including dead native vegetation, unless a schedule to the clause or **Clause 52.17-7** (Table of exemptions) specifically states that a permit is not required. There are no exemptions specified in the schedule to the clause.

Relevant to the Project, **Clause 52.17-7** includes an exemption for the removal of 'planted vegetation' which comprises native vegetation that was either planted or grown as a result of direct seeding, unless the native vegetation was planted or managed with public funding for the purpose of land protection or enhancing biodiversity. Some planted vegetation, including planted windrows, is proposed for removal under this exemption.

No removal of native vegetation is proposed under the 'fire protection' exemption included in **Clause 52.17-7** as the Project infrastructure has been located in areas that are already substantially cleared or comprise low-threat vegetation, and therefore no additional removal, destruction or lopping of vegetation is required specifically for bushfire protection purposes. Although the proposed section of overhead electrical reticulation passes over a patch of Plains Grassy Woodland (PGW1) along Naringhil Creek, this patch was present in a treeless state (refer to **Appendix E**). As such, no clearance of native vegetation associated with this patch would be required to comply with a code of practice prepared under Part 8 of the *Electricity Safety Act 1998*.

Based on the above, a permit is required to remove, destroy or lop native vegetation, including dead native vegetation (but not including 'planted vegetation') for the Project under both the Corangamite and Golden Plains Planning Schemes.

In accordance with **Clause 52.17-2** (Application requirements), an assessment has been undertaken to comply with the application requirements specified in the *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP, 2017) and is documented in the Ecological Assessment (refer to **Appendix E**).

Table 8.18 below highlights the overall impact to native vegetation, and total within each local government area as a result of the Project.

Table 8.18 Removal of Native Vegetation (the Guidelines)

	Corangamite Shire Native Vegetation Impact	Golden Plains Shire Native Vegetation Impact	Total Native Vegetation Impact
Assessment Pathway	Intermediate	Detailed	Detailed
Location Category	2	2	2
Total Extent (past and proposed) (ha)	0.219	1.421	1.64
Extent of past removal (ha)	0.000	0.000	0.000
Extent of proposed removal - Patches (ha)	0.150	1.421	1.571
Extent of proposed removal – Scattered trees (ha)	0.069	0.00	0.069
Large Trees (scattered and in patches) to be removed (no.)	1	0	1
Small scattered trees to be removed (no.)	0	0	0
EVC Conservation Status of vegetation to be removed	Endangered (Plains Grassland, Grassy Woodland)	Endangered (Plains Grassland)	Endangered (Plains Grassland, Grassy Woodland)

Clause 52.17-5 (Offset requirements) outlines the offset requirements if a permit is required to remove, destroy, or lop native vegetation. The overall offset requirement for native vegetation removal for the Project is 0.704 General Habitat Units and one Large Tree.

A summary of the offset requirements associated with the proposed vegetation losses is presented in **Table 8.19** below.

Table 8.19 Offset Requirements

	Corangamite Shire Offset Requirement	Golden Plains Shire Offset Requirement	Total Offset Requirements
General offsets required	0.073 General Habitat Units	0.631 General Habitat Units	0.704 General Habitat Units
Large trees	1	0	1
Vicinity (catchment/council)	Corangamite CMA / Corangamite Shire	Corangamite CMA / Golden Plains Shire	Corangamite CMA / Corangamite Shire and Golden Plains Shire
Minimum strategic biodiversity value*	0.395	0.286	0.301

*The minimum strategic biodiversity value is 80% of the weighted average score across habitat zones where a General offset is required.

Further detail relating to the assessment of the Project under **Clause 52.17** (Native Vegetation) is provided in **Section 11.2** and **Appendix E**.

8.8.5 Clause 52.29 – Land Adjacent to the Principal Road Network

The purpose of **Clause 52.29**, of relevance to the Project is:

- "To ensure appropriate access to the Principal Road Network or land planned to form part of the Principal Road Network."

Pursuant to **Clause 52.29-2** (Permit requirement), a permit is required to create or alter access to a road in a TRZ2. The Project involves two site entry points from Rokewood-Skipton Road, which forms part of the Principal Road Network and is zoned TRZ2. One site entry point is located at the Rankin Road intersection and would serve as the main access to the Project's main construction compound and O&M facility. The LGA boundary runs along the western boundary of Rankin Road and therefore works associated with this site entry point may occur in both the Corangamite and Golden Plains LGAs. A second site entry point is located at the Stretchs Road intersection entirely within the Golden Plains LGA.

Temporary minor modifications to accommodate OSOM vehicles are also proposed at intersections that involve roads zoned TRZ2 within Corangamite Shire, including Rokewood-Skipton Road and Notmans Road, Glenelg Highway and Skipton-Geelong Road, Rokewood Skipton Road and Mount Bute Road, and Glenelg Highway and Spring Hill Road. Temporary minor modifications to accommodate OSOM vehicles are also proposed at intersections that involve roads zoned TRZ2 within Golden Plains Shire, including Glenelg Highway and Lismore-Pittong Ro, and Rokewood-Skipton Road and Pittong-Lismore Road.

As such, a permit is required under **Clause 52.29** of the Corangamite and Golden Plains Planning Schemes.

8.8.6 Clause 52.32 – Wind Energy Facility

The purpose of **Clause 52.32** is:

- "To facilitate the establishment and expansion of wind energy facilities, in appropriate locations, with minimal impact on the amenity of the area."

Pursuant to **Clause 52.32-2** (Use and development of land), a permit is required to use and develop land for a wind energy facility. The table to **Clause 52.32-2**, specifies locations where the use and development of a wind energy facility is prohibited as outlined in **Table 8.20** unless the condition is met. The location of the Project complies with all relevant requirements and is therefore not prohibited.

Table 8.20 Clause 52.32-2 (Prohibited Locations for a Wind Energy Facility)

Clause 52.32-2 requirement		Relevance to the Project
Location	**Condition**	
On land where any turbine (measured from the centre of the tower at ground level) that forms part of the facility is located within one kilometre of an existing dwelling. This does not apply to a wind energy facility that is located	Must meet the requirements of **Clause 52.32-3**.	Four dwellings are located within 1 km of a WTG/s associated with the Project. Each of these dwellings are owned by involved (host) landholders of the Project. The location of these dwellings is shown on **Figure 4.5** to **Figure 4.10**. Further details of dwellings

Clause 52.32-2 requirement		Relevance to the Project
Location	**Condition**	
on land in a residential zone, an industrial zone, a commercial zone, or a special purpose zone.		located within 1 km of proposed WTGs are provided in **Section 4.4**. Written consent has been obtained from the owner/s of each dwelling located within 1 km of a WTG in accordance with **Clause 52.32-3** (see **Appendix C**).
Land described in a schedule to the *National Parks Act 1975*.	Must be principally used to supply electricity to a facility used in conjunction with conservation, recreation, administration or accommodation use of the land.	The Project Site does not include any land that is described in a schedule to the *National Parks Act 1975*.
Land declared a Ramsar wetland as defined under Section 17 of the *Environment Protection and Biodiversity Conservation Act 1999*.	-	The Project Site is not proposed on land declared a Ramsar wetland under Section 17 of the EPBC Act.
Land listed in a schedule to **Clause 52.32-2**.	Must be on land in a residential zone, industrial zone, commercial zone or special purpose zone and must be integrated as part of the development of the land.	The Project Site is not proposed on land listed in the schedule to **Clause 52.32-2.**

Clause 52.32-4 (Application requirements) sets out the information that should accompany an application for a wind energy facility, which includes a site and context analysis, and a design response including a description and plans outlining how the design responds to the site analysis. These information requirements are further described in the *Planning guidelines for development of wind energy facilities* (DTP, 2023). A site and context analysis, and design response for the Project to address these requirements are provided in **Section 4.0** and **Section 5.0** respectively. Refer to **Table 9.1** to see where this report addresses the Planning Guidelines for Development of Wind Energy Facilities.

An assessment of the Project against the decision guidelines for wind energy facilities is provided in **Section 10.4.5**.

8.8.7 Clause 52.33 – Post Boxes and Dry Stone Walls

The purpose of **Clause 52.33** is:

- "To conserve historic post boxes and dry stone walls."

Pursuant to **Clause 52.33**, a permit is required to:

- Demolish or remove a post box constructed before 1930.

- Demolish, remove or alter a dry stone wall constructed before 1940 on land specified in the schedule to this provision.

Within both LGAs, a permit would be required to demolish or remove a post box constructed before 1930 if encountered during construction of the Project. However, no pre-1930s post boxes were identified or considered likely to occur based on the Historical Heritage Assessment (**Appendix J**).

The Schedule to **Clause 52.33** of the Corangamite Planning Scheme does not specify any land to which the permit requirement for dry stone walls applies. As such, within the Corangamite LGA, no permit would be required to demolish, remove or alter a dry stone wall, including a pre-1940 dry stone wall if encountered during construction of the Project.

The Schedule to **Clause 52.33** of the Golden Plains Planning Scheme specifies that the permit requirement for dry stone walls applies to all land within the LGA. As such, within the Golden Plains LGA, a permit would be required to demolish, remove or alter a dry stone wall constructed before 1940 if encountered during construction of the Project.

The Historical Heritage Assessment (**Appendix J**) indicates that based on the geology of the Project Site and historic research undertaken as part of the assessment, there is some potential for previously unidentified dry stone walls to be located within Golden Plains LGA portion of the Project Site. The Historical Heritage Assessment further indicates that it is not possible to definitively exclude the presence of dry stone walls without undertaking a comprehensive field survey, noting that field survey was limited to targeted locations where there was an identified potential for Project activities to impact existing historic heritage. As such, the Historical Heritage Assessment includes a management recommendation that states:

> *"If a dry stone wall is identified during the course of any future works, to ensure compliance with the relevant Act and planning scheme, works with the potential to impact the wall would need to cease (i.e., the wall must not be harmed/impacted) until a permit had been obtained from Golden Plains Shire."*

8.8.8 Clause 53.22 – Significant Economic Development

The purpose of **Clause 53.22** (Significant Economic Development), of relevance to the Project, is:

- "To prioritise and facilitate the planning, assessment and delivery of projects that will make a significant contribution to Victoria's economy and provide substantial public benefit, including jobs for Victorians."

Clause 53.22 (Application) states that **Clause 53.22** applies to an application under any provision of the planning scheme if the condition corresponding to a category in Table 1 to **Clause 53.22-1** is met.

Relevant to the Project, Category 1 outlined in Table 1 to **Clause 53.22-1** specifies:

- "The application must include a use specified in Table 2 and the conditions corresponding to that use must be met. If the application includes more than one use in Table 2, only one use must meet the corresponding condition, except where the application includes an energy generation facility or transport terminal, in which case all conditions corresponding to those uses must be met."

Table 1 to **Clause 53.22-1** also specifies a condition that information demonstrating the likely feasibility of the proposed development is provided to the satisfaction of the Minister for Planning and that this must include written advice from the Chief Executive Officer or delegate, Invest Victoria.

However, this condition does not apply to an application for the use or development of land for a renewable energy facility or utility installation, and as such, does not apply to the Project.

The Project involves the use of land and meets the conditions for Category 1 outlined in Table 1 to **Clause 53.22-1** as summarised in **Table 8.21**. As such, **Clause 53.22** applies to the Project.

Table 8.21 Clause 53.22-1 Land Uses Applicable to the Project

Land Use / Condition	Relevance to Project
Land use: Renewable energy facility Condition: An installed capacity of 1 MW or greater must be proposed.	The Project proposes a wind energy facility with an installed capacity of 421 MW.
Land use: Utility installation Condition: A utility installation used to: • Transmit or distribute electricity; or • Store electricity if the installed capacity is 1 MW or greater must be proposed.	The Project proposes a: • Utility installation comprising a BESS facility with a storage capacity of approximately 100 MW / 4 hr. • Utility installation comprising a 220 kV underground transmission line to transmit electricity generated and stored by the Project (wind farm and BESS facility) to the NEM at Berrybank Terminal Station.

The development and operation of the Project is expected to bring significant economic benefits, including employment opportunities for Victorians, consistent with the purpose of **Clause 53.22** as further described in the Social and Economic Impact Assessment included in **Appendix N** and summarised in **Section 11.11**.

Consistent with the purpose of **Clause 53.22** "to prioritise and facilitate the planning, assessment and delivery of projects that will make a significant contribution to Victoria's economy and provide substantial public benefit"

- **Clause 53.22-1** (Application) states that: "The provisions of this clause prevail over any inconsistent provision in this planning scheme."
- **Clause 53.22-2** (Planning scheme requirements) states that: "The responsible authority may waive or vary any of the following:
    - Any building height or setback requirement.
    - Any application requirement in this planning scheme if in the opinion of the responsible authority the requirement is not relevant to the assessment of the application.
- **Clause 53.22-4** (Exemption from review) states that: "An application under any provision of this planning scheme is exempt from the decision requirements of sections 64(1), (2) and (3), and the review rights of sections 82(1) of the Act."

8.9 General Provisions

General provisions are standardised across the State and address overarching matters including general exemptions, existing use rights, referral and notice requirements.

The general provisions relevant to the planning permit applications for the Project are summarised in the following sections. These general provisions apply consistently to the Project under both the Corangamite and Golden Plains Planning Schemes, except where specifically noted.

8.9.1 Clause 62.01 – Uses not Requiring a Permit

Relevant to the Project, **Clause 62.01** states that any requirement in the Planning Schemes relating to the use of land, other than a requirement in the Public Conservation and Resource Zone, does not apply to:

- The use of land for wind measurement by an anemometer for three years or less.

The Project will utilise two existing temporary meteorological masts:

- One with a height of 160 m above ground level) and
- One with a height of 110 m above ground level).

These existing temporary meteorological masts are located in both LGAs. The southern in Golden Plains Shire and the northern in Corangamite Shire. It is not currently known what timeframe these temporary meteorological masts will need to be used to inform continued wind speed analysis. Should these temporary meteorological masts need to remain in place for more than three years, separate planning approval will be sought for the use of land for these temporary meteorological masts.

8.9.2 Clause 62.02-1 – Buildings and Works not Requiring a Permit

Relevant to the Project, **Clause 62.02-1** states that any requirement in the Planning Schemes relating to the construction or carrying out of works, other than a requirement in the Public Conservation and Resource Zone, does not apply to:

- An anemometer located on a site for three years or less.
- A temporary shed or temporary structure for construction purposes.
- Works associated with geotechnical testing or service proving.

As noted above, the Project will utilise two existing temporary meteorological masts to inform continued wind speed analysis. Should these temporary meteorological masts need to remain in place for more than 3 years, separate planning approval will be sought.

The Project will involve geotechnical testing and service proving works during the pre-construction and construction phase, and the establishment of temporary structures for construction purposes. A planning permit is not required for these works provided no vegetation removal requiring a permit under the planning scheme is required to undertake the works.

8.9.3 Clause 66 – Referral and Notice Provisions

Clause 66 (Referral and notice provisions) of the Planning Schemes sets out the kind of applications which must be referred under Section 55 of the P&E Act or for which notice must be given under Section 52(1)(c) of the P&E Act.

Table 8.22 and **Table 8.23** summarise a review of the referral requirements for the Project under **Clause 66.02** (Use and development referrals), **Clause 66.03** (Referral of permit applications under other state standard provisions) and **Clause 66.04** (Referral of permit applications under local provisions) of the Planning Schemes.

There are no notice requirements applicable to the Project specified under **Clause 66.05** (Notice of permit applications under state standard provision) or **Clause 66.06** (Notice of permit applications under local provisions).

Table 8.22 Summary of Referral Requirements under State Provisions (Clause 66.02 and Clause 66.03)

Clause	Type of Application	Referral Authority	Type of Referral Authority	Project Response
Clause 66.02 (Use and development referrals)				
Clause 66.02-2 (Native vegetation)	To remove, destroy or lop native vegetation in the Detailed Assessment Pathway as defined in the *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP, 2017).	Secretary to DEECA (as constituted under Part 1 of the *Conservation, Forests, and Lands Act 1987*)	Recommending referral authority	**Referral required.** The Project proposes to remove 1.64 hectares of native vegetation and therefore is subject to the Detailed Assessment pathway. As a result, a referral to DEECA is required (refer to **Section 8.8.4** for further detail).
Clause 66.02-4 (Major electricity line or easement)	To construct a building or construct or carry out works on land within 60 m of a major electricity transmission line (220 kV or more) or an electricity transmission easement.	The relevant electricity transmission authority (AusNet in this instance)	Determining referral authority	**Referral required – Golden Plains only.** The Project will connect to the Berrybank Terminal Station, which connects to the Ballarat – Terang 220 kV overhead transmission line. The Project's proposed 220 kV underground transmission line crosses the Ballarat – Terang 220 kV transmission line where it crosses Willowvale Road. The Ballarat – Terang 220 kV transmission line is operated by AusNet. Therefore, a referral to AusNet is required under the Golden Plains Planning Scheme due to the underground transmission line works.
Clause 66.02-7 (Industry, utility installation or warehouse)	To use land for an industry, utility installation or warehouse for a purpose listed in the table to **Clause 53.10** with no threshold distance specified or if the threshold distance is not to be met.	Environment Protection Authority (**EPA**)	Determining referral authority	**No referral required.** The use of the land for a wind energy facility and utility installation (transmission line and BESS facility) are not listed in the table to **Clause 53.10.**

Clause	Type of Application	Referral Authority	Type of Referral Authority	Project Response
	To use land for an industry, utility installation or warehouse if any of the following apply: • A fire protection quantity is exceeded under the Dangerous Goods (Storage and Handling) Regulations 2022. • A notification is required under the Occupational Health and Safety Regulations 2017. • A licence is required under the Dangerous Goods (Explosives) Regulations 2011. • A licence is required under Dangerous Goods (HCDG) Regulations 2016 and the use is not associated with agriculture.	Victorian Workcover Authority	Determining referral authority	**Referral required – Corangamite only.** A referral to the Victorian Workcover Authority is required under the Corangamite Planning Scheme, as the quantity of fire protection material associated with the BESS exceeds the threshold specified under the Dangerous Goods (Storage and Handling) Regulations 2022.
Clause 66.03 (Referral of permit applications under other state standard provisions)				
Clause 44.02-8 (SMO)	An application under the overlay and any site capability report.	Secretary to the Department of Energy, Environment and Climate Action	Determining referral authority	**Referral required.** The Project's access tracks and underground transmission lines extend into the SMO within the Golden Plains Shire. Accordingly, referral to the Secretary of the Department of Energy, Environment and Climate Action is required.

Clause	Type of Application	Referral Authority	Type of Referral Authority	Project Response
Clause 44.04-7 (LSIO)	An application under the overlay outside the waterway management district of Melbourne Water Corporation.	Relevant floodplain management authority	Recommending referral authority	**Referral required.** The Project's underground reticulation and access tracks lines extend into the LSIO within the Golden Plains Shire. Accordingly, referral to the Corangamite CMA is required.
Clause 44.06-6 (BMO)	An application under the overlay other than an application to construct a building or carry out works associated with a dwelling or an application to subdivide land.	Relevant fire authority	Determining referral authority	**No referral required.** No referral is required as the Project does not require an application for a planning permit under the BMO.
Clause 52.29-4	An application to create or alter access to, or to subdivide land adjacent to, a road declared as a freeway or an arterial road under the *Road Management Act 2004*, land owned by the Head, Transport for Victoria for the purpose of a road, or land in a Public Acquisition Overlay if the Head, Transport for Victoria is the acquiring authority and the acquisition is for the purpose of a road.	Head, Transport for Victoria	Determining referral authority	**Referral required.** The Project involves works to establish access to the Project Site from Rokewood-Skipton Road and Glenelg Highway, which form part of the Principal Road Network and are zoned TRZ2. An application is required for these works under **Clause 52.29**. As such, referral is required to the Head, Transport for Victoria.

Table 8.23 Summary of Referral Requirements under Local Provisions (Clause 66.04)

Clause	Type of Application	Referral Authority	Type of Referral Authority	Project Response
Schedule to Clause 66.04 (Referral of permit applications under local provisions) – Corangamite				
None specified				
Schedule Clause 66.04 (Referral of permit applications under local provisions) – Golden Plains				
None specified				

9.0 Other Relevant Strategies and Guidelines

The following section summarises other state, regional and local strategies and guidelines of relevance to the Project.

9.1 State Strategies and Guidelines

9.1.1 Planning Guidelines for Development of Wind Energy Facilities (2023)

The *Planning guidelines for development of wind energy facilities* (DTP, 2023) provide advice to inform planning decisions for wind energy facilities in Victoria. The guidelines set out a framework for a consistent and balanced approach to assessment and consistent operational performance standards and planning application requirements for wind energy facilities.

The guidelines provide a framework that ensures proposals for wind energy facilities are thoroughly assessed, including other considerations and approvals required in the process. Relevant planning policy and statutory context for assessment of wind energy facilities in Victoria are provided in the guidelines, which discuss environmental, significant landscape and Aboriginal cultural heritage values that need to be considered in identifying suitable locations for wind energy facilities.

These guidelines are referenced in **Clause 19.01-2S** (Renewable Energy) – Policy Documents and as a decision guideline document under **Clause 52.32** (Wind Energy Facility) of the Planning Schemes.

Sections 4 and 5 of the guidelines identify the information required to accompany applications for wind energy facilities and the matters that must be considered by responsible authorities during the assessment. A summary of where this information can be found in this report is provided in **Table 9.1**.

Table 9.1 Where this Report Addresses the Planning Guidelines for Development to Wind Energy Facilities (DTP, 2023)

Application Requirement	Location in Report
Turbines within 1 km of a dwelling	
Evidence of written consent from the registered owner/s of land containing a dwelling within 1 km of a turbine	**Appendix C**
Site and context analysis	
In relation to the site: • Site shape, dimensions and size	**Section 3.4**
• Orientation and contours	**Section 3.4** and **Section 4.0**
• Current land use	**Section 4.0** and **Appendix B**
• The existing use and siting of buildings or works on the land	**Section 4.0** and **Appendix B**
• Existing vegetation types, condition and coverage	**Appendix E**

Application Requirement	Location in Report
• The landscape of the site	**Section 4.0**, **Appendix E** and **Appendix L**
• Species of flora and fauna listed under the *Flora and Fauna Guarantee Act 1988* and the *Environment Protection and Biodiversity Conservation Act 1999* (Cwth)	**Appendix E**
• Sites of cultural heritage significance	**Sections 11.4** and **11.7**, and **Appendix G** and **Appendix J**
• Wind characteristics	**Section 5.0**
• Any other notable features, constraints or other characteristics of the site.	**Section 4.0**
In relation to the surrounding area: • Existing land uses	**Section 4.0**
• Above-ground utilities	**Appendix B**
• Access to infrastructure	**Section 4.2.4**
• Direction and distances to nearby dwellings, townships, urban areas, significant conservation and recreation areas, water features, tourist routes and walking tracks, major roads, airports, aerodromes and existing and proposed wind energy facilities	**Section 4.0** and **Appendix B**
• The siting and use of buildings on adjacent properties	**Section 4.0** and **Appendix B**
• The location of all existing dwellings within one kilometre of the nearest turbine measured from the centre of the tower at ground level (adopting a precautionary approach, accounting for micro-siting variation in final placement of turbines). Where the proposal includes any turbines within one kilometre of an existing dwelling, the application must be accompanied by evidence of the written consent of the owner of the dwelling. The application is prohibited under the planning scheme where evidence of the written consent is not provided	**Section 4.0**, and **Appendix B** and **Appendix C**
• The landscape, including any significant landscape features	**Section 4.0** and **Appendix L**
• Views to and from the site, including views from existing dwellings and key vantage points including major roads, walking tracks, tourist routes and regional population growth corridors	**Appendix L**
• Sites of flora and fauna listed under the *Flora and Fauna Guarantee Act 1988* and *Environment Protection and Biodiversity Conservation Act 1999* (Cwth), including significant habitat corridors, and movement corridors for these fauna	**Appendix E**

Application Requirement	Location in Report
• Sites of cultural heritage significance	**Sections 11.4** and **11.7**, and **Appendix G** and **Appendix J**
• National Parks, State Parks, Coastal Reserves and other land subject to the *National Parks Act 1975*	**Section 4.0**, **Appendix E** and **Appendix L**
• Land declared a Ramsar wetland as defined under section 17 of the *Environment Protection and Biodiversity Conservation Act 1999* (Cwth)	**Section 4.0** and **Appendix E**
• Location of any land included in the schedule to clause 52.32-2 of the planning scheme showing that the setback requirements are met	**Section 4.0**
• Any other notable features or characteristics of the area	**Section 4.0**
• Bushfire risks.	**Section 11.3** and **Appendix F**
A location plan showing the area around the site, including: • Local electricity grid (including capacity)	**Appendix B**
• Access roads to the site	**Appendix B**
Design response	
Detailed plans of the proposed development. Showing: • the layout of the wind turbine generators and associated buildings and works (this can include anemometers)	**Figure 3.3**, **Figure 3.4**, **Figure 3.5** and **Appendix B**
• GIS coordinates showing the location of each turbine and key infrastructure	**Appendix B**
• location of all houses within one and two kilometres of a turbine	**Figure 4.5**, **Figure 4.6**, **Figure 4.7**, **Figure 4.8**, **Figure 4.9**, **Figure 4.10** and **Appendix B**
• the location and dimensions of all buildings and works	**Appendix B**
• the location of all vegetation removal	**Appendix B** and **Appendix E**
• proposed connections to the electricity grid, including the infrastructure required to connect the facility to the electricity network	**Appendix B**
• access roads on the site	**Appendix B**
• access road options and swept path diagrams that demonstrate that oversize vehicles can access the site, and the impact on roadside vegetation	**Appendix B**, **Appendix E** and **Appendix O**
• accurate visual simulations illustrating the development in the context of the surrounding area and from key public view points	**Appendix L**
• measures to manage any fire risks associated with the facility or connections to the electricity grid	**Appendix F**
• a rehabilitation plan for the site, including plans for revegetation and regeneration works	Proposed approaches to rehabilitation are described in **Appendix E**

Application Requirement	Location in Report
A written report(s), including: • A description of the proposal	**Section 3.0**
• An explanation of how the proposed design derives from and responds to the site analysis	**Sections 3.3** and **5.0**
• A description of how the proposal responds to any significant landscape features for the area identified in the planning scheme	**Section 10.0**
An assessment of: • the visual impact of the proposal on the surrounding landscape	**Section 11.8** and **Appendix L**
• the visual impact on abutting land that is described in a schedule to the *National Parks Act 1975* and Ramsar wetlands and coastal areas	Not applicable
• the impact of the proposal on any species (including birds and bats) listed under the *Flora and Fauna Guarantee Act 1988* or the *Environment Protection and Biodiversity Conservation Act 1999* (Cwth)	**Section 11.2** and **Appendix E**
• the impacts upon Aboriginal or non-Aboriginal cultural heritage	**Sections 11.4** and **11.7**, and **Appendix G** and **Appendix J**
A statement of why the site is suitable for the wind energy facility	**Sections 3.3**, **5.0** and **10.0**
An environmental management plan including any rehabilitation and monitoring requirements	**Section 12.0**
A pre-construction (predictive) noise assessment report prepared by a suitably qualified and experienced acoustician that: • Reports on a pre-construction (predictive) noise assessment conducted in accordance with New Zealand Standard NZS6808:2010, Acoustics - Wind Farm Noise. • Provides an assessment of whether the proposed wind energy facility will comply with the noise limit for that facility under Division 5 Part 5.3 of the Environment Protection Regulations 2021. • Where the proposed wind energy facility will be the subject of a wind turbine noise agreement under Division 5 of Part 5.3 of the Environment Protection Regulations 2021, specifies the premises of the relevant landowner (including any particular buildings) to which the agreement relates and provides an assessment of whether the proposed wind energy facility will comply with the modified noise limit for that facility specified in the agreement.	**Appendix K**

Application Requirement	Location in Report
• Is prepared on the basis that the relevant noise standard under Division 5 of Part 5.3 of the Environment Protection Regulations 2021 will be New Zealand Standard NZS6808:2010, Acoustics - Wind Farm Noise and includes an assessment of whether a high amenity noise limit is applicable under Section 5.3 of the standard.	
A report prepared by an environmental auditor appointed under Part 8.3 of the *Environment Protection Act 2017* that verifies whether or not the pre-construction (predictive) noise assessment was conducted in accordance with New Zealand Standard NZS6808:2010, Acoustics – Wind Farm Noise.	**Appendix K**

9.1.2 Guidelines for the Removal, Destruction or Lopping of Native Vegetation (2017)

The *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP, 2017) set out and describe the application of Victoria's state-wide policy in relation to assessing and compensating for the removal of native vegetation, including the assessment of impacts from removing native vegetation on biodiversity and other values, and how offsets are calculated and established to compensate for the loss in biodiversity value from the removal of native vegetation.

These guidelines are incorporated into all planning schemes in Victoria and are referenced in **Clause 12.01** (Biodiversity) – Policy Documents and set out decision guidelines for the purpose of **Clause 52.17** (Native vegetation) of the Planning Schemes.

9.1.3 Design Guidelines and Model Requirements for Renewable Energy Facilities (2025)

The *Design guidelines and model requirements for renewable energy facilities* (CFA, 2025) (**CFA Guidelines**) provide standard considerations for measures for fire safety, risk and emergency management in designing, constructing and operating new renewable energy facilities, and upgrading existing facilities. The CFA Guidelines are designed to reduce the potential of occurrence and consequences of fire at renewable energy facilities through risk-based design, inform fire and risk management processes for all phases of a facility's lifespan through the preparation of Risk Management Plans and Fire Management Plans, and support operators in preparing Emergency Management Plans that effectively consider fire risk. The CFA Guidelines apply to wind energy facilities and BESS facilities and are therefore applicable to the Project.

The CFA Guidelines provide a framework for consultation with the CFA to establish their recommendations for the purposes of addressing **Clause 13.02** (Bushfire) of the Planning Schemes.

9.1.4 Handbook for the Development of Renewable Energy in Victoria (2025)

The *Handbook for the development of renewable energy in Victoria, May 2025* (DEECA, 2025) (**the Handbook**) provides guidance for planning, assessing, and operating renewable projects to accelerate approvals while protecting biodiversity, especially threatened birds and bats. It outlines risk assessment, mitigation, monitoring and adaptive management requirements, aiming to give developers and decision makers certainty and support Victoria's renewable energy targets of 65% by 2030 and 95% by 2035.

Under the transitional arrangements set in Section 4.6 of the Handbook, a proponent will not be expected to apply the Handbook to their project if:

a. prior to commencement of the Handbook:
   - the project has been referred to the Minister for Planning for assessment under the EE Act
   - an assessment under the EE Act has commenced for the project
   - a planning permit application has been lodged for the project; or

b. any of the above will occur within 12 months from the date of commencement of the Handbook.

As the Proponent referred this Project to the Minister for Planning under the EE Act on 15 February 2024, prior to the commencement of Handbook, the Project does not need to apply the Handbook The Project is assessing potential impacts to Brolga under the *Interim guidelines for the assessment, avoidance, mitigation and offsetting of potential wind farm impacts on the Victorian Brolga population 2011* in the Project's Environment Report and the Ecological Assessment (**Appendix E**) prepared to inform the Environment Report and the planning permit applications.

9.1.5 Protecting Victoria's Environment – Biodiversity 2037 (2017)

Protecting Victoria's Environment – Biodiversity 2037 (DELWP, 2017) sets out the Victorian Government's plan to stop the decline of native plants, animals and improve the natural environment. The plan presents a long-term vision for Victoria's biodiversity supported by two overarching goals: Victorians value nature, and Victoria's natural environment is healthy. Community participation, collaboration, and an improved alignment across all relevant stakeholders are promoted in the plan, to restore biodiversity and strengthen the economy.

The plan sets out state-wide and contributing targets that are to be achieved by 2037, to meet both goals. The contributing targets are to be reviewed and updated every five years. Priorities for action are also established in the plan to support the government with aligning to its specific priorities and investments within a broader national context.

The plan is referenced in **Clause 12.01-1S** (Biodiversity) – Policy Documents of the Planning Schemes.

9.1.6 Victoria's Climate Change Strategy (2021)

Victoria's Climate Change Strategy (DELWP, 2021) provides a roadmap to net-zero emissions and a climate resilient Victoria by 2050. The strategy sets out the current responses to climate change and next steps to support communities and businesses to make the changes needed to reduce the impacts of climate change and continue to support the growth of the economy.

The strategy is underpinned by a five-point plan which includes an approach to supporting a clean energy economy, including through actions to support transformation of the electricity system with renewable energy, which will play a key role in achieving net-zero emissions. The strategy identifies that legislated Victorian Renewable Energy Targets will stimulate new investments in large-scale wind projects and create employment opportunities primarily located in regional Victoria. This will also create flow-on benefits for supply chains, related services, and local community.

Both the employment opportunity and flow-on benefits will assist in expanding the skills of the clean energy workforce and encourage uptake of new energy technologies.

The strategy is referenced in **Clause 13.01** (Climate Change Impacts) – Policy guidelines and **Clause 19.01-2S** (Renewable Energy) – Policy documents of the Planning Schemes.

9.1.7 Victoria's Renewable Energy Action Plan (2018)

Victoria's Renewable Energy Action Plan (DELWP, 2018) represents the action being taken to encourage investment in the energy sector and ensure Victorians continue to benefit from a renewable, affordable, and reliable energy system into the future.

The action plan sets out the long-term renewable energy policy agenda and pathway. It connects a suite of initiatives that will drive investment and action in renewable energy including moving to a clean energy supply by increasing renewable energy generation as a key pillar of the state's approach to emissions reduction.

9.1.8 Victorian Transmission Plan (2025)

The Victorian Transmission Plan (**VTP**) (VicGrid, 2025) sets out a long-term strategic vision for Victoria's electricity transmission network, focusing on enabling the transition to renewable energy and delivering a reliable, efficient and secure power system. The 2025 VTP identifies key infrastructure upgrades and new transmission corridors required to connect renewable energy zones (REZs) to the grid and ensure the smooth integration of new generation capacity. The Project is located in the Central Highlands REZ.

