

Uungula Wind Farm

Amendment Report

November 2020



Document Control

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Contents

Abbreviations.....	3
1 Introduction	4
2 Overview of the Exhibited Project	5
2.1 Project Overview.....	5
2.2 Public Exhibition.....	7
2.3 Purpose of the Report.....	7
3 Updated Environmental Assessments for Amendment Report	8
4 Changes to the Project.....	9
4.1 Overview of Proposed Changes	9
4.1.1 Layout.....	9
4.1.2 Involved / Non-Involved Residences.....	10
4.1.3 Transport.....	10
4.1.4 Access.....	12
4.1.5 Aviation Hazard Mitigation Measures	13
4.1.6 Rehabilitation of Temporary Hardstandings.....	13
5 Updated Project Description.....	14
5.1 Updated Statement of Commitments	16
6 Conclusion.....	20
6.1 Project Evaluation and Acceptability	20
References	21
Appendix A Updated Project Description.....	
Appendix B Biodiversity.....	
Appendix C Heritage.....	
Appendix D Hydrology	

Appendix E	Bushfire
Appendix F	Twelve Mile Road / Goolma Road Amended Preliminary Upgrade Design.....
Appendix G	Impact Assessment: Twelve Mile Road Western End Realignment and New Goolma Road Intersection.....
Appendix H	Statement of Commitments
Appendix I	Land to be Developed (the Project Site) – Version 2

Abbreviations

AHMP	Aboriginal heritage management plan
AWA	Australian Wind Alliance
BAM	Biodiversity assessment method
BC Act	<i>Biodiversity Conservation Act, 2016</i>
BCD	Biodiversity Conservation Division of Department of Planning, Industry and Environment (formerly Office of Environment and Heritage)
BDAR	Biodiversity development assessment report
BMP	Biodiversity management plan
CCC	Community consultative committee
CWP	CWP Renewables
DEE	Department of Environment and Energy
DPE	Department of Planning and Environment
DPIE	NSW Department of Planning, Industry and Environment
EIS	Environmental Impact Statement (ELA 2020)
EMS	Environmental management strategy
EPA	Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
ERP	Emergency response plan
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act, 1999</i>
Ha	Hectare
LGA	Local government area
LEMC	Local emergency management committee
km	Kilometre
MW	Megawatt
NSW	New South Wales
OSOM	over-size over-mass
SSD	State Significant Development
TMP	Traffic management plan
TMR	Twelve Mile Road
WTG	Wind turbine generator

1 Introduction

This Amendment Report has been prepared by CWP Renewables Pty Ltd (CWPR) on behalf of Uungula Wind Farm Pty Ltd (the Project) to document the actions taken to address the submissions and amend the Project Development Application following the public exhibition and submissions period of the Project Environmental Impact Statement (EIS) (ELA 2020) (publicly exhibited for six weeks from 27 May 2020 until 8 July 2020). The Amendment Report has been prepared in accordance with NSW Department of Planning Industry and Environment's (DPIE) *Responding to Submissions: Draft Environmental Impact Assessment Guidance Series (June 2017)*. This Amendment Report should be read in conjunction with the Project Submissions Report.

The DPIE received 56 submissions on the Project, including 30 from the general public, 7 from special interest groups and 19 from government agencies. All submissions, agency advice and comments received by the DPIE can be viewed on the Department's website at:

<https://www.planningportal.nsw.gov.au/major-projects/project/9431>.

This Amendment Report includes: an overview of the Project as exhibited (section 2); a summary of the updated technical assessments (section 3); description of changes to the Project and an updated Project Description (section 5 and Appendix A); and an updated evaluation of the merits of the Project and reasons for approval (section 6).

