

# Uungula Wind Farm

Submissions Report

November 2020



*Document Control*

Report Name	Date	Author	Reviewer	CWPR Approved By
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## 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 Submissions Report has been prepared by CWP Renewables Pty Ltd (CWPR) on behalf of Uungula Wind Farm Pty Ltd (the Project) to document and respond to the submissions raised regarding the proposed development, how issues have been considered and what actions have been taken to address these submissions. The Submissions 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 Submissions Report should be read in conjunction with the Project Amendment Report.

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

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>.

DPIE provided the Proponent with the list of the submissions including unique identifiers for each submission and submitter. Where a submitter has provided multiple submissions, DPIE classified these to be one submission. Two submitters provided two submissions each and one submitter provided three submissions. Therefore, the public submissions have been grouped into 26 unique submissions, including one comment which DPIE advised was received after the close of the public exhibition period. See Appendix A for the list of submissions including the unique identifiers, location, submission stance and issue categorisation / response section.

This Submissions Report includes: an overview of the Project as exhibited (section 2); an analysis of the issues raised in submissions, categorised by location and issue raised (section 3); an explanation of the actions the Proponent has taken during and after the public exhibition period to address concerns or issues (section 4); responses to all submissions (section 5); 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.

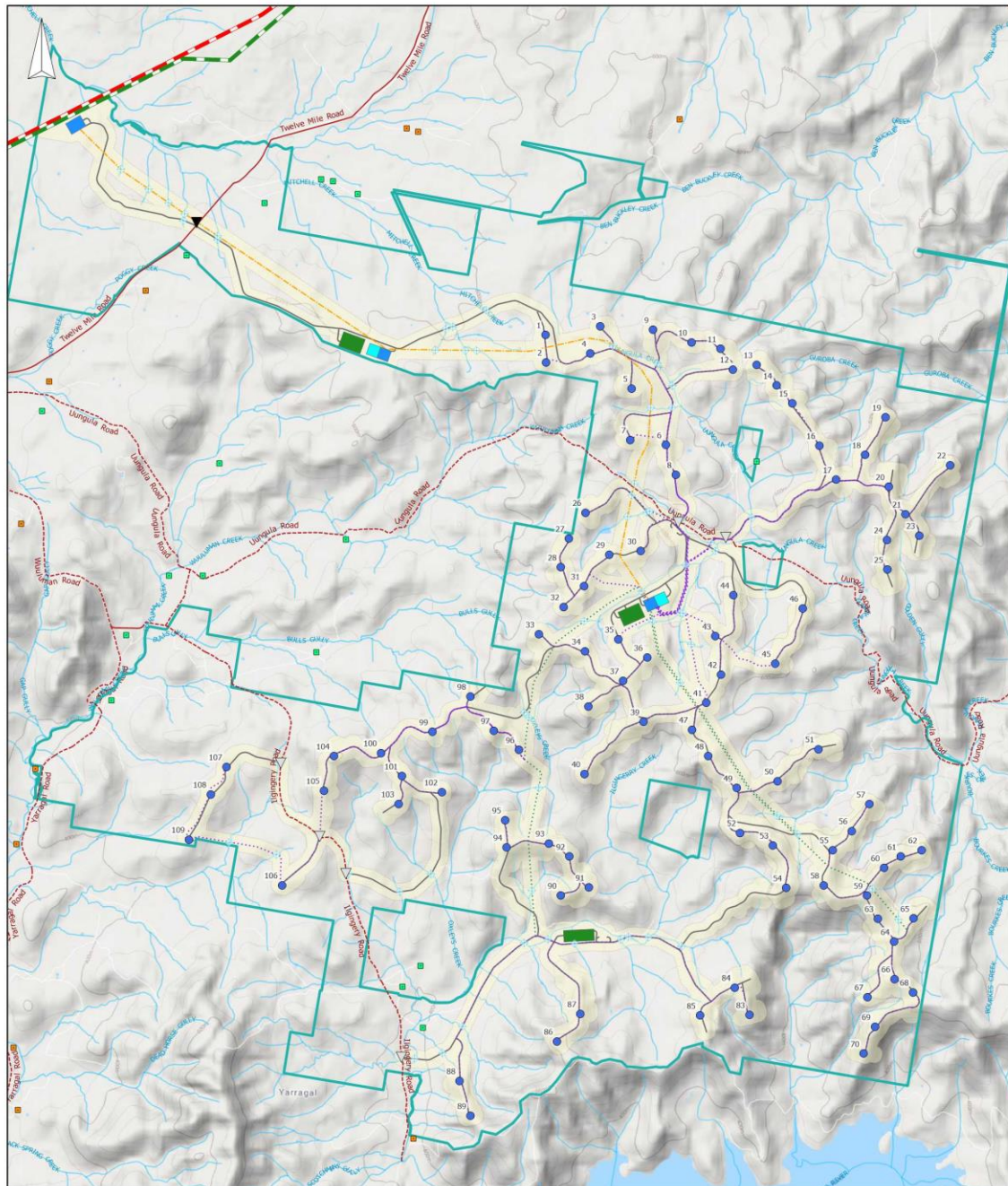
The Project is located in the Central-West Orana Renewable Energy Zone (REZ), within the Dubbo Regional Council LGA, 14 km east of Wellington, within the NSW Central West. The Project generally consists of the installation, operation, maintenance and decommissioning of up to 97 WTGs up to 250 m in height, 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"> <li>Involves: <span style="color: green;">■</span></li> <li>Non-involved: <span style="color: orange;">■</span></li> <li>Existing Unsealed Road: <span style="color: red;">---</span></li> <li>Existing Sealed Road: <span style="color: red;">---</span></li> <li>Project Site: <span style="color: green;">---</span></li> <li>Development Corridor: <span style="color: yellow;">---</span></li> <li>Access tracks: <span style="color: black;">---</span></li> <li>Primary Project Site access: <span style="color: black;">▼</span></li> <li>Secondary intersections: <span style="color: black;">+</span></li> <li>Waterway Crossing: <span style="color: blue;">+</span></li> </ul>		<p>UUNGULA WIND FARM PTY LTD</p> <p><b>cwp</b> Renewables</p>	
<p>Wind Turbine Generator (WTG): <span style="color: blue;">●</span></p> <p>Site Compound: <span style="color: green;">■</span></p> <p>Substation: <span style="color: blue;">■</span></p> <p>Energy Storage Facility: <span style="color: cyan;">■</span></p> <p>Existing Powerlines:</p> <ul style="list-style-type: none"> <li>132kV: <span style="color: red;">---</span></li> <li>330kV: <span style="color: green;">---</span></li> </ul> <p>Proposed powerlines:</p> <ul style="list-style-type: none"> <li>Overhead (high voltage): <span style="color: yellow;">---</span></li> <li>Underground (medium to low voltage): <span style="color: blue;">---</span></li> <li>Overhead (medium to low voltage): <span style="color: green;">---</span></li> </ul>		<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>DRAWN BY</p> <p>J PETERSEN</p>	<p>DWG NO</p> <p>UWF-049</p>
		<p>CHECKED BY</p> <p>M FLOWER</p>	<p>REV</p> <p>A</p>
		<p>SHEET</p> <p>1 OF 1</p>	<p>VER</p> <p>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 Submissions 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.