The Project aligns with the goals of the VTP by contributing new renewable generation capacity in the Central Highlands REZ identified as having strong wind resources and grid connection potential, as well as compatible land uses and potential for minimal environmental and social impacts. The VTP's emphasis on strengthening the transmission network, particularly in areas with existing or planned renewable energy development, supports the viability of projects like the Moreton Hill Wind Farm by improving access to markets and reducing curtailment risks. The Project may also benefit from or contribute to coordinated infrastructure planning within the region, reinforcing the role of strategic transmission investment in unlocking clean energy growth across Victoria.

9.2 Corangamite – Regional and Local Strategies, and Guidelines

9.2.1 Great South Coast Regional Growth Plan 2014

Parts of the Project within the Corangamite Shire are located within the area covered by the *Great South Coast Regional Growth Plan* 2014, which sets out a regional framework for land use planning across the municipalities of Corangamite, Glenelg, Moyne, Southern Grampians and Warrnambool.

Although the plan was released in 2014, it continues to recognise the region as a centre for alternative energy production, highlighting existing and approved projects in geothermal, natural gas, wave, and wind energy. It identifies the energy sector as a key area for future investment and economic development.

The plan acknowledges the region's significant renewable energy resources, particularly for wind, geothermal, and marine energy. It also outlines the challenge of leveraging these energy opportunities to maximise local benefits, such as regional energy use and component manufacturing, while managing impacts on local amenity, transport infrastructure, and the environment.

Key land use directions and policies relevant to the Project include:

- Supporting the development of energy facilities in suitable locations that utilise existing infrastructure and deliver benefits to the regional community.
- Ensuring the protection and appropriate maintenance of infrastructure and assets, including local roads, during the construction and operation of energy developments; and
- Planning for and managing the cumulative impacts of alternative energy developments in a sustainable manner.

9.2.2 Corangamite Regional Catchment Strategy 2021–2027

The *Corangamite Regional Catchment Strategy* covers approximately 1.3 million hectares and includes all or parts of the Cities of Ballarat and Greater Geelong, the Borough of Queenscliff, and the Shires of Colac Otway, Corangamite, Golden Plains, Moorabool, Moyne, and Surf Coast.

The strategy identifies that the majority of the region's natural assets are likely to be affected by climate change, with native vegetation, waterways, wetlands, and soils particularly vulnerable to hotter and drier conditions.

The strategy emphasises the need to mitigate climate change impacts and build regional resilience through sustainable land and water management practices. In this context, the development of renewable energy projects such as wind energy facilities is aligned with the strategy's broader goals to reduce greenhouse gas emissions and support climate adaptation.

By contributing to the transition to clean energy, the Project supports the long-term environmental resilience objectives of the strategy, while also offering the opportunity to integrate landscape, biodiversity, and soil management considerations into the planning and design process.

9.2.3 Corangamite Natural Resource Management Plan for Climate Change

The *Corangamite Natural Resource Management Plan for Climate Change* provides a framework to help the region integrate climate change mitigation and adaptation into natural resource management planning. It aims to support regional stakeholders in understanding climate risks and building resilience across key natural assets, including biodiversity, soil, water and coastal environments.

The plan serves as a strategic guide for managing the region's natural resources under a changing climate and outlines pathways for reducing emissions, protecting vulnerable ecosystems, and improving land management practices.

The Project is consistent with the objectives of the plan by contributing to climate change mitigation through the generation of renewable energy and the displacement of emissions from fossil fuels. Additionally, the planning and design of the Project will incorporate landscape-scale considerations that align with the plan's focus on sustainable land use and the protection of natural values, supporting both mitigation and adaptation outcomes across the region.

9.2.4 Corangamite Council Plan 2021–2025

The *Corangamite Council Plan 2021–2025* is a four-year strategic document that outlines the priorities and direction of the elected Council. It sets out key themes and objectives aimed at guiding sustainable development and community wellbeing within the Shire.

Under Theme Four: Improving Our Environment, objectives relevant to the Project include "Capitalising on opportunities created by new energy, and minimising impacts on key industry sectors, landscape values, and natural assets." Strategies to support this objective include advocating for improved planning processes and stronger community involvement by the State Government in the siting and development of new energy infrastructure.

Another relevant objective is "Helping our community plan and respond to climate change." Associated strategies include the establishment of a climate change community reference group and fostering collaboration with other municipalities on climate-related initiatives.

The Project aligns with the Council Plan's emphasis on embracing renewable energy opportunities and responding to climate change. By generating clean energy, the Project supports regional emissions reduction goals, while the planning process can be designed to consider local values and community engagement, consistent with the Council's advocacy for inclusive and responsible energy development.

9.2.5 Corangamite Community 2040 Vision

The *Corangamite Community 2040 Vision* represents a community-led vision for the preferred future of the municipality. Developed independently of Council, the Vision reflects the aspirations and priorities of local residents and stakeholders over the long term.

A key theme of the Vision relevant to the Project is the need for climate change adaptation and mitigation measures that help maintain a high quality of life for all members of the community. The Vision highlights the importance of proactive responses to climate challenges to ensure long-term social and environmental wellbeing.

Another relevant objective is the creation of a resilient, future-focused economy. This includes investment in appropriate infrastructure—such as renewable energy generation and electric vehicle charging networks—as well as efforts to attract climate-relevant industries to the Shire.

The Project directly supports these aspirations by contributing to the transition to renewable energy, helping reduce greenhouse gas emissions, and positioning the region to benefit from future climate-resilient economic opportunities.

9.2.6 Corangamite Shire Environment & Sustainability Strategy 2024–2034

The *Corangamite Shire Environment & Sustainability Strategy 2024–2034* provides a long-term framework to guide Council's environmental management and sustainability initiatives. It supports the realisation of broader community and council aspirations, including the *Corangamite Community 2040 Vision* for "future-proofing" the region and the Council Plan 2021–2025 theme of "Improving Our Environment."

The strategy recognises the growing role of renewable energy across and adjacent to the Shire, with several large-scale wind farms already established or proposed. The region's suitability for wind energy development is underpinned by consistently strong wind conditions, particularly in the southern part of the Shire, and access to high-voltage transmission infrastructure.

The strategy sets out clear objectives for climate change mitigation and adaptation, which are directly relevant to the Project. These include:

- Reducing greenhouse gas emissions across Council operations and the broader community.
- Increasing energy efficiency and the production and consumption of renewable energy.
- Raising awareness and understanding of climate change impacts, opportunities, and resilience.
- Collaborating with other stakeholders to strengthen climate change responses.

The Project aligns strongly with these objectives by generating clean energy, supporting regional decarbonisation efforts, and contributing to broader climate resilience goals through sustainable infrastructure development.

9.3 Golden Plains – Regional and Local Strategies, and Guidelines

9.3.1 Central Highlands Regional Growth Plan (2014)

Parts of the Project within the Golden Plains Shire are located within the area covered by the *Central Highlands Regional Growth Plan 2014*, which sets out a strategic, long-term vision for land use planning across the Central Highlands region. The plan encompasses the municipalities of Ararat, Ballarat, Golden Plains, Hepburn, Moorabool and Pyrenees, and aims to guide growth and manage change over a 30-year period.

The plan identifies energy as a key future direction for the region, highlighting the significant potential for renewable energy development. The plan outlines opportunities to enhance energy security and transition to a low-carbon economy, with the region's wind resources positioning it as a prime location for renewable energy projects. The plan notes that continued growth in the renewable energy sector presents economic and sustainability benefits for the region.

Relevant land use policies, strategies and actions outlined in the plan include:

- Encouraging planning schemes to support the expansion of energy supply infrastructure where feasible and aligned with industrial growth.
- Recognising the role of local energy generation in supporting economic development, diversifying the regional economy, and promoting sustainable outcomes.
- Identifying suitable land, protected by appropriate buffers, for renewable energy generation, particularly where existing energy distribution infrastructure can be efficiently utilised.

In addition, the plan's future growth directions include harnessing opportunities associated with the region's natural resources, including renewable energy, as a means of strengthening the regional economy.

9.3.2 Golden Plains Council Plan 2021–2025

The *Golden Plains Council Plan 2021–2025* outlines strategic priorities based on extensive community engagement. Key themes identified include (but are not limited to) protecting native vegetation, cultural heritage, and ecosystems, as well as supporting clean and green technologies, particularly renewable energy.

One of the plan's core objectives is mitigating climate change and promoting clean/green technology, with a specific focus on scoping and supporting projects that encourage renewable energy use.

The Project directly aligns with this objective by facilitating the development of a wind farm and associated infrastructure within the Shire. It contributes to the Council's goals of reducing greenhouse gas emissions, promoting sustainable economic development, and supporting the community's transition to cleaner energy sources. The iterative nature of the Project's design responding to findings of heritage and ecological surveys also supports the plan's environmental protection goals by avoiding and mitigating impacts on these values.

9.3.3 Golden Plains Climate Emergency Plan 2022–2032

The *Golden Plains Climate Emergency Plan 2022–2032* outlines Council's strategic response to climate change, following its formal declaration of a Climate Emergency. This declaration recognised the urgent need for immediate and sustained action to reduce greenhouse gas emissions, reverse global warming, and build resilience to the unavoidable impacts of climate change.

The plan sets a 10-year vision for climate action and is underpinned by the *Golden Plains Shire Council Plan 2021–2025* and the *Golden Plains Community Vision 2040*, both of which identify climate change as a key strategic issue. Addressing climate change is a core focus within the sustainability objectives of these broader plans and is identified as one of five community health and wellbeing priorities.

The Project aligns strongly with the aims of the Climate Emergency Plan by supporting the transition to renewable energy and contributing to a low-carbon energy future. The development of a wind farm and associated infrastructure within the Shire will help reduce reliance on fossil fuels, lower greenhouse gas emissions, and contribute to achieving broader climate mitigation objectives. It also reflects Council's vision for fostering local sustainability and clean energy solutions that benefit both the environment and the community over the long term.

9.3.4 Golden Plains Economic Development, Tourism and Investment Attraction Strategy 2022–2032

The *Economic Development, Tourism and Investment Attraction Strategy 2022–2032* sets a long-term vision for coordinated economic growth in the Golden Plains Shire. While agriculture and population growth are current economic drivers, the strategy identifies renewable energy as a key emerging industry attracting new investment.

The strategy also highlights opportunities to diversify land use and enhance agricultural productivity through technologies such as carbon farming and renewable energy. A key focus area, *Productive, Sustainable Landscapes*, envisions the Shire as an exporter of renewable energy and high-quality food and fibre. The Project directly supports this vision by contributing to the growth of the renewable energy sector, fostering economic development, and promoting sustainable land use within the Shire.

9.3.5 Golden Plains Shire Community Vision 2040

The *Golden Plains Shire Community Vision 2040* articulates the long-term aspirations of the local community, aiming to shape a sustainable and prosperous future for all residents. The Vision encourages collective action to meet current and future needs across the Shire.

The Vision includes a strong focus on environmental sustainability, with a stated ambition to promote positive behaviours around land use, climate change, and natural resource management. It also calls for the adoption of clean and green practices, including energy efficiency, environmentally sustainable design, and the uptake of renewable energy solutions.

The Project directly supports this vision by delivering a large-scale wind energy facility and associated infrastructure that contributes to the Shire's transition to clean energy. It aligns with the community's desire for greener land use and energy practices, while helping to address climate change and support long-term environmental and economic resilience.

10.0 Assessment Against the Planning Schemes

Before deciding on an application to use or subdivide land, construct a building or construct or carry out works, in addition to the decision guidelines in **Clause 65** of the Planning Scheme, the Minister for Planning (responsible authority) must consider, as appropriate, the following:

- The state, regional and local planning policies of the Planning Scheme/s.
- The current and planned land uses and objectives of each planning control applicable to the Project Site.
- The principles of integrated decision-making of **Clause 71.02-3** of the Planning Scheme/s.

This section provides an assessment of the Project against the applicable planning policy requirements of the Planning Schemes as well as the requirements of relevant zones, overlays and particular provisions.

10.1 Municipal Planning Strategy

10.1.1 Corangamite Planning Scheme

Table 10.1 provides an assessment of the Project against relevant strategic directions pursuant to **Clause 02.03** (Strategic Directions) of the Corangamite Planning Scheme.

Table 10.1 Municipal Planning Strategy Assessment – Corangamite

Reference	Assessment
Clause 02.03-2 (Environmental and Landscape Values)	The Project aligns with **Clause 02.03-2** by supporting biodiversity protection by minimising native vegetation removal to only 1.64 ha with appropriate offsets secured (refer **Appendix E**). Remnant vegetation and landscape features are preserved where feasible, with micro-siting and Tree Protection Zones (**TPZ**) used to reduce impacts. The Project avoids sensitive wetland areas and will incorporate controls to mitigate erosion, sedimentation and other contaminant discharges through a CEMP to protect water quality. The Landscape and Visual Impact Assessment (**LVIA**) (**Appendix L**) confirms that while the turbines will be a new feature in the landscape, they are sited within a modified rural landscape with intervening topography, vegetation and buildings generally limiting visibility of the Project from outside the Project Site. Visual impacts at sensitive receivers have been assessed as mostly low to low-moderate, with further mitigation available through design measures such as screen planting and turbine layout optimisation. The Project maintains locally significant views and vistas, and cumulative impacts are considered low, with the wind farm interpreted as part of a broader renewable energy landscape.

Reference	Assessment
Clause 02.03-3 (Environmental Risks and Amenity)	The Project is consistent with **Clause 02.03-3** as it largely avoids areas of high flood risk and will involve constructing essential infrastructure (e.g. WTGs, BESS, onsite substation, O&M facilities etc) above the 1% annual exceedance probability (**AEP**) flood, with minor inundation risks managed through culvert design, drainage, and construction planning (refer to **Appendix I**). The Project is not expected to significantly alter the quantity of surface water or increase flood risk; further post-development flood modelling will be undertaken during detailed design to confirm this. The Project also avoids high bushfire risk areas and incorporates CFA-compliant mitigation measures including fire breaks, static water supplies, and detection and suppression systems, ensuring low risk to life, property and infrastructure (refer to **Appendix F**).
Clause 02.03-4 (Natural Resource Management)	The Project supports **Clause 02.03-4** by maintaining the integrity of rural land through careful siting of infrastructure and minimising unnecessary fragmentation. The Project is located within a modified agricultural landscape and has been designed to use existing access tracks and disturbed areas where possible, reducing the need for new land disturbance or division. Sensitive vegetation and waterways have been avoided where feasible, and post-construction rehabilitation and weed management will further support maintaining the ecological function of these natural resources.
Clause 02.03-5 (Built Environment and Heritage)	The Project supports **Clause 02.03-5** by conserving the Shire's natural, built and cultural heritage through heritage assessments and compliance with relevant legislation. A Historical Heritage Assessment (**Appendix J**) confirmed that no registered historic (non-Aboriginal) heritage places are located within the Project Site, and all identified sites within 5 km—primarily related to historic mining and buildings in Linton and Skipton—are more than 2 km away and will not be impacted. The assessment also outlines protocols for managing any unexpected discoveries, including dry stone walls, in accordance with the *Heritage Act 2017* and the Planning Scheme, where applicable. Additionally, a CHMP (CHMP 19190) is being prepared by Heritage Insight in consultation with WTOAC as the RAP for the Project Site. The desktop CHMP (**Appendix G**) confirms that while no registered Aboriginal Places are located within the Project Site, the presence of culturally sensitive landforms such as ridges, wetlands and waterways indicates a likelihood of Aboriginal cultural heritage. The Project will undergo a standard and complex assessment (ongoing) under the Aboriginal Heritage Regulations 2018 to ensure protection of Aboriginal sites and landscapes.
Clause 02.03-8 (Transport)	The Project integrates land use and transport planning in a way that supports **Clause 02.03-8** by making efficient use of the existing transport network while minimising impacts. The Traffic Impact Assessment (**TIA**) (**Appendix O**) has assumed that the turbine components will be delivered via a designated haulage route from the Port of Portland using state arterial roads such as the Glenelg Highway and Rokewood-Skipton Road, which are part of the approved B-Double and Higher Mass Limit (**HML**) networks. Local roads will be used selectively and upgraded where necessary, with maintenance agreements in place with Corangamite and Golden Plains Shire Councils to ensure safe and reliable access and ongoing use.

Reference	Assessment
	The Project also proposes multiple site entry points and laydown areas to distribute traffic and reduce congestion, while swept path modelling has identified only minor mitigation measures needed at key intersections. Construction traffic will be managed to avoid disruption, and operational traffic will be minimal, with routine maintenance generating negligible impact on the local road network.
Clause 02.03-9 (Infrastructure)	The Project supports **Clause 02.03-9** by facilitating the establishment of renewable energy infrastructure while responsibly managing impacts on amenity, roads and the environment. The Ecological Assessment (**Appendix E**) confirms that native vegetation removal has been minimised to 1.64 ha, with appropriate offsets secured and mitigation measures such as micro-siting, TPZs, and post-construction rehabilitation to be implemented to protect ecological values. The TIA (**Appendix E**) demonstrates that the Project integrates with existing transport networks, using approved haulage routes and arterial roads suitable for heavy and over-dimensional vehicles, while entering into road upgrade and maintenance agreements with local councils to manage construction impacts. Swept path modelling and site access planning ensure safe and efficient delivery of turbine components with minimal disruption. The Environmental Noise Assessment (**Appendix K**) confirms that operational noise from turbines, the onsite substation and BESS will comply with all applicable Victorian regulations, remaining well below threshold limits at all sensitive receivers and natural areas. Cumulative noise impacts have also been assessed and found to be compliant, with mitigation measures proposed to ensure ongoing amenity protection. Together, these assessments demonstrate that the Project has been carefully designed to balance infrastructure development with environmental stewardship and community wellbeing.

10.1.2 Golden Plains Planning Scheme

The Project has been assessed against the strategic directions of relevance to the Project pursuant to **Clause 02.03** (Strategic Directions) and summarised in **Table 10.2**.

Table 10.2 Golden Plains Municipal Strategy Assessment

Reference	Assessment
Clause 02.03-2 (Environmental and Landscape Values)	The Project aligns with **Clause 02.03-2** by supporting biodiversity protection by minimising native vegetation removal to 1.64 ha with appropriate offsets secured (refer to **Appendix E**). Remnant vegetation and landscape features are preserved where feasible, with micro-siting and TPZs used to reduce impacts. The Project avoids sensitive wetland areas and will incorporate controls to mitigate erosion, sedimentation and other contaminant discharges through a CEMP to protect water quality. The LVIA (**Appendix L**) confirms that while the turbines will be a new feature in the landscape, they are sited within a modified rural landscape with intervening topography, vegetation and buildings generally limiting visibility of the Project from outside the Project Site. Visual impacts at sensitive receivers have been assessed as mostly low to low-moderate, with further mitigation available through design measures such as

Reference	Assessment
	screen planting and turbine layout optimisation. The Project maintains locally significant views and vistas, and cumulative impacts are considered low, with the wind farm interpreted as part of a broader renewable energy landscape.
Clause 02.03-3 (Environmental Risks and Amenity)	The Project is consistent with **Clause 02.03-3** as it largely avoids areas of high flood risk and will involve constructing essential infrastructure (e.g. WTGs, etc) above the 1% AEP flood, with minor inundation risks managed through culvert design, drainage, and construction planning (refer to **Appendix I**). The Project is not expected to significantly alter the quantity of surface water or increase flood risk; further post-development flood modelling will be undertaken during detailed design to confirm this. The Project also avoids high bushfire risk areas and incorporates CFA-compliant mitigation measures including fire breaks, static water supplies, and detection and suppression systems, ensuring low risk to life, property and infrastructure (refer to **Appendix F**).
Clause 02.03-4 (Natural Resource Management)	The Project supports **Clause 02.03-4** by maintaining the integrity of rural land through careful siting of infrastructure and minimising unnecessary fragmentation. The Project is located within a modified agricultural landscape and has been designed to use existing access tracks and disturbed areas where possible, reducing the need for new land disturbance and division. Sensitive vegetation and waterways have been avoided where feasible, and post-construction rehabilitation and weed management will further support maintaining the ecological function of these natural resources.
Clause 02.03-5 (Built Environment and Heritage)	The Project supports **Clause 02.03-5** by conserving the Shire's natural, built and cultural heritage through heritage assessments and compliance with relevant legislation. A Historical Heritage Assessment (**Appendix J**) confirmed that no registered historic (non-Aboriginal) heritage places are located within the Project Site, and all identified sites within 5 km—primarily related to historic mining and buildings in Linton and Skipton—are more than 2 km away and will not be impacted. The assessment also outlines protocols for managing any unexpected discoveries, including dry stone walls, in accordance with the *Heritage Act 2017* and the Planning Scheme where applicable. Additionally, a CHMP (CHMP 19190) is being prepared by Heritage Insight in consultation with WTOAC as the RAP for the Project Site. The desktop CHMP (**Appendix G**) confirms that while no registered Aboriginal Places are located within the Project Site, the presence of culturally sensitive landforms such as ridges, wetlands and waterways indicates a likelihood of Aboriginal cultural heritage. The Project will undergo a standard and complex assessment (ongoing) under the Aboriginal Heritage Regulations 2018 to ensure protection of Aboriginal sites and landscapes.

Reference	Assessment
Clause 02.03-8 (Transport)	The Project integrates land use and transport planning in a way that supports **Clause 02.03-8** by making efficient use of the existing transport network while minimising impacts. The TIA (**Appendix O**) confirms that turbine components will be delivered via a designated haulage route from the Port of Portland using state arterial roads such as the Glenelg Highway and Rokewood-Skipton Road, which are part of the approved B-Double and HML networks. Local roads would be used selectively and upgraded where necessary, with maintenance agreements in place with Corangamite and Golden Plains Shire Councils to ensure safe and reliable access. The Project also proposes multiple site entry points and laydown areas to distribute traffic and reduce congestion, while swept path modelling has identified only minor mitigation measures needed at key intersections. Construction traffic will be managed to avoid disruption, and operational traffic would be minimal, with routine maintenance generating negligible impact on the local road network.
Clause 02.03-9 (Infrastructure)	The Project supports **Clause 02.03-9** by facilitating the establishment of renewable energy infrastructure while responsibly managing impacts on amenity, roads and the environment. The Ecological Assessment (**Appendix E**) confirms that native vegetation removal has been minimised to 1.64 ha, with appropriate offsets secured and mitigation measures such as micro-siting, TPZs, and post-construction rehabilitation to be implemented to protect ecological values. The TIA (**Appendix O**) demonstrates that the Project integrates with existing transport networks, using approved haulage routes and arterial roads suitable for heavy and over-dimensional vehicles, while entering into road upgrade and maintenance agreements with local councils to manage construction impacts. Swept path modelling and site access planning ensure safe and efficient delivery of turbine components with minimal disruption. The Environmental Noise Assessment (**Appendix K**) confirms that operational noise from turbines, and the onsite substation and BESS (located in Corangamite Shire) will comply with all applicable Victorian regulations, remaining well below threshold limits at all sensitive receivers and natural areas. Cumulative noise impacts have also been assessed and found to be compliant, with mitigation measures proposed to ensure ongoing amenity protection. Together, these assessments demonstrate that the Project has been carefully designed to balance infrastructure development with environmental stewardship and community wellbeing.

10.2 Planning Policy Framework

The key PPF policies of most relevance to the use and development of the Project are **Clause 19.01-1S** (Energy Supply) and **Clause 19.01-2S** (Renewable Energy). **Clause 19.01** provides the strategic support for renewable energy projects with regards to the appropriate siting and design of such projects. The Project is consistent with the objectives of both **Clause 19.01-1S** and **Clause 19.01-2S** for the reasons outlined in **Table 10.3**.

Table 10.3 Assessment of the Project against Clause 19.01 (Energy)

Strategies	Response
Clause 19.01-1S (Energy Supply)	
Support the development of energy generation, storage, transmission, and distribution infrastructure to transition to a low-carbon economy.	The Project is consistent with the strategic objectives of **Clause 19.01-1S** by delivering 421 MW of renewable energy generation and 100 MW / 4-hour battery storage capacity to support Victoria's transition to a low-carbon economy. Located within the 2025 VTP's proposed Central Highlands REZ, the Project leverages existing electricity grid infrastructure and road networks to minimise land use conflicts and construction impacts. The Project is designed to be climate-resilient, with robust construction standards and operational flexibility to adapt to future conditions. Technical assessments for the Project confirm safe and efficient transport of components via approved haulage routes with only minor road upgrades needed (refer to **Appendix O**), while demonstrating full compliance with Victorian regulations, ensuring minimal impact on amenity (refer to **Appendix K**, **Appendix L** and **Appendix M**). The Project will power over 260,000 homes, reduce emissions by 350,000 tonnes annually, and support regional sustainability through job creation, community funding, and ongoing local engagement (refer to **Appendix N**).
Develop appropriate infrastructure to meet community demand for energy services.	
Ensure energy generation, storage, transmission and distribution infrastructure and projects are resilient to the impacts of climate change.	
Facilitate the production and distribution of zero emission gases and fuels.	
Support energy infrastructure projects in locations that minimise land use conflicts, including in any renewable energy zones declared under section 63 of the *National Electricity (Victoria) Act 2005*.	
Support energy infrastructure projects in locations that take advantage of existing and planned resources and infrastructure networks.	
Facilitate energy infrastructure projects that help diversify local economies and improve sustainability and social outcomes.	
Facilitate renewable energy generation and storage to meet on-site energy needs.	
Clause 19.01-2S (Renewable Energy)	
Facilitate renewable energy development in appropriate locations, including in any renewable energy zones declared under section 63 of the *National Electricity (Victoria) Act 2005*.	The Project is consistent with **Clause 19.01-2S** by being located within a region with consistently strong wind resources and proximity to existing electricity grid infrastructure, including the Berrybank Terminal Station and Ballarat to Terang 220 kV transmission line. The Project is sited within the 2025 VTP's proposed Central Highlands REZ and on land zoned for farming, allowing energy infrastructure to coexist with agricultural uses while minimising land use conflicts. The Project layout has been designed to avoid sensitive environmental and heritage areas, with technical assessments confirming low impacts on biodiversity, amenity and transport networks (refer to **Appendix E**, **Appendix L** and **Appendix O**).
Protect renewable energy infrastructure against competing and incompatible uses.	
Set aside suitable land for future renewable energy infrastructure.	
Consider the economic, social and environmental benefits to the broader community of renewable energy generation while also considering the need to minimise the effects of a proposal on the local community and environment.	

Strategies	Response
Support wind energy facilities in locations with consistently strong winds over the year.	Noise modelling shows compliance with all regulatory limits, ensuring protection of nearby communities and natural areas (refer to **Appendix K**). The Project will generate over 1,600 GWh of clean energy annually, supporting Victoria's renewable energy targets and carbon emissions reduction targets, and delivering significant economic and social benefits, through job creation and community funding (refer to **Appendix N**).
Corangamite Planning Scheme -Clause 19.01-2R (Renewable energy – Great South Coast)	
Plan for and sustainably manage the cumulative impacts of alternative energy development.	The Project is managing the cumulative impacts of alternative energy development by coordinating with DTP and DEECA, assessing cumulative effects through its Environment Report and EPBC Act controlled action approval process and strategically siting infrastructure to minimise cumulative effects relating to other renewable energy generation developments in proximity. It also considers grid capacity and visual impacts to ensure sustainable regional development.

Table 10.4 summarises an assessment of the Project against other relevant PPF clauses identified in **Section 8.5**. These PPF clauses are of relevance to the policy context and potential environmental and social impacts of the Project.

Table 10.4 Assessment of the Project Against Relevant State-wide Planning Policies

PPF Clause	Assessment
Clause 11.03 (Planning for Places)	The LVIA (**Appendix L**) found that the Project is located within a modified agricultural landscape of low to moderate scenic value, not identified as regionally or state significant. While the WTGs will be visible from parts of the surrounding area, including public roads and nearby dwellings, actual visibility is reduced by intervening vegetation, topography and distance, and the underlying rural character of the landscape will remain intact. The Project responds to the distinctive characteristics of the region by maintaining agricultural land use, designing turbines to minimise visual impact, and offering visual mitigation such as screen planting. The Project avoids impacts on significant environmental or cultural values and supports the evolving renewable energy character of the region, demonstrating consistency with the objectives and strategies of **Clause 11.03-5S,** and **Clause 11.03-6S.**
Clause 12.01 (Biodiversity)	The Project is consistent with **Clauses 12.01-1S** and **Clause 12.01-2S.** The Ecological Assessment (**Appendix E**) identified that the Project Site is highly modified by agriculture, with native vegetation largely confined to small patches and roadside reserves. A total of 1.64 ha of native vegetation, including 1.551 ha of native vegetation patches and one large, scattered tree, is proposed to be removed for the Project as a whole.

PPF Clause	Assessment
	The Project design has prioritised avoidance and minimisation of biodiversity impacts through the siting of Project infrastructure mostly within cropped paddocks, pasture and other exotic grasslands, and existing disturbed areas (e.g. use of existing access tracks). Retained native vegetation and habitat will be protected during construction using exclusion fencing and TPZs. All residual native vegetation impacts will be offset in accordance with the Guidelines, using available habitat units within the Corangamite CMA region. An offset strategy is proposed for the potential impacts to the EPBC Act listed Natural Temperate Grassland of the Victorian Volcanic Plain. Additional mitigation measures, including rehabilitation of disturbed areas and weed management throughout construction and operation, will ensure no net loss to biodiversity and support the protection of ecological values.
Clause 12.03 (Water Bodies and Wetlands)	The Project responds to **Clause 12.03** of both Planning Schemes by avoiding direct impacts on major waterways and wetlands and incorporating measures to protect the Project Site's hydrological and ecological values. The Flood Impact Assessment (**Appendix I**) informed Project infrastructure to avoid wetland areas and key flow paths where practicable. Where infrastructure intersects minor waterways or flow paths, appropriate watercourse crossing designs (e.g. culverts) will be used to maintain natural hydrology. The underground transmission line will reinstate ground levels post-construction, minimising long-term impacts on drainage function. The Project is consistent with **Clause 12.03-1L** of the Golden Plains Planning Scheme by incorporating waterway setbacks where practicable and avoiding wetland isolation. The Project also includes hydrology and flood assessments to protect connectivity and prevent drainage impacts on waterways and wetlands. Industry standard erosion and sediment controls will be implemented during construction via progressive plans as part of the CEMP to protect water quality. Through these measures, the Project supports the protection and long-term health of the waterway systems in accordance with **Clause 12.03.**
Clause 12.05 (Significant Environments and Landscapes)	The Project is consistent with **Clause 12.05-2S** as it is sited in a highly modified agricultural landscape with low to moderate scenic value that is not identified as being of regional or state landscape significance. The Project incorporates mitigation measures such as screen planting and undergrounding of the transmission line and most electrical reticulation to minimise visual impacts. The LVIA (**Appendix L**) confirms that while the WTGs will become a visible feature, the broader landscape character will remain intact, with most public viewpoints and non-involved dwellings experiencing low to moderate visual impacts due to existing intervening vegetation, structures, topography and distance. The Project supports sustainable development by contributing to renewable energy targets and is located within a proposed REZ, aligning with the clause's objective to protect and enhance significant landscapes while supporting sustainable environments.
Clause 13.01 (Climate Change Impacts)	The Project responds directly to **Clause 13.01-1S** by supporting the transition to renewable energy, reducing reliance on fossil fuels, and cutting greenhouse gas emissions by approximately 350,000 tonnes annually. The Project has minimised exposure to climate change impacts by siting key Project infrastructure such as the BESS, onsite substation, O&M compound and most WTGs outside of identified natural hazard areas associated with bushfire (BMO) and flooding (LSIO), and by

PPF Clause	Assessment
	undergrounding most electrical reticulation and transmission infrastructure (refer to **Appendix F** and **Appendix I**). Further discussion of how the Project has minimised exposure to bushfire and flooding risk is provided in response to **Clause 13.02** (Bushfire) and **Clause 13.03** (Floodplains).
Clause 13.02 (Bushfire)	The Project is consistent with **Clause 13.02-1S,** which seeks to strengthen community resilience to bushfire through risk-based planning that prioritises the protection of human life. While some Project infrastructure intersects with the BMO, the Project does not introduce new settlements, permanent accommodation, or promote population growth. A Risk Management Plan (**Appendix F**) was prepared to assess the wind farm and BESS components in line with **Clause 13.02-1S** and CFA Guidelines, confirming that bushfire risks can be effectively managed through design and construction measures. The Project will only have intermittent on-site presence during construction and operation, and mitigation strategies such as siting infrastructure away from high-risk areas, maintaining vegetation clearance, and using existing roads and tracks as firebreaks, will reduce bushfire risk. The fragmented landscape, limited vegetation connectivity, and dominance of grassland further minimise the potential for fire spread, supporting compliance with bushfire planning objectives.
Clause 13.03 (Floodplains)	The Project is consistent with **Clause 13.03** through its design and siting approach, which integrates flood modelling to avoid and mitigate impacts to flood storage areas, natural flow paths, and environmentally significant floodplain zones (refer to **Appendix I**). The Project layout, including turbine placement, access tracks, and waterway crossings, has been informed by pre- and post-development hydraulic assessments to ensure infrastructure is elevated or culverted where necessary, preserving drainage function and minimising flood hazard to life, property, and community assets in accordance with **Clause 13.03-1L** of the Golden Plains Planning Scheme. Construction and operational plans will incorporate bunding, sediment control, and spill containment measures to protect water quality and wetland health, aligning with relevant CMA, DEECA and EPA guidelines and **Clause 13.03** of the Planning Schemes generally.
Clause 13.04-3S (Salinity)	The Project has been designed to meet salinity management objectives by carefully placing infrastructure to avoid areas affected by groundwater salinity. While some Project infrastructure, like access tracks, underground cables, hardstands, and WTG12, are located within the Salinity Management Overlay (SMO) in the Golden Plains LGA, most Project infrastructure is positioned outside flood-prone and salinity-sensitive zones. Hydrological buffers may also be considered around waterways and wetlands for infrastructure other than crossings to help reduce salt entering rivers and limiting groundwater recharge. The Project design supports the objectives of **Clause 13.04-3S** and **Clause 13.04-3L** of the Golden Plains Planning Scheme to maintain existing hydrology and to reduce salinity risks, by using durable materials, thoughtful landscaping, and incorporating drainage infrastructure (e.g. culverts, swales, bunds) into detailed design.