2 Overview of the Exhibited Project

2.1 Project Overview

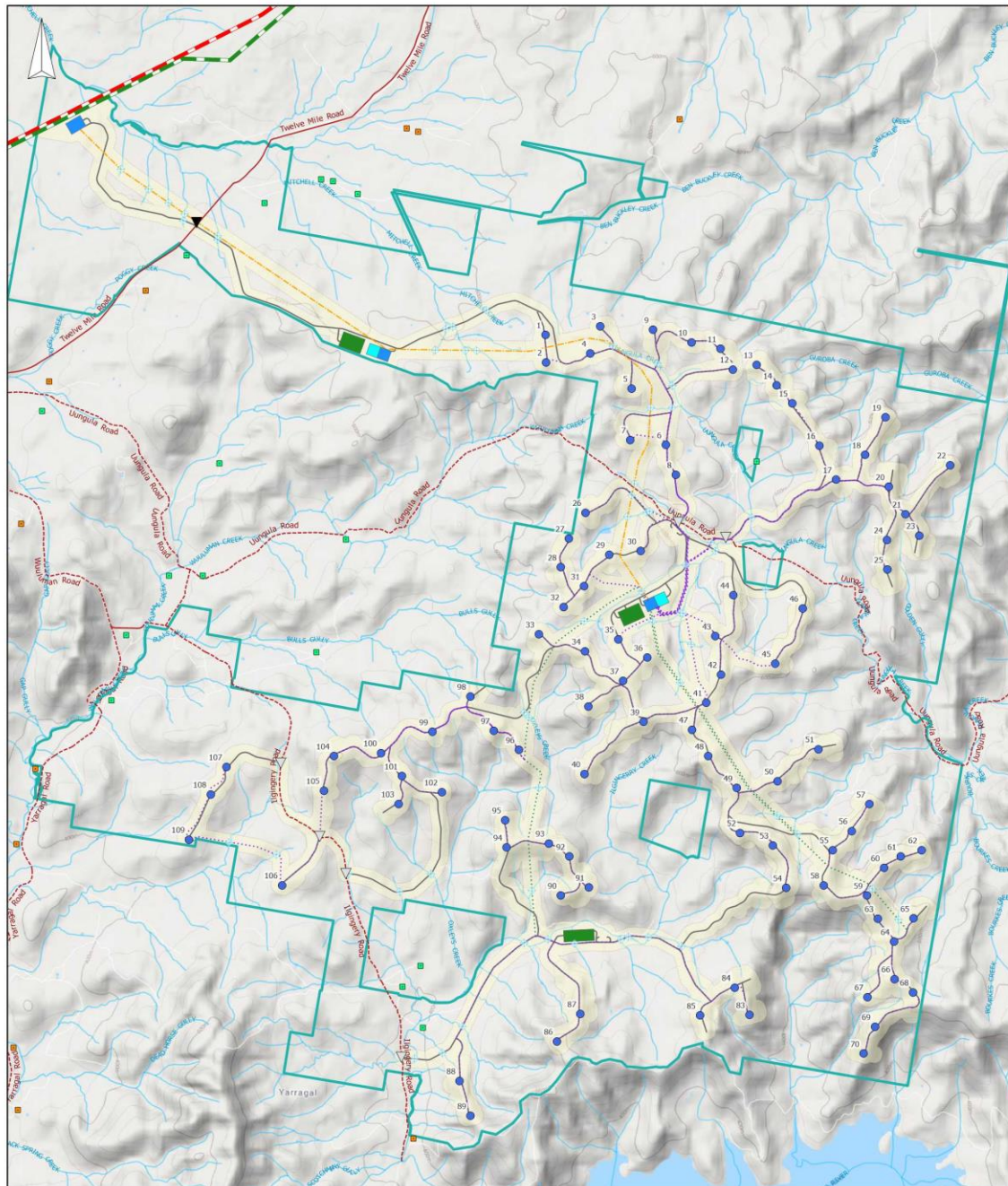
The EIS was prepared by Eco Logical Australia for CWPR on behalf of the Proponent to support the Project Development Application submitted to the DPIE in May 2020.

The Project is located in the Central-West Orana Renewable Energy Zone (REZ), within the Dubbo Regional Council LGA, 14 km east of Wellington, within the NSW Central West. The Project generally consists of the installation, operation, maintenance and decommissioning of up to 97 WTGs up to 250 m in height, an energy storage facility (ESF), Ancillary Infrastructure and Temporary Facilities, and is estimated to have an installed generating capacity of approximately 400 MW. The Project will connect to the 330 kV transmission line running approximately east-west within the northern part of the Project Site. Figure 1 shows the Project layout that was included in the exhibited EIS (a detailed project layout is available as Appendix E to the EIS).

The final scale and capacity of the Project would be optimised within the Project Site during post-consent studies based on a combination of the most suitable technology at the time of procurement, along with detailed grid connection studies.

It is anticipated that the Project would take approximately 24 – 30 months to construct and would be operational over an initial term for approximately 30 years. It is anticipated that the Project could extend for a further term depending on market and commercial circumstances. Decommissioning and restoration would occur at the end of the operational life of the Project.