All issues raised in the submissions have been acknowledged, and a response provided proportionate to the relevance of the issue to the Project development application. Statistical analysis of the submissions is presented in section 3 using tables, figures and graphs to clearly identify the origins of the submissions, proximity to the Project, support for the Project and types of issues raised.

Submissions have been categorised as follows: government agency submissions (section 5.1), organisation / special interest group submissions (section 5.2) and public submissions (section 5.3).

Separate and detailed responses have been provided for each of the government and agency / organisation submissions. For efficiency and to avoid repetition, issues from the public submissions have been consolidated into common themes, the issue paraphrased (or duplicated verbatim) and a response provided per issue in accordance with DPIE's 2017 Guidance (DPE 2017). The Submitter ID is provided adjacent to each issue/response in section 5.3 and correlates to the table in Appendix A for ease of reference.

Submissions are grouped by the Submitter ID and listed in the Submissions Matrix located in Appendix A which also includes a cross reference to the section of this Submissions Report where the issue is addressed for easy reference.

## 3 Analysis of Submissions

### 3.1 Submissions Received

DPIE received 52 submissions on the project, including advice from 19 from government agencies, 26 submissions from the general public (one comment was received after the close of the exhibition period) and 7 from organisations / special interest groups (refer to Table 1 for the stance by submission grouping and Figure 2 for a breakdown of the public submissions stance). All submissions, agency advice and comments received by DPIE can be viewed on the NSW Major Projects website at:

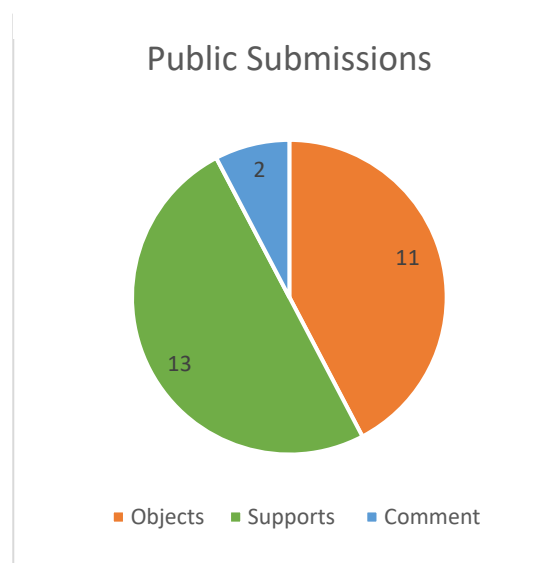
<https://www.planningportal.nsw.gov.au/major-projects/project/9431>.

Where multiple submissions have been received from the same submitter, these have been treated as one submission by DPIE (see Appendix A).

**Table 1: Submissions by type and position**

Type	Position	Number
Government agencies	Comment	19
	Support	0
	Objection	0
Organisations	Comment	2
	Support	3
	Objection	2
Individuals	Comment	2
	Support	13
	Objection	11
<b>Total</b>		<b>52</b>

**Figure 2: Public submissions by stance**

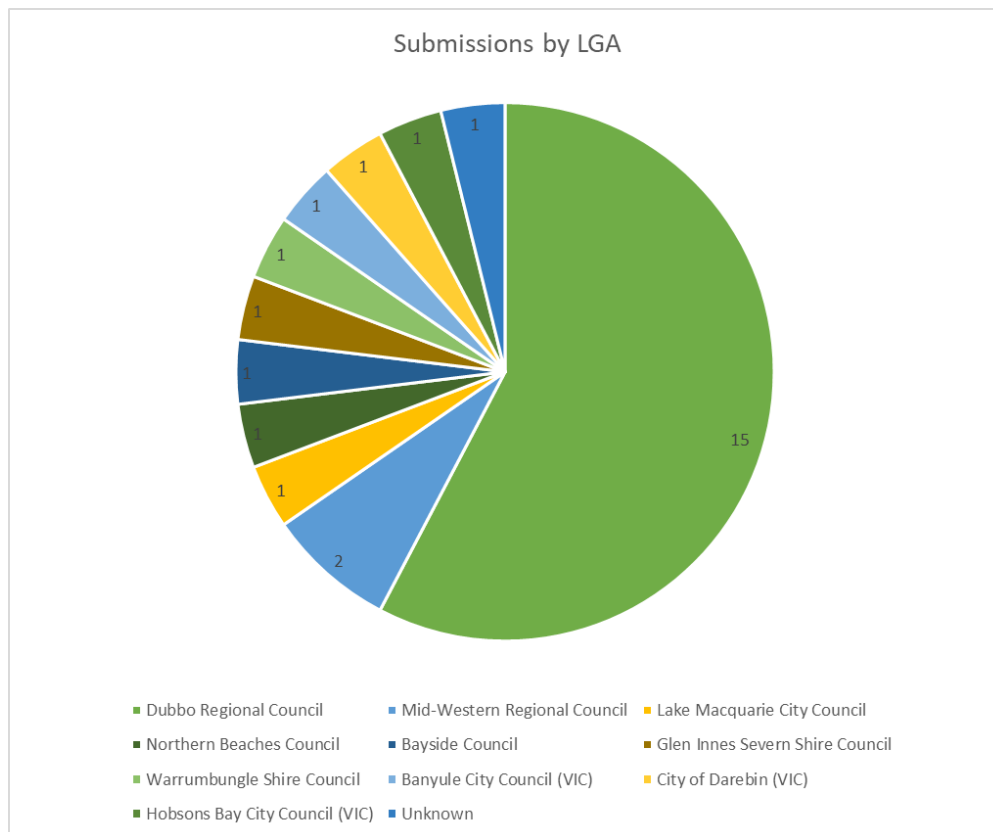


### 3.2 Geographical Analysis

The location of individual submissions was analysed by the local government area (LGA) from which they were received. Figure 3 shows submissions originating from a total of 11 LGAs (including three from Victoria) and the number of submissions received within each LGA. The submissions demonstrate a lot of local interest, 15 submissions were received from localities within the Dubbo Regional Council LGA (where the Project is located). From each of the other 10 LGAs only one or two submission were received. One submission was received from an undisclosed location.