PPF Clause	Assessment
Clause 13.05 (Noise)	The Environmental Noise Assessment (**Appendix K**) found that the Project complies with all relevant Victorian noise regulations. Predicted wind turbine noise levels are below applicable limits at all assessed dwellings, including non-involved and involved dwelling receivers. Noise from the onsite substation and BESS is also predicted to remain below the night-time noise limit, with at least a 4 dB margin at the nearest sensitive receivers. Noise levels at nearby natural areas, including Mount Bute Scenic Reserve, are expected to be very low and unlikely to affect visitor amenity. Overall, the Environmental Noise Assessment concluded that the Project would result in minimal noise impacts.
Clause 13.06 (Air quality)	The Project is consistent with **Clause 13.06-1S** by ensuring suitable separation between infrastructure and sensitive land uses, thereby protecting and improving air quality. The Project is located in a low-density rural area with no nearby sensitive receptors such as schools, hospitals, or aged care centres, and turbines are set back at least 1 km from all non-involved dwellings. The Project does not involve industrial processes or emissions that would negatively impact air quality. During construction, dust will be managed through standard CEMP controls including water suppression, vehicle speed limits, and minimising dust sources. Once operational, the Project will generate clean, renewable energy with no ongoing air emissions, with compacted areas maintained, supporting long-term air quality improvement and aligning with the clause's objective.
Clause 13.07 (Amenity, Human Health and Safety)	The Project aims to protect community amenity, human health, and safety by implementing appropriate management and mitigation measures (refer to **Appendix D**, **Appendix F**, **Appendix H**, **Appendix I**, **Appendix K**, **Appendix L**, **Appendix M** and **Appendix O**). It has been strategically located to avoid sensitive land uses, including maintaining a 1 km buffer between Project infrastructure and non-involved dwellings. Letters of consent regarding any shadow flicker exceedances are located at **Appendix C.2**. Potential off-site impacts such as noise, dust, and traffic during construction will be addressed through standard controls outlined in the CEMP. In doing so, the Project enables appropriate renewable energy infrastructure development while aligning with **Clause 13.07-1S** by safeguarding the amenity, health, and safety of the surrounding rural community.
Clause 14.01 (Agriculture)	The Project aligns with **Clause 14.01-1S** of both Planning Schemes by being primarily located on land used for agricultural grazing, with non-operational areas continuing to support grazing post-construction. The site's suitability is reinforced by large lot sizes, low density of sensitive receptors, and existing farming use, which ensures compatibility with surrounding agricultural operations. While construction may temporarily affect grazing and cropping, long-term impacts are limited to approximately 1% of the Project Site, and landholder agreements support continued farming throughout and after construction. Wind farms are recognised as compatible with agricultural use, and the Project minimise permanent removal of productive farmland, aligning with **Clause 14.01-1L** of the Corangamite Planning Scheme by maintaining agricultural productivity alongside renewable energy development.
Clause 15.01 (Built Environment)	The Project is consistent with **Clause 15.01-6S** as it respects the valued rural character of the region by locating infrastructure within a highly modified agricultural landscape, avoiding areas of high scenic or heritage significance, and integrating design elements that minimise visual intrusion.

PPF Clause	Assessment
	The LVIA (**Appendix L**) confirms that the Project is sited in a landscape with low to moderate scenic value, and that existing vegetation, topography, and proposed mitigation measures such as screen planting and undergrounding of the transmission line will help preserve the visual integrity of the area. The Project layout maintains a minimum 1 km separation between turbines and non-involved dwellings, and ancillary infrastructure is positioned to reduce visibility from key public and private viewpoints. Overall, the Project has been assessed as having a low cumulative visual impact on the regional landscape, particularly as it will appear as an extension of existing infrastructure and will not significantly alter the character of the region, which is already evolving to include renewable energy as a key component of the land use character.
Clause 15.03 (Heritage)	The Project is consistent with **Clause 15.03-1S** and **Clause 15.03-2S** through its commitment to protecting both historic and Aboriginal cultural heritage. A Historical Heritage Assessment (**Appendix J**) confirmed that no registered historic heritage places are located within the Project Site, and nearby sites are well outside the area of impact. Targeted field surveys undertaken for potential heritage places within the Project Site found that these had negligible heritage value. The assessment includes protocols for managing any unexpected discoveries, such as dry stone walls, in accordance with the *Heritage Act 2017* and **Clause 52.33** of the Planning Schemes. In relation to Aboriginal cultural heritage, CHMP 19190 is being prepared in consultation with the WTOAC. While no registered Aboriginal Places were identified within the Project Site through the desktop CHMP (**Appendix G**), the presence of sensitive landforms triggered a standard and complex assessment (ongoing) under the Aboriginal Heritage Regulations 2018 to ensure Aboriginal cultural values are identified and protected in line with legislative requirements.
Clause 17.01 (Employment)	The Project is consistent with **Clause 17.01-1S** by actively supporting the growth and diversification of the rural economy in western Victoria. Located in an area traditionally used for dryland farming, grazing and cropping, the Project introduces a complementary land use that allows agricultural activities to continue while enabling large-scale renewable energy generation. It will deliver significant economic benefits to the region, including an estimated 360 full-time equivalent jobs during construction and 16 ongoing operational roles in the area over its approximately 30-year operational life (refer to **Appendix N**). These employment opportunities will stimulate local job markets and skill development. Additionally, the Project will contribute financially through annual payments to local councils, neighbour agreements, and a community investment fund, reinforcing its role in diversifying income streams and strengthening the economic resilience of the Golden Plains and Corangamite Shires.
Clause 18.01 (Transport)	The Project is consistent with **Clause 18.01-1S** as the Project layout and logistics planning explicitly protect existing transport infrastructure. Eight main site entry points have been identified off Rokewood-Skipton Road and several local roads, with traffic volumes assessed to ensure minimal disruption during construction and operation. The Project design avoids encroachment on key transport corridors and applies appropriate setbacks and buffers to safeguard the current and future function of the asset.

10.3 Zones

The following sections assess the Project against the purpose and decision guidelines of the applicable zones as identified in **Section 8.6** and shown on **Figure 8.1**, **Figure 8.2** and **Figure 8.3**.

10.3.1 Farming Zone

The proposed use and development are generally consistent with the purpose of the FZ. The Project has been carefully sited to allow for the continued use of land for agriculture, with the majority of the Project Site (99%) remaining available for grazing or cropping and associated farming activities during wind farm operation. By enabling dual land use, the Project contributes to the retention of productive agricultural land and avoids adversely impacting surrounding agricultural uses. The Project would also support local employment opportunities during both construction and operation, helping to sustain rural communities. Furthermore, the Project incorporates sustainable land management practices and is supported by appropriate infrastructure, aligning with the zone's intent to enable specific, well-considered land use and development.

Table 10.5 assesses the consistency of the Project against the decision guidelines of **Clause 35.07** (FZ) of the Corangamite and Golden Plains Planning Schemes.

Table 10.5 Assessment of the Project Against the Decision Guidelines of Clause 35.07 (Farming Zone)

Decision Guidelines	Assessment
General issues	
The Municipal Planning Strategy and the Planning Policy Framework.	An assessment of the Project's consistency with the Municipal Planning Strategy and Planning Policy Framework is found in **Section 10.1** and **Section 10.2** this report.
Any Regional Catchment Strategy and associated plan applying to the land.	The *Corangamite Regional Catchment Strategy 2025* applies to the Project Site. The Project is consistent with the strategy as the Project assists with the transition to renewable energy and responds to climate change whilst allowing ongoing agricultural use. The Project avoids areas of high environmental value where practicable and includes measures to protect soil health, biodiversity, and water resources. The Project also aligns with the strategy's goals of sustainable land use, farm income diversification, and community participation in natural resource management.
The capability of the land to accommodate the proposed use or development, including the disposal of effluent.	The Project Site can accommodate the Project infrastructure with minimal impact on existing agricultural land use. The Project is located within proximity to existing and proposed electricity transmission infrastructure, with available capacity to accommodate the Project. The Project is proposed in an appropriate location, within the 2025 VTP's proposed Central Highlands REZ. All wastewater generated during construction and operation of the Project will be collected and stored on site and disposed of in accordance with the appropriate waste regulations by a licensed contractor.
How the use or development relates to sustainable land management.	The Project Site is suitable for the Project due to its large lot sizes, low density of sensitive receptors, and existing farming use. The Project is compatible with nearby agricultural operations and would not introduce conflicting land uses. Whilst the construction footprint of the Project would cause losses in grazing and cropping potential, these losses are expected to be confined to the immediate construction area temporarily and long term only for the operational footprint (approximately 1% of the Project Site). In the wider Project Site, any potential agricultural losses or disturbances are anticipated to be negligible. Agreements with host landholders ensure that they can continue farming during the construction phase and around the WTGs once the wind farm is operational. Wind farms are considered compatible with agricultural use and support the objectives of maintaining sustainable agricultural land use.
Whether the site is suitable for the use or development and whether the proposal is compatible with adjoining and nearby land uses.	

Decision Guidelines	Assessment
How the use and development make use of existing infrastructure and services.	The Project Site has been selected due in part to its proximity to electricity transmission infrastructure, including the Berrybank Terminal Station to which the Project will connect, and AusNet's Ballarat to Terang 220 kV transmission line which connects the terminal station to the NEM, thereby making use of existing infrastructure and services. The existing surrounding road network and proximity of the Project Site to major roads, such as the Glenelg Highway, will also aid in construction delivery and haulage routes for components delivery to minimise impacts on existing road infrastructure and the local community from disruption. Existing local and regional services which can service the construction workforce will also be used by the Project which helps support the local economy and provide investment for ongoing local services and infrastructure enhancements.
Agricultural issues and the impacts from non-agricultural uses	
Whether the use or development will support and enhance agricultural production	Losses of grazing and cropping potential are expected temporarily for the construction footprint and long term for the operational footprint. However, generalised losses across the Project Site (beyond the construction footprint) are expected to be negligible and as a result, there is not expected to be any impact on the wider operations of the existing farms. Agreements with host landholders have been put in place to ensure that the owners/occupiers can continue to farm during the construction phase, and once the wind farm is in operation, farming activities can continue around the WTGs. Host landholders will also receive additional income from lease payments which will help provide financial stability to the farming operation during times of low productivity, such as through times of floods or droughts.
Whether the use or development will adversely affect soil quality or permanently remove land from agricultural production	
The potential for the use and development to limit the operation and expansion of adjoining and nearby agricultural uses	
The capacity of the site to sustain the agricultural use.	
The agricultural qualities of the land, such as soil quality, access to water and access to rural infrastructure.	
Any integrated land management plan prepared for the site.	Not applicable. There has been no integrated land management plan prepared for the site.
Whether Rural worker accommodation is necessary having regard to: • The nature and scale of the agricultural use.	No permanent dwelling, accommodation, or rural worker accommodation is proposed as part of the Project.

Decision Guidelines	Assessment
• The accessibility to residential areas and existing accommodation, and the remoteness of the location.	
The duration of the use of the land for Rural worker accommodation.	
Accommodation issues	
Whether the dwelling will result in the loss or fragmentation of productive agricultural land.	Not applicable. No permanent dwellings, accommodation, or rural worker accommodation is part of the Project.
Whether the dwelling will be adversely affected by agricultural activities on adjacent and nearby land due to dust, noise, odour, use of chemicals and farm machinery, traffic and hours of operation.	
Whether the dwelling will adversely affect the operation and expansion of adjoining and nearby agricultural uses.	
The potential for the proposal to lead to a concentration or proliferation of dwellings in the area and the impact of this on the use of the land for agriculture.	
The potential for accommodation to be adversely affected by noise and shadow flicker impacts if it is located within one kilometre from the nearest title boundary of land subject to: • A permit for a wind energy facility; or • An application for a permit for a wind energy facility; or • An incorporated document approving a wind energy facility; or	

Decision Guidelines	Assessment
• A proposed wind energy facility for which an action has been taken under section 8(1), 8(2), 8(3) or 8(4) of the *Environment Effects Act 1978*.	
The potential for accommodation to be adversely affected by vehicular traffic, noise, blasting, dust, and vibration from an existing or proposed extractive industry operation if it is located within 500 m from the nearest title boundary of land on which a work authority has been applied for or granted under the *Mineral Resources (Sustainable Development) Act 1990*.	
Environmental issues	
The impact of the proposal on the natural physical features and resources of the area, in particular on soil and water quality.	The Project has been designed to minimise impacts on natural physical features, including soil and water resources. The Flood Impact Assessment (**Appendix I**) informed the Project layout to avoid key flow paths and wetland areas, while erosion and sediment controls will be implemented during construction to protect water quality and overland flow will be maintained through the use of culverts where required e.g. flow paths crossing access tracks. Site disturbance will be minimised through careful siting of infrastructure and use of existing tracks where possible, with standard management measures applied to prevent soil erosion and contamination.
The impact of the use or development on the flora and fauna on the site and its surrounds.	As described in the Ecological Assessment (**Appendix E**), the Project layout has been carefully designed to avoid and minimise impacts on native vegetation and fauna habitats. Proposed infrastructure has been sited in areas already modified by agriculture, and buffers were applied to the areas assessed to allow flexibility in siting. Most WTG and access tracks avoid significant vegetation, and where impacts are unavoidable, such as along Rankin Road and Willowvale Road, the affected areas are relatively small and of lower ecological value. The potential for up to 1.234 ha of Natural Temperate Grassland of the Victorian Volcanic Plains (EPBC Act listed) along Willowvale Road is the only significant impact from the Project for which an offset strategy is proposed. Rehabilitation of areas disturbed for temporary construction activities and not required for permanent infrastructure will be undertaken post-construction, and protective measures like exclusion fencing, TPZs and environmental management plans will be used during construction.
The need to protect and enhance the biodiversity of the area, including the retention of vegetation and faunal habitat and the need to revegetate land including riparian buffers along waterways, gullies, ridgelines, property boundaries and saline discharge and recharge area.	

Decision Guidelines	Assessment
	Three significant flora species were recorded within the Project Site; Spiny Rice-flower (EPBC Act listed), Pale Swamp Everlasting (FFG Act listed) and Yarra Gum (FFG Act listed). However, only Pale Swamp Everlasting is proposed to be impacted with the remaining recorded species all outside of the proposed construction footprint. Significant impact assessments were completed for all significant fauna species, and all were considered to be at low risk of a significant impact. The residual risk to all fauna species as a result of the Project is considered low, based on the minimal presence of preferred habitat within the Project Site, avoidance and minimisation measures implemented (e.g. turbine free buffers around key areas of habitat), and mitigation measures proposed (e.g. carrion removal, targeted lighting etc., as detailed in the Bird and Bat Adaptive Management Plan.
The location of on-site effluent disposal areas to minimise the impact of nutrient loads on waterways and native vegetation.	Not applicable. All wastewater generated during construction and operation of the Project will be collected and stored on site and disposed of in accordance with the appropriate waste regulations by a licensed contractor.
Design and siting issues	
The need to locate buildings in one area to avoid any adverse impacts on surrounding agricultural uses and to minimise the loss of productive agricultural land.	The Project is sited within a modified rural landscape used primarily for agriculture, avoiding fragmentation of productive land by aligning access tracks, electrical reticulation and transmission line infrastructure with existing tracks, property boundaries and along road reserve where practicable. WTGs have been positioned to minimise visual intrusion and to follow the landform.
The impact of the siting, design, height, bulk, colours, and materials to be used, on the natural environment, major roads, vistas and water features and the measures to be undertaken to minimise any adverse impacts.	The Project design incorporates matte white turbines with uniform form and scale to reduce visual prominence. Although visible across parts of the surrounding landscape, the LVIA (**Appendix L**) confirms that views will be generally screened by existing intervening vegetation, topography or built form. Visual impact from non-involved dwellings, nearby settlements and public viewpoints is generally low to moderate, and mitigation measures such as screen planting are proposed where necessary. The LVIA confirmed that the surrounding landscape is not of state or regional significance, and the Project is not expected to affect features of scenic, architectural, or scientific importance. Cumulative impacts are low, with the Project viewed as an extension of the evolving renewable energy landscape.
The impact on the character and appearance of the area or features of architectural, historic, or scientific significance or of natural scenic beauty or importance.	

Decision Guidelines	Assessment
The location and design of existing and proposed infrastructure including roads, gas, water, drainage, telecommunications, and sewerage facilities.	The Project has been strategically sited to make use of existing infrastructure. The Project will connect to the NEM via a 220 kV underground transmission line linking the onsite substation to the existing Berrybank Terminal Station, avoiding the need for new overhead transmission infrastructure and minimising environmental and visual impacts. Access to the site is provided via established arterial and local roads, with upgrades planned where necessary to support safe and efficient construction and operational traffic. Water for construction will be sourced locally, and drainage infrastructure will be incorporated into access tracks and hardstands to manage runoff. Telecommunications and monitoring systems will be embedded within the Project's electrical infrastructure, and minimal sewerage facilities will be required, limited to the operations compound.
Whether the use and development will require traffic management measures.	The TIA (**Appendix O**) outlined that the Project will require temporary traffic management measures during the construction phase to safely accommodate over-dimensional vehicle deliveries and increased construction traffic. These measures include the use of escort/pilot vehicles to manage traffic at identified intersections, localised road widening, and potential placement of temporary pavement treatments at key intersections. Construction traffic will be managed through a combination of traffic control measures and scheduling of key deliveries to minimise disruption to the public road network. The Proponent will enter into road upgrade and maintenance agreements with the relevant councils to ensure road conditions are maintained throughout the construction phase. No long-term traffic management measures are required for ongoing operation, as the wind farm will generate minimal daily traffic associated with routine maintenance excepting during times of major maintenance when traffic can peak to pre-commissioning levels for a short period, accounted for by pre-existing road upgrades and ongoing maintenance agreements in place.
The need to locate and design buildings used for accommodation to avoid or reduce noise and shadow flicker impacts from the operation of a wind energy facility if it is located within one kilometre from the nearest title boundary of land subject to: • A permit for a wind energy facility; or • An application for a permit for a wind energy facility; or	No new dwelling or accommodation forms part of the proposed works.

Decision Guidelines	Assessment
• An incorporated document approving a wind energy facility; or • A proposed wind energy facility for which an action has been taken under section 8(1), 8(2), 8(3) or 8(4) of the *Environment Effects Act 1978*. The need to locate and design buildings used for accommodation to avoid or reduce the impact from vehicular traffic, noise, blasting, dust and vibration from an existing or proposed extractive industry operation if it is located within 500 m from the nearest title boundary of land on which a work authority has been applied for or granted under the *Mineral Resources (Sustainable Development) Act 1990*.	

10.3.2 Transport Zone

The Project is generally consistent with the purpose of the TRZ because it has been designed to integrate efficiently with the existing transport network, using established arterial and local roads for construction and operational access. The Project complements the transport system by aligning with approved haulage routes and ensuring that all access points are located on roads suitable for heavy and over-dimensional vehicles, with minimal impacts or upgrade requirements. The Project supports safe and efficient use of transport infrastructure by incorporating upgrades to access tracks and intersections, maintaining road conditions during construction, and reinstating them post-construction.

Table 10.6 assesses the consistency of the Project against the decision guidelines of **Clause 36.04** (TRZ) of the Corangamite and Golden Plains Planning Schemes.

Table 10.6 Assessment of the Project Against the Decision Guidelines of Clause 36.04 (Transport Zone)

Decision Guidelines	Assessment
The Municipal Planning Strategy and the Planning Policy Framework.	An assessment of the Project's consistency with the Municipal Planning Strategy and Planning Policy Framework is found in **Section 10.1** and **Section 10.2** this report.
The effect of the proposal on the development, operation, and safety of the transport system.	The TIA (**Appendix O**) confirmed that construction traffic, including over-dimensional loads, would primarily use arterial roads such as Glenelg Highway and Rokewood-Skipton Road, which are part of approved B-Double and HML networks and well-suited to accommodate the forecast peak of 289 daily vehicle movements. Local roads required for site access are part of conditionally approved freight routes and will be upgraded as needed. The Proponent will enter into road upgrade and maintenance agreements with Corangamite and Golden Plains Shire Councils to manage wear and ensure safety. Swept path analysis identified minor upgrades and localised widening at key intersections to accommodate over-dimensional vehicles. During operation, traffic volumes would be minimal, with routine maintenance generating around 30 daily vehicle movements and infrequent heavy vehicle use for major repairs, excepting periods of major maintenance as required determined by asset management strategies. Overall, the Project avoids long-term impacts and ensures road network safety and function are maintained.
Whether the development is appropriately located and designed, including in accordance with any relevant use, design or siting guidelines.	The Project is appropriately located and designed in accordance with relevant siting and use guidelines, as confirmed by the TIA (**Appendix O**). The Project utilises existing arterial roads approved for heavy and over-dimensional vehicles, with swept path modelling and risk assessments indicating only minor upgrades are needed. Local roads will be upgraded where necessary, and road maintenance agreements will be established with the relevant councils. Construction traffic volumes are within acceptable limits, and operational traffic is minimal. A TMP will be implemented to manage impacts and ensure safe, coordinated access throughout the construction phase.

10.4 Overlays

The following sections assess the Project against the decision guidelines of the applicable overlays as identified in **Section 8.7** and shown on **Figure 8.4**, **Figure 8.5**, **Figure 8.6** and **Figure 8.7**.

10.4.1 Environmental Significance Overlay

10.4.1.1 Corangamite Planning Scheme

The Project intersects the Environmental Significance Overlay (Schedule 1 – Watercourses, water body and wetland protection) (ESO1) of the Corangamite Planning Scheme.

The statement of environmental significance for ESO1 is as follows:

> *"The Shire has Australia's largest permanent lake, Lake Corangamite, which is part of Victoria's Western Lakes Ramsar site. The Ramsar site also includes Lakes Colongulac, Bookar, Milangil, Terangpom and Gnarpurt, as well as Lake Cundare. The volcano complexes of Mt Elephant, Mt Leura, Mt Sugarloaf and Mt Emu Creek are also important. The lakes of Bullen Merri and Gnotuk formed within maar craters are of international significance for their contribution to scientific endeavour especially regarding climate change studies. These significant water bodies play an important part in the ecology of the Shire and need to be protected from inappropriate land use and development."*

The environmental objectives of the ESO1 are:

- "To maintain the biological, physical and chemical quality and quantity of water within the watercourse, water body or wetland.
- To maintain the ability of streams and watercourses to carry natural flows.
- To prevent erosion of banks, streambeds and adjoining land and the siltation of watercourses, drains and other features.
- To protect and encourage the long term future of fauna and flora habitats along watercourses.
- To ensure development does not occur on land liable to flooding.
- To prevent waste discharge, nutrients and other pollutants from entering watercourses and water bodies.
- To prevent increased surface runoff or concentration of surface water runoff leading to erosion or siltation of watercourses.
- To conserve existing wildlife habitats close to natural watercourses and encourage regeneration of riparian and fringing vegetation.
- To minimise the potential damage caused to human life, buildings and property by flood waters.
- To restrict the intensity of use and development of land and to activities which are environmentally sensitive and which are compatible with potential drainage or flooding hazards.
- To promote the use and environmental solutions in siting and design in preference to modification of natural systems through technical and engineering measures.

- To minimise the environmental impact on estuarine environments by controls over water releases and sand bar management in line with Southern Rural Water's established protocol.
- To maintain the natural role of wetlands in filtering nutrients and absorbing soluble pollutants in water, and discourage the further loss of wetlands through drainage.
- To protect and ensure the long term future of fauna and flora habitats in wetland and estuarine areas."

Table 10.7 assesses the consistency of the Project against the decision guidelines of Schedule 1 to **Clause 42.01** (ESO) of the Corangamite Planning Scheme.

Table 10.7 Assessment of the Project Against the Decision Guidelines of Schedule 1 to Clause 42.01 (ESO) – Corangamite

Decision Guidelines	Assessment
The statement of environmental significance and the environmental objective contained in a schedule to this overlay.	The Project is consistent with the ESO1 statement of significance by avoiding direct impacts to Ramsar-listed lakes and significant volcanic complexes, and by siting infrastructure away from sensitive water bodies. The Project construction footprint intersects only minor, degraded watercourses and wetland areas and modified agricultural land, with no impacts to high-value aquatic habitats. Impacts to native vegetation near watercourses have been minimised through design and siting of infrastructure, and the use of existing access track crossings where practicable, while rehabilitation and sediment controls will be implemented to safeguard ecological values.
The need to remove, destroy or lop vegetation to create a defendable space to reduce the risk of bushfire to life and property.	Vegetation removal for defendable space is not anticipated beyond what is already proposed for construction and operation of the Project. Infrastructure located within designated BMO areas in the Project Site, including some WTGs and the underground transmission line, are situated in areas that are already substantially cleared or comprise low-threat vegetation. As such, no additional removal, destruction or lopping of vegetation is required specifically for bushfire protection purposes. The BESS, onsite substation and operations and maintenance compound have been sited outside of the areas of BMO within the Project Site.
Any other matters specified in a schedule to this overlay.	Refer below.

Decision Guidelines	Assessment
Decision guidelines for Schedule 1 to Clause 42.01	
Existing use of land and the reason for the development in relation to that use.	A small section of ESO1 associated with the upper catchment of the Gnarkeet Chain of Ponds is intersected by the proposed underground transmission line along Gillespies Road and Lismore–Pittong Road. This minor encroachment is limited to the road reserve and has been carefully designed to avoid impacting the environmental values of the area. As outlined in the Ecological Assessment (**Appendix E**), several Golden Wattles were identified within the ESO1 area along the road reserves of Gillespies Road and Lismore–Pittong Road. These trees will not be impacted, and no native vegetation removal is proposed within the ESO1. The Flood Impact Assessment (**Appendix I**) identifies that the Project is not expected to significantly alter the quantity of surface water or increase flood risk. Water quality risks during construction, such as sedimentation, erosion, and accidental spills, will be managed through a CEMP and standard mitigation measures. Undergrounding the transmission line within the road reserve has delivered on a no effect outcome on the recreational value of the area or the broader functioning of natural systems, including watercourses or wetlands. The transmission line crossing into the ESO1 will not impact the conservation of native flora, fauna, fish or other aquatic life. Alternative transmission line alignments outside the ESO1 were not considered feasible due to the need to align it along Gillespies Road and Lismore–Pittong Road. However, the location and underground method of installation have been selected to ensure disturbance is minimal. The Project does not require sewage or sullage disposal within the ESO1, and no fencing or land management changes are necessary. Overall, the limited infrastructure within the ESO1 area has been designed to avoid environmental harm and ensure the protection of the area's natural values.
The availability of alternative land outside the overlay area.	
The means of treatment and disposal of all sewage, sullage and other wastes where connection to a reticulated sewage system is not available.	
Possible effect of the development on the quality and quantity of water.	
Potential for flooding to occur.	
Conservation of natural terrestrial and aquatic habitats.	
Preservation of and the impact on soils and the need to prevent erosion.	
Protection of the area for its recreational value.	
Effect of any development on the flow of flood waters and flood control measures.	
Need to prevent or reduce the concentration of diversion of floodwater or stormwater.	
Conservation of natural habitats and the preservation of native flora, fauna, fish and other aquatic life.	
Proper management of the land as a watercourse, water body or wetland area.	
The need for fencing off of waterways and other land management measures.	
The function of the watercourse, water body or wetland as part of a broader natural system.	
Potential threats to watercourse, water body or wetland quality and function.	
Existing use of land and the reason for the development in relation to that use.	
The management of the natural integrity of estuarine water regimes to preserve aquatic life cycle and biological processes.	

Decision Guidelines	Assessment
Managing Your Wetland A Practical Guide For Landholders - Victorian Wetland Wetlands Trust and Department of Conservation and Natural Resources.	

10.4.1.2 Golden Plains Planning Scheme

The Project intersects the Environmental Significance Overlay (Schedule 2 – Watercourse protection) (ESO2) of the Golden Plains Planning Scheme.

The statement of environmental significance for ESO2 is as follows:

"Water quality is important for urban and rural communities alike and consideration of downstream effects is essential. The Corangamite Catchment Management Board has identified high priority issues in the catchment as water erosion, eutrophication and the quality of groundwater.

The protection of watercourses is necessary to prevent the degradation of the environment, with respect to water quality, habitat, vegetation and erosion."

The environmental objectives of the ESO2 are:

- "To maintain the quality and quantity of water within the watercourse.
- To maintain the ability of streams and watercourses to carry natural flows.
- To prevent erosion of banks, streambeds and adjoining land and the siltation of watercourses, drains and other features.
- To protect and encourage the long term future of fauna and flora habitats along watercourses.
- To prevent pollution and increased turbidity of water in natural watercourses.
- To prevent increased surface runoff or concentration of surface water runoff leading to erosion or siltation of watercourses.
- To conserve existing wildlife habitats close to natural watercourses and, where appropriate, to allow for generation and regeneration of habitats.
- To restrict the intensity of use and development of land and to activities which are environmentally sensitive and which are compatible with potential drainage or flooding hazards."

Table 10.8 assesses the consistency of the Project against the decision guidelines of Schedule 2 to **Clause 42.01** (ESO) of the Golden Plains Planning Scheme.

Table 10.8 Assessment of the Project Against the Decision Guidelines of Schedule 2 to Clause 42.01 (ESO) – Golden Plains

Decision Guidelines	Assessment
The statement of environmental significance and the environmental objective contained in a schedule to this overlay.	The Project aligns with the ESO2 statement of significance by incorporating flood modelling, erosion and sediment controls, and watercourse-sensitive infrastructure designed to protect downstream water quality and hydrological function. These measures help mitigate risks such as erosion and

Decision Guidelines	Assessment
	eutrophication, ensuring the integrity of watercourses and wetlands is maintained throughout construction and operation.
The need to remove, destroy or lop vegetation to create a defendable space to reduce the risk of bushfire to life and property.	Vegetation removal for defendable space is not required for the Project beyond what is already proposed for construction and operation of the Project. Infrastructure located within the BMO in the Project Site, including some WTGs (WTG 10, 15, 21, 25) and the underground transmission line, are situated in areas that are already substantially cleared or comprise low-threat vegetation. As such, no additional removal, destruction or lopping of vegetation is required specifically for bushfire protection purposes.
Any other matters specified in a schedule to this overlay.	Refer below.
Decision guidelines for Schedule 2 to Clause 42.01	
Existing use of land and the reason for the development in relation to that use.	The land is currently used for agriculture, mainly sheep and cattle grazing with some cropping. The Project is compatible with this land use by maintaining and coexisting with the rural land function while introducing renewable energy infrastructure.
Possible effect of the development on the quality and quantity of water. Potential for flooding to occur.	The Flood Impact Assessment (**Appendix I**) identifies that the Project is not expected to significantly alter the quantity of surface water or increase flood risk; further post-development flood modelling will be undertaken during detailed design to confirm this. Most Project infrastructure is located outside key flood extents, and culverts are proposed to maintain natural flow paths at access track crossings of watercourses. While minor localised changes to flood levels may occur near raised access tracks, these are expected to be mitigated through drainage design and revised modelling will seek to demonstrate this claim during detailed design. Avoidance of direct impacts to Naringhil Creek have been achieved through design of an overhead transmission line. Water quality risks during construction, such as sedimentation, erosion, and accidental spills, will be managed through a CEMP and standard mitigation measures.
Conservation of natural terrestrial and aquatic habitats.	The Flood Impact Assessment (**Appendix I**) identifies that most Project infrastructure is located outside key waterways and flood-prone areas, reducing direct disturbance to aquatic environments. Additionally, the Ecological Assessment (**Appendix E**) identifies that the Project conserves terrestrial habitats by retaining important native vegetation patches, habitat corridors, and areas supporting nationally and state significant species.
Preservation of and the impact on soils and the need to prevent erosion.	The Project minimises vegetation removal and avoids disturbance to sensitive soils and slopes where practicable. Erosion and sedimentation risks during construction will be managed through the CEMP, drainage design, and rehabilitation of disturbed areas to stabilise soils.

Decision Guidelines	Assessment
Protection of the area for its recreational value.	The Project is proposed on privately owned farming land that is not available for public recreational use. As identified in both the LVIA (**Appendix L**) and Historical Heritage Assessment (**Appendix J**) the Project design safeguards the broader area's recreational value by siting WTGs to avoid significant environmental and heritage values, minimise impacts on scenic viewpoints, and enable ongoing public enjoyment of the landscape while delivering renewable energy benefits.
Effect of any development on the flow of flood waters and flood control measures.	Refer to earlier response.
Need to prevent or reduce the concentration of diversion of floodwater or stormwater.	
Conservation of natural habitats and the preservation of native fauna, fish and other aquatic life.	Findings from the Flood Impact Assessment (**Appendix I**) indicate that the Project protects natural habitats and aquatic life by avoiding sensitive waterways, while water quality risks during construction, such as sedimentation, erosion, and accidental spills, will be managed through a CEMP and standard mitigation measures.
Proper management of the land as a watercourse area.	The Project manages watercourse areas by utilising existing crossings where practicable, siting infrastructure away from sensitive riparian corridors, and incorporating culverts to maintain natural flows. Hydrological buffers may be applied around waterways and wetlands for infrastructure other than crossings. Land management measures, including erosion controls, culvert sizing, spill prevention, and post-construction rehabilitation, will protect waterway health, maintain ecological function, and support the long-term resilience of local waterways and their associated ecosystems.
The need for fencing off of waterways and other land management measures.	