Figure 1: Exhibited Project Layout



LEGEND		COMPANY				
<p>Residences:</p> <ul style="list-style-type: none"> Involves: ■ Non-involved: ■ <p>Existing Unsealed Road: ---</p> <p>Existing Sealed Road: —</p> <p>Project Site: —</p> <p>Development Corridor: ---</p> <p>Access tracks: ---</p> <p>Primary Project Site access: ▼</p> <p>Secondary intersections: +</p> <p>Waterway Crossing: +</p>		<p>UUNGULA WIND FARM PTY LTD</p> <p>cwp Renewables</p>				
<p>Wind Turbine Generator (WTG): ●</p> <p>Site Compound: ■</p> <p>Substation: ■</p> <p>Energy Storage Facility: ■</p> <p>Existing Powerlines:</p> <ul style="list-style-type: none"> 132kV: --- 330kV: --- <p>Proposed powerlines:</p> <ul style="list-style-type: none"> Overhead (high voltage): --- Underground (medium to low voltage): --- Overhead (medium to low voltage): --- 		<p>TITLE</p> <p>Project Layout</p>				
<p>SCALE BAR</p> <p>0 1 km</p>		<p>DATE</p> <p>19/05/20</p>	<p>SCALE</p> <p>1:49000</p>	<p>DWG NO</p> <p>UWF-049</p>	<p>REV</p> <p>A</p>	<p>VER</p> <p>1</p>
<p>DRAWN BY</p> <p>J PETERSEN</p>		<p>CHECKED BY</p> <p>M FLOWER</p>	<p>SHEET</p> <p>1 OF 1</p>	<p>JOB NO</p> <p>110247</p>	<p>SIZE</p> <p>A3</p>	

2.2 Public Exhibition

The Project Development Application (DA) and EIS was publicly exhibited for six weeks from 27 May 2020 until 8 July 2020.

The DPIE designated the exhibition to be an online-only exhibition due to Covid-19 restrictions on public gatherings and closure of public buildings at the time (*COVID-19 Legislation Amendment (Emergency Measures) Bill 2020*).

Newsletters, letters and advertisements were circulated in the months prior to the exhibition period to inform the community of the opportunities to provide input and the exhibition period was advertised in local and regional media and letters sent directly to landowners whose property neighbours of the Project. The Proponent's community engagement efforts prior to the Public Exhibition included direct communication, community flyers and newsletters, CCC meetings, and local media (online and print).

At the request of the Project Community Consultative Committee (CCC), three printed versions of the EIS were provided to three members of the CCC to view and distribute within the wider community who might not have access to the online version or prefer to read documents in printed format. Members of the public were able to contact the CCC Independent Chair to request to see a copy of the printed EIS. One member of the CCC noted that they downloaded a digital copy of the EIS from the Major Projects website and distributed it to interested community members via USB.

2.3 Purpose of the Report

This Amendment Report has been prepared in accordance with DPIE's *Responding to Submissions: Draft Environmental Impact Assessment Guidance Series (June 2017)* (DPE 2017). The Report documents how issues raised in the submissions have been considered and, where relevant, what actions have been taken following the Project public exhibition period.

The Report documents the actions taken to address the submissions and amend the Project Development Application following the public exhibition and submissions period of the Project EIS.

3 Updated Environmental Assessments for Amendment Report

As part of the submissions response updated technical assessments are provided as summarised in Table 1. Further detail of the consultation and assessment process is outlined in Section 4 of the Submissions Report.

Table 1: Updated Technical Assessments

Technical Assessment	Location in this Amendment Report
Biodiversity	Appendix B
Heritage	Appendix C (and Appendix G)
Hydrology	Appendix D
Bushfire	Appendix E
Environmental (General)	Appendix G