Figure 4 and Table 2 further show the submissions received by LGA and categorises them by the sentiment of the submission, i.e. objection, support or comment. Figure 4 shows the source of submissions in a map view of NSW. Of the 15 submissions received within DRC LGA, 47 % were in support (7), 40 % objected (6) and 13 % (2) were comments.

**Figure 3: Pie chart showing number of submissions by LGA**

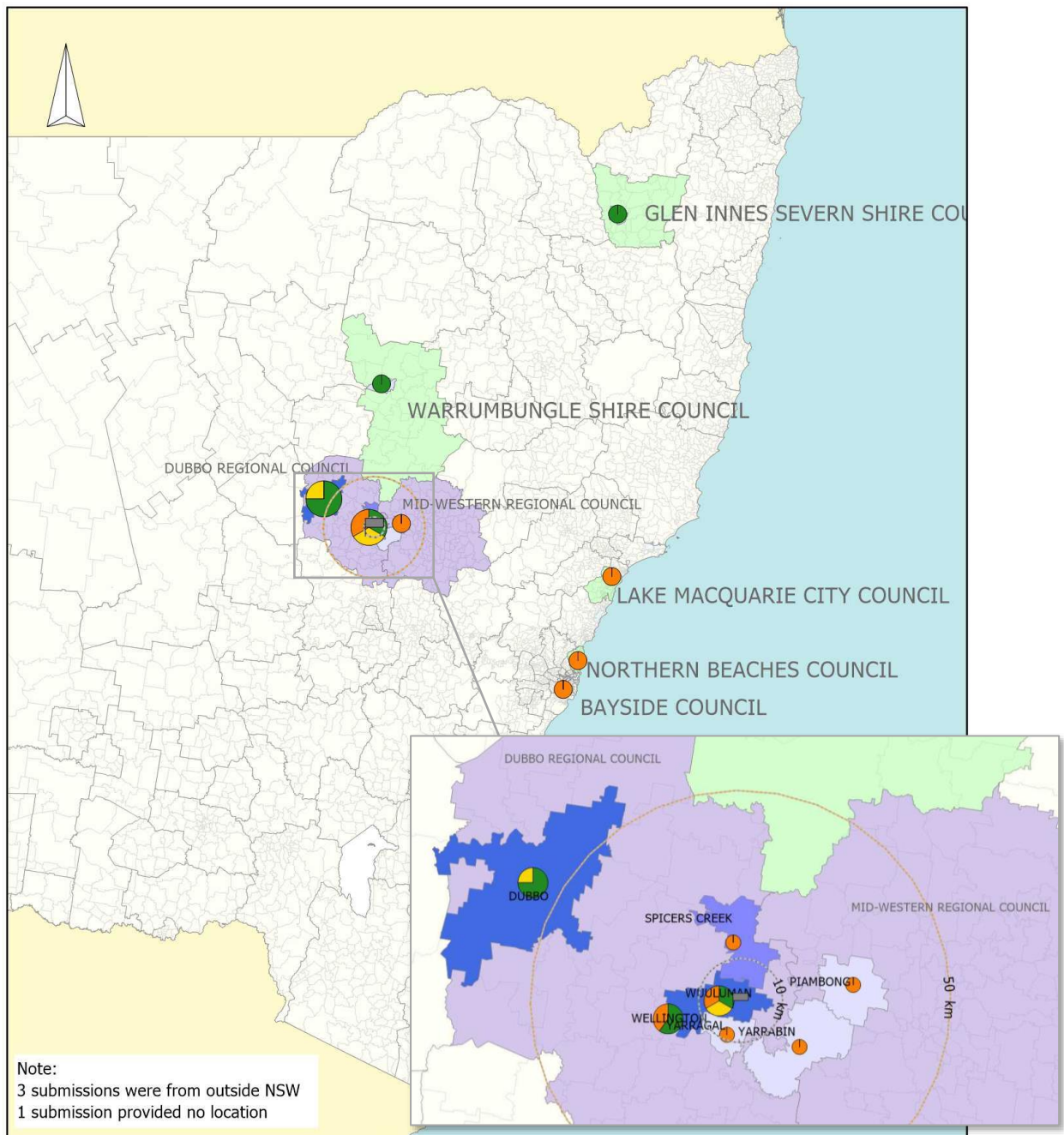


**Table 2: Submissions from Individuals by LGA**

LGA	Submissions	Supports	Comments	Objects
Dubbo Regional Council	15	7	2	6
Mid-Western Regional Council	2	0	0	2
Lake Macquarie City Council	1	1	0	0
Northern Beaches Council	1	0	0	1
Bayside Council	1	0	0	1
Glen Innes Severn Shire Council	1	1	0	0
Warrumbungle Shire Council	1	1	0	0
Banyule City Council (Victoria)	1	1	0	0
City of Darebin (Victoria)	1	1	0	0
Hobsons Bay City Council (Victoria)	1	1	0	0
Unknown	1	0	0	1
<b>Total</b>	<b>26</b>	<b>13</b>	<b>2</b>	<b>11</b>
<b>Dubbo Regional Council</b>	<b>58%</b>	<b>47%</b>	<b>13%</b>	<b>40%</b>



**Figure 4: Number of public submissions by LGA (map)**



LEGEND		COMPANY				
		UUNGULA WIND FARM PTY LTD				
		TITLE				
		UWF submissions				
		DATE	SCALE	DWG NO	REV	VER
		28/09/20	1:6000000	UWF-02	A	1
		DRAWN BY	CHECKED BY	SHEET	JOB NO	SIZE
		J PETERSEN	M FLOWER	1 OF 1	110247	A3

### 3.3 Key Issues

Submissions providing comment or advice were received from 19 government agencies. Each of the agency submissions has been duplicated verbatim and a response provided per issue in section 5.1. Where additional assessment has been required to address the submission, these studies have been discussed in section 4.2 and, where relevant, supporting documentation provided as an appendix to the Project Amendment Report.

Seven submissions were received from organisations or special interest groups, three in support, two objections and two comments. Each of the submissions has been duplicated and a response provided in section 5.2.