10.4.2 Vegetation Protection Overlay

10.4.2.1 Corangamite Planning Scheme

The Project intersects the Vegetation Protection Overlay (Schedule 2 – Roadside Protection Vegetation Area) (VPO2) of the Corangamite Planning Scheme.

The statement of nature and significance of vegetation for VPO2 is as follows:

"Roadside vegetation plays an important role as a wildlife habitat. Roadside areas are important locations of rare, threatened and endangered flora and fauna species. It is important to maintain and enhance habitat and corridor requirements for indigenous fauna. Roadside vegetation also determines the quality of travel experience and contributes to the visual quality of the area. Tracts of remnant vegetation are fragmented in the area and roadside areas represent one of the largest reserves of native vegetation species.

Areas mapped are considered significant because one or more of the following apply:

- The vegetation comprises important biodiversity links and corridors.
- The areas consolidate remnant corridors.
- Occurrence of rare or threatened species or communities."

Table 10.9 assesses the consistency of the Project against the decision guidelines of Schedule 2 to **Clause 42.02** (VPO) of the Golden Plains Planning Scheme and Corangamite Planning Scheme.

10.4.2.2 Golden Plains Planning Scheme

The Project intersects the Vegetation Protection Overlay (Schedule 2 – Bushland reserves and roadside vegetation areas) (VPO2) of the Golden Plains Planning Scheme.

The statement of nature and significance of vegetation for VPO2 is as follows:

"These areas contain significant remnant vegetation located within bushland reserves and government road reserves. Such areas include significant species of:

- Red Ironbark, Yellow Box and Red Stringy Bark eucalyptus species.
- Rare and endangered flora and fauna species of regional significance."
- The vegetation protection objectives of the VPO2 are:
    - "To protect the conservation values of the above areas (i.e., significant remnant vegetation located within bushland reserves and government road reserves including significant species of: Red Ironbark, Yellow Box and Red Stringy Bark eucalyptus species; and rare and endangered flora and fauna species of regional significance).
    - To protect significant remnant vegetation species."

Table 10.9 assesses the consistency of the Project against the decision guidelines of Schedule 2 to **Clause 42.02** (VPO) of the Golden Plains Planning Scheme and Corangamite Planning Scheme.

Table 10.9 Assessment of the Project Against the Decision Guidelines of Schedule 2 to Clause 42.02 (VPO) – Golden Plains and Corangamite

VPO Decision Guidelines	Assessment
The statement of the nature and significance of the vegetation to be protected and the vegetation protection objective contained in a schedule to this overlay.	The Project is consistent with the objectives of the VPO2 to protect conservation values and significant remnant vegetation by avoiding and minimising impacts to key bushland and roadside reserves. As outlined in the Ecological Assessment (**Appendix E**), the Project would not impact any remnant Red Ironbark, Yellow Box or Red Stringybark, and would not significantly impact on any threatened fauna or habitat. The Project would not result in significant impacts to threatened flora or threatened ecological communities, except for a potential significant impact due to removal of up to 1.234 ha of Natural Temperate Grassland of the Victorian Volcanic Plains (EPBC Act listed) along Willowvale Road, for which an offset strategy is proposed. Although three threatened flora species were recorded within the Project Site; Spiny Rice-flower

VPO Decision Guidelines	Assessment
	(EPBC Act listed), Pale Swamp Everlasting (FFG Act listed) and Yarra Gum (FFG Act listed), impacts to all of these except seven Pale Swamp Everlasting have been avoided.
The effect of the proposed use, building, works or subdivision on the nature and type of vegetation to be protected. The role of native vegetation in conserving flora and fauna. The need to retain native or other vegetation if it is rare, supports rare species of flora or fauna or forms part of a wildlife corridor.	As outlined in the Ecological Assessment (**Appendix E**), the Project has been carefully designed to avoid and minimise impacts on significant remnant vegetation. Informed by ecological investigations. The Project layout was revised to avoid areas of nationally significant Spiny Rice-flower and to retain larger, higher-quality patches of Plains Grassland and Grassy Woodland. Most mapped areas of the nationally significant Natural Temperate Grassland of the Victorian Volcanic Plain and state significant Western Basalt Plains Grassland Community are being retained, with only minor, localised impacts, typically along the edges of patches to minimise fragmentation. Retained native vegetation patches along roadsides and other areas will be protected during construction through exclusion fencing, TPZs and other measures, and rehabilitation will be undertaken for disturbed areas not required for permanent infrastructure.
The need to retain vegetation which prevents or limits adverse effects on ground water recharge.	Native vegetation removal is limited and localised and is not expected to significantly affect groundwater recharge given the highly modified agricultural setting.
The need to retain vegetation: • Where ground slopes exceed 20 percent. • Within 30 m of a waterway or wetland. • On land where the soil or subsoil may become unstable if cleared. • On land subject to or which may contribute to soil erosion, slippage or salinisation. • In areas where the removal, destruction or lopping of vegetation could adversely affect the integrity or long term preservation of an identified site of scientific, nature conservation or cultural significance. • Which is of heritage or cultural significance.	The Project avoids steep slopes, unstable soils and areas prone to salinisation. Direct impacts to wetlands and waterways are largely avoided, with overhead powerlines proposed in sensitive areas (e.g. Naringhil Creek) to prevent disturbance to riparian zones. No removal is proposed in areas of scientific, conservation or cultural significance. Commitments are in place to consult with Traditional Owners and protect heritage values through the CHMP.
The need to remove, destroy or lop vegetation to create a defendable space to reduce the risk of bushfire to life and property.	Vegetation removal for defendable space is not anticipated beyond what is already required for construction and operation which has built in asset

VPO Decision Guidelines	Assessment
	protection zones into the concept design. Infrastructure has been sited in already-cleared or low-threat areas.
Any relevant permit to remove, destroy or lop vegetation in accordance with a land management plan or works program.	Not applicable. The Project does not include a land management plan or works program.
Whether the application includes a land management plan or works program.	
Whether provision is made or is to be made to establish and maintain vegetation elsewhere on the land.	Retained native vegetation along roadsides and other areas will be protected during construction through exclusion fencing, TPZs and other measures. Progressive rehabilitation will be undertaken for disturbed areas not required for permanent infrastructure post-construction. Weed management and ongoing monitoring will occur through the construction and operational phases to minimise the risk of introduction or spread of invasive species or pathogens. Final rehabilitation will be subject to the Project's Decommissioning Plan.
Any other matters specified in a schedule to this overlay.	See below for a response to both Golden Plains and Corangamite.
Decision guidelines for Schedule 2 to Clause 42.02 – Corangamite Planning Scheme	
The flora and fauna conservation value of the roadside area.	A small area of native vegetation, approximately 0.063 ha of Grassy Woodland (GW2), within the VPO2 in Corangamite Shire, is proposed to be removed along Spring Hill Road / Browns Road due to the need to accommodate temporary swept path upgrade works at site entry point 5. While this small area of Grassy Woodland containing common *Diuris* species would be impacted, most vegetation would be retained and protected through No-Go Zones and fencing. Disturbed areas would be rehabilitated using local endemic species, maintaining the ecological and habitat values of the roadside. The minor impact would not significantly affect landscape amenity, fauna movement or corridor connectivity. A CEMP will specify measures to protect retained vegetation from disturbance. No significant dead trees or woody debris will be removed. The revised access design maintains safe sight distances and road clearances, balancing vegetation protection with road safety requirements. No additional land acquisition is required, as the impact area is confined to the existing road reserve and minor edge of private land. Overall, the Project is considered consistent with the intent of the
The need to use local endemic flora species for revegetation.	
The need to fence off roadside vegetation areas to protect its environmental values.	
The landscape, recreational and amenity values of the vegetation.	
The role of roadsides as corridors for the movement of fauna and avifauna between areas of native vegetation.	
Protecting vegetation from damage and disturbance by mowing, burning, grazing, droving, cultivation, spraying, grading, road formation and drainage works.	
Pest plant and animal control.	
The habitat value of dead trees and logs.	
Maintaining sight distance and clearance to fixed objects for road safety.	
The benefits of acquiring adequate additional land.	

VPO Decision Guidelines	Assessment
Whether buildings, works or use could be more appropriately located on cleared land.	decision guidelines, with impacts to roadside vegetation minimised and appropriately managed.
Any relevant fire management plan	Not applicable.
Decision guidelines for Schedule 2 to Clause 42.02 – Golden Plains Planning Scheme	
Whether the development or subdivision is in accordance with the environmental objectives of this schedule.	The Project is consistent with the objectives of the VPO2 to protect conservation values and significant remnant vegetation by avoiding and minimising impacts to key bushland and roadside reserves. As outlined in the Ecological Assessment (**Appendix E**), the Project would not impact any remnant Red Ironbark, Yellow Box or Red Stringybark, and would not significantly impact on any threatened fauna or habitat. The Project would not result in significant impacts to threatened flora or threatened ecological communities, except for a significant impact due to removal of up to 1.234 ha of Natural Temperate Grassland of the Victorian Volcanic Plains (EPBC Act listed) along Willowvale Road, for which an offset strategy is proposed.
Whether the development or subdivision is consistent with the environmental qualities of the site and surrounding land.	The Project is sited within a highly modified agricultural landscape, with infrastructure placed to avoid higher-value remnant vegetation and to maintain the ecological character and functions of the area.
The conservation and enhancement of the area.	The Project would contribute to conservation of significant remnant vegetation values within the VPO2 by protecting retained native vegetation along roadsides and other areas during construction through exclusion fencing, TPZs and other measures, and progressive rehabilitation of disturbed areas not required for permanent infrastructure post-construction. Weed management and ongoing monitoring will also occur throughout the construction and operational phases to minimise the risk of introduction or spread of invasive species or pathogens, which could pose a threat to the conservation values of remnant native vegetation.
The preservation of, and impact on, the natural environment, vegetative or landscape values.	The Project avoids significant flora species (e.g. Spiny Rice-flower) and retains the majority of mapped Natural Temperate Grassland of the Victorian Volcanic Plain and Western Basalt Plains Grassland communities, with only, localised impacts to reduce fragmentation.
The role of native vegetation in conserving the flora and fauna and in the provision of food and habitat.	
The need to retain native vegetation if it is rare or supports rare species of flora or fauna and where it forms part of a wildlife corridor.	

VPO Decision Guidelines	Assessment
Whether provision is made or is to be made to establish and maintain vegetation elsewhere on the land.	Refer to earlier response.
The sensitive siting and construction of driveways and crossings over roadsides.	Driveways and road crossings are designed to avoid or minimise impacts to roadside vegetation, with micro-siting and use of existing disturbed areas wherever feasible.

10.4.3 Salinity Management Overlay

10.4.3.1 Corangamite Planning Scheme

Not applicable. No permit required under **Clause 44.02** of the Corangamite Planning Scheme (refer to **Section 8.7.3**).

10.4.3.2 Golden Plains Planning Scheme

Parts of the Project Site in the Golden Plains LGA are located within a Salinity Management Overlay (SMO). There are no salinity management objectives specified in the Schedule to the SMO.

Table 10.10 assesses the consistency of the Project against the decision guidelines of **Clause 44.02** (SMO) of the Golden Plains Planning Scheme.

Table 10.10 Assessment of the Project against the decision guidelines of Clause 44.02 (SMO) – Golden Plains

Decision Guidelines	Assessment
The potential risks and impacts of saline discharges to the environmental quality of water and groundwater	The Flood Impact Assessment (**Appendix I**) confirms that the Project is not expected to increase the risk of saline discharges to surface or groundwater. Project infrastructure has been sited to avoid high recharge areas where possible, and no deep excavation or interference with the water table is proposed. The Project design includes surface drainage measures to manage runoff and avoid localised pooling, thereby reducing the potential for mobilisation of salts. As such, the Project poses a low risk to the environmental quality of water and groundwater in relation to salinity impacts.
The Regional Landcare Plan applicable to the catchment.	Not applicable. There is no Regional Landcare Plan applicable to the Project Site.
The Catchment Salinity Management Plan to the particular catchment.	Not applicable. There is no catchment salinity management plan applicable to the Project Site.
A Local Government Planning Guide for Dry Land Salinity - Department Conservation and Natural Resources, 1995.	The Project is consistent with the Planning Guide as it avoids land use changes that increase salinity risk. The Project is designed to avoid large-scale vegetation removal and the removal of deep-rooted (trees) vegetation by siting Project infrastructure mainly within cropped paddocks, pasture or other exotic grassland, and to minimise soil

Decision Guidelines	Assessment
	disturbance by utilising existing access tracks and other existing disturbed areas where possible. The Project does not involve irrigation, and the design includes surface drainage measures to manage runoff and avoid localised pooling, thereby reducing the potential for mobilisation of salts.
The need to remove, destroy or lop vegetation to a create defendable space to reduce the risk of bushfire to life and property.	Vegetation removal for defendable space is not anticipated beyond what is already proposed for construction and operation of the Project with asset protection zones built into this concept design. Project infrastructure has been sited in areas that are already substantially cleared or comprise low-threat vegetation.
The need to augment tree planting and the establishment of deep-rooted, high water-use pasture species to reduce rainfall accessions to the watertable in high recharge areas.	The Project is designed to avoid large-scale vegetation removal and the removal of deep-rooted vegetation (trees) by siting Project infrastructure mainly within cropped paddocks, pasture or other exotic grassland. No remnant woodland native vegetation types or large scattered trees are proposed for removal within the SMO.
The need for planting of salt-tolerant species to stabilise and lower ground water levels in discharge areas.	The Project will involve limited removal of shallow-rooted vegetation only within the SMO and is not proposing additional planting given most disturbed areas within the SMO will be required to support permanent infrastructure within the operational footprint.
The need for stock-proof fencing of discharge and high discharge areas to enable effective stock management for site stabilisation.	The Project does not involve changes to existing fencing arrangements within discharge or high discharge areas. Where relevant, landholders retain responsibility for stock management and fencing to support site stabilisation. The Project's infrastructure layout allows for continued agricultural use and does not prevent the installation or maintenance of stock-proof fencing in accordance with salinity management practices.
Any proposed landscaping and the need to preserve existing vegetation, particularly in high recharge and high discharge areas.	The Project has been designed to minimise vegetation removal, with existing vegetation in high recharge and high discharge areas to be retained where possible. Any proposed landscaping, including replacement planting or vegetation management to support salinity mitigation, would be addressed through a post-approval landscape management plan where necessary. This plan can include measures to preserve and enhance vegetation in accordance with salinity management objectives where necessary.
Any land management plan, works program, or farm plan applicable to the land.	Not applicable. There is no land management plan, works program, or farm plan applicable to the land.
The design, siting and servicing of the development and the extent of earthworks.	The Project is designed to avoid large-scale vegetation removal and the removal of deep-rooted vegetation (trees) by siting Project infrastructure mainly within cropped paddocks, pasture or other exotic grassland. Project

Decision Guidelines	Assessment
	infrastructure has been sited to avoid high recharge areas where possible, and no deep excavation that would interfere with the water table is proposed. The extent of earthworks is limited, particularly within the SMO area, and will be managed through standard CEMP management measures. Underground infrastructure (e.g., electrical reticulation) will be installed using methods that minimise disturbance, and ground levels will be reinstated post-construction to maintain existing surface flows and landform stability.
The appropriateness of the proposed use or development having regard to the sensitivity and constraints of the land and the capability of the land to accommodate the use or development.	The Project has been designed to respect the sensitivity and constraints of the land, avoiding areas of higher environmental risk where possible, such as high discharge areas and sites of significant vegetation.
Any other matters specified in a schedule to this overlay.	Not applicable.

10.4.4 Land Subject to Inundation Overlay

10.4.4.1 Corangamite Planning Scheme

Not applicable. No permit required under **Clause 44.04** of the Corangamite Planning Scheme (refer to **Section 8.7.4**.

10.4.4.2 Golden Plains Planning Scheme

Parts of the Project Site in the Golden Plains LGA are located within the Land Subject to Inundation Overlay (LSIO).

Table 10.11 assesses the consistency of the Project against the decision guidelines of **Clause 44.04** (LSIO) of the Golden Plains Planning Scheme.

Table 10.11 Assessment of the Project against the Decision Guidelines of Clause 44.04 (LSIO) – Golden Plains

Decision Guidelines	Assessment
Any local floodplain development plan.	Not applicable. There is no local floodplain development plan for the Project Site.
Any comments from the relevant floodplain management authority.	Whilst no direct comments have been received from the Corangamite CMA for the Project, the Flood Impact Assessment (**Appendix I**) considered relevant strategies, such as the Corangamite Regional Catchment Strategy, Corangamite Waterway Strategy and Corangamite Regional Floodplain Management Strategy.

Decision Guidelines	Assessment
The existing use and development of the land.	The existing use of the land is predominantly agriculture, primarily grazing. The Project has been designed to minimise impacts on land affected by the LSIO. Where possible, key infrastructure, including WTGs, have been sited on flood-free land outside the LSIO. Within LSIO areas, infrastructure is limited to low-impact elements such as underground electrical reticulation and access tracks, which are compatible with occasional inundation and do not obstruct overland flow paths. The Project layout reflects careful consideration of flood risk, ensuring that essential infrastructure is located on land with a lesser flood hazard or outside the overlay where feasible.
Whether the proposed use or development could be located on flood-free land or land with a lesser flood hazard outside this overlay.	
Alternative design or flood proofing responses.	The Flood Impact Assessment (**Appendix I**) identifies measures to mitigate flood risk such as elevating WTG hardstands and access tracks by 300 mm where necessary to reduce inundation exposure, and incorporating culverts at flow path intersections to maintain drainage continuity. Localised bunding and drainage channels are proposed for construction areas prone to pooling. Infrastructure siting has been informed by hydraulic modelling to avoid high-risk zones, and standard drainage measures such as swales and diversion drains will be applied to manage altered flow paths.
The susceptibility of the development to flooding and flood damage.	The Flood Impact Assessment (**Appendix I**) notes that the Project Site has been assessed as having low susceptibility to flooding and flood damage. Most Project infrastructure, including most WTGs and hardstands, the BESS and onsite substation, and O&M compound, are located outside the 1% AEP flood extent. Where minor inundation is expected, such as at some WTG hardstands, access tracks and underground electrical reticulation locations, flood depths are shallow (≤0.22 m) and manageable through elevation and drainage design. Flood hazard mapping in the Flood Impact Assessment has informed Project infrastructure siting, and culverts are proposed to maintain flow paths and reduce flood risk in the Project Site.
The potential flood risk to life, health and safety associated with the development. Flood risk factors to consider include: • The frequency, duration, extent, depth and velocity of flooding of the site and accessway. • The flood warning time available. • Tidal patterns. • Coastal inundation and erosion. • The danger to the occupants of the development, other	The Flood Impact Assessment (**Appendix I**) notes that the Project Site presents a low flood risk to life, health and safety. Most Project infrastructure is located outside the 1% AEP flood extent, with shallow inundation depths (≤0.22 m) at limited WTG hardstands, access track and underground reticulation locations. Flood velocities reach up to 4 m/s in major flow paths, and hazard mapping has informed safe Project infrastructure siting and access design. The Project Site is inland and not subject to tidal patterns or coastal erosion. Construction and operational risks will be managed through drainage design, culverts, and temporary bunding, with flood response planning incorporated into the Project's environmental management framework.

Decision Guidelines	Assessment
floodplain residents and emergency personnel if the site or accessway is flooded.	
The effect of the development on redirecting or obstructing floodwater, stormwater or drainage water and the effect of the development on reducing flood storage and increasing flood levels and flow velocities.	The Project has been designed to minimise impacts on floodwater behaviour. Surface water modelling confirms that the Project will not significantly redirect or obstruct flood flows. Raised access tracks and WTG hardstands (none within the LSIO) may cause minor localised changes to flood levels, but these are mitigated through culvert crossings and drainage design. The Flood Impact Assessment found that flood storage loss is negligible, and flow velocities will not be materially increased.
The effect of the development on river, marine and coastal health values including wetlands, natural habitat, stream stability, erosion, environmental flows, water quality, estuaries and sites of scientific significance.	The Flood Impact Assessment (**Appendix I**) found that the Project has been designed to minimise adverse effects on river, wetland and waterway health. Surface water modelling confirms that most Project infrastructure is located outside key flood extents and sensitive hydrological areas. Watercourse crossings are limited and will be constructed in accordance with Corangamite CMA and DEECA guidelines to maintain stream stability and environmental flows. Standard erosion and sediment controls will be implemented during construction to protect water quality and avoid damage to streambeds and banks. No impacts are expected to estuaries or marine/coastal environments, and no sites of scientific significance are affected.
Any other matters specified in a schedule to this overlay.	Not applicable.

10.4.5 Clause 52.32 – Wind Energy Facility

Table 10.12 assesses the consistency of the Project against the decision guidelines of **Clause 52.32** (Wind Energy Facility) of the Corangamite and Golden Plains Planning Schemes.

Table 10.12 Assessment of the Project against the Decision Guidelines for Clause 52.32 (Wind Energy Facility)

Decision Guidelines	Assessment
The Municipal Planning Strategy and the Planning Policy Framework.	An assessment of the Project's consistency with the Municipal Planning Strategy and Planning Policy Framework is found in **Section 10.1** and **Section 10.2** this report.
The effect of the proposal on the surrounding area in terms of noise, blade glint, shadow flicker and electromagnetic interference.	The Environmental Noise Assessment (**Appendix K**) found that the Project complies with all relevant Victorian noise regulations. Predicted wind turbine noise levels are below applicable limits at all assessed dwellings, including non-involved and involved landholder receivers. Noise from the onsite substation and BESS is also predicted to remain below the night-time noise limit, with at least a 4 decibels (dB) margin at the nearest sensitive receivers. Noise levels at nearby natural areas, including Mount Bute Scenic

Decision Guidelines	Assessment
	Reserve, are expected to be very low and unlikely to affect visitor amenity. Overall, the Environmental Noise Assessment concluded that the Project would result in minimal noise impacts. The Electromagnetic Interference (**EMI**) Assessment (**Appendix H**) found that most radio communications systems will not be impacted by the Project. Based on feedback from fixed point-to-point radio operators, the Project has relocated three WTGs to avoid location within their exclusion zone and potential degradation of radio signals. The EMI Assessment recommends that pre-construction and post-construction surveys are undertaken to determine the level of interference with digital TV signal at dwellings surrounding the Project. Pre- and post-construction surveys are also recommended for FM radio receivers within 5 km of the WTGs. Should the Project be found to be causing reduction in digital TV and FM broadcast signal, additional measures can be implemented by the Project to restore signals and result in overall minor impact. A Shadow Flicker Impact Assessment (**Appendix M**) found that predicted shadow flicker levels at non-involved landholder dwellings comply with relevant national and Victorian guidelines. While three involved landholder dwellings were predicted to exceed shadow flicker thresholds under both worst-case and cloud cover-adjusted scenarios, these landholders are involved landholders in the Project who have consented to these exceedances, therefore they are not considered constraints. One of these dwellings is also planned for demolition. The Project allows for flexibility in the final turbine layout to further minimise potential shadow flicker impacts. Overall, shadow flicker effects are expected to be minor, localised, and manageable. Blade glint was determined not to be a concern due to modern non-reflective blade coatings.
The impact of the development on significant views, including visual corridors and sightlines.	The LVIA (**Appendix L**) confirms that the Project will not adversely impact any identified significant views, visual corridors or sightlines. While the turbines will be visible from parts of the surrounding landscape, views are often filtered or screened by vegetation, topography, and built form. The Project is not located within or near any regionally or state-significant scenic landscapes, and visual impacts have been minimised through turbine layout, setbacks, and mitigation measures such as screen planting.
The impact of the facility on the natural environment and natural systems.	The Flood Impact Assessment (**Appendix I**) found that the Project will have minimal impact on natural hydrological systems. Most Project infrastructure avoids key flow paths, wetlands and waterways, and the Project layout has been refined to reduce disturbance to natural drainage. Watercourse crossings are limited and will be constructed in accordance with Corangamite CMA and DEECA guidelines to maintain stream stability and environmental flows. Surface water modelling confirms that the Project will not significantly redirect or obstruct flood flows. Raised access tracks and WTG hardstands may cause minor localised changes to flood levels, but these are mitigated through culvert crossings and drainage design. The Flood Impact Assessment found that flood

Decision Guidelines	Assessment
	storage loss is negligible, and flow velocities will not be materially increased. The Project design maintains overall catchment function and supports the protection of the site's natural water systems. The Ecological Assessment (**Appendix E**) found that the Project Site is highly modified due to historical and ongoing agricultural use, with native vegetation largely confined to road reserves, isolated patches, and scattered trees. The Project has been designed to avoid and minimise impacts to native vegetation and fauna habitat. Native vegetation removal would be limited to 1.64 ha, including 1.571 ha of native vegetation patches and one large, scattered tree and would be offset in accordance with the Guidelines (DELWP, 2017). As such, the Project is not expected to result in significant impacts to the natural environment or natural systems.
The impact of the facility on cultural heritage.	CHMP 19190 is being prepared for the Project in accordance with the *Aboriginal Heritage Act 2006* and Aboriginal Heritage Regulations 2018, as the Project is located within an area of cultural heritage sensitivity and involves high impact activities. The CHMP is being developed in consultation with the WTOAC as the RAP for the Project Site. The desktop CHMP (**Appendix G**) found no registered Aboriginal Places within the Project Site, however, the presence of sensitive landforms (e.g. ridges, waterways, wetlands) suggests Aboriginal cultural heritage may occur. A standard assessment and complex assessment are required and are in progress. The CHMP will guide appropriate management and mitigation measures to protect Aboriginal cultural heritage during Project development.
The impact of the facility on aircraft safety.	The Aviation Impact Assessment (**AIA**) (**Appendix D**) found that the Project is considered to have an acceptable impact on aircraft safety and is consistent with relevant aviation safety requirements. The AIA assessed potential risks and compliance with air safety regulations, including consultation with relevant aviation stakeholders such as Airservices Australia, CASA, and emergency service operators. The AIA concluded that the Project would not infringe on controlled airspace, operational airspace surfaces, or civil aviation communication and navigation systems. It would be located entirely within Class G airspace and outside of any prohibited or restricted zones. No obstacle lighting is required for wind turbines under CASA regulations, and residual risks associated with aircraft operations were assessed as low and acceptable, with recommended mitigation measures including appropriate marking of wind monitoring towers and clear communication with regional operators. The Project is therefore consistent with the criterion concerning the impact of the facility on aircraft safety.

Decision Guidelines	Assessment
Policy and Planning Guidelines for Development of Wind Energy Facilities in Victoria (Department of Environment, Land, Water and Planning, November 2021).	The planning permit applications have been prepared with due consideration of the *Planning guidelines for development of wind energy facilities* (DTP, 2023), as outlined in **Section 9.1.1**.

11.0 Technical Assessments

11.1 Aviation Impact Assessment

Aviation Projects undertook an AIA for the Project (**Appendix D**). The AIA assesses the potential aviation impacts, provides aviation safety advice in respect of the relevant requirements of air safety regulations and procedures, and informs and documents consultation with relevant aviation agencies. In addition to supporting the planning permit applications for the Project, the purpose and scope of work outlined in the AIA has been developed for consideration by Airservices Australia, CASA and Department of Defence.

11.1.1 Consultation

The following list of stakeholders were identified as requiring consultation:

- Airservices Australia
- Department of Defence
- Royal Flying Doctor Service
- Victorian Country Fire Authority
- Victorian Police Air Wing
- Ambulance Victoria
- Field Air Ballarat
- Western Aerial.

Table 1 of the AIA (**Appendix D**) provides further details of the consultation requirements, dates of the contact and any resulting actions for the Proponent.

11.1.2 Aviation Impact Statement

The AIA documents the Aviation Impact Statement required to be submitted to Airservices Australia for all wind farm proposals. The Aviation Impact Statement considered the potential impacts of the Project on the nearest certified aerodrome, being Ballarat Airport located approximately 17.4 nm (32.2 km) north-east of the Project Site's boundary. Based on the WTG layout and the maximum blade tip height of up to 632.0 m AHD (2073.5 feet (ft) above mean sea level), it was considered that the Project:

- Would not infringe the obstacle limitation surfaces at Ballarat Airport.
- Would not infringe on the Procedures for Air Navigation Services – Aircraft Operations Surface related to the instrument fight procedures at Ballarat Airport.

In addition, the Aviation Impact Statement found:

- There were no uncertified aerodromes within 3 nm (5.6 km) of the Project to which the Project could impact on take-off or landing.
- The height of the turbines would not have an impact on the Grid Lowest Safe Altitude (LSALT).

- The height of the turbines would not have an impact on any air route LSALTs.
- The Project is wholly contained within Class G airspace and outside all controlled airspace, Prohibited, Restricted and Danger areas.
- There is sufficient setback from the Project to any clearance zones associated with civil aviation communication, navigation, and surveillance facilities.

11.1.3 Other Considerations

Wake turbulence

While not a legislative requirement, the AIA also considered the potential for the Project to create turbulence for aircrafts downwind of a WTG. Adverse turbulence from any source is most critical during initial climb after take-off until the aircraft is established in a climb and at the appropriate speed, and during final approach where the aircraft is configured for landing and operating at a slow speed prior to landing. Based on the 172 m rotor diameter the maximum extent of downwind wake turbulence referred to in the NASF Guideline D is 2,752 m. There are no known certified or uncertified aerodromes within this distance from the Project Site and as such aircraft take-off and landing operations would not be impacted by downwind turbulence from the Project.

Published scientific studies indicate that any medium level of turbulence would in most circumstances be confined to within 7 rotor diameters (1,204 m) of a WTG, however Aviation Projects considers that a conservative area of 10 rotor diameters (1,720 m) is likely to be the maximum area where wake turbulence from WTGs would be noticed by pilots of light aircraft operating downstream of a WTG. Based on this conservative estimate of where wake turbulence may be noticed by light aircraft downwind of a WTG, it was considered that risks to safety would be low, given that in high wind situations the blades would be stationary or running slower to reduce wind impacts and any turbulence experienced from high winds.

Aircraft operator characteristics

Aircraft will be required to navigate around the Project site where aircraft need to fly at 500 ft (152.4 m) above ground level. WTGs are generally not a safety concern to aerial agricultural operators, however WMTs do pose a safety concern to aerial agricultural operators, who have expressed a general desire for these towers to be more visible.

Hazard marking and lighting

Both the WTGs and the WMTs will require reporting to CASA and Airservices Australia as well as hazard marking in line with Civil Aviation Regulations. With regards to WTGs, the non-reflective off-white or white will be sufficient to contrast with the surrounding environment whilst balancing visual impact. No additional marking measures are required for WTGs. Based on the risk assessment, WMTs should be marked according to the requirements set out in CASR Part 139 MOS Section 8.10 (as modified by the guidance in NASF Guideline D).

The two temporary WMTs installed on site have marking and lighting consistent with the guidance provided by CASA, including with low intensity steady hazard warning obstacle lighting.

Based on the risk assessment, the AIA concludes that obstacle lighting (medium intensity lighting) would be required for WMTs that are installed prior to WTG installation and WMTs that are not installed in close proximity to a WTG to maintain an acceptable level of aviation safety risk for aircrafts. Whilst the locations of the permanent WMTs cannot be determined until the turbine supplier is selected, WMTs that are not located close to a WTG will be fitted with medium-intensity steady, red obstacle lighting at the top of the tower.

Summary of risks

Overall, the AIA considers that the risk to aviation is acceptable and a summary of the level of residual risk associated with the Project with the recommended treatments is outlined in **Table 11.1**.

Table 11.1 Summary of Residual Risks to Aviation

Identified Risk	Consequence	Likelihood	Actions Required
Aircraft collision with wind turbine generator (WTG)	Catastrophic	Unlikely	Acceptable without obstacle lighting. Details of the WTGs are required to be provided to CASA, Airservices Australia, local and regional operators, before, during and following construction and arrangements made to publish details in the En-route Supplement Australia (ERSA) for surrounding aerodromes. Although there is no requirement to do so, it is recommended to engage with local aerial agricultural and aerial firefighting operators to develop procedures.
Aircraft collision with wind monitoring tower (WMT)	Catastrophic	Unlikely	Acceptable without obstacle lighting – for WMTs installed in close proximity to a WTG. Acceptable with obstacle lighting – for WMTs installed prior to WTG installation and WMTs not in close proximity to a WTG. WTMs should be marked according to the requirements set out in CASR Part 139 MOS Chapter 8 Division 10 Obstacle Markings, specifically 8.110 (5), (7) and (8). WMTs installed prior to WTG installation and WMTs not in close proximity to a WTG, would be required to be fitted with a medium intensity steady red obstacle light at the top of the tower. Details of the WMTs are required to be provided to CASA, Airservices Australia, local and regional operators before, during and following construction.
Avoidance manoeuvring leads to ground collision	Catastrophic	Unlikely	Acceptable without obstacle lighting. Details of the WTGs and WMTs are required to be provided to CASA, Airservices Australia, local and regional operators before, during and following construction, and arrangements made to publish details in

Identified Risk	Consequence	Likelihood	Actions Required
			ERSA for surrounding aerodromes. Although there is no requirement to do so, it is recommended to engage with local aerial agricultural and aerial firefighting operators to develop procedures.
Effect on crew	Minor	Possible	Acceptable without obstacle lighting. Details of the WTGs and WMTs are required to be provided to CASA, Airservices Australia, local and regional operators, before, during and following construction and arrangements made to publish details in ERSA for surrounding aerodromes.
Visual impact from obstacle lights	Moderate	Likely	Acceptable. No obstacle lighting is required for the WTGs and no obstacle lighting is required for permanent WMTs which are installed within close proximity of a WTG. WMTs that are not located close to a WTG will be fitted with medium-intensity steady, red obstacle lighting at the top. However. the WMTs will be located within the Project Site and a minimum 1 km from dwellings, hence, the resulting visual impact is likely to be similar to the impacts associated with the turbines and existing temporary WMTs. If lights are installed, design to minimise impact.