4 Changes to the Project

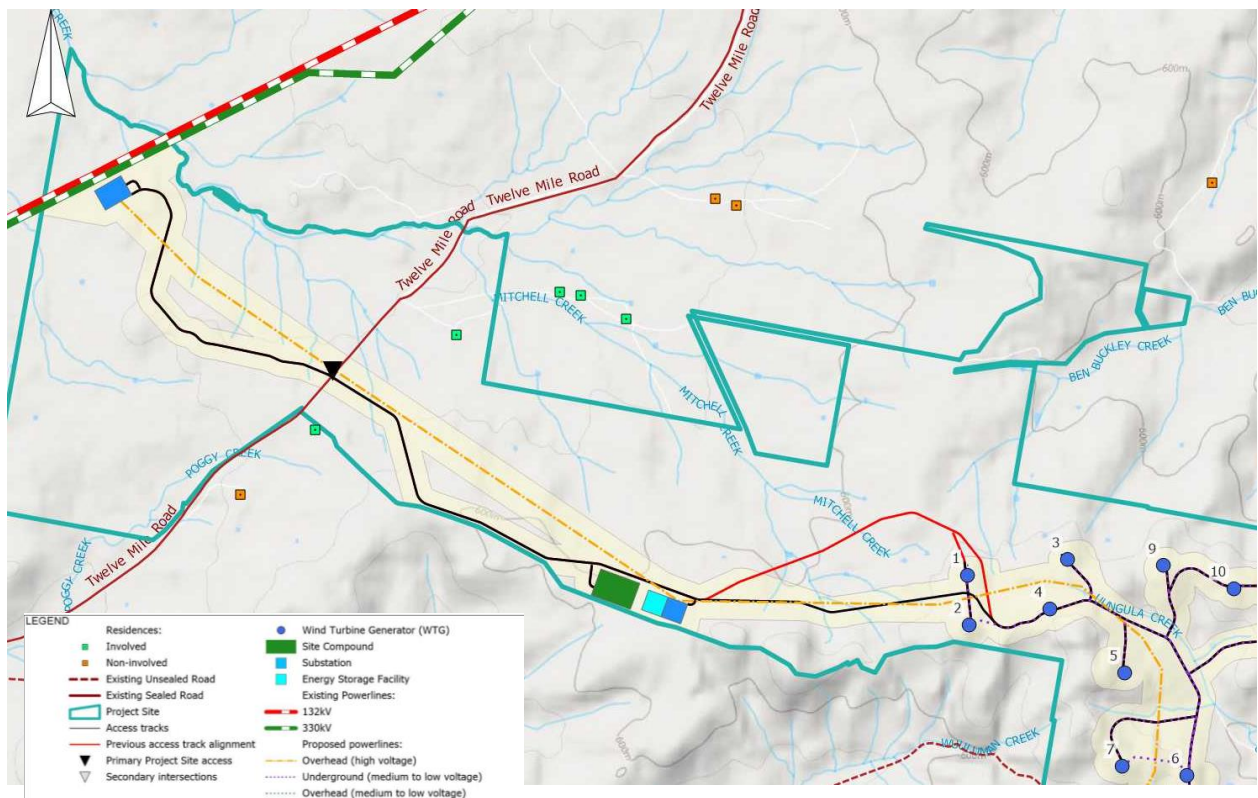
4.1 Overview of Proposed Changes

Changes to the Project are described in the sections below under headings relevant to which they relate. Where relevant, these are reflected in Section 5 Updated Project Description.

4.1.1 Layout

A minor change to the alignment of an access track has been made in the north of the Project following negotiations with the landowner (refer to Figure 2). The change has brought the access track more in line with, and underneath, the proposed Overhead (high voltage) powerline. Notably this change is largely within the Development Footprint presented in the EIS and has been assessed as having impacts of the same or lesser impact than the access track previously proposed.

Figure 2: Minor Access Track Alteration in the Northern Part of the Project



4.1.2 Involved / Non-Involved Residences

Discussions with previously non-involved residences since the EIS public exhibition period has resulted in some residences becoming involved with the Project through negotiated agreements or clarity with regard to status of dwellings.

For TMR016, UUN013 and UUN008 the recommended mitigations presented within the EIS have been superseded by a negotiated agreement in acceptance of the impacts assessed.

For ILG006, the owner of previously has confirmed to the Proponent that the residence is uninhabited and uninhabitable thus the recommended mitigations in EIS LVIA report (EIS Appendix R) and EIS NVIA report (EIS Appendix S) are no longer appropriate.