26 submissions were received from the general public (including one that was received after the public exhibition period had ended) 13 in support, 11 objections and two made comment. For efficiency and to avoid repetition, issues from the public submissions have been consolidated into common themes, the issue paraphrased (or in some cases duplicated verbatim) and a response provided per issue (see section 5.3).

Among the public submissions, common themes included:

#### *General:*

- Renewable energy and wind farms in general (not specific to the Project);
- Justification for the Project;
- NSW Energy Policy - Central-West Orana Renewable Energy Zone;

#### *Socio-Economics:*

- Employment opportunities and demand for local services (direct employment and contracting);
- Opportunities for Wellington and investment in the local community;
- Land suitability / land value;
- Compensation / negotiated agreements;
- Tourism opportunities;

#### *EIS/DA Process:*

- Description of the Project;
- Format/length of the EIS;
- Statutory Framework (Council contributions, government subsidies e.g. Renewable Energy



Target);

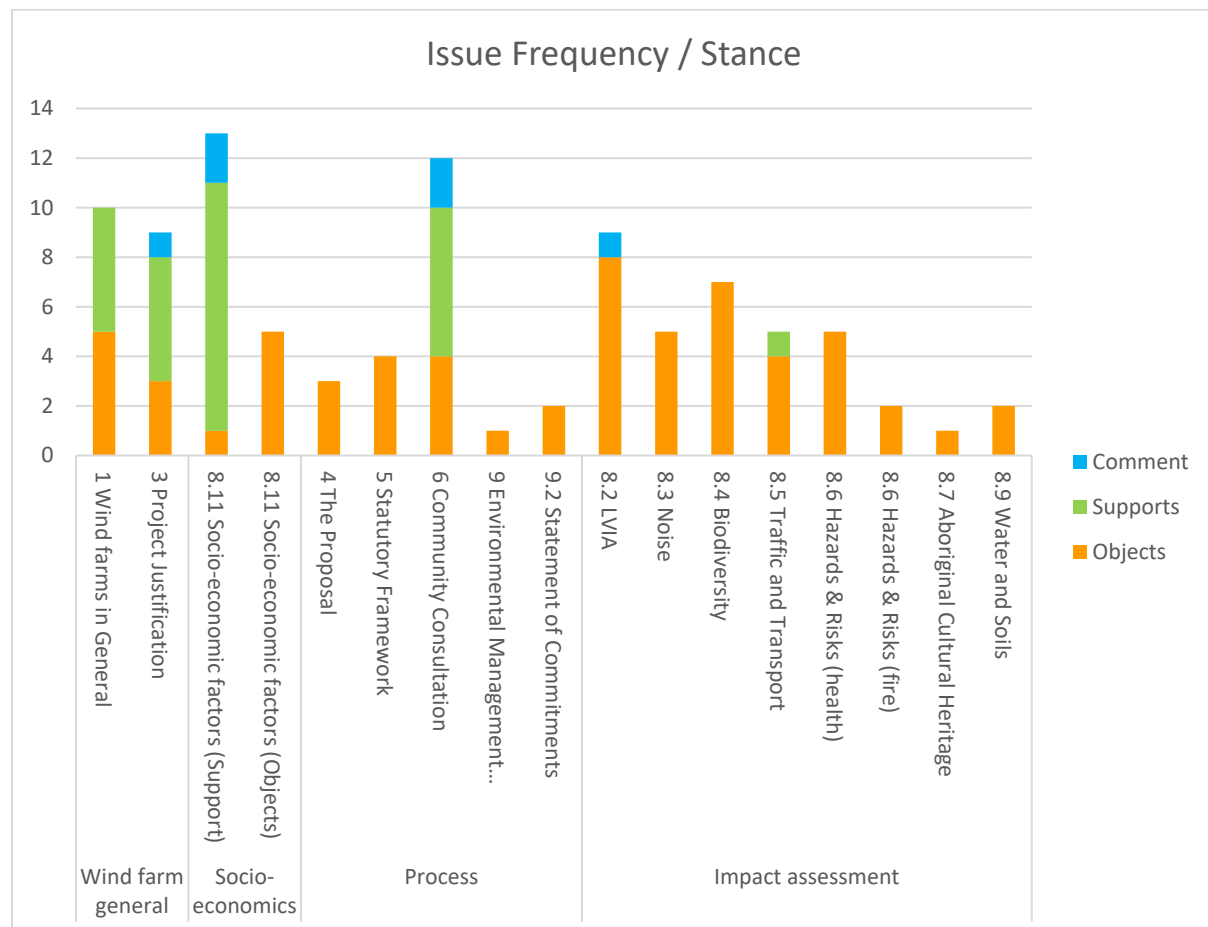
- Stakeholder and community consultation throughout the development of the Project;
- Timing of the development management strategies;

*Environmental Impact Assessment:*

- Comment regarding the methods and outcomes of the technical assessments:
  - o landscape and visual impact;
  - o biodiversity;
  - o noise and health;
  - o hazards and risks (fire); and,
- Comments regarding transport and traffic including:
  - o practical measures regarding Project vehicle road use and communications during construction proposed physical upgrade plans regarding the design of the Twelve Mile Road upgrade and in particular the intersection of Twelve Mile Road and Goolma Road.

Figure 5 shows a graphical representation of the Submissions Matrix (see Appendix A of this Submissions Report) and demonstrates the key issues raised in the submissions including the frequency of the issue raised along the y-axis and the theme of the issue along the x-axis. For clarity, the themes have been categorised and numbered as per the chapters in the EIS. Under the theme description on the x-axis, the section where the issue is addressed in this Submissions Report is included.

Figure 5: Issue Frequency and Stance



## 4 Actions taken during and after Exhibition

This section describes the actions taken by the Proponent regarding the Project since the commencement of the public exhibition period of the EIS.

### 4.1 Engagement

Engagement has been ongoing since the commencement of the EIS public exhibition and described in this subsection is the engagement activities with the public and government agencies.

#### 4.1.1 Agency Consultation

##### *Biodiversity Conservation Division – Biodiversity*

The Proponent held a phone conference with Biodiversity Conservation Division (BCD) (Biodiversity) on the 8<sup>th</sup> of July 2020 to agree the scope and approach to preparing the subsequent studies and reports requested in their submissions to the EIS. The information required by BCD included:

- An updated Biodiversity Assessment Report / Biodiversity Offset Strategy (BAR/BOS) report including the presentation of more detailed information from the existing survey data to provide the majority of the information required, with additional studies required to provide certainty around the species credit species named in the EIS BAR/BOS or the Proponent could assume presence of the species.
- An updated analysis of bird and bat risks. There was acknowledgement from BCD that discussing the existing data in the context of the EIS Project Description would provide the clarity required.