11.1.4 Recommendations

The following recommendations were provided in the AIA.

Notification and reporting

The Proponent is required to provide written notification to CASA of all structures that will be 100 m or more above ground level, including temporary structures (e.g. cranes for construction). Any obstacles 100 m or more above ground level (including temporary construction equipment) would also need to be reported to Airservices Australia NOTAM office until they are incorporated in published operational documents.

The Proponent is required to provide details of the final location and height of WTGs and WMTs to Airservices Australia at least two weeks prior to construction. Details of the wind farm should also be provided to local and regional aircraft operators prior to construction in order for them to consider the potential impact of the wind farm on their operations.

To facilitate the flight planning of aerial application operators, details of the Project, including the 'as constructed' location and height information of WTGs, WMTs and overhead transmission lines (none currently proposed) should be provided to landholders so that, when asked for hazard information on their property, the landholder may provide the aerial application pilot with all relevant information.

Whilst not a statutory requirement, the AIA has recommended that the Proponent engage with local aerial agricultural operators and aerial firefighting operators in developing procedures for such aircraft operations in the vicinity of the Project.

Aerial firefighting

The operator of the Project should continue to liaise with the relevant fire and land management agencies with regards to fire-fighting. During an emergency, wind turbines would be shut down immediately and where possible and safe to do so, blades stopped in the 'Y' position, allowing for the maximum airspace for firefighting aircraft to manoeuvre.

Marking of WTGs and WMTs

The rotor blades, nacelle and the mast supporting the WTGs should be painted non-reflective off-white or white, typical of most WTGs operational in Australia. No additional marking measures are required for WTGs and the WTGs would not require obstacle lighting to maintain an acceptable level of safety to aircraft.

Temporary and permanent WMTs should be marked in accordance with the requirements set out in CASR Part 139 MOS Section 8.10, including use of marker balls on the guy wires, painting of the top 1/3 of the mast in alternating contrasting bands and contrasting the guy wire ground attachment points to the surrounding ground/vegetation.

WMTs that are installed prior to WTG installation and WMTs that are not in close proximity to a WTG should be lit with medium intensity steady red obstacle lighting at the top of the WMT mast.

Micro-siting and further review

The AIA notes that potential micro-siting of the WTGs and WMTs has been considered in the assessment (including the maximum potential height), and provided the micro-siting is within 100 m of the current proposed WTG and WMT locations, no further aviation assessment is likely to be required.

The AIA and the risk assessment contained within should be revised upon any changes to the regulatory framework, or any incident (near miss or accident) associated with operations considered within the AIA.

11.2 Ecological Assessment

Ecology and Heritage Partners Pty Ltd (**EHP**) undertook a series of ecological investigations to inform the Environment Report and planning permit applications for the Project (**Appendix E**). The Ecological Assessment addresses the planning permit application requirements for ecological matters, including those specified under **Clause 52.17** (Native Vegetation) and **Clause 52.32** (Wind Energy Facility) of the Corangamite and Golden Plains Planning Schemes, and **Clause 42.01** (Environmental Significance Overlay), **Clause 42.02** (Vegetation Protection Overlay) and **Clause 44.02** (Salinity Management Overlay) of the Golden Plains Planning Scheme. Key findings of the Ecological Assessment relevant to the planning permit applications are summarised below.

Ecological investigations have been ongoing since 2020, with several years of onsite field investigations to characterise the existing ecological conditions within and around the Project Site, and to assess potential impacts from the Project. The findings of the onsite investigations have continually informed the Project design, with several design refinements implemented to avoid impacts on biodiversity values, particularly Brolga habitat. Where predicted impacts could not be avoided, management and mitigation measures were developed (including adaptive management responses) to manage potential residual impacts.

Land located within and surrounding the Project Site has been substantially modified over time to accommodate agricultural operations. This has resulted in much of the native vegetation within private land being removed, with native vegetation predominantly restricted to roadsides or isolated clusters.

A total of 15.8 ha of native vegetation was recorded in the Assessment Area used in the Ecological Assessment. However, construction of the Project is only anticipated to result in the direct removal of 1.640 ha of native vegetation, including 1.571 ha of native vegetation patches and one large, scattered tree. Native vegetation impacts are primarily associated with road and access track upgrades, swept paths entry into the Project Site, underground reticulation and the underground transmission line.

Construction works are also anticipated to directly impact on two threatened ecological communities (TECs) – EPBC Act listed Natural Temperate Grassland of the Victorian Volcanic Plain and FFG Act listed Western (Basalt) Plains Grassland.

Of the 4.06 ha of Natural Temperate Grassland of the Victorian Volcanic Plain recorded within the Assessment Area, the Project has been refined to result in a residual impact of 1.234 ha on the community. The western edge of the construction footprint for the underground transmission line would impact on the eastern edge of 13 discrete low-moderate quality patches of the community along the road reserve of Willowvale Road. These edge impacts would only slightly reduce the extent of each patch, but no patches would be removed entirely. The Project has been assessed as having a significant impact on this TEC.

The Project would also impact on 1.42 ha of the total 6.03 ha recorded extent of Western (Basalt) Plains Grassland. Impacted patches are all located within the road reserve. While the Project would reduce the extent of this community by 1.42 ha, this is spread across 18 patches. The remaining 4.61 ha of the community recorded within the Assessment Area would be retained. The Project has been assessed as not likely to have a significant impact on this TEC.

Three significant flora species were recorded within the Assessment Area; Spiny Rice-flower (EPBC Act listed), Pale Swamp Everlasting (FFG Act listed) and Yarra Gum (FFG Act listed). No impacts are proposed to Spiny Rice-flower or Yarra Gum as they occur outside of the construction footprint. However, seven Pale Swamp Everlasting individuals would be impacted through native vegetation removal along Rankin Road and Willowvale Road. Mitigation measures to protect the retained significant flora species will mainly include No-Go Zone fencing, erosion and sedimentation controls, and weed and pathogen management. These measures will be detailed in a CEMP prepared and implemented for the Project.

Lake Widderin was confirmed as a Brolga flocking and breeding site through Project investigations. Turbine-free buffers around Lake Widderin (including a 3.586 km buffer towards the Project Site) have been applied to reduce the potential for Brolga to collide with WTGs as an Endangered species listed under the Victorian FFG Act. Implementation of these buffers resulted in seven previously proposed turbines being relocated outside of these buffer areas in the current Project design. The resulting predicted collision risk, with the implementation of these buffers is 0.019 collisions annually at a 90% avoidance rate, and 0.003 collisions annually at a 98% avoidance rate. While the statistical risk of the Project impacting on Brolga through turbine collision is considered very low, additional mitigation is proposed to be implemented to further minimise potential impacts. This includes investigating the use and suitability of automated detection systems during the Project's operation through developing and implementing a targeted research trial. A Trial Plan will be developed and incorporated into the Bat and Avifauna Management Plan (**BAM Plan**) that will involve an on-site trial of a selected technology at proposed WTGs located within 5 km of Lake Widderin which would explore tailored turbine operations response to the detection of Brolga.

The Project will also investigate the ability to increase the height of the minimum rotor swept area (RSA) from 44 m above ground to 61 m above ground (to avoid typical Brolga flight heights). The Project has conservatively assessed a minimum RSA of 44 m to provide a worst-case assessment of potential impacts. The final WTG model and specifications would be determined during detailed design.

Other bird and bat species observed during bird utilisation surveys and microbat surveys also have a low collision risk with WTGs. Most birds were recorded flying below RSA height or at ground level (92.3% of all observed flights), with only 3.1% of all observed flights at RSA height. Listed bird and bat species recorded during project surveys include EPBC Act listed Brown Treecreeper, Blue-winged Parrot, Grey-headed Flying-fox, White-throated Needletail and FFG Act listed Brolga, Little Eagle, Black Falcon and Eastern Bent-wing bat. A Bat and Avifauna Management Plan (**BAM Plan**) will be implemented for the Project to minimise, manage and mitigate residual collision risk for listed bird and bat species arising from the operation of the wind farm and to ensure unexpected bird mortalities are responded to appropriately. This includes a five-year monitoring plan, as well as species specific monitoring programs over several years for Brolga and White-throated Needletail.

Potential impacts on ecological values along the entire proposed over-dimensional transport route have been considered in the Ecological Assessment. However, only the 19 swept paths for temporary intersection modifications required within the Corangamite and Golden Plains LGAs, including those associated with the eight site entry points have been included in the Project description which forms the subject of the planning permit applications. The 10 swept paths between the Port of Portland and Skipton (outside of Corangamite and Golden Plains LGAs) have been excluded from the planning permit applications but are included in the Ecological Assessment and Environment Report to provide a 'whole of project' assessment of impacts.

The Project has been assessed as not likely to have a significant impact on any listed threatened or migratory fauna species as a result of the ecologically sensitive design developed by the Proponent in consultation with subject matter expects, with the exception of the 1.234 ha impact on Natural Temperate Grassland of the Victorian Volcanic Plains (EPBC Act listed) community. An offset strategy for this community is provided in the Ecological Assessment (**Appendix E**).

11.3 Bushfire Risk

A Risk Management Plan, including a fire safety study, was conducted for the Project by Fire Risk Consultants (**Appendix F**). These assessments were undertaken in accordance with the CFA Guideline, which sets out the expectations for bushfire risk management in relation to renewable energy developments in Victoria, and includes assessment of bushfire risk in accordance with **Clause 13.02-1S** (Bushfire planning) of the Corangamite and Golden Plains Planning Schemes.

The CFA Guideline requires the preparation of a Risk Management Plan to demonstrate how the Project will manage bushfire risks and ensure the safety of assets, personnel, and the surrounding environment. The Risk Management Plan provides the CFA with the necessary information to assess the fire risk associated with the Project and outlines the mitigation strategies that will be employed across all stages of the development. It is anticipated that the planning permit will include a condition requiring the preparation of a Fire Management Plan and Emergency Management Plan, both of which will be developed in accordance with the CFA Guideline and further refined during detailed design.

11.3.1 Bushfire Management Overlay Context

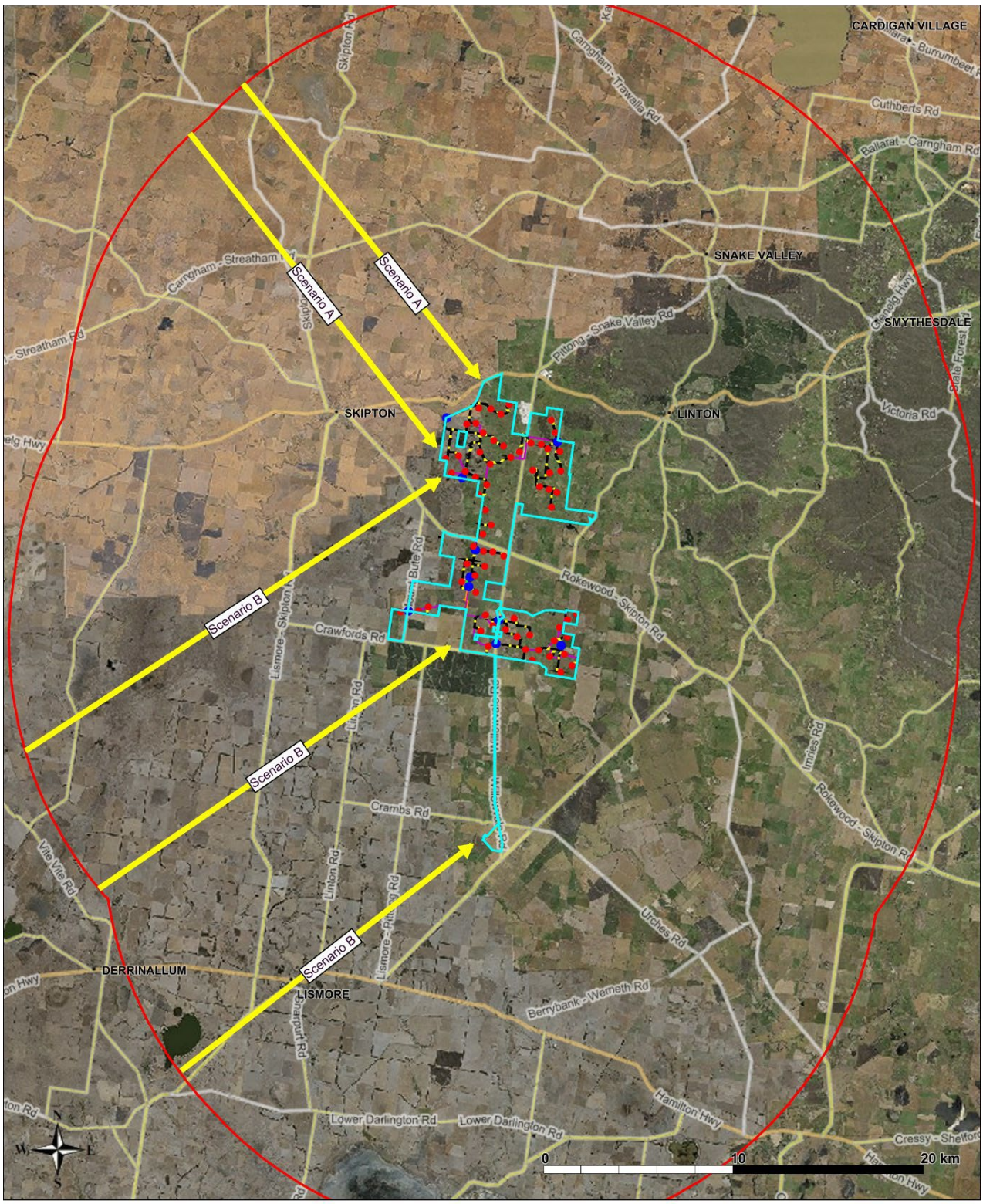
The BMO intersects part of the Project Site, particularly in the northern portion near Moreton Hill Road, with an area of BMO also mapped adjacent to the Project Site, south of Lismore-Pittong Road (see **Figure 8.4**. However, this BMO mapping reflects historical land uses and has not been updated to reflect recent vegetation changes. The plantations previously present in this area have since been cleared, and the land is now used for agricultural purposes. The predominant vegetation within the BMO-affected areas is grassland, which presents a lower bushfire intensity risk compared to forested vegetation.

Importantly, none of the WTGs, the onsite substation, or the BESS are proposed in areas where bushfire risk is considered elevated. While some WTGs are located within the mapped BMO, these areas have been substantially cleared of vegetation and are not considered to pose a significant fire hazard.

The BMO within the Project Site is fragmented, with limited connection between mapped areas of BMO or vegetated areas of elevated bushfire risk, which reduces the potential for fire to spread across the broader site. Additionally, several natural and built features in the surrounding landscape will assist in limiting the spread of fire. These include changes in vegetation type, particularly the dominance of grassland over denser fuels, and the presence of roads and farm tracks, which will function as firebreaks. All-weather, low gradient wind farm access tracks designed to CFA requirements and including passing bays will also contribute to firebreaks and access for fire-fighting vehicles. These features will likely assist in slowing or halting the spread of bushfire should one occur in the vicinity.

11.3.2 Bushfire Hazard Landscape Assessment

The bushfire hazard landscape assessment (Section 4.1.2 at **Appendix F**) identifies the two likely scenarios that may occur in relation to the wind farm. Both scenarios are consistent in that the likely bushfire impact on the wind farm site is from either the north-west or south-west, which is consistent with historical bushfire patterns observed in the surrounding region. The outcomes of the 20-kilometre bushfire hazard landscape assessment are shown in **Figure 11.1**.



Legend

Development boundary
Development boundary

Landscape assessment
Bushfire scenario
20km landscape assessment

WTG
Wind Turbine Generator (WTG)

Water tanks
45,000L water tanks

Passing bays
Passing bays

Access tracks
Access tracks

Electrical reticulation
Electrical reticulation

BESS
BESS location

Substation & Site Office
Site office
Substation

220kV impact footprint
220kV impact footprint

Hardstand
Hardstand

Populated Places (Geoscience Australia)

Map Printed from FireMaps on Tue Sep 02 08:46:10 AEST 2025

Figure 11.1 Bushfire Hazard Landscape Assessment (20 Assessment Area)

11.3.3 Risk Assessment Summary

The Risk Management Plan includes a detailed risk assessment of the Project as required by the CFA Guideline, including assessment of fire risk during the construction and operational phases of the Project. The risk assessment is detailed in Table 6 of **Appendix F**, and is summarised in **Table 11.2** of this report. It acknowledges that while wind farms and BESS infrastructure have a low historical incidence of causing fires, there are potential fire hazards that need to be assessed and associated risks managed across all project phases, including construction and operation.

The Risk Management Plan concludes that the Project can be developed and operated safely, provided that the mitigation measures and operational controls outlined in the Risk Management Plan and CFA Guideline are implemented. The risk of fire is considered manageable due to the cleared nature of the site, surrounding land use, fragmented vegetation, and the incorporation of robust design and monitoring systems.

The assessment reinforces the importance of effective design, construction standards, and proactive maintenance in minimising bushfire risks associated with wind turbines and battery storage infrastructure. While there is an inherent risk associated with any infrastructure located in a rural landscape, the evidence suggests that wind farm and BESS developments have a low likelihood of fire ignition when appropriately managed.

The development of a Bushfire Management Plan and Emergency Management Plan, as per the Project's EMF, based on the current/any revised Risk Management Plan and guided by CFA standards, will ensure the Project's bushfire risk is addressed through a structured and responsive framework and safety of personnel and the community. These plans will formalise responsibilities, outline emergency response procedures, and ensure that fire risks are reduced and controlled throughout the life of the Project.

Overall, the fire risk assessment provides confidence that fire-related risks to and from the Project are acceptable and can be effectively managed in line with best-practice fire safety principles for renewable energy infrastructure.

Table 11.2 Fire Risk Assessment

Risk	Risk Rating	Strategy to Lower Risk	Residual Risk

Electrical hazards causing a fire	High	The requirements outlined within the response to the CFA Guideline will be sufficient to ensure the risk is maintained at a reduced level. Other requirements that will further reduce the risk include:
		• Development of an Emergency Management Plan that includes in addition to that required by CFA and AS3745:
		  ○ A system to communicate effectively between the monitoring centre and the onsite staff and contractors.
		  ○ Provision of 24/7 technical expert contact details for the fire brigade to contact in the event of an emergency or threat of an emergency.
		• Developing a procedure that requires a technician to be deployed to the site when the site monitoring communications are down.
		• The site monitoring system will indicate the early stages of a fault or emergency event and provides the ability to commence shut down procedures remotely from the site.
			Medium (unlikely / moderate)

Fire causing spread to adjoining infrastructure on the property	Low	Due to the low rating, no additional strategies are required to be implemented beyond compliance with the CFA Guideline as outlined in Section 4 (of **Appendix F**). These strategies include: • Development of an Emergency Management Plan • Development of a Fire Management Plan that outlines the required performance and maintenance of all fire mitigation and management initiatives • Provision of access tracks and fire breaks around the wind farm and BESS • 24/7 monitoring of the system that will alert operators to any faults or events that may lead to a fire. This will result in immediate shut down of the system.	Low
Fire causing offsite impacts	Low	The Emergency Management Plan will include a procedure for contacting the Municipal Fire Prevention Officer if the vegetation on adjoining properties is unmanaged and becomes a fire risk. The Municipal Fire Prevention Officer may, following an assessment issue a Notice requiring the vegetation to be managed. Any vegetation growth on the property will be managed and removed. During the fire danger period, additional inspections will occur to ensure that all weeds and other vegetation is removed from the fire breaks and other critical areas	Low

Risk	Risk Rating	Strategy to Lower Risk	Residual Risk
Offsite fire impacting on the site	Low	Prior to construction commencing, an Emergency Management Plan will be developed that includes the requirements for vacating the site when the fire danger is elevated during both construction and operations phases of the Project. The Project will be monitored through a SCADA system that will enable remote operation in the event that the site needs to be closed to personnel.	Low
Dangerous Goods	Low	In accordance with the Dangerous Goods (Storage and Handling) Regulations 2012, the fire brigade's views must be sought if the quantities have exceeded the fire protection amounts listed in Schedule 2 as will be likely be the case for the Lithium-Ion and the insulating gas. The Emergency Management Plan will include details of the hazards associated with dangerous goods and appropriate procedures in response to this Risk Management Plan, including leak management and other response arrangements to Dangerous Goods related emergencies	Low
Fire water runoff	Low	The Emergency Management Plan will provide procedures to manage fire water runoff on the site and provide contact details for organisations that can undertake testing and disposal if required.	Low
Staff and responding firefighters	High	In all cases a technician will be dispatched to the site to review any faults or alerts that may if not checked, cause a fire. Any faults that are sent to the monitoring centre will be assessed and a technician deployed to make an initial assessment. The Emergency Management Plan will include a requirement to engage with the responding firefighters early to ensure they are aware that a technician is on their way and that entry to the site can wait until they arrive unless there is a life or property protection emergency. The Emergency Information Container that is required by the CFA Guidelines will provide detailed contact information for responding firefighters to seek specialist advice prior to accessing the property.	Medium

11.4 Desktop Cultural Heritage Management Plan

A CHMP is under preparation for the Project (CHMP 19190). A CHMP is a mandatory requirement for the Project, as part of the Project is in an area of cultural heritage sensitivity (refer to **Figure 11.2**) and the activity is a high impact activity as defined by the Aboriginal Heritage Regulations 2018. The RAP with responsibility for the activity area (Project Site) is the WTOAC. The desktop CHMP is provided in **Appendix G**.

A Notice of Intent to Prepare a CHMP was submitted to the First Peoples – State Relations (**FP-SR**) and the WTOAC on 2 November 2022. FP-SR notified the Sponsor (MHWF Nominees Pty Ltd) that the CHMP has been allocated Plan Identifier 19190.

At the time of writing, the CHMP is still being finalised. The final version of the CHMP is expected to be submitted after lodgement of the planning permit applications. A summary of the findings to date is provided below.

11.4.1 Results of Desktop Assessment

A search of the Victorian Aboriginal Heritage Register (**VAHR**) on 9 May 2025, identified 43 registered Aboriginal Places within the geographic region of the Project (approximately 3 km), comprising a total of 192 components. No previously registered Aboriginal Places were identified within 200 m of the Project Site. The closest registered Aboriginal Place to the Project Site is Gum Swamp 1 (VAHR 7522-0041) located in the Gum Swamp lunette some 600 m south-west of the Project Site.

Very few archaeological investigations have been carried out within proximity to the Project Site. Only a small number of reports and CHMPs have been undertaken within the geographic region. A number of archaeologically sensitive landforms have been identified from aerial imagery of the activity area, while some areas of the activity area may have been substantially disturbed by past land use activities. The site prediction model indicated that Aboriginal cultural heritage is likely to be present within the Project Site depending on landform, with landform areas such as rises, ridges, waterways and wetlands likely to be sensitive for Aboriginal cultural heritage.

11.4.2 Conclusion

The desktop assessment has indicated that:

- There are no registered Aboriginal Places within the Project Site.
- There are a number of archaeological and culturally sensitive landforms within the Project Site.
- It is likely that Aboriginal cultural heritage occurs within the Project Site.
- A standard assessment is required pursuant to Regulation 62(1) of the Aboriginal Heritage Regulations 2018 to review sensitive landforms and further assess the likely occurrence of Aboriginal cultural heritage in the Project Site.
- Both the standard and complex assessments are in progress and are being undertaken in consultation with the WTOAC. The results of these assessments and consultation will be reported in the CHMP on their completion.

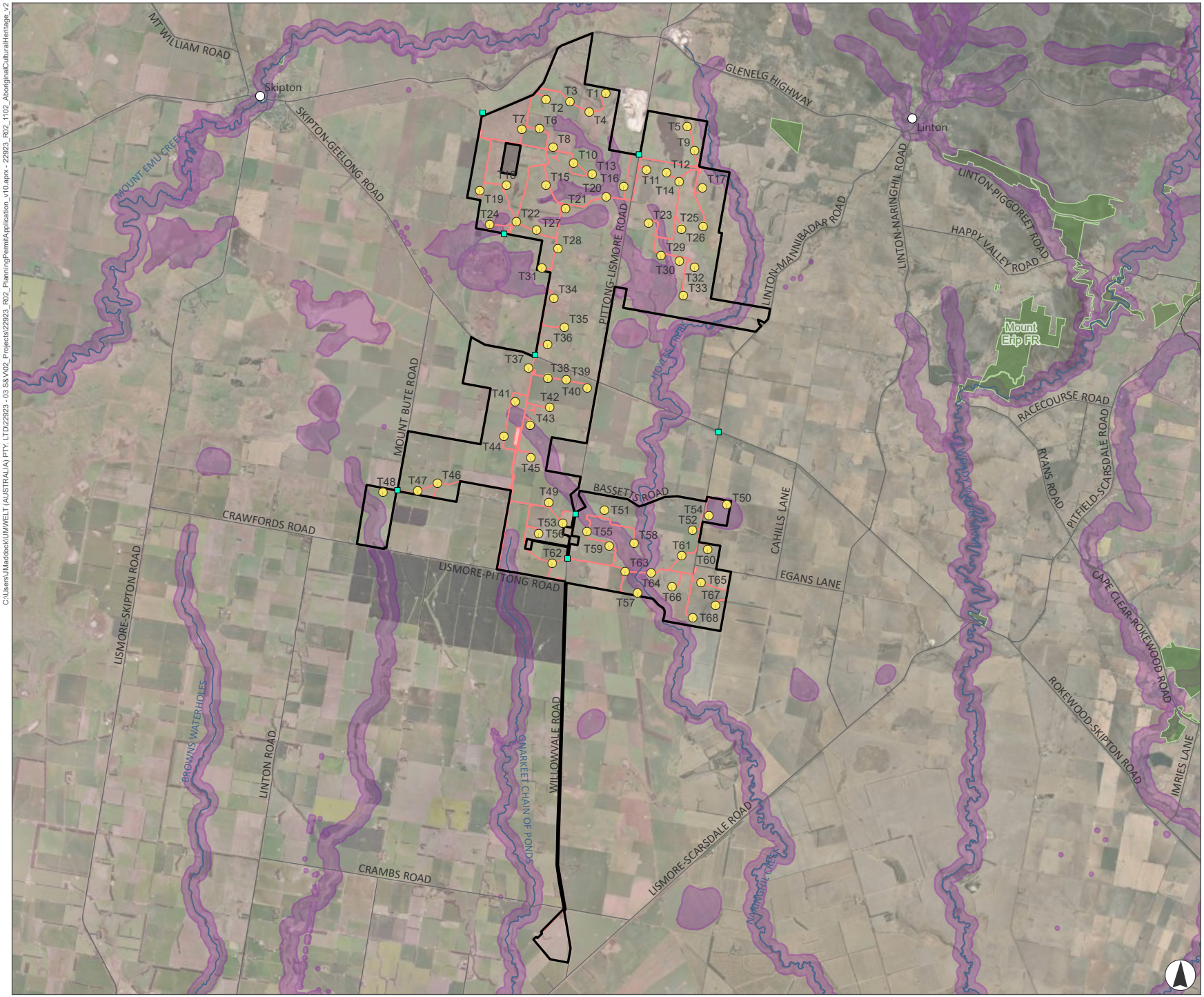
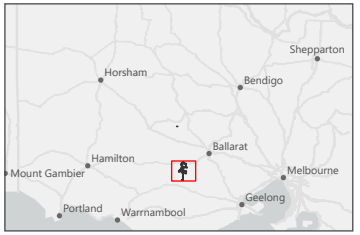


FIGURE 11.2

Areas of Cultural Heritage Sensitivity

Legend

- Roads
- Major Watercourse
- Railway
- Project Boundary
- Parks and Reserves
- Aboriginal Cultural Heritage Sensitivity
- Site Entry Point
- Turbine
- Construction Footprint



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GDA2020 MGA Zone 54

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Image Source: ESRI Basemap (2026) | **Data Source:** DEECA (2026), Squadron Energy (2026)

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11.5 Electromagnetic Interference Assessment

An EMI Assessment was undertaken by GHD (see **Appendix H**) to identify and assess the potential for interference to radio communications systems. The EMI Assessment reviewed the impacts on several types of communications including fixed point-to-point radio, land mobile radio systems, digital television, FM narrowcast, mobile telephone and broadband internet, meteorological radar, aircraft communication systems, radiodetermination stations, amateur radio, scientific radio, trigonometric systems and defence radio systems.

For fixed point-to-point radio, GHD undertook a 2D model desktop investigation. The initial 2D model identified eight WTGs in proximity to the boundary of a second Fresnel Zone (being the ellipsoidal area in which the system signal can travel in a point-to-point radio). Placement of obstacles within the Fresnel Zone can interfere with the signals and cause signal cancellation and it is therefore recommended that obstacles are located outside of the second Fresnel Zone (being the area in which signal travels a full wavelength further than the direct signal) of point-to-point radio systems as the second zone contributes to the destructive interference. The second zone is designated as an exclusion zone which would require consultation with the link operator and mitigation to service degradation.

Following development of the initial 2D model, further assessment, including consultation with link operators (where responsive), was undertaken to mitigate the identified risks to point-to-point radio. As a result of this further assessment, any WTGs that were likely to encroach on a link were re-located to avoid degradation of radio system service. **Table 11.3** summarises WTG locations proposed within proximity to existing point-to-point links, and with the potential to interfere with communication links, along with details of the design response to mitigate potential interference.

Table 11.3 Point-to-point Communication Links and Potential Interferences

Turbine	Owner of Communication Link	Proximity	Response to Consultation
WTG 1, 2, and 3	Central Highlands Region Water Corporation	All >10 m from the second Fresnel boundary.	No response received. No changes made to design. No degradation expected therefore no relocation required.
WTG 4 and 5	National Broadband Network Australia	WTG 4 encroached the Fresnel exclusion zone by 5.3 m and WTG 5 encroached by 7.7 m.	Request by NBN to re-locate these WTGs by 21.02 m and 26.02 m respectively. Layout revised so that WTG 4 was moved 22 m south-west and WTG 5 was moved 90 m south-east of the initial locations. Both WTGs are now outside of the exclusion zone.

Turbine	Owner of Communication Link	Proximity	Response to Consultation
WTG 32 and 37	Powercor Australia	WTG 37 was 20 m outside of the Fresnel exclusion zone. WTG 32 was directly in line of sight of the link.	Request by Powercor Australia to move WTG 32 and WTG 37 by 200 m and 130 m north-west respectively. Layout revised to move WTG 32 200 m north-west and outside of the exclusion zone. T37 is approximately 20 m away from the Fresnel zone and as a result will not cause interference so was not moved.
WTG 54	Optus	WTG 54 located approximately 50 m from the second Fresnel boundary.	No response received. No changes made to design. No degradation expected therefore no relocation required.

The findings for the other communications systems are summarised below:

- **Land mobile radio systems** – No EMI impacts are anticipated. The nearest two systems are approximately 2.5 km from the nearest WTGs (WTG 9 and WTG 19) which are considered to be suitably separated to avoid degradation of land mobile radio signals.
- **Digital television** – The Project Site is approximately 50 km from Mount Cole on which the Ballarat TV transmitter is located. The path to major surrounding cities will not be impeded by the Project, however housing within the vicinity of the Project may have reduced service quality. GHD has recommended pre-construction TV signal surveys for dwellings near the Project which should be compared to post-construction surveys to determine any service impact. Signal impact can be mitigated through the installation of signal repeaters or boosters.
- **FM narrowcast and broadcast** – There is potential for signal degradation of FM broadcast services beyond the south-east of the Project. It is recommended that dwellings within 5 km of any WTG are surveyed in a pre- and post-construction survey for FM radio strength.
- **Mobile telephone and internet** – Interference to cellular coverage is anticipated to be minimal except for those operating close to the Project's infrastructure (e.g. maintenance staff) or where coverage is already inadequate.
- **Meteorological radar** – Feedback from the Bureau of Meteorology on the impacts to the two existing radars in proximity to the Project (Melbourne and Rainbow) was that under normal conditions, the Project will pose a manageable risk to these assets.
- **Aircraft communications** – The nearest aircraft communications system is located approximately 33 km north-east of the closest WTG. Airservices Australia have been contacted for comment and confirmed that the Project would not impact on Airservices operations at Ballarat Aerodrome or any air route LSALT.
- **Radiodetermination stations** – The closes radiodetermination station is approximately 60 km from the Project and therefore is not considered to be impacted by near field effects.

- **Amateur radio systems** – The closest radio system is approximately 28 km from the Project, which is considered sufficient to avoid impacts.
- **Scientific radio systems** – No scientific radio systems are located within 50 km of the Project Site and therefore no impacts are anticipated.
- **Trigonometric systems** – Geosciences Australia advised that they did not foresee any interference to the national network of trigonometric systems as a result of the Project.
- **Defence radio systems** – AS/NZS 61000.6.4:2012 Electromagnetic Compatibility requires the Project to reduce the emission of high-frequency noise from the WTGs, substations and electronic control equipment as far as possible. The Defence Security and Estate Group has been contacted to provide advice on potential impacts from the Project. No advice had been received at the time of writing. However, GHD foresees no impact to Defence radio systems resulting from the construction of the Project.

Overall, with the implementation of mitigations detailed in Table 4 of the EMI Assessment, the residual impacts to all radio communications systems were reduce to nil or minor.

11.6 Flood Impact Assessment

A Flood Impact Assessment was prepared by Water Technology Pty Ltd (see **Appendix I**) to assess the potential impacts of the Project on local flooding and surface water behaviour. The assessment involved detailed hydraulic modelling of both pre- and post-development scenarios to evaluate flood risks across the site, inform infrastructure layout, and identify any adverse effects on neighbouring properties. The findings also support the implementation of appropriate mitigation and design measures to minimise hydrological impacts.