4.1.3 Transport

The Twelve Mile Road intersection with Goolma Road as presented in the EIS (Appendix N of the EIS) has been revised in response to the Roads Authorities' (TfNSW and DRC) submissions requesting that further analysis was undertaken regarding the Twelve Mile Road / Goolma Road intersection design (considering the proposed upgrade design and road safety). The Roads Authorities identified that upgrade to the existing general arrangement of the intersection in its current location would not meet required road safety operational requirements. The Roads Authorities requested the repositioning of the intersection of the two roads northwards along Goolma Road and the minor realignment of the western end of Twelve Mile Road citing road safety concerns. The intersection will be upgraded generally in accordance with the layout shown in the amended preliminary intersection design which includes the minor realignment of the western end of Twelve Mile Road into the currently gazetted (but not formed) road reserve (refer to Figure 3 for the general layout plan and to Appendix F TMR/Goolma Road Intersection Preliminary Upgrade Design - Version 2 for the amended preliminary intersection design). The environmental impact statement memorandum at Appendix G demonstrates the proposed design would not have greater impacts than that described in the EIS (ELA 2020).

The design is presented in this Amendment Report as Appendix F replacing EIS Appendix N (drawing 19-142-UWF-C0200) and supported by an environmental impact assessment memorandum at Appendix G. The turning radius of the OSOM and Heavy Vehicles as well as the acceleration and deceleration lanes required for additional safety requires the crossing of some freehold land lots on the north and south of the currently gazetted (but not formed) road reserve. Discussions and permissions have been obtained from the landowners of those lots and the additional freehold land lots have been included in Appendix I.

Figure 3: Twelve Mile Road Western End Realignment and New Goolma Road Intersection Location



LEGEND

- Gazetted Road Reserve (currently unformed)
- Cadastral Boundary
- Twelve Mile Rd & Goolma Rd Intersection Upgrade (proposed)
- Twelve Mile Rd & Goolma Rd Intersection Upgrade (as proposed in EIS)
- Existing Twelve Mile Rd Realignment & Goolma Rd Intersection to be Closed
- Public Road

COMPANY

UUNGULA WIND FARM PTY LTD



TITLE

Twelve Mile Road Western End Realignment and
New Goolma Road Intersection

DATE	29 OCT 2020	SCALE	1:4100	DWG NO	UWF-120	REV	A	VER	1
DRAWN BY	B KRONENBERG	CHECKED BY	M FLOWER	SHEET	1 OF 1	JOB NO	110247	SIZE	A3

The area used in the EIS to calculate the impacts for biodiversity used the blade sweep along the existing road alignment. A revised area to calculate is used for this Amendment Report using the preliminary upgrade design drawings plus some additional area for possible earthworks and realignment of the blade sweep along the preliminary upgraded road alignment (using a blade length of 83.5 m). This uses the greater of the blade sweep and the possible earthworks; in places it also includes a generous allowance for construction impacts along the length. This has been used for estimating the impacts area for biodiversity and also includes the addition of encroachment into the additional freehold land lots noted in Appendix I. Permissions and agreements have been obtained from relevant landowners along Twelve Mile Road and the additional lots potentially impacted have been included in Appendix I of this Amendment Report.

4.1.4 Access

Although not a change, detail is provided here which should provide clarity to the discussion of the Project's use of the minor road network to access the Site. Section 4.1.3.1 of the EIS (p129) states clearly the proposed transport routes and expressly states that "The primary Project Site entry will only be accessed from a westerly direction (from Goolma road along Twelve Mile Road)". For clarity, access to the Project Site by all OSOM, Heavy and Light Vehicles travelling on Goolma Road will only be via the western end of Twelve Mile Road. No 'short cuts' will be permitted from Goolma Road to the Project Site from the east via Twelve Mile Road (eastern part), Gunnegalderie Road, Uamby Road, Gorries Lane or other roads connecting to the eastern end of Twelve Mile Road. The exception sought to this in the EIS (section 4.1.3.1, p129) states:

"an exception is sought to not prohibit Heavy and Light Vehicles to use Twelve Mile Road east of the primary Project Site entry should service and/or resource suppliers be identified"

This statement refers to the potential situation where an employee of the Project (be they an employee, contractor, sub-contractor, etc.) or a commercially licensed provider of resources to the Project (quarry products, water carting, etc.) lives and operates somewhere along the minor road network east of the primary Project Site entry point to use the public road network to access the primary Project Site entry without having to go out to Goolma Road and drive to the western end to access the primary Project Site entry. A process to identify and denote legitimate users of the minor roads in these cases will be established in the Traffic Management Plan as has been stated in the EIS in section 4.1.9.4 (p138).