BCD requested additional information be included in the BAR/BOS to address the SEARs. This included:

- additional information on vegetation mapping;
- provision of species credit polygons;
- clarification of absence or assumed presence of species credit species (Brush-tailed Rock-wallaby, Eastern Pygmy-possum and Regent Honeyeater).

The biodiversity consultant responsible for preparing the BAR/BOS included in the EIS has prepared an updated BAR/BOS to address this comment (Appendix B of the of the Project Amendment Report).

BCD requested additional information be provided discussing bird and bat strike risk to address the Project SEARs. The biodiversity consultant responsible for preparing the biodiversity assessment

included in the EIS has prepared a discussion on bird and bat strike risk to address this comment (refer to Appendix B of the Project Amendment Report).

#### *Biodiversity Conservation Division – Heritage*

The Proponent has discussed the content of the submission from BCD (Heritage) with the key contact on several phone calls (6<sup>th</sup>, 7<sup>th</sup> and 11<sup>th</sup> of August 2020), specifically the requirement to produce evidence of consultation with Registered Aboriginal Parties (RAPs) (such as a consultation log). The BCD (Heritage) contact acknowledged all other matters included in their submission were routine post-Development Consent matters. Responses to the BCD Heritage submissions are provided in section 5.1.6 below.

Evidence of consultation with RAPs was included in the EIS however considering further site investigations and consultation since the EIS submission, the consultation table has been updated (Appendix C of the Project Amendment Report).

Although not required as a response to BCD comments, the Proponent has undertaken the program of test excavations in consultation with the RAPs as recommended in the EIS (Table 8-36, p387 and SOC ID: AH001 (Table 9-1, p490), and in EIS Appendix K: Aboriginal Cultural Heritage Assessment Addendum Report (Austral Archaeology, 2020)) to provide more certainty of the significance of the sites recommended for further investigation (refer to Appendix C of the Project Amendment Report).

#### *WaterNSW*

The Proponent contacted WaterNSW by email in 27<sup>th</sup> of July 2020 querying WaterNSW's knowledge of a dwelling on property owned by WaterNSW (referred to in the EIS as ILG006). WaterNSW responded by email on 30<sup>th</sup> of July 2020 confirming residence ILG006 as being uninhabited and uninhabitable.

#### *Mining titles holders*

Letters sent to Bonanza Minerals Pty Ltd and Kenex Pty Ltd on the 27<sup>th</sup> of July 2020 (the former again on the 20<sup>th</sup> of August and the 1<sup>st</sup> of October 2020). Response received from Kenex Pty Ltd on 27<sup>th</sup> of July 2020 identifying the Project Site was not a part of the focus area of their Exploration Licence Application. Acknowledgement received by the Proponent on 20<sup>th</sup> of August 2020 that the letter was received by Bonanza Minerals Pty Ltd contact and referred the notice to the applicant.

#### *Dubbo Regional Council and Transport for NSW*

The Roads Authorities (TfNSW and DRC) both made submissions requesting that further analysis was undertaken regarding the Twelve Mile Road / Goolma Road intersection design (considering the

proposed upgrade design and road safety) during the response to submissions period prior to DPIE determination of the Project. The Proponent held teleconferences and phone discussions during the preparation of this Submissions Report during which agreement was reached with TfNSW and DRC (as the Roads Authorities) as to the principles of the Twelve Mile Road / Goolma Road intersection design. The Roads Authorities support an amended preliminary design presented in Appendix G of the Project Amendment Report which involves the minor realignment of the western end of Twelve Mile Road into the currently gazetted (but not formed) road reserve repositioning the intersection with Goolma Road northwards.

The Proponent held a phone meeting with DRC's Infrastructure Director on 6<sup>th</sup> of August 2020 to discuss the request by DRC for the minor road upgrades on Uungula Road, Wuuluman Road, and Ilgingery Road. It was discussed that there were upgrades proposed by DRC on parts of that road network outside of the Development Corridor which would not be used for OSOM haulage (although proposed to be used for pre-construction minor works). The Proponent would be willing to work with DRC in the future regarding these upgrades, although it was discussed that those upgrades outside of the Development Corridor (if warranted) could be undertaken under a Council-led infrastructure upgrade process. This has been included as a Statement of Commitments for the Project (refer SoC ID: TM008 Appendix H of the Project Amendment Report).

#### *Dubbo Regional Council*

The Proponent exchanged letters (via email) and held multiple teleconference meetings with the leadership team at Dubbo Regional Council (DRC) to discuss the terms of a proposed Voluntary Planning Agreement (VPA) between the Project and DRC. Discussions remain ongoing at the time of this Submissions Report.

A presentation was provided to DRC Councillors and senior Council staff on the Project status and the VPA offer (October 2020).

#### *Mid-Western Regional Council*

The Proponent provided a briefing to the Mid-Western Regional Council (Councillors and senior Council staff) at a workshop on 16<sup>th</sup> September 2020. The Proponent provided a PowerPoint presentation and included an overview of the Project, description of the Project history and timeline, an update regarding the planning status, an overview of the submissions received, discussed traffic and transport issues and the next steps anticipated for the Project.

#### **4.1.2 Community Consultation**

##### *Community Consultative Committee*

One CCC meeting was held on 6<sup>th</sup> May 2020 via teleconference (due to COVID-19 NSW Government Public Health Orders at the time) prior to the public exhibition period. The Proponent provided a Project update of key activities since the previous meeting, advised the group on the EIS exhibition process and methods to make a submission and provided a summary of the key assessment findings included in the EIS.

One CCC meeting has been held since the EIS exhibition period on 21<sup>st</sup> August 2020 via teleconference. The Proponent provided the group with a Project update and key activities since the previous meeting, discussed the Responding to Submissions phase of the planning process and gave an overview of the submissions received including statistical analyses and key issues raised, then outlined the key next steps of the Project and expected timeline.

The CCC presentation slides and meeting minutes are publicly available on the Project website here:

<https://uungulawindfarm.com.au/community/>

##### *Landowners and Neighbours*

The Proponent has continued engaging with the local community and neighbours to the Project during and after the exhibition period via phone, email or in person where possible.