The assessment focused on simulating localised inundation and evaluating interactions with nearby creeks, wetlands, and overland flow paths. Modelling was undertaken using TUFLOW HPC, a well-established two-dimensional hydraulic modelling software widely used across Victoria. The model incorporated terrain, rainfall and catchment characteristics to simulate flood behaviour under different storm scenarios.

11.6.1 Site Context and Hydrology

The Project is located on the Western District Plains within the Lake Corangamite Basin, falling under the jurisdiction of the Corangamite CMA. The Project Site is situated to the south of Mt Emu Creek (within the Hopkins River Basin), though it lies outside the designated Mt Emu Creek floodplain. Elevation across the Project Site varies from approximately 400 m AHD in the north-east to 270 m AHD in the southern portion, with gently undulating terrain influencing drainage direction and runoff behaviour.

The Project Site is traversed or bordered by several waterways and flow paths, including:

- Mt Emu Creek – located approximately 1.3 km north of the Project Site – only a minor part of the Project Site drains towards Mt Emu Creek, with no proposed infrastructure within this part of the site.
- Naringhil Creek – flows through the southern portion of the Project Site.

- Hoyles Creek – originates in the northern portion of the Project Site and flows south, joining Naringhil Creek.
- Gnarkeet Chain of Ponds and Mundy Gully – arise in the southern portion of the Project Site and flow towards Lake Corangamite.

The nearest Ramsar site is the Western District Lakes Wetlands approximately 30 km south of the Project Site.

Wetlands within the Project Site are generally located along the existing waterways or smaller tributaries and capture runoff from the upstream catchments. Some of the wetlands have constructed dam walls downstream to provide water capture for agriculture.

11.6.2 Pre-development Modelling and Assessment

The pre-development assessment modelled flood behaviour using local rainfall data and catchment conditions. It considered both localised overland flow and regional flood risks using the Upper Mt Emu Creek Flood Investigation mapping. Rainfall inputs for the model included 1% and 10% AEP events for durations between 2 and 12 hours.

The results identified key flow paths and areas of inundation across the Project Site, particularly concentrated along Hoyles Creek and its tributaries. These findings were used to inform the placement of WTGs, access tracks and other infrastructure to avoid high-risk flood-prone areas where practicable. Most WTG locations are situated outside flow paths. However, seven proposed WTGs were identified within the 1% AEP flood extent with shallow inundation depths ranging from 0.06 m to 0.22 m as shown in **Figure 11.3**.

Flow velocities of up to 4 m/s were recorded in main channels, and flood hazard mapping indicated that some areas in the Project Site intersecting access tracks presented high flood hazard. These results informed recommendations for appropriate culvert sizing, elevated road design, and hazard mitigation.

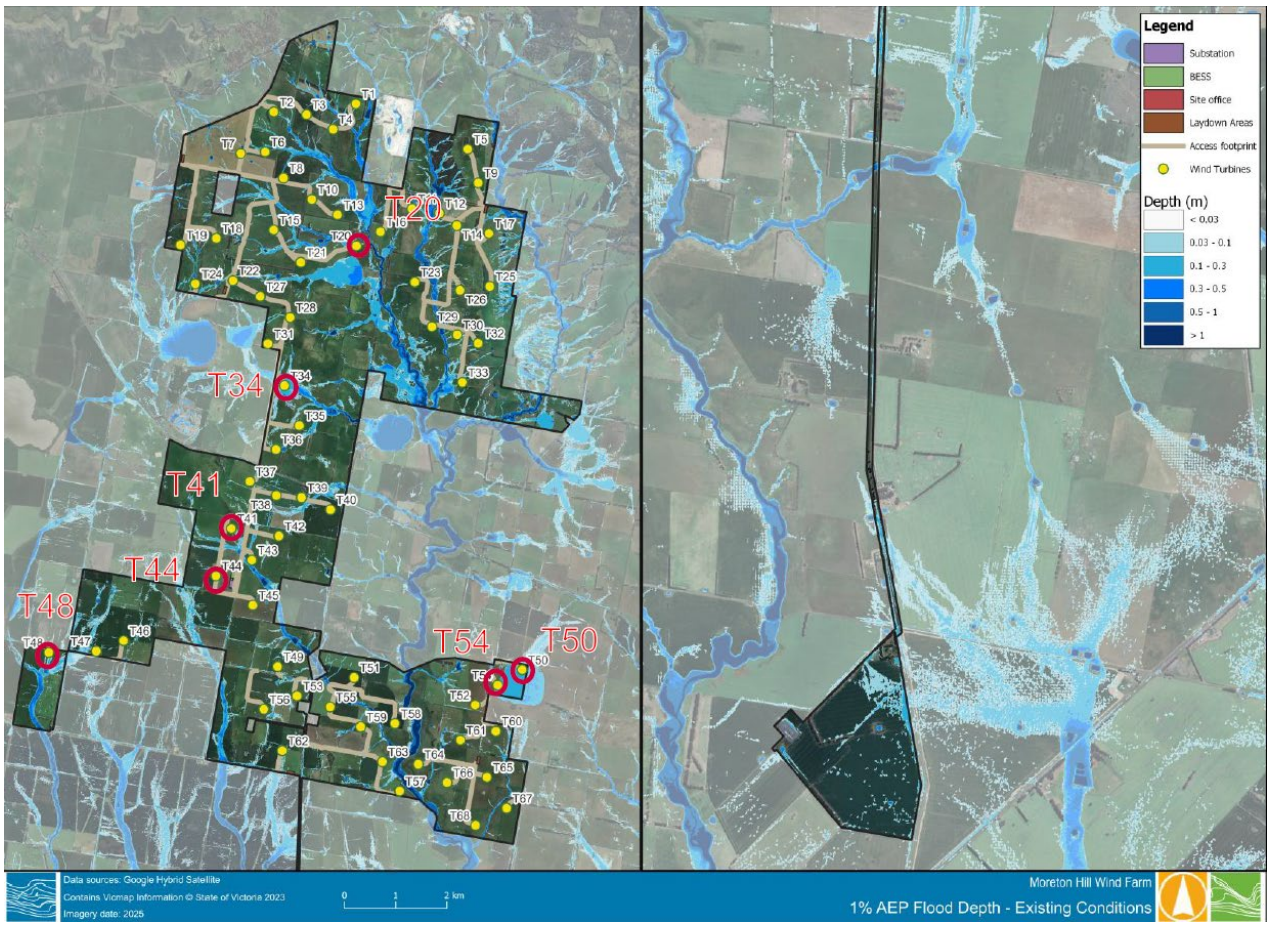

Figure 11.3 1% AEP Flood Depth – Existing Conditions (WTGs Located within Inundation Extent are Highlighted)

11.6.3 Post-development Assessment

The post-development modelling scenario incorporated key elements of the Project layout, including WTG hardstands, access tracks, laydown areas, and other infrastructure. WTG hardstands, access tracks, laydown areas were modelled as raised elements (by 300 mm); noting this is a likely development scenario but subject to detailed design. Additionally, the access tracks were cut open at locations where tracks intersected existing flow paths and waterways, to represent culvert crossings.

The modelling demonstrated that the Project results in only minor changes to flood levels and extents, with no significant adverse offsite impacts. Most WTGs remained outside inundated areas in the 1% AEP scenario, with the exception of WTG 26, where a flood depth of 0.06 m was modelled. The greatest flood depth at any hardstand was 0.22 m, which is below the likely raised hardstand level and not considered a development risk.

Some localised increases and decreases in flood levels were observed adjacent to raised access tracks, indicating that additional culverts to the assumptions made in the modelling may be required at specific locations to maintain natural drainage patterns and mitigate flow obstruction.

11.6.4 Transmission Line and Electrical Reticulation Considerations

The Project also includes a 15 km underground transmission line connecting the Project to the Berrybank Terminal Station. The alignment intersects multiple unnamed waterways and flow paths. Given the reinstatement of natural surface levels post-construction, no ongoing surface water impacts are anticipated.

A targeted flood risk assessment was undertaken for the transmission line. The Flood Impact Assessment found that construction activities in moderate to high-risk areas may require local drainage measures, such as temporary bunds, trenching controls and erosion mitigation. Construction timing and methods will be planned to avoid high-risk flood periods.

One overhead section of reticulation is also proposed over Naringhil Creek to avoid a flood-prone area with cultural heritage and ecological value.

11.6.5 Surface Water Impacts and Design Considerations

The Flood Impact Assessment found that overlaying flood depth and velocity modelling with proposed infrastructure allowed for a comprehensive assessment of potential flood interactions. While most Project infrastructure avoids inundated areas, some components, such as WTG hardstands, site offices, substations, and BESS locations, may experience shallow ponding (up to 0.1 m). These areas will require minor local drainage works to ensure operational resilience that will be detailed at the next stage of design.

For the seven WTGs sites located within the 1% AEP extent, inundation depths were shallow (maximum 0.22 m) and are not expected to pose construction or operational risks. Standard drainage measures will ensure water is diverted appropriately during both construction and operation.

Ten access track locations in the Project Site intersect areas where 1% AEP flood depths exceed 0.3 m. These areas may require elevated road construction, appropriately sized culverts, and consideration of frequent inundation risks (i.e., lower return period events that occur more regularly). The flood model developed for this assessment will inform detailed infrastructure design, particularly regarding road height, culvert placement, and flood hazard mitigation.

11.6.6 Hydrological and Water Quality Considerations

The Flood Impact Assessment found that the introduction of impermeable Project infrastructure such as hardstands and tracks has the potential to alter local drainage patterns, resulting in increased runoff or flow diversion. Where feasible, WTG siting has avoided key flow paths. However, some redistribution of flow is anticipated and will be managed through design measures such as swales, bunds, diversion drains and appropriately located culverts.

Construction within or near flood-affected areas may also introduce risks to water quality through erosion, sedimentation, and accidental spills. These risks will be mitigated through implementation of a CEMP, which will outline appropriate erosion and sediment controls, refuelling protocols, and spill containment measures.

11.6.7 Conclusion and Recommendations

The Flood Impact Assessment recommended the following to ensure the flood risk associated with the Project remains low:

- Use modelling outputs to refine infrastructure siting, avoid high flood hazard areas, and minimise the number of waterway crossings.
- Size culverts based on modelled flow rates to ensure adequate capacity and minimal impact on flood levels.
- Consider hydrological buffer zones around wetlands and waterways where practicable (e.g. other than where crossings are required).
- Incorporate drainage infrastructure (e.g., culverts, swales, bunds) into detailed design to maintain existing hydrology.
- Implement appropriate flood mitigation and response strategies during construction, particularly in areas with elevated flood risk.
- Apply for Works on Waterways permits for any construction within 20 m of a designated waterway or within the floodplain, in accordance Corangamite CMA requirements.
- Integrate erosion and sediment controls into design by a certified professional in erosion and sediment control, and a spill risk management plan into construction protocols to avoid contamination of surface water.

The above recommendations will be implemented in the relevant post-approval EMP as part of the permit conditions for the Project.

11.7 Historical Heritage Assessment

Heritage Insight undertook a Historical Heritage Assessment of the Project (se **Appendix J**). The purpose of the assessment was to identify any currently listed/registered historic (non-Aboriginal) heritage places or sites, identify the potential location of previously unidentified historic heritage sites that may be located within the Project Site, and determine the implications of the presence of any identified historic heritage located or potentially located within the Project Site.

11.7.1 Desktop Assessment

A search of historic (non-Aboriginal) site registries was carried out in May 2025 (and updated in July 2025), to identify any currently listed or registered historic heritage places or sites within and/or within 5 km of the Project Site. The search showed that there are currently no listed/registered historic heritage places or sites located within the Project Site. The search further showed that there are currently 24 listed/registered historic heritage places or sites located within 5 km of the Project Site (see **Figure 11.4**), including:

- Sixteen archaeological sites listed on the Victorian Heritage Inventory (**VHI**) – all of which are associated with historic mining activities; and

- Eight heritage places listed on the Heritage Overlay – the majority of which are historic buildings (including residential structures and public buildings such as schools or churches) located in the townships of Linton or Skipton.

All identified historic heritage places are located more than 2 km from the Project Site boundary.

Of the identified historic heritage places listed on the Heritage Overlay, one is located within the Corangamite LGA (HO271) and the other seven are located within the Golden Plains LGA (HO124, HO127, HO129, HO130, HO169, HO170, HO171).

In addition to searches of relevant historic heritage registries, previous heritage studies undertaken for the vicinity of the Project Site were also reviewed to provide a thematic history of the area. Only a limited number of historical heritage studies have been conducted for land encompassing or in the vicinity of the Project, including a number of board-scale historical heritage studies undertaken for the Corangamite and Golden Plains LGAs. A review of previous studies indicates that the Project Site has not previously been subject to a detailed/site specific historic heritage study or historical archaeological investigations.

Historic background research was also undertaken as part of the desktop assessment to augment the known history of the region as detailed in previous heritage studies. This included research into the historic landforms, geomorphology and environmental setting to understand historic alterations of the landscape, along with research into the occupation history of the Project Site (e.g., by accessing primary and secondary source material pertaining to land ownership, land occupation and built structures).

As a result of the desktop assessment, it was considered that a number of historical structures, features and landscape modifications dating to the nineteenth century and early twentieth century may also be preserved within the Project Site including out-station, stock holding pens, historic tracks, dry stone walls and other historically significant farm housing and dwellings. A targeted field survey for potential historic heritage values was therefore undertaken in July 2025.

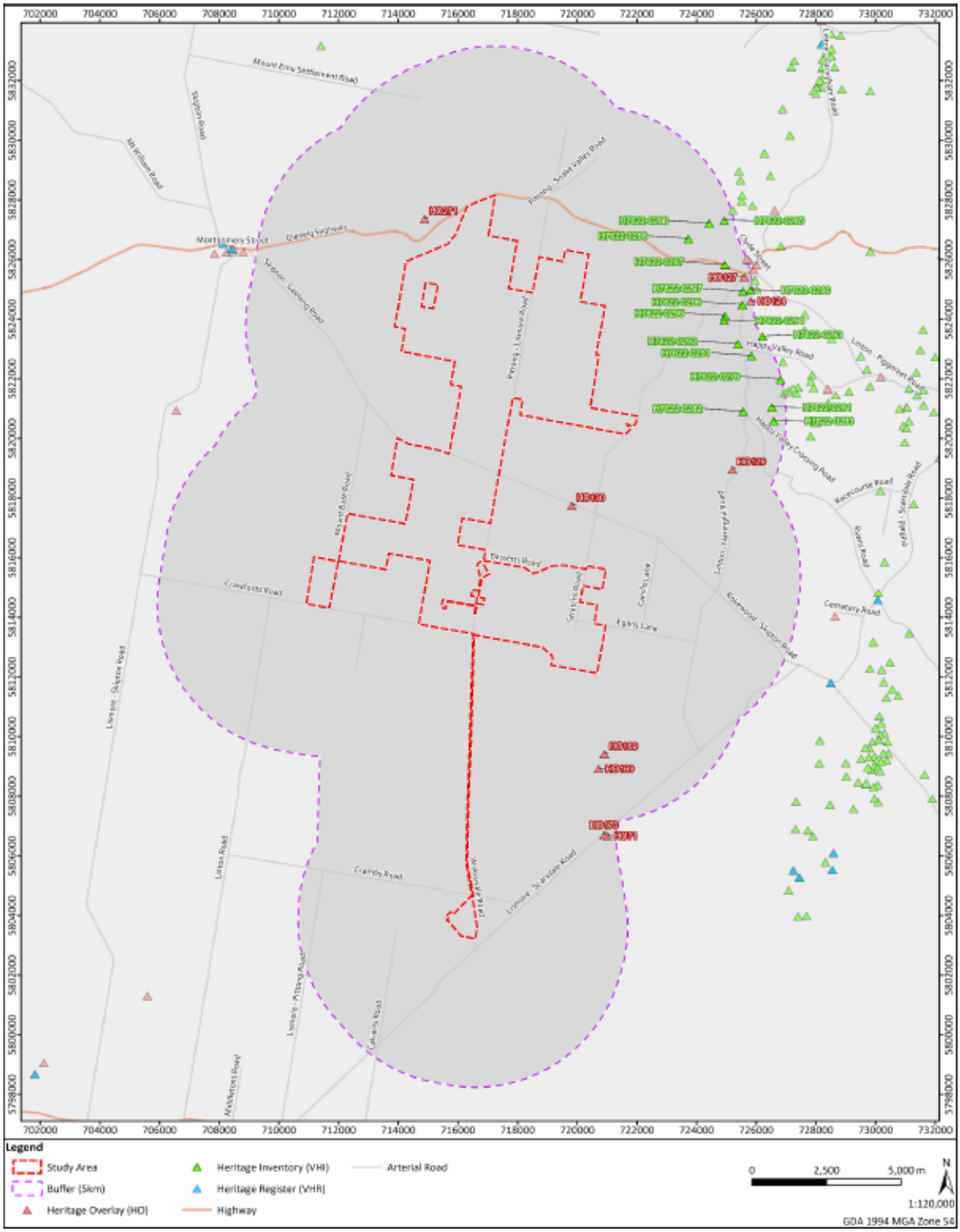

Figure 11.4 Location of Listed / Registered Historic Heritage Places within 5 km of the Project Site

11.7.2 Targeted Field Survey

Given the large size of the Project Site, the field survey targeted areas of highest potential to contain historic heritage places or sites within or in proximity to the proposed construction footprint. A total of seven locations were subjected to a targeted field survey, generally clustered in two areas, three locations within Area A (L1-L3) and four locations in Area B (L4-L7) as summarised in **Table 11.4**. The location of these areas is shown generally in relation to the Project Site in **Figure 11.5**.

Table 11.4 Historic Heritage Field Survey Locations

Location Reference	Item/ Value Surveyed	Historically Significant Features
L1	Historic structure – farm building	Nil identified
L2	Historic structure – farm building	Nil identified
L3	Historic structure – former farm residence	Nil identified
L4	Potential historic feature – farm residence or outbuilding	Nil identified
L5	Historic feature – 19th century sheepyard	Nil identified
L6	Natural landscape feature – Naringhil and Hoyles Creeks in the vicinity of L5 and L7	Nil identified
L7	Historic feature – 19th century sheepyard	Nil identified

As noted in **Table 11.4**, all surveyed locations were determined to have negligible historic heritage significance or value.

11.7.3 Conclusion and Recommendations

The Historical Heritage Assessment concluded that there is negligible potential for significant historical heritage sites to be encountered during future proposed works activities.

It is noted that under the Golden Plains Planning Scheme, dry stone walls constructed before 1940 are given blanket protections from any demolition, removal or alteration under **Clause 52.33** (Post Boxes and Dry Stone Walls) (refer to **Section 8.8.7**). No dry stone walls were identified within the surveyed area, and it was considered unlikely that any would be located within the portion of the Project Site located within the Golden Plains LGA. As the presence of dry stone walls has not been definitively excluded through a targeted dry stone wall survey (which is determined to not be feasible given the size of the area), management conditions have been recommended to mitigate any risk of impact to any unidentified dry stone walls.

Heritage management conditions are proposed for the accidental discovery and protection of unidentified historical archaeological sites, including dry stone walls, as noted in Section 12 of the Historical Heritage Assessment (see **Appendix J**). The recommendations will be implemented in the relevant post-approval EMP as part of the permit conditions for the Project.

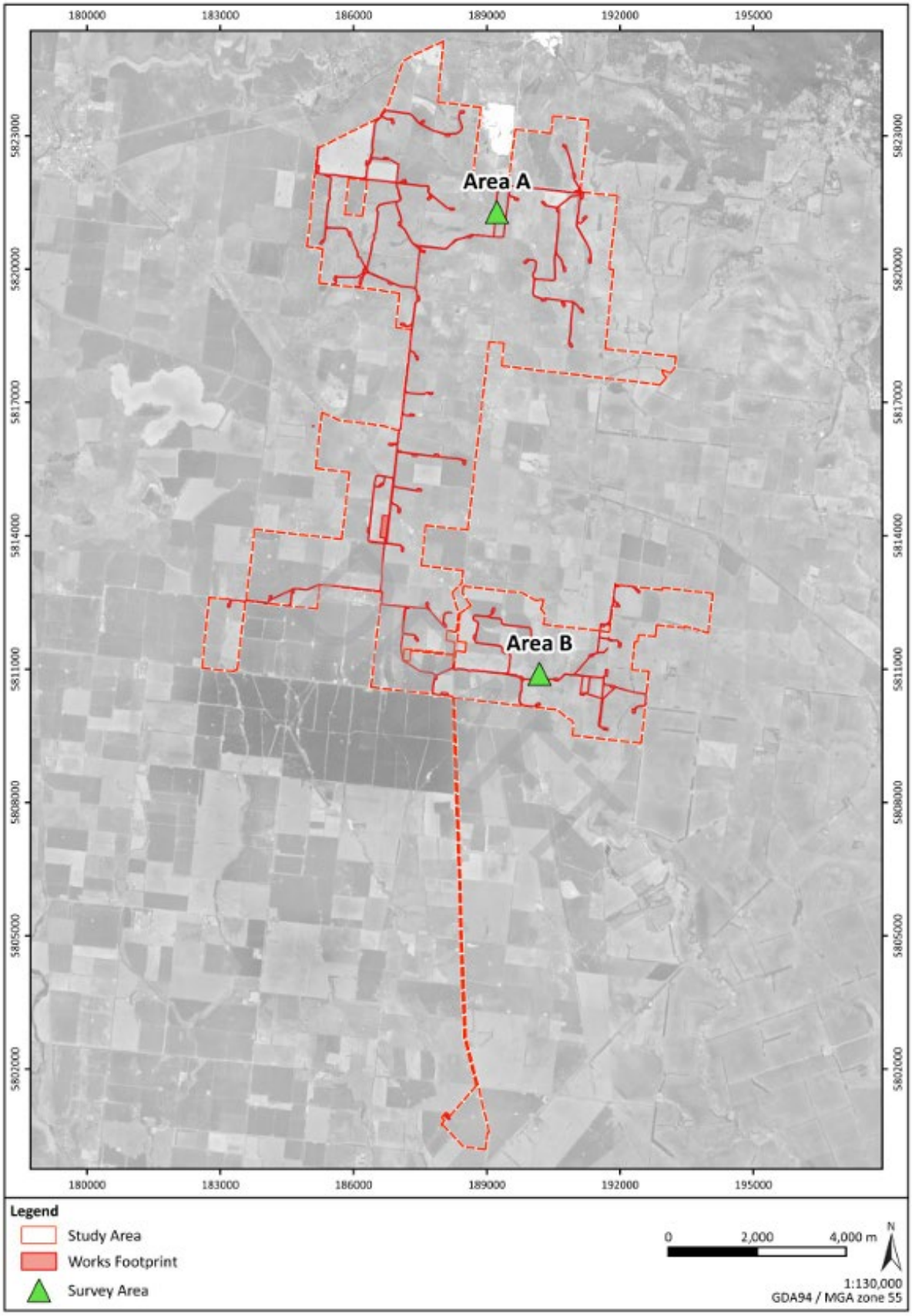

Figure 11.5 Areas Subjected to the Targeted Field Survey for Historic Heritage

11.8 Landscape and Visual Impact Assessment

Moir Landscape Architecture Pty Ltd (Moir Studio) undertook a LVIA for the Project (**Appendix L**) to assess the potential landscape and visual impacts associated with the Project. The LVIA assessed the Project's potential visual impact on landscape character, public viewpoints and private dwellings. The LVIA also considered the cumulative visual impact of the Project with other surrounding wind farm developments.

11.8.1 Zone of Visual Influence

A Zone of Visual Influence was developed for the Project in the LVIA using a nominal turbine tip height of 252 m above ground level. The Zone of Visual Influence defines the area from which turbines could theoretically be seen based solely on landform, and does not account for screening by vegetation, buildings, or other structures. Due to the flat terrain surrounding the Project Site, in theory the Project may be visible from much of the surrounding area.

Key findings of the Zone of Visual Influence analysis include:

- Areas beyond 6 km from the Project Site, including the townships of Linton, Pitfield, Cape Clear (to the east and south-east), and Wallinduc (to the south), are likely to have views screened by topography.
- The Project may be visible from locations to the north-west, west, south-west and south, where the terrain is generally flatter.
- Elevated and undulating landforms such as those within the Linton/Nawnight-Widwid State Forest and the Scarsdale Plantations to the north-east may obscure views from nearby towns such as Happy Valley and Snake Valley.
- Some views from the outskirts of Skipton may be available, however, existing tree cover and the undulating topography are expected to limit visibility from within the township itself.
- Clusters of dwellings along the Glenelg Highway to the north-west may have partial views of the Project, although topography is expected to screen views from some houses located approximately 3 km from the WTGs.
- Numerous dwellings are located within 6 km of the Project Site boundary. Due to the flat terrain, these dwellings are likely to have at least partial views of the WTGs.

Although the Zone of Visual Influence analysis suggests a relatively high level of theoretical visibility, it is important to note that actual visibility will be lower due to intervening vegetation and built form. In particular, vegetation cover around towns such as Linton and Skipton is likely to significantly reduce the extent of views toward the Project.

The study area for the LVIA therefore considered a 6 km buffer from the Project Site.

11.8.2 Landscape Character Units

To inform the visual baseline, Moir Studio divided the broader study area into six distinct Landscape Character Units (**LCUs**) as shown in **Figure 11.6**, reflecting differences in geology, topography, land use, and vegetation. Most of the LCUs are rated as having low or very low scenic quality, with one area assessed as moderate (LCU03 Vegetated Hills).

Of the six LCUs identified and assessed, the Project is likely to be visible from all, to varying degrees. Due to the flat to gently undulating topography surrounding the Project Site, there are opportunities for open views to the Project, however, existing vegetation and structures will limit opportunities to view the Project in its entirety.

A summary of visual impact by LCU is outlined below:

- **LCU01 – Skipton & Linton Farmlands**: Comprising flat, highly modified agricultural land, this area offers broad open views. The Project is expected to be a prominent feature from many locations, especially along Glenelg Highway and Rokewood-Skipton Road, though some views will be filtered by roadside and windbreak vegetation.
- **LCU02 – Cape Clear & Pitfield Farmlands**: Gently undulating agricultural land to the east of the Project. Visibility is expected from locations near the Project, but further east, topography and vegetation reduce views. Overall, the Project would form a small element within the landscape within these areas and the rural character is likely to remain unchanged.
- **LCU03 – Vegetated Hills**: Includes Mount Bute and Flagstaff Hill Reserve. Vegetation such as plantation forestry and topography will screen most views, with the Project likely to form only a minor visual element in this unit. The character of this LCU would remain intact.
- **LCU04 – Creek Corridors**: Defined by seasonal creeks with native riparian vegetation, which will help screen views to the Project. The creek corridors will remain the dominant feature in this landscape.
- **LCU05 – Settlements**: Includes towns such as Skipton, Linton, and Cape Clear. Vegetation within and around these settlements limits direct views. The Project is unlikely to dominate the visual character of these areas.
- **LCU06 – Bradvale & Mingay Farmlands**: Comprising open, flat, cleared land with minimal vegetation. The Project will likely be a visible and dominant feature from many locations, particularly along Crawford Road and Rokewood-Skipton Road, though windbreaks and roadside vegetation will partially screen some views.

While the WTGs would introduce a new and prominent element to a landscape that has been largely unchanged for decades, their prominence is primarily influenced by the extent of visibility relative to existing landscape features. Despite being a noticeable new feature, the Project is not expected to significantly alter the broader rural landscape character, and the underlying agricultural land use and rural character are expected to remain intact.

The LVIA notes that part of the Project is located within a Significance Investigation Area under the *Significant Landscapes of South West Victoria* study (Planisphere, 2013), however the Project is not located on land which had been recognised as being of state or regional significance. The Project may be discernible from several state significant viewing locations beyond 12 km to the north, east and south, however if visible, the Project would be viewed in the context of other nearby wind farms. The Project is not expected to diminish the scenic value of any regionally or state-significant landscapes. Any significant landscape features would remain as dominant features of the landscape, and it is unlikely the Project would degrade the scenic values of these features.

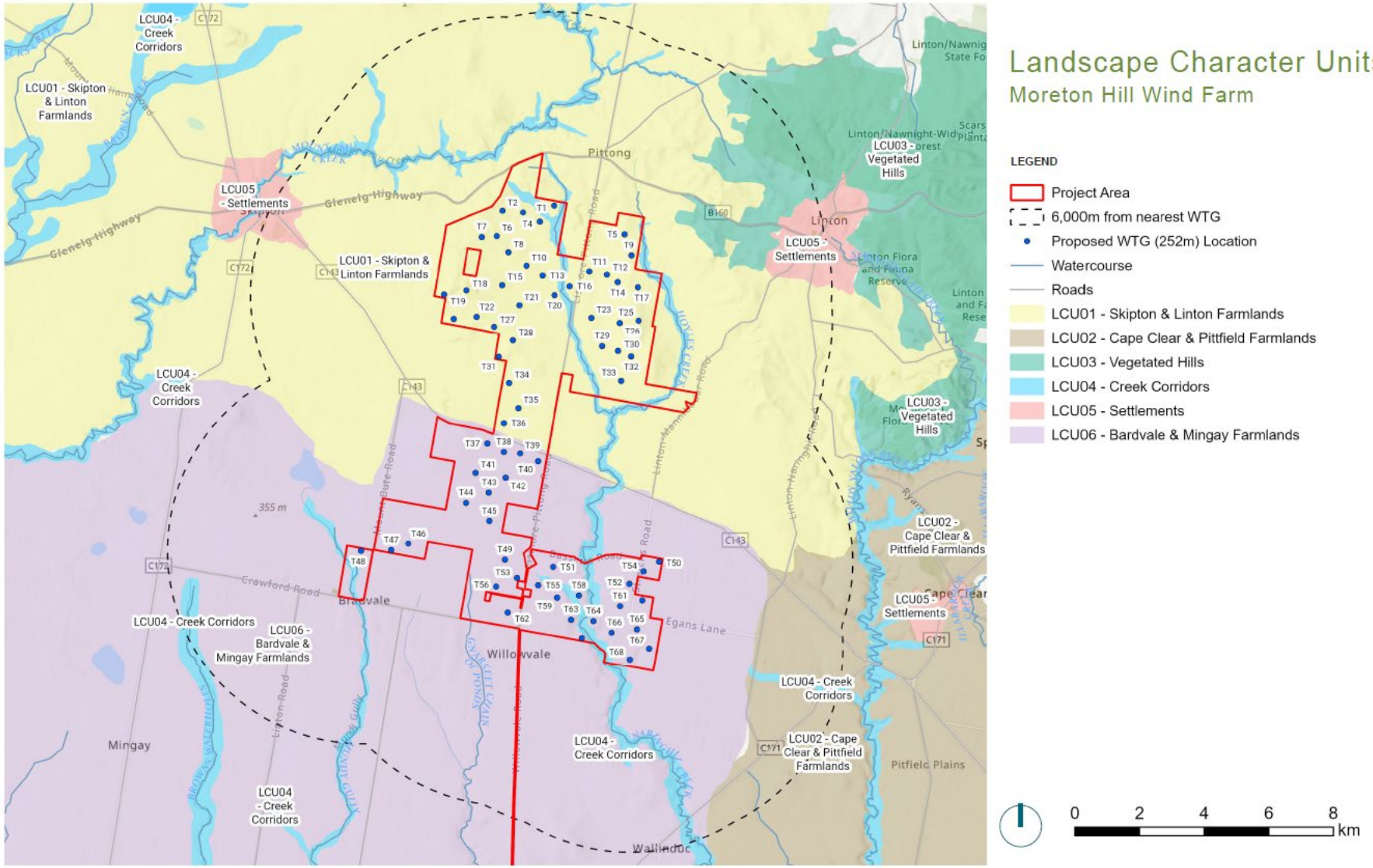

Figure 11.6 Landscape Character Units (Moir Studio, 2025)

11.8.3 Public Viewpoint Analysis

Viewpoint analysis has been undertaken for 25 public locations. Viewpoints have been carefully selected to be representative of the range of views within the study area which were identified as having a high or moderate potential for visibility of the Project.

The public viewpoints assessed for the purpose of this LVIA were taken from varying distances and locations surrounding the Project. A summary of the visual impact ratings for each of the public viewpoint location assessed is provided below.

Of the 25 viewpoints:

- Twelve were assessed as having a low visual impact rating.
- Six were assessed as having a moderate-low visual impact rating.
- Six were assessed as having a moderate visual impact rating.
- One viewpoint was assessed as having a high visual impact rating, this being VP25 (Flagstaff Hill Lookout – Flagstaff Ridge Road, Pittong).

Viewpoints with moderate or high visual impact ratings were typically closer to the Project (within 3 km) and had a direct line of sight to the WTGs. However, existing vegetation, road corridors, and landform were found to screen or reduce visibility in many locations, contributing to lower impact ratings across much of the area.

11.8.4 Dwelling Analysis

A detailed dwelling assessment was undertaken to determine potential visual impacts on non-involved dwellings located within 6 km of the WTGs. A total of 151 dwellings were identified:

- **20 dwellings** are located within 2 km of a WTG; **18** of these are screened by dense vegetation or built form.
- **68 dwellings** are located between 2 km and 4 km of the nearest WTG, with **50** screened by vegetation and/or structures.
- **68 dwellings** are located between 4 km and 6 km of the nearest WTG, with **53** benefitting from existing screening.

The townships of Skipton and Linton are approximately 6 km from the nearest WTG. Due to a combination of topography, vegetation and built form, views from these towns are expected to be intermittent, limited or filtered.

Detailed visual assessments for 14 non-involved dwellings were undertaken and included in Appendix A of the LVIA (**Appendix L**). These assessments confirm that in most cases, the presence of vegetation (particularly windbreaks and shelterbelts) is expected to significantly reduce visual exposure to the WTGs. One dwelling was assessed to have a high visual impact rating, and four were assessed as having a moderate visual impact rating. The remainder were either rated as having a low visual impact rating or considered to have no visual impact. For these moderate-high rated dwellings, mitigation measures such as screen planting are proposed where required in consultation with landholders.