4.1.5 Aviation Hazard Mitigation Measures

Aviation authorities requested visual demarcation be installed on the Overhead (high voltage) transmission line in the form of orange marker balls as well as painting alternating red and white colour bands on the top one-third of any Meteorological Masts. The installation of marker balls will be subject to any requirements of the Transmission Network Service Provider or powerline owner.

4.1.6 Rehabilitation of Temporary Hardstandings

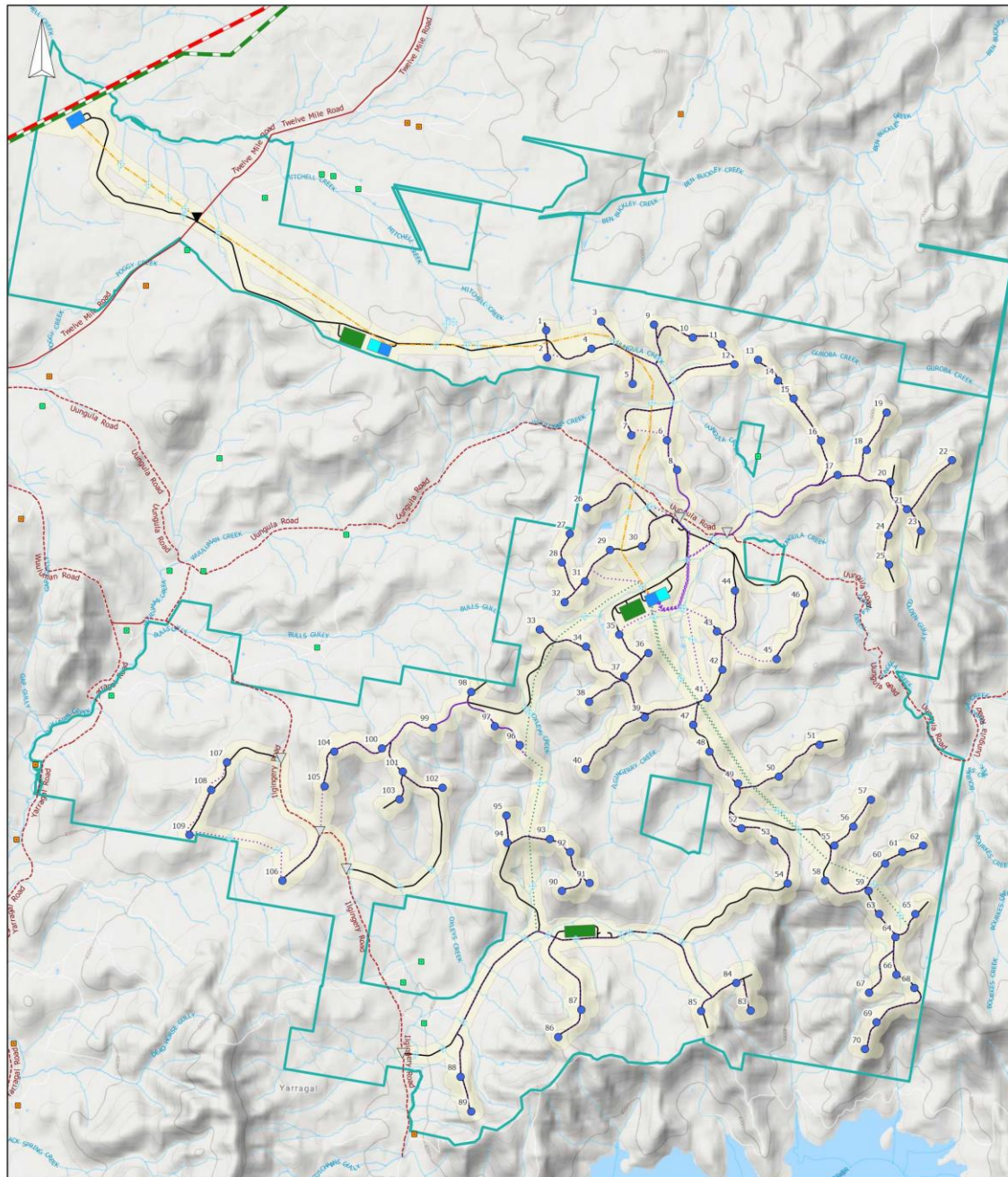
Flexibility is sought in this Amendment Report in the requirement to rehabilitate all Temporary Infrastructure to allow for the scenario where a landowner would prefer for any hardstanding to be retained rather than removed following the construction phase or during the decommissioning of the Project. Note that these temporary hardstandings are part of the Development Footprint and as such will have already been calculated as areas of impact in the biodiversity offsetting calculations.