Consultation and negotiation with the owners of surrounding residences during the period since the EIS public exhibition has resulted in one residence becoming involved and one residence confirmed as uninhabited and uninhabitable. Refer section 4.1.1 of this Submissions Report.

##### *Wellington Business Chamber*

The Proponent was invited to present at a Wellington Business Chamber monthly meeting held in Wellington on 16<sup>th</sup> September 2020. The meeting was attended by a range of local business owners, managers and service providers. The Proponent gave an update on the planning status of the Project including expected timeline and opportunities for local businesses and service providers to get involved. Matters such as biodiversity offset opportunities and voluntary planning agreements were also discussed. The Proponent will provide regular updates regarding the Project so local businesses or service providers can be prepared when opportunities to get involved arise. The Proponent noted that local contractors and service providers are encouraged to register their interest for supplying goods and services during construction and operation of the wind farm using the form on the project website: <https://uungulawindfarm.com.au/contractors/>

## 4.2 Further Environmental Assessment

### 4.2.1 Biodiversity

BCD requested additional information be included in the BAR/BOS to address the SEARs. This included:

- additional information on vegetation mapping;
- provision of species credit polygons; and
- clarification of absence or assumed presence of species credit species (Brush-tailed Rock-wallaby, Eastern Pygmy-possum and Regent Honeyeater).

The biodiversity consultant responsible for preparing the BAR/BOS included in the EIS has prepared an updated BAR/BOS to address this comment (refer to Appendix B of the Project Amendment Report).

BCD requested additional information be provided discussing bird and bat strike risk to address the SEARs. The biodiversity consultant responsible for preparing the biodiversity assessment included in the EIS has prepared a discussion on bird and bat strike risk to address this comment (refer to Appendix B of the Project Amendment Report).

The revised location and potential footprint of the Goolma Road intersection with Twelve Mile Road and western end of Twelve Mile Road realignment requested by the Roads Authorities was subject to a biodiversity assessment during preparation of this Submissions Report and included in the updated BAR/BOS (refer to Appendix B of the Project Amendment Report).

### 4.2.2 Heritage

Evidence of consultation with RAPs was included in the EIS however considering further site investigations and consultation since the EIS submission, the consultation table has been updated (refer to Appendix C of the Project Amendment Report).

Although not required as a response to BCD comments, the Proponent has undertaken the program of test excavations in consultation with the RAPs as recommended in the EIS (Table 8-36, p387 and SOC ID : AH001 (Table 9-1, p490), and in EIS Appendix K: Aboriginal Cultural Heritage Assessment Addendum Report (Austral Archaeology, 2020)) to provide more certainty of the significance of the sites recommended for further investigation (refer to Appendix C of the Project Amendment Report).

The revised location and potential footprint of the Goolma Road intersection with Twelve Mile Road and western end of Twelve Mile Road realignment requested by the Roads Authorities was subject to

a heritage assessment during preparation of this Submissions Report and included in the updated BAR/BOS (refer to Appendix C of the Project Amendment Report).

#### 4.2.3 Hydrology

WaterNSW acknowledge that although the risks posed by the Project to the downstream WaterNSW asset, Burrendong Dam, are low, the hydrological analysis should be updated to provide specific advice to address the direct and indirect impacts on the water catchment area and water storage. The hydrological consultant responsible for the analysis included in the EIS has undertaken further analysis to address the comments (refer to the Appendix D of the Project Amendment Report).

#### 4.2.4 Road Upgrades

In addressing the requirements of the Roads Authorities (Dubbo Regional Council and Transport for NSW) and resultant changes to the designs, the following designs and studies have been produced and are included as Appendices to the Project Amendment Report (authored by the consultants responsible for the relevant EIS sections):

- TMR/Goolma Road Intersection Preliminary Upgrade Design - Version 2 (iCubed - Appendix F of the Project Amendment Report)
- Environmental Impact Assessment: Twelve Mile Road Western End Realignment and New Goolma Road Intersection (ELA - Appendix G of the Project Amendment Report)

#### 4.2.5 Bushfire Assessment

NSW Rural Fire Service (RFS) requested amendments to the bushfire assessment included in the EIS (section 8.6.8 and Appendix U: Bushfire Risk Assessment (Eco Logical Australia, 2020)) to meet the requirements of NSW Rural Fire Service *Planning for Bushfire Protection, a guide for councils, planners, fire authorities and developers* (RFS 2019). The bushfire consultant responsible for the analysis included in the EIS has updated the report to address the comments (refer to Appendix E of the Project Amendment Report).



## 5 Response to Submissions

### 5.1 Government Agency Submissions

Nineteen government agency comments were received which are replicated and addressed per issue below.

#### 5.1.1 Dubbo Regional Council

<b>Issue</b>	<i>The Environmental Impact Statement (EIS) 4.1.3 Site Access, the discussion is vague and no maps or diagrams are provided. An inspection of the site, which is difficult given its vast size, means that locating driveways/access points is also difficult</i>
<b>Response</b>	Project access points are shown in the EIS in Figure 1-2 (p55) and Detailed Project Maps in Appendix E, with site access discussed in detail in section 4.1.3 (p129).
<b>Issue</b>	<i>The utilisation of existing roads rather than building access roads on-site which may pose significant harm to the environment and create segmented areas, would be best practise so as to keep natural areas intact as much as possible.</i>
<b>Response</b>	The Project must create adequate access tracks connecting the Project infrastructure for construction and operations purposes. Utilising the public road network is not possible because the public road network does not currently link all of the proposed Project infrastructure. The Project has sought to focus the Project traffic and transportation of equipment onto as limited an amount of the public road network as is possible to 1) minimise disruption to local residents, and 2) minimise damage to the public road network.
<b>Issue</b>	<i>No details are provided in the EIS regarding stormwater management for the construction of internal roads and hardstand areas adjacent to Wind Turbine Generator (WTG) locations without affecting surrounding properties. Additionally, there are no details regarding water and sewer infrastructure for the proposed development, especially during construction of the proposal.</i>
<b>Response</b>	Stormwater across the Project layout along roads and alongside hardstands will be managed through the Erosion and Sediment Control Plan to be prepared prior to construction commencement (committed to in the Project EIS Table 9-1, page 491 (SOC ID:WS005)).  Water for temporary and permanent buildings will be sourced from licensed suppliers under the Water Management Act. Sewage will be managed by offsite removal and/or the installation of suitable septic systems. The Project design included in the EIS includes the design of drainage and flood modelling has been undertaken which demonstrates negligible impacts to the existing flood behaviour within the current catchments (EIS Appendix P: Hydrology Assessment (Eco Logical Australia, 2020)).
<b>Issue</b>	<i>The biodiversity has been conservatively assessed and the actual impact is likely to be significantly lower than currently estimated, with the appropriate assessment methodologies having been used. Issues at this stage largely relate to the lack of final planning, plus the road and transmission system designs are not final and biodiversity impacts therefore cannot be fully assessed.</i>