11.8.5 Visual Cumulative Impact Assessment

The Project is located within the proposed Central Highlands REZ as identified in VicGrid's 2025 VTP and in proximity to several other wind energy projects, including:

- Stockyard Hill Wind Farm (operational), approximately 3 km north.
- Berrybank Wind Farm (operational), approximately 9 km south.
- Golden Plains Wind Farm (partly operational, under construction), approximately 10 km south-east.
- Chepstowe Wind Farm (operational), approximately 9 km north.

Given the number of nearby projects, cumulative visual impacts were considered. The LVIA notes that the number of wind farms in the region, beyond those listed above, has the potential to alter the perception of the overall landscape character.

The assessment considers that the cumulative visual impacts from most private viewing locations will be limited due to the presence of vegetation screening views of the Project. From public viewpoints, such as the Glenelg Highway and Lismore-Scarsdale Road, it is likely that there will be locations where the Project will be seen concurrently with other wind farms (namely Stockyard Hill and Chepstowe Wind Farms). However, given the visual similarities in turbine form, finish and layout, the Project is likely to be interpreted as part of a mixed landscape with agricultural and wind farm elements as an intermittent yet defining part of the character.

The Project's transmission line has also been considered in the context of cumulative impacts. In this case, the undergrounding of the transmission line will ensure there is no cumulative visual impact, which has been a highlight of the design process aiming to achieve avoidance outcomes.

Overall, the cumulative visual impact of the Project on the regional context is considered low, particularly as it will appear as an extension of existing infrastructure and will not significantly alter the character of the region, which is already evolving to include renewable energy as a key component of the land use character.

11.8.6 Visual Mitigation Measures

The LVIA recommended a range of mitigation strategies that have been incorporated into the Project's design (or would form part of the Project's permit conditions) to reduce potential visual impacts, including:

- **Turbine design**: Uniform matte white finish with consistent rotor and tower design to reduce visual clutter and reflection.
- **Off-site screen planting**: Available to dwellings identified as experiencing moderate to high visual impacts. Planting will use locally native species consistent with the existing landscape character and will be tailored in consultation with landholders.
- **Roadside planting**: May be considered in coordination with relevant authorities to mitigate views from key public road corridors or public viewpoints.
- **Landscaping principles**: Post-construction planting will prioritise retention of existing vegetation and reinforcement of local landscape character using native species.

Through implementation of the above measures and continued consultation with landholders and stakeholders, that visual impact of the Project can be effectively managed and reduced to an acceptable level.

11.9 Noise Impact Assessment

Marshall Day Acoustics has prepared an Environmental Noise Assessment for the Project (see **Appendix K**) which provides a pre-construction (predictive) assessment of operational wind turbine noise in accordance with the *New Zealand Standard 6808:2010 Acoustics – Wind farm noise* (NZS 6808), as required by the EP Regulations and the *Planning guidelines for development of wind energy facilities*, dated September 2023 (DTP, 2023), and EPA-DTP *Publication 3011: Wind Energy Facility Turbine Noise – Technical Guideline*, dated 20 December 2024.

The Environmental Noise Assessment is supported by the following reports prepared in relation to the Project, which are also included in **Appendix K**:

- Background Noise Monitoring Report prepared by Marshall Day Acoustics, dated 12 January 2026 – presents the methods and results of background noise monitoring undertaken for the Project to obtain a representation of typical baseline noise conditions at receivers in the vicinity of the Project, and to inform derivation of applicable noise limits to assess the wind farm's operational compliance.
- Auditor Verification of Pre-Construction Noise Assessment prepared by Tonkin+Taylor, dated 10 February 2026 – provides verification by an environmental auditor, appointed under Part 8.3 of the *Environment Protection Act 2017*, that the pre-construction (predictive) noise assessment undertaken by Marshall Day Acoustics was conducted in accordance with NZS 6808:2010, as required by the *Planning guidelines for development of wind energy facilities*, dated September 2023 (DTP, 2023).

In addition to operational wind turbine noise, the Environmental Noise Assessment for the Project has assessed operational noise for the onsite substation and BESS in accordance with EPA *Publication 1826.4 Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues*, dated May 2021 (Noise Protocol), as required by the EP Regulations. The GED, introduced by the EP Act, has also been considered.

11.9.1 Sensitive Receivers

A total of 67 receivers, located within 3 km of the proposed WTGs, have been considered in the Environmental Noise Assessment:

- 38 non-stakeholder receivers (not within the Project Site)
- 29 stakeholder receivers including:
    - 11 receivers within the Project Site
    - 18 receivers outside the Project Site.

Stakeholder receivers consist of receivers located within or outside the Project Site that are owned by host landholders of the Project. Non-stakeholder receivers are located outside of the Project Site and are owned by neighbouring landholders that are not involved in the Project.

The coordinates of all assessed receivers within 3 km of the proposed WTGs are provided in the Environmental Noise Assessment (**Appendix K**).

11.9.2 Wind Turbine Noise Assessment

Wind turbine noise levels are predicted to comply with NZS 6808 noise limits for all receivers:

- At least 2.7 dB below the 40 dB L_{A90} threshold for all non-stakeholder receivers.
- At least 4.1 dB below the 45 dB L_{A90} limit for all stakeholder receivers outside the Project Site.
- At least 5.4 dB below the 45 dB L_{A90} reference base noise limit at all but one stakeholder receiver within the Project Site. The Proponent advised that receiver 111 is to be demolished under contract with the host landholder.

The Environmental Noise Assessment also considered cumulative noise impacts from neighbouring wind farm developments such as Stockyard Hill, Chepstowe, Berrybank, and Golden Plains Wind Farms. The modelling demonstrated that combined noise levels do not affect compliance for the Project.

The noise modelling indicates that the natural area most likely to experience regular wind turbine noise is the Mount Bute Scenic Reserve, located approximately 2.1 km east from the nearest proposed WTG, with noise levels predicted to be approximately between 28 and 32 dB L_{A90}. At farther natural areas, wind turbine noise levels are predicted below 20 dB L_{A90}. It is unlikely that wind turbine noise in the nearby natural areas would be relevant to the Environment Reference Standard environmental value (i.e. a value which solely relates to the experiences of people visiting these areas).

11.9.3 Substation and BESS Noise Assessment

11.9.3.1 Predicted Noise Levels

Predicted cumulative noise levels from the onsite substation and BESS have been assessed. The noise limits applicable at the nearest receivers and used for the assessment have taken into consideration the land zoning of the Project Site and surrounding area (mostly Farming Zone as shown on **Figure 8.1**). These noise limits are summarised in **Table 11.5**.

As the onsite substation and BESS have the potential to operate at any time in a 24-hour day and across seven days a week, meeting the applicable night-time noise limit of 34 dB effective noise level (**ENL**) infers meeting the noise limits during all other periods.

Table 11.5 Noise Protocol Time Periods and Noise Limits, dB ENL

Period	Day of Week	Start Time	End Time	Noise Limit[6]
Day	Monday – Saturday	0700 hrs	1800 hrs	45
Evening	Monday – Saturday	1800 hrs	2200 hrs	39
	Sunday, Public Holidays	0700 hrs	2200 hrs	
Night	Monday – Sunday	2200 hrs	0700 hrs	34

The nearest receivers and the predicted noise levels for the onsite substation and BESS are detailed in **Table 11.6**. An adjustment of +2 dB has been applied to the predicted noise levels to account for tonal noise from the facility.

Table 11.6 Substation and BESS Predicted Noise Levels, dB ENL

Receiver	Total Predicted Noise Level
118	24
124	30
128	30
129	30
131	27

The results indicate cumulative noise levels from the onsite substation and BESS are predicted below the night-time noise limit at the nearest receiver, by at least 4 dB.

The assessment also considered natural areas that could experience operational noise from the onsite substation and BESS. The nearest natural area to the onsite substation and BESS is the Mount Bute Scenic Reserve approximately 10 km north-east of the substation and BESS. Predicted noise levels from the onsite substation and BESS are much lower than 10 dB L_{Aeq} and are therefore unlikely to be audible at natural areas or materially compromise the relevant Environment Reference Standard environmental values.

11.9.4 Conclusion and Recommendations

Overall, the Environmental Noise Assessment demonstrates that the Project can be designed and developed in full compliance with Victorian noise regulations and policy requirements, ensuring minimal impact on surrounding sensitive locations and natural areas.

The Environmental Noise Assessment recommends the following noise management measures be implemented as part of the subsequent stages of development, and incorporated into the Project's permit conditions:

- Ensure that wind turbine noise complies with NZS 6808.
- Implement all applicable actions under Division 5.3 of the EP Regulations to manage and review wind turbine noise from the facility, including:

[6] The effective noise level (ENL) of commercial or industrial noise determined in accordance with the Noise Protocol. This is LAeq noise level over a half-hour period, adjusted for the character of the noise. Adjustments are made for tonality, intermittency, and impulsiveness.

- Preparation of a noise management plan
- Conducting noise compliance testing when the wind farm begins operating
- Preparing annual compliance statements
- Conducting verification wind turbine noise monitoring every 5 years.

- The transformer equipment should be specified and selected to achieve noise emissions not exceeding the empirical maximum 'reduced' values specified in AS 60076-10:2009.
- The BESS equipment should be specified and selected to achieve the lowest reasonably practicable noise emissions.
- A detailed noise assessment should be prepared by a qualified acoustic consultant, prior to construction, addressing:
  - The final wind turbine selection and layout
  - The final location and equipment selection for the substation and BESS
  - Background noise monitoring at the required non-stakeholder receivers
  - Compliance with the applicable noise limits at surrounding receivers
  - Recommendation of reasonably practicable noise mitigation measures to control noise from the substation and BESS as part of its detailed design.
- Development of reasonably practicable construction noise mitigation and management measures to be documented in a CEMP, prior to construction.

11.10 Shadow Flicker Impact Assessment

A Shadow Flicker Impact Assessment was prepared by GHD for the Project (**Appendix M**) to evaluate potential shadow flicker effects on sensitive receptors (i.e. nearby dwellings) resulting from the operation of the Project. The assessment was undertaken to determine whether shadow flicker from proposed WTGs complies with relevant national and state guidelines.

The assessment was carried out in accordance with Part E of the *Draft National Wind Farm Development Guidelines* (2010) and Section 5.1.2 of the *Planning guidelines for development of wind energy facilities* (DTP, 2023).

These guidelines outline permissible shadow flicker thresholds:

- 30 hours/year (worst-case scenario).
- 10 hours/year (cloud cover-adjusted scenario).

These thresholds apply to shadow flicker experienced in the garden-fenced area immediately surrounding a dwelling.

11.10.1 Sensitive Receptors

Sensitive receptors were identified within 1.2 km of proposed WTGs (see **Figure 4.5**). Each receptor was classified based on their relationship with the Project as either:

- **Host** (sensitive receptors on land owned by a host landholder).
- **Neighbour** (sensitive receptors on land not owned by a host landholder but within 4 km of a WTG).

11.10.2 Assessment Summary

The shadow flicker assessment was modelled using both a worst-case and cloud cover-adjusted case. The worst-case scenario used a shadow flicker model that was highly conservative as it assumes that the sun is always shining for the entire day (sunrise to sunset) with zero cloud cover. The cloud cover-adjusted case uses historical cloud cover statistics to account for periods where shadow flicker is unlikely due to cloud cover.

The worst-case modelling found that three sensitive receptors would be exposed to shadow flicker exceeding the 30 hours/year threshold:

- All three receptors are **Host** dwellings.
- No exceedances were recorded at **Neighbour** dwellings.

The exceedance at Host dwellings is not considered a constraint under the guidelines, as these landholders have entered into formal agreements with the Proponent to consent to the exceedance.

Under the cloud cover-adjusted scenario, the same three Host dwellings are also predicted to exceed the 10 hours/year threshold. Landholders for each of these Host dwellings have signed agreements with the Proponent in place contemplating this impact. No Neighbour dwellings exceed the guideline limit under the cloud cover-adjusted scenario.

Notedly, one of the receptors predicted to experience the highest level of shadow flicker is known to be a dwelling that is planned for demolition and therefore will not be occupied during the Project's operation.

If any changes to the WTG layout occur, a pre-construction shadow flicker assessment should be undertaken on the final WTG layout to determine potential effects of shadow flicker and ensure the layout is compliant.

The shadow flicker assessment concludes that the Project complies with all relevant planning guidelines for non-participating (neighbour) receptors.

11.11 Social and Economic Impact Assessment

Ethos Urban prepared a Social and Economic Impact Assessment (SEIA) (**Appendix N**) for the Project to identify and assess the likely social and economic impacts associated with its construction, operation and decommissioning. The SEIA includes both a Social Impact Assessment (SIA) and Economic Impact Assessment (EIA) and considers the potential for both positive and negative impacts, based on the characteristics of the local and regional communities and economies.

The SEIA undertook a comprehensive review of the Project Site and its broader regional context, including an analysis of the physical, social, and economic characteristics of the surrounding communities. This included identifying and defining three key geographical areas to guide the assessment:

- Primary Social Locality (PSL): The area within 6 km of the Project Site boundaries, where direct social impacts such as visual amenity, noise, and access are most likely to be experienced.
- Secondary Social Locality (SSL): A broader area used to assess regional-scale social impacts; aligned with the Economic Study Area.
- Economic Study Area (ESA): Comprising the LGAs of Ararat, Ballarat, Corangamite, Golden Plains, Greater Geelong, and Pyrenees; this area reflects the likely labour force, accommodation, and supply chain linkages relevant to the Project.

The SEIA also included a review of relevant national, state, and local policy frameworks to ensure alignment with renewable energy, planning, and sustainability objectives. Additionally, it examined key social and economic trends affecting the region, such as demographic change, labour market conditions, housing availability, and socio-economic disadvantage. These insights provided a contextual foundation for evaluating the potential impacts and benefits of the Project.

11.11.1 Stakeholder Perspectives

In addition to the engagement activities discussed in **Section 6.0**, surveys were undertaken to understand key stakeholder perspectives and key issues relating to the Project and validate the social and economic impacts derived in the desktop analysis.

In 2024, the Proponent undertook a community sentiment survey, which received 76 responses. Of the responses, 53% had a neutral position towards the Project while 25% had a positive position. Community members with a negative position were less common (17%) but still a notable proportion of engaged stakeholders.

The most common concerns raised amongst the survey respondents related to community sponsorship (14 mentions), traffic and access (13), followed by property value and use (11), the stakeholder engagement approach (11) and visual impacts (10).

Ethos Urban also conducted phone and in-person interviews with five key stakeholders (including the Corangamite Shire CEO, Golden Plains Shire Coordinator of Economic Development) across local government, community representatives and participating landholders to provide a more in-depth understanding of their position and the affected community. In addition to the issues raised in the community sentiment survey, the interviews raised additional insights including:

- Outward bound migration of younger people in the community and availability of jobs in the region.
- Safety issues (e.g. fire risk and turbine collapse) following recent incidents at other wind farms.
- Large acceptance of existing wind farms in the area.
- Visibility of community benefits.
- The close-knit nature of the community and low risk to cohesion.

11.11.2 Social Impact Assessment

The SIA, prepared as part of the SEIA**,** identifies a range of potential positive and negative social impacts associated with the Project. The assessment considers changes to livelihoods, way of life, community cohesion, and visual amenity, and was informed by a desktop review and stakeholder engagement. High-rated impacts are discussed in detail, with enhancement and mitigation measures proposed where relevant.

11.11.2.1 Positive Social Impacts

Employment during construction and operation

The Project is expected to deliver livelihood benefits through employment and associated spending. During construction, the Project is expected to support a workforce of 360 full-time equivalent (FTE) jobs each month, including 140 direct FTE jobs and 220 indirect FTE jobs. These numbers would rise to 320 direct FTEs and 510 indirect FTEs during peak construction (estimated to last several months). Additionally, the Project will support 40 FTE operational jobs (10 direct and 30 indirect), with 16 FTE jobs supported in the region. This includes 10 FTE jobs directly onsite (six of which would be sourced locally).

Enhanced impact rating: *Very High (positive)*

Improved livelihoods for participating landholders and neighbours

The Project will provide secure, long-term income to 24 host landholders through confidential lease agreements, enhancing financial stability, particularly in a region vulnerable to drought and with an ageing farming population. Commercial offers have also been extended to neighbouring landholders up to 4 km from turbines.

Enhanced impact rating: *Very High (positive)*

Increased investment in community and infrastructure

A Community Investment Program and Payments in Lieu of Rates (PiLoR) will deliver $442,050 and $690,000, respectively, annually to the local community and Golden Plains and Corangamite LGAs for the life of the Project. This investment will support social infrastructure and services, contributing to health, recreation, and community wellbeing.

Enhanced impact rating: *Very High (positive)*

Contribution to emissions reduction

The Project would generate clean energy for approximately 260,000 homes annually, supporting Victoria's transition to a 95% renewable energy target by 2035.

Impact rating: *High (positive)*

11.11.2.2 Negative Social Impacts

Visual impact and landscape change

While the Project would become a feature of the visual landscape, it is likely the broader character of the area (which is highly modified due to the agricultural land use and existing wind farm operations nearby) will remain intact. While visual changes are unavoidable, most impacted dwellings are buffered by vegetation and landscape screening will be offered to affected residences.

Mitigated impact rating: *High (negative)*

Temporary construction impacts

Construction-related noise, dust, traffic, and vibration may temporarily affect amenity and accessibility, particularly for vulnerable populations. Detailed management plans (CEMP, TMP) and communication protocols will be implemented to reduce impacts.

Mitigated impact rating: *Medium (negative)*

Community cohesion and social resilience

Differing perspectives on the Project, especially between host and neighbouring landholders, may cause social tensions. The use of consistent commercial offers, a robust communication strategy, and community-wide benefits aim to minimise this impact.

Mitigated impact rating: *Medium (negative)*

The SIA concludes that the Project will deliver substantial social and economic benefits for the host region, particularly in terms of job creation, local economic stimulus, long-term income for farmers, and investment in social infrastructure. While temporary and ongoing impacts such as visual change and construction disturbance are acknowledged, these will be managed through mitigation and engagement strategies. The Project is considered to have a net positive social impact for the community.

11.11.3 Economic Impact Assessment

During the 24-month construction period, the temporary migration of non-local workers is expected to inject approximately $7.0 million (in 2025 dollars) into the ESA economy through spending on accommodation, meals, personal services, and living away from home allowances. This expenditure, funded by workers or the contracted EPC, is projected to support around 18 FTE in the services sector. The additional spending will support jobs in the ESA, particularly in sectors such as retail, accommodation, trade supplies, health services, fuel supplies, cafes, and restaurants.

Operation of the Project will generate ongoing economic stimulus into the community and ESA, through the following:

- **Landholder agreements:** The Proponent will be paying annual lease payments to the 24 involved host landholders. These payments are confidential.
- **Voluntary neighbour agreements:** 86 neighbours within 4 km of a WTG have been offered an annual payment, depending on the location of turbines in relation to a dwelling. These annual payments will be CPI adjusted over the operational life of the Project.

- **Community investment program:** Implementation of a community investment fund will see $1,050 per MW of the final installed capacity of the project, per annum delivered from the start of construction and for the operational life of the Project. These annual payments will be CPI adjusted over the operational life of the Project. Over the life of the Project, this will amount to approximately $13 million.
- **Community sponsorship program:** $40,000 in annual small grant funding available to local community groups and initiatives. This program commenced in 2023.
- **PiLoR Scheme:** The Proponent will contribute to supporting social infrastructure and community by contributing $15.5 million to Golden Plains Shire and Corangamite Shire. This additional revenue can be re-invested by the host councils into local infrastructure and services, which will benefit the community more generally.
- **Ongoing local wages (16 FTEs):** Over the 30-year operational lifespan, the 16 FTE jobs in the ESA supported by the Project will generate an economic stimulus of $35.3 million (CPI adjusted).

The total economic stimulus associated with operation of the Project is estimated at approximately **$200 million** over 30 years (2025 dollars, CPI adjusted) including host and neighbouring landholder payments, PiLoR returns to the host councils, community investment funds, and operational wage stimulus.

The EIA concludes that the Project will provide a net positive economic outcome for the region, supporting local employment, services, and infrastructure investment, without adversely affecting the availability of accommodation or existing agricultural activity. Decommissioning activities at the end of the Project's life are expected to create similar short-term benefits to those experienced during construction.

11.12 Traffic Impact Assessment

Impact Traffic prepared a TIA for the Project (**Appendix O**). The purpose of the TIA was to explore the viability of transporting the wind turbine blades to the Project Site from the Port of Portland and other traffic movements required to construct and maintain the Project. The purpose of this investigation is to confirm what (if any) changes and / or mitigation measures are required to the existing road infrastructure and immediate surrounds, to transport larger turbine components to the Project.

11.12.1 Construction Vehicle Access

The Project would use a combination of local roads and upgraded or newly constructed private access tracks to deliver and transport construction materials across the Project Site. All access tracks will be constructed to all-weather standards suitable for heavy vehicles and OSOM transport. Roads in suitable condition will be maintained during construction and reinstated post-construction.

Eight site entry points are proposed, with the primary compound accessed from the intersection of Rokewood-Skipton Road and Rankin Road. Additional access points are located at key road intersections throughout and around the Project Site. Five laydown areas are also proposed near access points to support component staging and delivery.

No works at the Berrybank Terminal Station are proposed as part of the wind farm planning permit applications and any such works would be subject to separate planning approvals. However, for cumulative assessment of construction traffic impacts, it has been assumed that access to Berrybank Terminal Station during construction would likely be via an existing track from the 2019 construction works and that no transformer deliveries are required. On this basis, only minor upgrades are anticipated to support standard heavy vehicle movements.

Most construction staff will travel from Ballarat and Geelong via Glenelg Highway and Rokewood-Skipton Road. Muster points may be established external to the Project Site to minimise site traffic, with senior staff accessing the site directly.

The following construction materials will be delivered to the Project Site:

- **Gravel and Aggregate**: Sourced from local quarries (e.g. Skipton and Ballarat) and delivered via Glenelg Highway and surrounding roads.
- **Water:** Sourced from local towns (e.g. Skipton, Linton) for dust suppression.
- **Concrete:** Two temporary batching plants (Rankin Road and Notmans Road) will mix concrete on-site using materials sourced from Ballarat, Geelong, and Melbourne.
- **Steel Reinforcement:** Delivered from Ballarat via pre-approved HML routes.
- **Wind turbine components:** The Port of Portland will be the point of entry for the major wind farm components (see **Section 11.12.2**).

Major components (blades, towers, nacelles) are anticipated to be delivered from the Port of Portland (shown in **Figure 11.7**). It is anticipated that the blades would be delivered to a laydown area at the Port of Portland, where they would be loaded onto transport vehicles and conveyed to the relevant site entry point. Vehicles would enter via the designated site entry points and distribute components internally.

The Project proposes to use wind turbine blades up to 86 metres in length. To cater for over-dimensional vehicles carrying these blades, minor upgrade works are required as some site entry points to facilitate these turbine blade deliveries, as detailed in **Section 3.5.2.2** and shown in the swept path diagrams included in the Traffic Impact Assessment (**Appendix O**).

11.12.2 Turbine Delivery Route Intersections

The proposed transport route for over-dimensional vehicles transporting wind turbine blades to the Project Site in shown in **Figure 11.7**. The TIA assessed the over-dimensional transport route from the Port of Portland to the Project Site, to determine if upgrades are required to facilitate over-dimensional vehicle movement. Swept path assessments considered vehicles carrying a turbine blade length of up to 86 m.

Swept paths were undertaken for 29 intersections[7] in total:

- 10 intersections between the Port of Portland and Skipton (not within Corangamite and Golden Plains LGAs).

[7] Note 31 swept paths were undertaken in the TIA, however three of these swept paths were for the same intersection at site entry point 3, Lismore-Pittong Road into Frances Lane/Project Site, but with 3 different entry directions for over-sized vehicles.

- 11 intersections within and surrounding the Project Site (within Corangamite and Golden Plains LGAs).
- 8 intersections associated with Project Site entry points.

No permanent upgrades are required as most of the route is suitable for transporting over-dimensional loads as it primarily utilises major roads. The swept path assessment indicated only minor temporary upgrade works would be required at some intersections such as additional fill where vehicles exceed the road pavement, or the temporary removal of signs. Most of the route is suitable for transporting over-dimensional loads as it primarily utilises major roads and routes previously utilised for delivery of wind turbine components during construction of other wind farms in the region.

All turbine component deliveries would be supported by pilot vehicles responsible for managing traffic at intersections to ensure safe manoeuvring and minimise disruption.

Based on the risk identified at individual intersections, the overall risk rating for turbine blade delivery from the Port of Portland to the Project Site is considered low to medium.

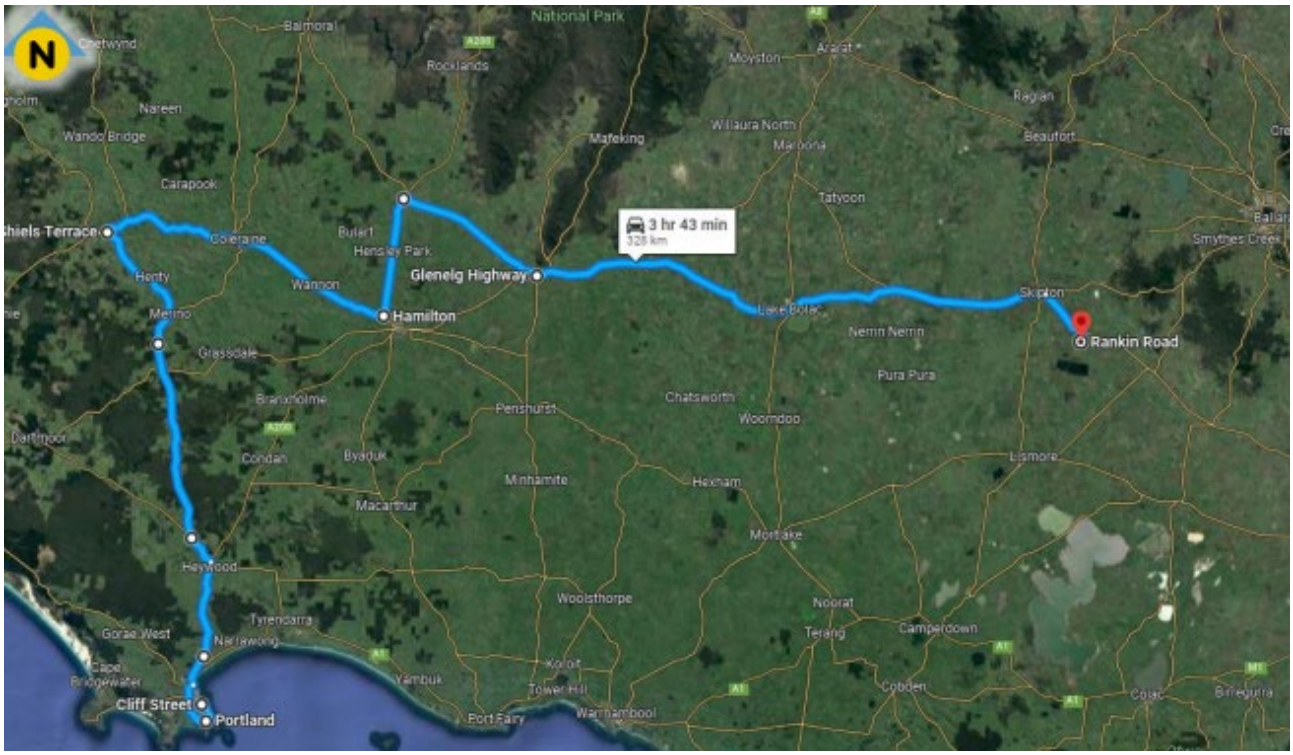

Figure 11.7 Proposed Turbine Blade Delivery Route from the Port of Portland

11.12.3 Construction Traffic Generation

Traffic generated during construction of the Project will generally fall into three categories:

- **Light vehicles (LV):** Used by staff and visitors accessing the Project Site (e.g. utes, vans, and private vehicles).
- **Over-dimensional (OD) vehicles:** Required for transporting large or heavy wind turbine components.
- **Heavy vehicles (HV):** Used to deliver smaller turbine components and general construction materials.

Traffic volumes modelled are presented as two-way movements. Each inbound delivery is expected to be followed by an unloaded return trip, with vehicles collapsed to standard dimensions where applicable. Construction workforce travel is expected to be evenly split between Ballarat and Geelong.

Table 11.7 provides a breakdown of the expected mix of vehicle movements throughout the 24-month construction phase for the wind farm. Changes to the traffic generation as a result of detailed design and procurement processes will be reassessed as part of the TMP development and in consultation with the relevant road authorities as part of the secondary consent process.

Table 11.7 Construction Traffic Generation

Type of Vehicle	Total Vehicle Movements	Peak Daily Movements
Light Vehicle	70,857 total LV movements	Peak of 222 LV movements / day
Over Dimensional Vehicle	631 total OD movements*	Peak of 2 OD movements / day*
Heavy Vehicle	20,586 total HV movements*	Peak of 65 HV movements / day*
Total Vehicles	**92,074 total movements**	**Peak of 289 daily movements****

* Includes both loaded and unloaded trips, for each loaded trip there will be one loaded (return) trip, where the transport vehicle will be collapsed to regulation dimensions where applicable.

**Conservatively assumes all vehicle traffic peaks during the same period.

Although no works at the Berrybank Terminal Station are proposed as part of the wind farm planning permit applications and any such works would be subject to separate planning approvals, for cumulative assessment of construction traffic impacts, it has been assumed that construction of the Berrybank Terminal Station upgrade works may take approximately 9 months to complete. **Table 11.8** outlines construction movements likely to occur during upgrade works at Berrybank Terminal Station.

Table 11.8 Construction Traffic Generation for Berrybank Terminal Station Upgrade Works

Type of Vehicle	Total Vehicle Movements	Peak Daily Movements
Light Vehicle	6,480 total LV movements	Peak of 30 LV movements / day
Over Dimensional Vehicle	Nil	Nil
Heavy Vehicles	800 total HV movements	Peak of 4 HV movements / day*
Total Vehicles	**7,280 total movements**	**Peak of 34 daily movements**

* Includes both loaded and unloaded trips, for each loaded trip there will be one loaded (return) trip, where the transport vehicle will be collapsed to regulation dimensions where applicable.

11.12.4 Operational Traffic Generation

Following the construction phase, the Project will be operated by a small full-time maintenance team, and as such, is expected to generate minimal traffic impacts on the local road network.

Anticipated operational traffic includes:

- **Routine maintenance:** Daily site visits by a maintenance crew of approximately 15 personnel, resulting in around 30 two-way light vehicle movements per day. All other vehicle activity will occur within the Project Site.

- **Occasional major maintenance:** Infrequent visits associated with the replacement of major components (e.g. blades or gearboxes), which will be subject to separate approvals with the relevant authorities as required.

Compared with background traffic volumes on Glenelg Highway, operational traffic generated by the wind farm is expected to be negligible. While activity on quieter local roads may be more noticeable, it is not expected to result in any significant traffic impacts.

11.12.5 Traffic Impacts

11.12.5.1 Declared Main Roads

Most of the construction-related light and heavy vehicle traffic will utilise Glenelg Highway and Rokewood-Skipton Road to access the Project Site and construction compound. Both roads are arterial routes managed by DTP and form part of approved B-Double and HML haulage networks.

These arterial roads are designed to accommodate high volumes of heavy and over-dimensional vehicles and are considered suitable for the transport of turbine components and associated construction materials.

During construction, the level of traffic on the Glenelg Highway and Rokewood-Skipton Road sits comfortably within the environmental capacity of both roads (capacity of 7,000 vehiclesI on a daily basis for both roads), with no long-term impact to roads performance.

11.12.5.2 Local Roads

While local roads are not typically designed for heavy or over-dimensional vehicles, the roads to be used for the Project form part of the approved B-Double/HML network and are considered suitable under dry weather conditions.

To manage impacts, the Proponent is expected to enter into road upgrade and maintenance agreements with Corangamite and Golden Plains Shire Councils. These agreements will include regular pavement inspections and maintenance throughout construction.

Select road sections and new access tracks will be upgraded to ensure all-weather access, minimising construction delays. Swept path analysis has identified areas requiring localised widening or temporary treatments to accommodate larger vehicles as shown in the swept path diagrams included in **Appendix O**. Dedicated turning lanes are not anticipated however, targeted temporary widening at key intersections will ensure safe access during construction.

11.12.6 Traffic Management

It is expected that a detailed TMP will need to be prepared prior to the commencement of the construction of the Project to confirm any mitigation measures and management works required.

The TMP would be implemented as a condition of the planning permits issued for the Project and would be developed in consultation with Councils, DTP, the Proponent and any other relevant stakeholders to provide a more accurate indication of traffic impacts and generally identify responsibilities for road maintenance and upgrades throughout the construction phase.

12.0 Environmental Management

Environmental management for the Project will be guided by an Environmental Management Framework (**EMF**), which outlines a transparent and integrated governance framework describing the Proponent's proposed environmental management commitments and associated arrangements to ensure that proposed mitigation is effectively implemented. A proposed EMF is presented in the Environment Report prepared for the Project under the EE Act, which will be exhibited concurrent with the planning permit applications.

The EMF outlines clear accountabilities for complying with approvals and managing and monitoring environmental effects and risks associated with the design, construction, operation, and decommissioning phases. The EMF also details procedures to be followed for the development, review, approval and implementation of the management plans and outlines proposed independent monitoring, auditing and reporting of environmental management documentation for compliance with relevant statutory conditions and standards.