5 Updated Project Description

The Project Description has been updated as part of this Submission Report and is located in Appendix A. This wholly replaces Section 4 “The Proposal” from the EIS (ELA 2020).

The project layout as amended is shown here in Figure 4 which wholly replaces Figure 1-2 in the EIS.

Figure 4: Project Layout (indicative) – Version 2



LEGEND		COMPANY	
<p>Residences:</p> <ul style="list-style-type: none"> Involved Non-involved <p>Existing Unsealed Road</p> <p>Existing Sealed Road</p> <p>Project Site</p> <p>Access tracks</p> <p>Primary Project Site access</p> <p>Secondary intersections</p> <p>Waterway Crossing</p>		<p>UUNGULA WIND FARM PTY LTD</p> <p>cwp Renewables</p>	
<p>Wind Turbine Generator (WTG)</p> <p>Site Compound</p> <p>Substation</p> <p>Energy Storage Facility</p> <p>Existing Powerlines:</p> <ul style="list-style-type: none"> 132kV 330kV <p>Proposed powerlines:</p> <ul style="list-style-type: none"> Overhead (high voltage) Underground (medium to low voltage) Overhead (medium to low voltage) 		<p>TITLE</p> <p>Project Layout (indicative) – Version 2</p>	
<p>DATE</p> <p>28/09/20</p>		<p>SCALE</p> <p>1:48000</p>	<p>DWG NO</p> <p>UWF-049</p>
<p>DRAWN BY</p> <p>J PETERSEN</p>		<p>CHECKED BY</p> <p>M FLOWER</p>	<p>REV</p> <p>B</p>
<p>SHEET</p> <p>1 OF 1</p>		<p>JOB NO</p> <p>110247</p>	<p>VER</p> <p>1</p>
<p>SIZE</p> <p>A3</p>			

5.1 Updated Statement of Commitments

In response to the submissions received and further environmental assessment, the following new additional Statement of Commitments are proposed. Where a statement of commitment has been updated it is denoted next to the SoC ID as “(updated)”. Appendix H provides the full list of statements of commitment for the project. For clarity, in the event that a voluntary commitment overlaps with a condition of consent of the same subject matter, the commitment will be superseded by the relevant condition of consent.

Aviation

HR012 - The Proponent will complete the Vertical Obstacle Notification Form for tall structures and submit the completed form to VOD@airservicesaustralia.com at three fixed times:

- 1) upon the grant of Development Consent;
- 2) one month prior to the construction of any WTG or meteorological mast; and
- 3) on completion of the construction of the Project.

Notifications will also be submitted if changes occur to the locations of the WTGs or Meteorological Masts at other times.

HR013 - The Proponent will prepare a night lighting plan in consultation with CASA and other relevant agencies prior to the commencement of construction. It will include the recommended locations of lights across the Project, type, intensity, light wavelength, and other operating conditions.

HR014 - The Proponent will paint the top one third of Meteorological Masts in alternating contrasting bands of colour in accordance with the Manual of Standards for Part 139 of the Civil Aviation Safety Regulations 1998.

HR015 - To the extent permitted by the Transmission Network Service Provider or powerline owner, and considerate of operational and functional requirements, powerline marker balls (or similar physical demarcation) will be installed on the overhead transmission line which connects the Project to the grid connection point. For the absence of doubt this will not include the short lengths of overhead transmission lines connecting the Substation to the existing 330kV powerline near the Substation location in the north west of the Project.

Heritage

AH001 (updated):

- A CHMP will be prepared in consultation with DPIE and Aboriginal stakeholders which will

include a description of the objectives, methods, and outcomes of any proposed mitigation methods including artefact salvage and community collections. The CHMP will include an unexpected finds procedure.

- Additional archaeological assessment will be carried out if any new impacts are to occur outside the Development Corridor.
- Design and ground disturbance will be undertaken to minimise impact to heritage items.
- If cultural heritage material is located during works that work will cease immediately and a suitably qualified archaeologist engaged to ascertain whether the material is of cultural origins and if so, they will advise how to proceed.
- If human remains are found, works should immediately cease, and the NSW Police should be contacted. If the remains are suspected to be Aboriginal, the BCD may be contacted to assist in determining appropriate management.