*Twelve Mile Road is nominated for improvement works and it is assumed this would lead to biodiversity impacts. The biodiversity impacts from road improvement/widening have not been considered and will need to be added to the biodiversity assessment and BDAR costs. Similarly, the power transmission line has not yet being assessed for biodiversity impact. The EIS makes the following statement:*

*The final electrical layout will minimise vegetation clearing and avoid potential erosion and heritage sites, and will also depend on the ease of excavation, ground stability and cost.*

*While Council understands that plans are yet to be finalised, the biodiversity impact of this element of the project shouldn't be forgotten.*

*It is noted that the development will damage some ecologically sensitive areas and potentially harm some threatened species and therefore needs to be offset. As long as this meets the requirements stipulated in the Biodiversity Conservation Act and damage to the environment is avoided, mitigated or, worst case scenario, offset.*

**Response** The biodiversity assessment for the Project has included a conservative clearing estimate which specifically includes overestimations in relation to clearing for the overhead transmission lines (not all of the area under an overhead transmission line will be cleared) and in the proposed Twelve Mile Road upgrades (the area calculated as 'cleared' was the proposed earthworks and anticipated vehicle tracking plus a 'buffer' or 5m either side). The biodiversity assessment is also valid for the Development Corridor width, given the approval is sought for allowance to microsite infrastructure +/- 100m. The 'as-built' design will be used to recalculate the biodiversity impacts in terms of credits and the offsets sought consistent with the Development Consent conditions. For more information refer to Appendix B of the Project Amendment Report.

**Issue** *Council Staff have met with the Proponent's representatives on two (2) separate occasions to discuss the draft terms of a Planning Agreement for the development. These discussions have been constructive and Council looks forward to finalising the terms of a Planning Agreement with the Proponent in the near future.*

*Council's Infrastructure Division has raised a number of concerns with regard to the impact of the construction phase upon Twelve Mile Road and other smaller adjoining roads. Council requests that an appropriate condition be included on any approval, to upgrade Twelve Mile Road and other smaller adjoining roads in accordance with Table 1 (copy attached) to the satisfaction of Council.*

*Given the characteristics of the development, and the current status of Council's discussions with the Proponent, Council respectfully requests that an appropriate condition be included on any approval, to enter into a Planning Agreement with Dubbo Regional Council.*

**Response** The Proponent has and will continue discussions with DRC regarding the terms of any Voluntary Planning Agreement.

DRC's submission contains reference to an attached 'Table 1' which details the road upgrades required. It should be noted that:

- The Twelve Mile Road intersection with Goolma Road as presented in the EIS (Appendix N of the EIS) has been revised on further discussions with the Roads Authorities during the preparation of this Submissions Report. 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

	<p>gazetted (but not formed) road reserve (refer to Appendix F of the Project Amendment Report Twelve Mile Road / Goolma Road Amended Preliminary Upgrade Design).</p> <p>- The Twelve Mile Road preliminary upgrade design (Appendix N of the EIS) is referred to by DRC as being the horizontal and vertical alignment to which the road is to be upgraded. Those drawings are preliminary and are subject to a detailed design process. The Proponent requests that this upgrade requirements are noted as 'generally in accordance with' the preliminary design drawings that were included in the EIS as Appendix N. An updated SoC has been included to this effect (Refer Appendix H of the Project Amendment Report).</p> <p>- Only a short section of this minor road network will be used for the Project OSOM haulage (i.e. the part of Ilgingery Road within the Development Corridor) which will be upgraded as required for the Project access. Although the minor road network upgrades proposed by DRC (included in Table 1 of DRC's submission) on Uungula Road, Wuuluman Road, and Ilgingery Road outside of the Development Corridor will be used for pre-construction minor works, upgrades to those parts of the minor road network outside of the Development Corridor are not essential for the Project and should not form part of the Consent Conditions. That said, the Proponent would be willing to work with DRC in the future regarding these upgrades, although it was discussed that the upgrades (if warranted) could be undertaken under a Council-led infrastructure upgrade process.</p>
<b>Issue</b>	<i>The development application form does not appear of the Department's website and as such, no value of the proposed development is provided other than the statement that it is greater than \$30 million.</i>
<b>Response</b>	The CIV estimate has been provided to, and accepted by, the Department.
<b>Issue</b>	<i>The EIS on page 29 states that states 'wind energy systems' are prohibited in RU1 zone (WLEP 2012). This is incorrect because land use tables don't include the term electricity generating works as previously directed by the Department.</i>
<b>Response</b>	<p>Notwithstanding the DRC comment as to whether or not 'wind energy systems' or 'electricity generating works' are permitted in the RU1 zone under the Wellington Local Environmental Plan 2012 (Wellington LEP), the EIS (page 29) states:</p> <p>"However, pursuant to clause 34(1b) of the State Environmental Planning Policy (Infrastructure) 2007, development for the purpose of electricity generating works may be carried out by any person with consent on any land in a prescribed rural, industrial or special use zone. Therefore, the Project is permissible with consent."</p>
<b>Issue</b>	<i>The EIS 3.5.10 Impacts, refers to the concerns of particular landholders having been mitigated and managed through negotiated voluntary Neighbour agreements. There was a reference to Section 5.7.3 (doesn't exist) and Section 6 – which contains a lot of methodology but nothing specific and nothing about 'voluntary neighbour agreements'.</i>
<b>Response</b>	<p>The Wind Energy Guideline for State Significant Wind Energy Development (DPE 2016a): Attachment B provides advice regarding negotiated agreements for wind energy projects. They state that the NSW planning system allows proponents and landholders to enter into negotiated agreements to manage the impacts of projects including any predicted exceedances of relevant assessment criteria. The EIS refers to there being negotiated agreements (the number of candidates offered by impact category are summarised in Table 2-3 on page 82 of the EIS). The contents of the agreements are confidential. The cross reference to section 5.7.3 is a typographical error.</p>