This EMF is intended to form part of the Proponent's broader integrated Environmental Management System (**EMS**), which aims to ensure a consistent approach to management of environmental impacts and risks. The Proponent's EMS is certified in accordance with AS/NZS ISO 14001 Environmental Management Systems – requirements with guidance for use. The EMS is structured generally in accordance with ISO 14001:2015's process of Plan-Do-Check-Act as shown in **Figure 12.1**.

The EMF includes a suite of discipline-specific environmental management plans, which will incorporate the commitments, objectives and targets outlined in the Environment Report and the conditions of any planning permit, EPBC Act approval, or other Project consent or approval. The structure of proposed environmental management documents is shown in **Figure 12.2**.

These management plans will consolidate all environmental management sub-plans, mitigation and management measures for the Project as well as outline their implementation, and any relevant performance objectives, standards and measurement criteria. Project contractors will prepare management plans in accordance with the Proponent's EMS and relevant planning permit conditions, and plans will be reviewed and approved by the Proponent prior to commencement of any works. Where required, these plans will be subject to regulatory approval from relevant agencies.

It is anticipated that the planning permit conditions will require preparation of the following management plans for endorsement by the responsible authority before main construction starts (noting pre-construction minor works is proposed in advance to facilitate construction readiness and inform the provision and accuracy of these plans for endorsement):

- Environmental Management Plan – describing measures to minimise any amenity and environmental impacts of the construction, operating and decommissioning of the Project, including but not limited to:
    - Bird and Bat Adaptive Management Plan prepared in consultation with DEECA
    - Brolga Compensation Plan prepared in consultation with DEECA
    - Native Vegetation Plan prepared in consultation with DEECA.
- Bushfire Management Plan – prepared in consultation with the CFA.
- Emergency Plan – prepared in consultation with the CFA.

- Traffic Management Plan – prepared in consultation with the Councils and the Head, Transport for Victoria.
- Off-site Landscaping Plan.

The Proponent will engage a contractor who will be responsible for the detailed design and construction of the Project. The contractor will be responsible for preparing a Construction Environmental Management Plan (**CEMP**) to meet all statutory requirements as it relates to the scope of their works and environmental requirements. The CEMP will be prepared in accordance with the Proponent's EMS, the Project EMF and any requirements set out in the conditions of the Project's planning permits, EPBC Act approval or other Project consent or approval.

The contractor's CEMP will include roles and responsibilities, reporting procedures, authorisations for managing environmental incidents, non-compliance, environmental management and mitigation, risk assessment and inspection and audit of the Project during the detailed design and construction phase. These obligations are detailed in the contract between the two parties. The CEMP will be prepared before the commencement of construction and will be reviewed by the Proponent to confirm consistency with the requirements of the EMS, the Project EMF and sub-plans. Once completed, the CEMP will be submitted to the relevant authority for their review, approval and endorsement to satisfy the planning permit condition prior to the start of works. The CEMP will be periodically reviewed and where necessary revised by the contractor to reflect the stage of construction and environmental risks associated with that stage of construction. Any modifications to the CEMP must be undertaken with the written consent of the relevant authority.

During operation, the Proponent will enter a separate contract for the operational management of the Project. The Proponent's EMS will be revised to reflect the operational status of the Project, and the EMS will be provided to the operational contractor who will be responsible for preparing an Operational Environmental Management Plan (**OEMP**) to meet all statutory requirements as it relates to the scope of their works and environmental requirements.

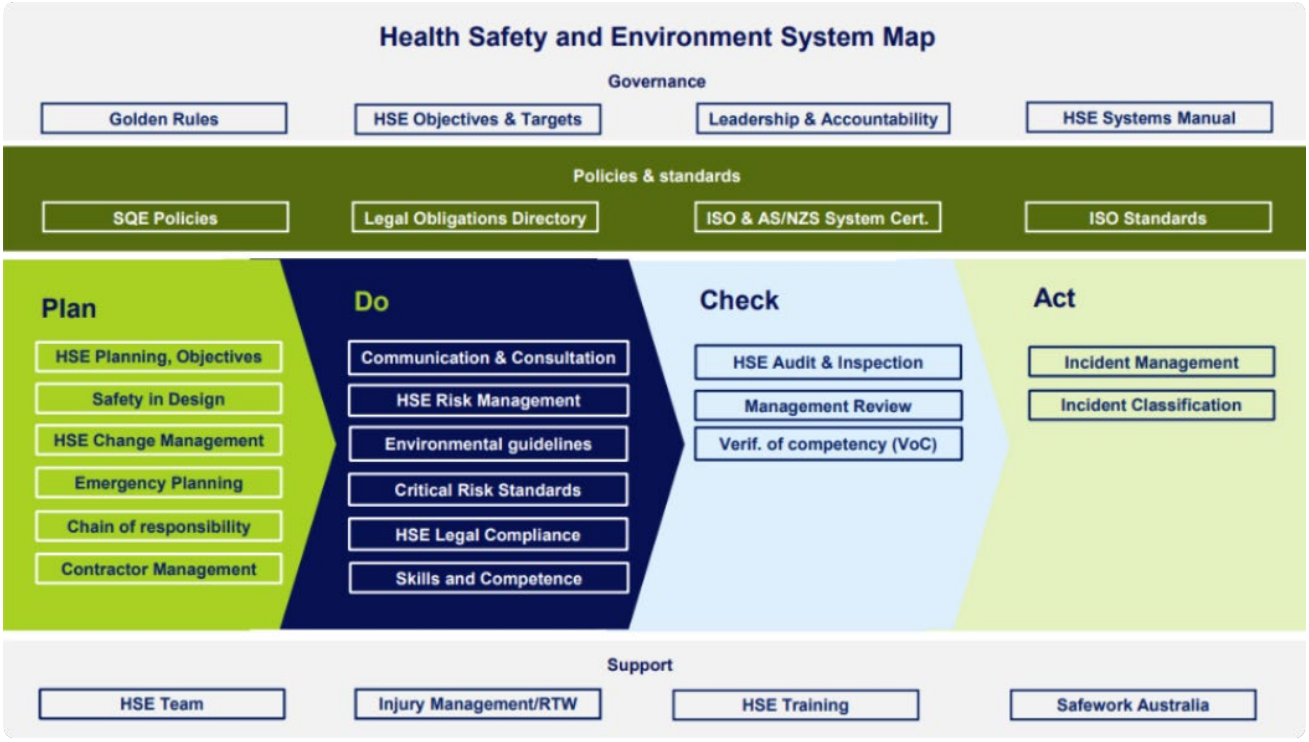

Figure 12.1 Proponent's EMS Plan-Do-Check-Act approach

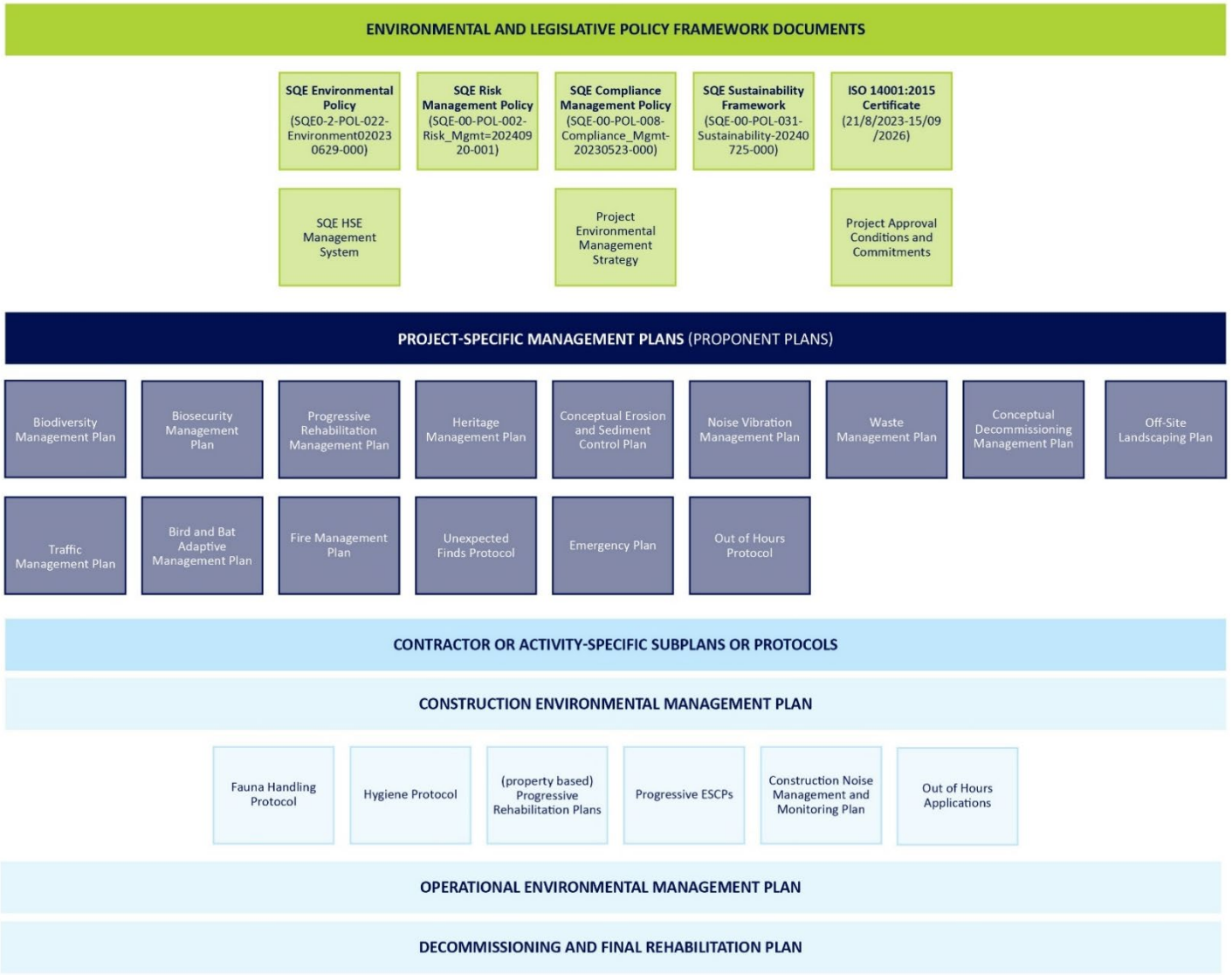

Figure 12.2 Overview of the Project's Environmental Management Framework

13.0 Conclusion

13.1 The Project

The Project involves the establishment of a wind energy facility (wind farm), and utility installation (BESS, onsite substation, transmission line connecting to Berrybank Terminal Station) and associated infrastructure and works. The Project would generate and store renewable energy through the construction and operation of a wind farm with a capacity of up to 421 MW and a BESS with a 100 MW / 4 hr storage capacity. The Project is anticipated to produce over 1,600 GWh of renewable energy electricity per annum for up to 30 years, which is enough to power approximately 260,000 homes annually.

13.2 Planning Permit Triggers

The Project will require approval under the following clauses of the Corangamite Planning Scheme:

- **Clause 35.07-1** – Use of land in Farming Zone
- **Clause 35.07-4** – Buildings and works in Farming Zone
- **Clause 36.04-1** – Use of land in Transport Zone 2
- **Clause 36.04-2** – Buildings and works in Transport Zone 2
- **Clause 42.01-2** – Buildings and works in Environmental Significance Overlay (Schedule 1 – Watercourses, water body and wetland protection)
- **Clause 42.02-2** – Removal of native vegetation in Vegetation Protection Overlay (Schedule 2 – Roadside Vegetation Protection Area)
- **Clause 52.05** – Signage in Category 4 – Farming Zone
- **Clause 52.06** – Provision of car parking
- **Clause 52.17-1** – Removal of native vegetation
- **Clause 52.29-2** – Create or alter access to Transport Zone 2
- **Clause 52.32-2** – Use and development of a Wind Energy Facility
- **Clause 53.22** – Significant Economic Development.

The Project will require approval under the following clauses of the Golden Plains Planning Scheme:

- **Clause 35.07-1** – Use of land in Farming Zone
- **Clause 35.07-4** – Buildings and works in Farming Zone
- **Schedule to Clause 35.07** – Earthworks in Farming Zone
- **Clause 42.01-2** – Buildings and works in Environmental Significance Overlay (Schedule 2 – Watercourse protection)

- **Clause 42.01-2** – Removal of non-native vegetation in Environmental Significance Overlay (Schedule 2 – Watercourse protection)
- **Clause 42.02-2** – Removal of native vegetation in Vegetation Protection Overlay (Schedule 2 – Bushland reserves and roadside vegetation areas)
- **Clause 44.02-2** – Buildings and works, and removal of non-native vegetation in Salinity Management Overlay
- **Clause 44.04-2** – Buildings and works in Land Subject to Inundation Overlay – Schedule 1
- **Clause 52.05** – Signage in Category 4 – Farming Zone
- **Clause 52.06** – Provision of car parking
- **Clause 52.17-1** – Removal of native vegetation
- **Clause 52.29-2** – Create or alter access to Transport Zone 2
- **Clause 52.32-2** – Use and development of a Wind Energy Facility
- **Clause 52.33** – Permit may be required to demolish, remove or alter a dry stone wall constructed before 1940 if encountered during construction of the Project
- **Clause 53.22** – Significant Economic Development.

The Project's compliance with the Planning Schemes has been assessed in **Section 10.0** of this report. Overall, the proposed land use and development activities for the Project are designed to avoid significant impacts to environmental, heritage and scenic values, and surrounding land uses, and to be compatible with the continuation of existing land uses to the extent practicable.

13.3 Consistency with the Planning Schemes and Technical Assessments

In summary, it is concluded that:

- The Project is consistent with the intent of the provisions of the Corangamite and Golden Plains Planning Schemes, including the Planning Policy Framework, applicable zoning and overlays. In particular, the Project is consistent with **Clause 19.01-2S** (Renewable Energy) and **Clause 52.32** (Wind Energy Facility) of the Planning Schemes.
- The wind farm and BESS, and associated infrastructure will directly contribute to achieving Victoria's legislated renewable energy generation targets of 65% per cent by 2030 and 95% by 2035, and legislated energy storage targets of 2.6 GW by 2030 and 6.3 GW by 2035.
- The Project will result in several community benefits, including the capacity to provide renewable energy to up to 260,000 households and the creation of up to 320 FTE direct jobs and 510 FTE indirect jobs during the peak construction phase and up to 40 FTE jobs (10 direct and 30 indirect) during operations.
- The Project Site and design have been selected due to their compatibility with the existing land uses, ability to avoid and minimise impacts on sensitive receptors (such as dwellings), biodiversity, heritage and other environmental values, combined with the proximity to grid connection with the NEM which limits additional transmission infrastructure needs.

- Comprehensive technical assessments were undertaken by a team of consultants to inform the design and assess potential environmental impacts of the Project. The technical assessments have found that with the application of mitigation, the Project will not have any significant direct, indirect or cumulative impacts on the environment or surrounding area, with the exception of a potential significant impact on 1.234 hectares of Natural Temperate Grassland of the Victorian Volcanic Plains (EPBC Act listed) for which an offset strategy is proposed.

The Project is an acceptable planning outcome when assessed against the relevant policy and provisions of the Planning Schemes, including the decision guidelines of the applicable zones, overlays, particular provisions (including **Clause 52.32** and **Clause 53.22**), and general provisions, including the decision guidelines at **Clause 65.01**.

The Project will provide additional renewable energy to the NEM and assist Victoria in meeting legislated targets for the development of renewable energy generation and storage capacity within the State and will contribute to reducing Victoria's carbon emissions from energy generation. The Project Site is appropriately located within the proposed Central Highlands REZ as identified by VicGrid in its 2025 VTP. This increased renewable energy capacity is an environmentally sustainable development which will benefit the present community and future residents and workers, both locally and regionally, into the future.

The Project will bring significant economic development and is eligible for an accelerated planning pathway under the Development Facilitation Program.

Appendix A

Land within the Project Site and Certificates of Title and Plans

Table A.1 Summary of Land Parcels within the Project Site Boundary

SPI	Land description	Address	Tenure	Easement	Land contains proposed infrastructure and / or construction footprint?
Corangamite					
1\LP217910	Lot 1 on Plan of Subdivision 217910Q	MOUNT BUTE ROAD BRADVALE VIC 3361	Freehold - private	Easement (Powerline)	Yes
1\TP544999	Lot 1 on Title Plan 544999Q	NOTMANS ROAD SKIPTON 3361	Freehold - private	-	Yes
1~14A\PP3489	Crown Allotment 1 Section 14A Parish of Skipton	3689 GLENELG HIGHWAY PITTONG 3360	Freehold - private	-	No proposed infrastructure or construction footprint proposed on this land.
15B~15A\PP3489	Crown Allotment 15B Section 15A Parish of Skipton	NOTMANS ROAD SKIPTON 3361	Freehold - private	-	Yes
16~15A\PP3489	Crown Allotment 16 Section 15A Parish of Skipton	NOTMANS ROAD SKIPTON 3361	Freehold - private	-	Yes
17~15A\PP3489	Crown Allotment 17 Section 15A Parish of Skipton	NOTMANS ROAD SKIPTON 3361	Freehold - private	-	Yes
18~15A\PP3489	Crown Allotment 18 Section 15A Parish of Skipton	NOTMANS ROAD SKIPTON 3361	Freehold - private	-	Yes
18~A\PP2210	Crown Allotment 18 Section A Parish of Borriyalloak	920 ROKEWOOD-SKIPTON ROAD SKIPTON VIC 3361	Freehold - private	-	Yes
19~15A\PP3489	Crown Allotment 19 Section 15A Parish of Skipton	NOTMANS ROAD SKIPTON 3361	Freehold - private	-	Yes

SPI	Land description	Address	Tenure	Easement	Land contains proposed infrastructure and / or construction footprint?
19~A\PP2210	Crown Allotment 19 Section A Parish of Borriyalloak	920 ROKEWOOD-SKIPTON ROAD SKIPTON VIC 3361	Freehold - private	-	Yes
2\LP217910	Lot 2 on Plan of Subdivision 217910Q	HENDERSONS ROAD BRADVALE VIC 3361	Freehold - private	Easement (Powerline)	Yes
2\TP759089	Lot 2 on Title Plan 759089J	NOTMANS ROAD SKIPTON 3361	Freehold - private	-	Yes
20~15A\PP3489	Crown Allotment 20 Section 15A Parish of Skipton	NOTMANS ROAD SKIPTON 3361	Freehold - private	-	Yes
21~A\PP2210	Crown Allotment 21 Section A Parish of Borriyalloak	920 ROKEWOOD-SKIPTON ROAD SKIPTON VIC 3361	Freehold - private	-	Yes
21A~A\PP2210	Crown Allotment 21A Section A Parish of Borriyalloak	HENDERSONS ROAD BRADVALE VIC 3361	Freehold - private	-	No proposed infrastructure or construction footprint proposed on this land.
21B~15A\PP3489	Crown Allotment 21B Section 15A Parish of Skipton	NOTMANS ROAD SKIPTON 3361	Freehold - private	-	No proposed infrastructure or construction footprint proposed on this land.
21B~A\PP2210	Crown Allotment 21B Section A Parish of Borriyalloak	RANKIN ROAD BRADVALE VIC 3361	Freehold - private	-	Yes
35~15A\PP3489	Crown Allotment 35 Section 15A Parish of Skipton	PINE ROAD SKIPTON 3361	Freehold - private	-	Yes

SPI	Land description	Address	Tenure	Easement	Land contains proposed infrastructure and / or construction footprint?
36~15A\PP3489	Crown Allotment 36 Section 15A Parish of Skipton	NOTMANS ROAD SKIPTON 3361	Freehold - private	-	Yes
37~15A\PP3489	Crown Allotment 37 Section 15A Parish of Skipton	NOTMANS ROAD SKIPTON 3361	Freehold - private	-	Yes
38~15A\PP3489	Crown Allotment 38 Section 15A Parish of Skipton	NOTMANS ROAD SKIPTON 3361	Freehold - private	-	Yes
39~15A\PP3489	Crown Allotment 39 Section 15A Parish of Skipton	NOTMANS ROAD SKIPTON 3361	Freehold - private	-	Yes
40~15A\PP3489	Crown Allotment 40 Section 15A Parish of Skipton	NOTMANS ROAD SKIPTON 3361	Freehold - private	-	Yes
41~15A\PP3489	Crown Allotment 41 Section 15A Parish of Skipton	NOTMANS ROAD SKIPTON 3361	Freehold - private	-	Yes
42~15A\PP3489	Crown Allotment 42 Section 15A Parish of Skipton	NOTMANS ROAD SKIPTON 3361	Freehold - private	-	Yes
43~15A\PP3489	Crown Allotment 43 Section 15A Parish of Skipton	NOTMANS ROAD SKIPTON 3361	Freehold - private	-	Yes
44~15A\PP3489	Crown Allotment 44 Section 15A Parish of Skipton	NOTMANS ROAD SKIPTON 3361	Freehold - private	-	Yes

SPI	Land description	Address	Tenure	Easement	Land contains proposed infrastructure and / or construction footprint?
45~15A\PP3489	Crown Allotment 45 Section 15A Parish of Skipton	NOTMANS ROAD SKIPTON 3361	Freehold - private	-	Yes
47~15A\PP3489	Crown Allotment 47 Section 15A Parish of Skipton	NOTMANS ROAD SKIPTON 3361	Freehold - private	-	Yes
48~15A\PP3489	Crown Allotment 48 Section 15A Parish of Skipton	PINE ROAD SKIPTON 3361	Freehold - private	-	Yes
49~15A\PP3489	Crown Allotment 49 Section 15A Parish of Skipton	GLENELG HIGHWAY SKIPTON 3361	Freehold - private	-	Yes
52~15A\PP3489	Crown Allotment 52 Section 15A Parish of Skipton	GLENELG HIGHWAY SKIPTON 3361	Freehold - private	-	Yes
53~15A\PP3489	Crown Allotment 53 Section 15A Parish of Skipton	3689 GLENELG HIGHWAY PITTONG 3360	Freehold - private	-	Yes
54~15A\PP3489	Crown Allotment 54 Section 15A Parish of Skipton	3689 GLENELG HIGHWAY PITTONG 3360	Freehold - private	-	Yes
55~15A\PP3489	Crown Allotment 55 Section 15A Parish of Skipton	3689 GLENELG HIGHWAY PITTONG 3360	Freehold - private	-	Yes
56~15A\PP3489	Crown Allotment 56 Section 15A Parish of Skipton	3689 GLENELG HIGHWAY PITTONG 3360	Freehold - private	-	Yes

SPI	Land description	Address	Tenure	Easement	Land contains proposed infrastructure and / or construction footprint?
57~15A\PP3489	Crown Allotment 57 Section 15A Parish of Skipton	3689 GLENELG HIGHWAY PITTONG 3360	Freehold - private	-	Yes
58~15A\PP3489	Crown Allotment 58 Section 15A Parish of Skipton	3689 GLENELG HIGHWAY PITTONG 3360	Freehold - private	-	Yes
59~15A\PP3489	Crown Allotment 59 Section 15A Parish of Skipton	3689 GLENELG HIGHWAY PITTONG 3360	Freehold - private	-	Yes
60~15A\PP3489	Crown Allotment 60 Section 15A Parish of Skipton	3689 GLENELG HIGHWAY PITTONG 3360	Freehold - private	-	Yes
61~15A\PP3489	Crown Allotment 61 Section 15A Parish of Skipton	3689 GLENELG HIGHWAY PITTONG 3360	Freehold - private	-	Yes
62~15A\PP3489	Crown Allotment 62 Section 15A Parish of Skipton	3689 GLENELG HIGHWAY PITTONG 3360	Freehold - private	-	No construction footprint on this land but contains a proposed permanent meteorological mast.
9~A\PP2210	Crown Allotment 9 Section A Parish of Borriyalloak	25 MOUNT BUTE ROAD BRADVALE VIC 3361	Freehold - private	Easement (Transmission Line)	Yes
Corangamite and Golden Plains					
1B\PP3054	Crown Allotment 1B Parish of Mannibadar	LISMORE-PITTONG ROAD MANNIBADAR 3360	Freehold - private	-	Yes
2B\PP3054	Crown Allotment 2B Parish of Mannibadar	LISMORE-PITTONG ROAD MANNIBADAR 3360	Freehold - private	-	Yes

SPI	Land description	Address	Tenure	Easement	Land contains proposed infrastructure and / or construction footprint?
Golden Plains					
2002\PP3054	Crown Allotment 2002, Parish of Mannibadar	BASSETTS ROAD MANNIBADAR 3360	Crown Land – DEECA (Hoyles Creek)	-	Yes
1\PP3054	Crown Allotment 1 Parish of Mannibadar	1200 LISMORE-PITTONG ROAD MANNIBADAR 3360	Freehold - private	-	Yes
1\TP241260	Lot 1 on Title Plan 241260P	"CORA LYNN" 1475 LISMORE-PITTONG ROAD MANNIBADAR VIC 3360	Freehold - private	-	Yes
1\TP595563	Lot 1 on Title Plan 595563S	LISMORE-PITTONG ROAD MANNIBADAR VIC 3360	Freehold - private	-	Yes
13~C\PP2027	Crown Allotment 13 Section C Parish of Argyle	LISMORE-PITTONG ROAD PITTONG 3360	Freehold - private	-	Yes
15~C\PP2027	Crown Allotment 15 Section C Parish of Argyle	FRANCIS LANE PITTONG 3360	Freehold - private	-	Yes
17~C\PP2027	Crown Allotment 17 Section C Parish of Argyle	LISMORE-PITTONG ROAD PITTONG VIC 3360	Freehold - private	-	Yes
19~C\PP2027	Crown Allotment 19 Section C Parish of Argyle	LISMORE-PITTONG ROAD PITTONG VIC 3360	Freehold - private	-	Yes
2\PP3054	Crown Allotment 2 Parish of Mannibadar	LISMORE-PITTONG ROAD MANNIBADAR 3360	Freehold - private	-	Yes

SPI	Land description	Address	Tenure	Easement	Land contains proposed infrastructure and / or construction footprint?
2\PS741212	Lot 2 on Plan of Subdivision 741212B	694 LINTON-MANNIBADAR ROAD MANNIBADAR VIC 3360	Freehold - private	Easement (Powerline)	Yes
2\PS838361	Lot 2 on Plan of Subdivision 838361T	169 WILLOWVALE ROAD MOUNT BUTE VIC 3324	Freehold - private	Easement (Electricity Supply) Easement (Powerline) x 2 Easement (Transmission Line)	Yes
20~C\PP2027	Crown Allotment 20 Section C Parish of Argyle	LISMORE-PITTONG ROAD PITTONG 3360	Freehold - private	-	Yes
21~C\PP2027	Crown Allotment 21 Section C Parish of Argyle	LISMORE-PITTONG ROAD PITTONG 3360	Freehold - private	-	Yes
22B~C\PP2027	Crown Allotment 22B Section C Parish of Argyle	289 FRANCIS LANE PITTONG 3360	Freehold - private	-	No proposed infrastructure or construction footprint on this land.
2A\PP3054	Crown Allotment 2A Parish of Mannibadar	1200 LISMORE-PITTONG ROAD MANNIBADAR 3360	Freehold - private	-	Yes
3\PP3054	Crown Allotment 3 Parish of Mannibadar	1200 LISMORE-PITTONG ROAD MANNIBADAR 3360	Freehold - private	-	Yes
3\TP267762	Lot 3 on Title Plan 267762S	310 LISMORE-PITTONG ROAD PITTONG 3360	Freehold - private	-	Yes

SPI	Land description	Address	Tenure	Easement	Land contains proposed infrastructure and / or construction footprint?
30\PP3054	Crown Allotment 30 Parish of Mannibadar	254 BASSETTS ROAD MANNIBADAR 3360	Freehold - private	-	Yes
30D\PP3054	Crown Allotment 30D Parish of Mannibadar	EGANS LANE MANNIBADAR 3360	Freehold - private	-	Yes
34\PP3054	Crown Allotment 34 Parish of Mannibadar	EGANS LANE MANNIBADAR 3360	Freehold - private	-	Yes
35\PP3054	Crown Allotment 35 Parish of Mannibadar	330 STRETCHS ROAD MANNIBADAR VIC 3360	Freehold - private	-	Yes
36\PP3054	Crown Allotment 36 Parish of Mannibadar	STRETCHS ROAD MANNIBADAR 3360	Freehold - private	-	Yes
37\PP3054	Crown Allotment 37 Parish of Mannibadar	254 BASSETTS ROAD MANNIBADAR 3360	Freehold - private	-	Yes
4\TP267762	Lot 4 on Title Plan 267762S	310 LISMORE-PITTONG ROAD PITTONG 3360	Freehold - private	-	Yes
45\PP3054	Crown Allotment 45 Parish of Mannibadar	LISMORE-PITTONG ROAD MANNIBADAR VIC 3360	Freehold - private	-	Yes
46\PP3054	Crown Allotment 46 Parish of Mannibadar	LISMORE-PITTONG ROAD MANNIBADAR VIC 3360	Freehold - private	-	Yes
47\PP3054	Crown Allotment 47 Parish of Mannibadar	1475 LISMORE-PITTONG ROAD WILLOWVALE VIC 3360	Freehold - private	-	Yes
4B\PP3054	Crown Allotment 4B Parish of Mannibadar	"RANKIN ROAD MANNIBADAR VIC 3360	Freehold - private	-	Yes
5\PP3054	Crown Allotment 5 Parish of Mannibadar	"1066 LISMORE-PITTONG ROAD MANNIBADAR VIC 3360	Freehold - private	-	Yes

SPI	Land description	Address	Tenure	Easement	Land contains proposed infrastructure and / or construction footprint?
5\TP267762	Lot 5 Title Plan 267762S	310 LISMORE-PITTONG ROAD PITTONG 3360	Freehold - private	-	Yes
57\PP2027	Crown Allotment 57 Parish of Argyle	LISMORE-PITTONG ROAD PITTONG 3360	Freehold - private	-	Yes
6\PP3054	Crown Allotment 6 Parish of Mannibadar	1094 ROKEWOOD-SKIPTON ROAD MANNIBADAR VIC 3360	Freehold - private	-	Yes
6\TP267762	Lot 6 on Title Plan 267762S	LISMORE-PITTONG ROAD PITTONG 3360	Freehold - private	-	Yes
7\PP3054	Crown Allotment 7 Parish of Mannibadar	790 LISMORE-PITTONG ROAD MANNIBADAR VIC 3360	Freehold - private	-	Yes
7\TP267762	Lot 7 on Title Plan 267762S	LISMORE-PITTONG ROAD PITTONG 3360	Freehold - private	-	Yes
8\PP3054	Crown Allotment 8 Parish of Mannibadar	790 LISMORE-PITTONG ROAD MANNIBADAR VIC 3360	Freehold - private	-	Yes
9\PP3054	Crown Allotment 9 Parish of Mannibadar	620 LISMORE-PITTONG ROAD PITTONG VIC 3360	Freehold - private	-	Yes

Table A.2 Summary of Government Roads within Project Site Boundary

Summary of government roads within Project Site	
Department of Transport managed roads	
Rokewood-Skipton Road (generally between Rankin Road and Lismore Pittong Road)	
Corangamite Shire Council managed roads	**Golden Plains Shire Council managed roads**
Moreton Hill Road	Pittong-Lismore Road / Lismore-Pittong Road
Browns South Road	Francis Lane
Pine Road	Hill Road
Notmans Road	Rankin Road
Hendersons Road	Gillespies Road
Parkers Road East	Parkers Road
	Stretchs Road
	Egans Lane
	Willowvale Road
Unnamed government roads	
Adjacent 1~14A\PP3489, 58~15A\PP3489, 59~15A\PP3489, 60~15A\PP3489 and 61~15A\PP3489.	Subject to unused road licence (0510422)
Adjacent 36~15A\PP3489, 37~15A\PP3489, 20~15A\PP3489 and 2\TP759089.	
Adjacent 38~15A\PP3489, 39~15A\PP3489, 40~15A\PP3489, 41~15A\PP3489, 16~15A\PP3489, 17~15A\PP3489, 18~15A\PP3489 and 19~15A\PP3489.	Subject to unused road licence (2018836)
Adjacent 41~15A\PP3489, 57\PP2027, 9\PP3054, 16~15A\PP3489 and 15B~15A\PP3489.	
Adjacent 57\PP2027, 17~C\PP2027 and 9\PP3054.	
Adjacent 21~C\PP2027, 20~C\PP2027, 22B~C\PP2027, 7\TP267762, 6\TP267762 and 19~C\PP2027.	Subject to unused road licence (0513798)
Adjacent 9\PP3054 and 8\PP3054.	Subject to unused road licence (0500611 and 0500126)
Adjacent 34\PP3054 and 35\PP3054.	

Appendix B

Development Plans

B.1 Development Plans

[Insert SQE Technical Drawings]

B.2 Map Book

[Insert Map Book of compiled Project figures]

Appendix C

Letters of Consent

C.1 Landowners of dwellings within 1 km of a turbine

C.2 Landowners of dwellings subject to noise or shadow flicker exceedances

C.3 Landowner consent provided by DEECA on behalf of the Minister for Environment as owner of affected Crown land (2002/PP3054)

Appendix D

Aviation Impact Assessment

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Appendix E

Ecological Assessment

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Appendix F

Risk Management Plan

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Appendix G

Desktop Cultural Heritage Management Plan

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Appendix H

Electromagnetic Interference Assessment

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Appendix I

Flood Impact Assessment

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Appendix J

Historical Heritage Assessment

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Appendix K

Environmental Noise Assessment, Background Noise Monitoring and Environmental Noise Assessment Audit Report

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Appendix L

Landscape and Visual Impact Assessment

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Appendix M

Shadow Flicker Assessment

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Appendix N

Social and Economic Impact Assessment

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Appendix O

Traffic Impact Assessment

Appendix P

Letter of Support – Moreton Hill Wind Farm Planning Application (Lumea Transgrid Group)