Water and Soils

WS007:

- The Proponent will undertake a geotechnical survey prior to construction commencement which will identify soil types with the results to inform an Erosion and Sediment Control Plan (ESCP).
- The Proponent will include the principles of a closure strategy in the EMS prepared during post-consent with results of the geotechnical survey (and soil type investigation) informing the plan content.

WS008 - Areas used for temporary construction compound and laydown hardstanding areas during construction and those areas subject to temporary construction impacts will be restored to original condition and revegetated to achieve the ground cover and erosion minimisation goals (unless the landholder requests some temporary construction hardstanding areas be left in place).

WS009 - Prior to the commencement of construction, the Proponent will prepare an Erosion and Sediment Control Plan and Water Quality Management Plan in consultation with DPIE Water.

Noise and Vibration

NV004 - The Proponent will prepare a Noise Compliance Management Plan post-Development Consent, prior to construction commencement, based on the Development Consent conditions and the selected WTG model. This will include a method and requirement to measure background noise at locations consistent with the performance objectives.

Hazards (Emergency Management)

HR016 - An Emergency Response Plan will be prepared prior to construction commencement in consultation with relevant agencies which includes emergency response measures for (among other things) bushfires and HAZMAT incidents, site hazards relevant to emergency responders. The plan will be stored in a prominent place adjacent the main entry point(s) to the Project. The plan will be maintained and updated as the Project development status changes (e.g. construction->operations). The LEMC will be briefed on the contents of the ERP prior to commencement of construction, during construction, and during operations. The local RFS Brigade and other relevant emergency response agencies will be provided with a site tour at various stages of the development.

HR009 (updated) - Prior to the commencement of construction of the ESF, a fire Safety Study (FSS) will be undertaken following the requirements of Hazardous Industry Planning Advisory Paper No.2 – Fire Safety Study Guidelines 2011 to address the risk of external fire impacting on the ESF and a fire initiated in the ESF spreading off the site. The ESF will have a suitable fire detection and suppression system based on the most appropriate for the technology (e.g. Novec 1230 or equivalent for lithium-based batteries).

HR017 - Detailed design will consider property access requirements detailed in the Bush Fire Risk Assessment (Appendix E) (as adapted from Table 5.3b of PBP).

HR018 - A Bushfire Emergency Management and Operations Plan will be prepared prior to commencement of construction which identifies all relevant risks and mitigation measures associated with the construction and operation of the Project.

Traffic and Transport

TM006 - The Twelve Mile Road intersection with Goolma Road will be upgraded prior to the commencement of construction generally in accordance with the drawing set entitled 'TMR/Goolma Road Intersection Preliminary Upgrade Design - Version 2'.

TM007 - Twelve Mile Road will be upgraded prior to the commencement of construction generally in accordance with the drawing set included in the EIS as Appendix N (which are subject to detailed investigations and design).

TM008 – The parts of Ilginery and Uungula Roads within the Development Corridor will be upgraded and maintained generally in accordance with Table 1 of the DRC submission “Uungula Wind Farm – Dubbo Regional Council Road Upgrades/Rectification Works”: “Construct intersections for safe exit and entry movements and to provide adequate wind farm component access.”

TM009 – Access to the Project Site by all OSOM, Heavy and Light Vehicles travelling from Goolma Road will only be via the western end of Twelve Mile Road.

6 Conclusion

6.1 Project Evaluation and Acceptability

Public and agency consultation has continued since the EIS public exhibition period which, along with the submissions, has shaped the changes to the Project, which overall have been very minor in nature. This Amendment Report describes the small changes to the Development Footprint, clarification of some elements of the Project Description, and makes updated and amended statements of commitment.

The minor changes to the Project and additional and strengthened environmental mitigations committed to in this Submissions Report result no overall change in the conclusion of the EIS (section 10, p496, ELA 2020) which states:

“it is concluded that the Project presents relatively minor and manageable environmental impacts, which can be effectively mitigated using best practice strategies and methodologies. Potential benefits associated with the Project are a substantial reduction in greenhouse gas emissions, reduced reliance on non-renewable energy sources and positive outcomes for the local community. On this basis the Project is strongly justified.”

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