<b>Issue</b>	<p><i>The EIS 4.1.2 Subdivision, discusses 3 lots for substations as per Table 4.2. It is unclear what 'connection configuration' means and the numerous options create problems when finalising the application. Option1 – 1365 Twelve Mile Road, Option 2 – 1444 Twelve Mile Road, and Option 3 – 1155 Uungula Road.</i></p> <p><i>Given that the size of the substation allotments would be below the minimum lot size as per Wellington Local Environmental Plan 2012, clause 4.6 – the concurrence of the secretary would be required. This has not been addressed.</i></p> <p><i>The need for separate allotments for substations is also questioned, leased lot options are available with access provided via 'right-of-carriageways'.</i></p>
<b>Response</b>	<p>The EIS section 4.1.2 discusses the requirement for subdivision for the Project including: 1) actual subdivision and the creation of new lots for TransGrid owned and operated Substations, and 2) subdivision for lease purposes for the long term lease of land for the Project infrastructure. EIS section 4.1.2.6 acknowledges that the subdivisions are below the minimum allowable lot sizes under the Wellington LEP 2012, however in the third paragraph of section 4.1.2.6 states that:</p> <p>"section 4.38(3) of the EP&amp;A Act allows development consent to be granted to the Project despite the development being partly prohibited by an environmental planning instrument (which includes an LEP). Accordingly, under the applicable statutory framework, regardless of the controls set out in the LEP, consent for subdivision can be granted."</p> <p>The EIS and Submissions Report seek approval for the subdivisions under the SSD process. The EIS and this Submissions Report are not applications to DRC for subdivision approval.</p>
<b>Issue</b>	<p><i>The EIS 4.1.9.3 Cultural heritage, is seeking approval for the development now, but a Cultural Heritage Management Plan will be submitted to the Secretary prior to construction. This matter should be assessed now and this deferring of the assessment process was the subject in a recent NSW Land &amp; Environment court case Ballina Shire Council v Palm Lake Works Pty Ltd [2020] NSWLEC 41 (Ballina v Palm Lake).</i></p> <p><i>The section continues to state that the qualified person to prepare the plan, shall be endorsed by the Secretary. This would appear to be inappropriate, allows for a perceived bias of the secretary, Council would be admonished for ever writing such a condition.</i></p>
<b>Response</b>	<p>As described in the EIS and in Appendix C of the Project Amendment Report, the Heritage Assessment considers and assesses the impacts of the Project on Aboriginal Cultural Heritage and recommends appropriate mitigation strategies including (but not limited to) avoidance, undertaking salvage works, etc. The Cultural Heritage Management Plan (CHMP) will contain the measures required to undertake the mitigations recommended in the assessment, as well as other standard protocols such as how to manage unexpected finds. It is anticipated that the Development Consent conditions will outline activities required prior to construction commencement including (but not limited to) the artefact finds of significance and suitable mitigations, the preparation and approval of a CHMP and unexpected finds protocol. For more information refer to the Appendix C of the Project Amendment Report.</p> <p>It is standard practice for management plans to be prepared post-consent as required by the conditions of development consent and for conditions to state that the plans be prepared to the satisfaction of the Secretary.</p>
<b>Issue</b>	<p><i>The EIS 4.2.1 discusses the fact that the slabs for the WTG will be 2.5 metres deep with an excavation area of 27m x 27m (729m<sup>2</sup>) and utilising low level blasting. Details and inspections would be provided with the Construction Certificate/s.</i></p>

<b>Response</b>	The Project expects that all building works will require Construction Certificates and Occupation Certificates from through DRC's standard development approval process
<b>Issue</b>	<p><i>The EIS 4.3 Energy Storage Facility, consists of buildings, shipping containers, offices, carparks, etc., but no plans are provided.</i></p> <p><i>Council's Senior Building Development Certifier has requested that further information be sought from the applicant in the following or similar terms for the submitted development application:</i></p> <p><i>Submit an accurate site plan(s) which clearly indicates the distances of the proposed buildings and temporary or permanent structures / facilities from the allotment boundaries. Additionally, submit a more detailed site plan(s) of the Operation and Maintenance compound areas indicating the proposed buildings and any temporary or permanent structures / facilities and any carparking areas including disabled carparking areas etc;</i></p> <p><i>Submit to Council the floor plans and elevations for the proposed buildings and any temporary or permanent structures / facilities; and</i></p> <p><i>Information regarding any proposed water supply, stormwater disposal / control and sewage disposal for the proposed buildings and any temporary or permanent structures / facilities.</i></p> <p><i>When Council determines garden sheds, the details provided include length, width, height and materials for construction with the basic development application. This project is worth millions of dollars, has been under consideration for a number of years, yet no plans provided. Again, Council would direct the Department to the concerns raised in a recent NSW Land &amp; Environment court case Ballina Shire Council v Palm Lake Works Pty Ltd [2020] NSWLEC 41 (Ballina v Palm Lake).</i></p>
<b>Response</b>	<p>Specific detail of the Compounds, ESF and Substations including location, building layouts, elevations etc. will be prepared post-Development Consent consistent with the Development Consent conditions. Approval for the general Project layout and maximum Development Footprint is sought via the SSD process, so too is the process of undertaking detailed design as a post-Development Consent activity. The detailed design process occurring at that time will be undertaken within the conditional approval (i.e. the Development Consent conditions). It is a standard condition of consent for SSD projects to require that final layout plans be submitted prior to the commencement of construction.</p> <p>Water for temporary and permanent buildings will be sourced from licensed suppliers under the Water Management Act. Sewage will be managed by offsite removal and/or the installation of suitable septic systems. Stormwater will be managed through the Erosion and Sediment Control Plan to be prepared prior to construction commencement (committed to in the Project EIS Table 9-1, page 491 (SOC ID:WS005)).</p>
<b>Issue</b>	<i>The EIS 4.4.4 Permanent Metrological Masts, states that details will be provided to the secretary after development consent is issued. It should be noted that Council is currently assessing D20-232 Environmental Facility (wind monitoring masts) at 1155 Uungula Road, Wuulman (part of the subject site). If the details with SSD 6687 are insufficient then why shouldn't a separate application be lodged with Council.</i>
<b>Response</b>	The wind monitoring mast referred to was approved under the DRC's Development Approval process (D20-232 Environmental Facility (wind monitoring masts) at 1155 Uungula Road, Wuuluman (part of the subject site)) and the Proponent is not seeking consent for that mast as part of the Project subject of the EIS and this Submissions Report. It has been installed and is being operated in accordance with DRC's consent conditions. Separate consent was sought

	for the installation of that mast to obtain additional data to firm up the wind resource analysis prior to receipt of SSD consent. Approval for additional proposed Meteorological Masts (Temporary and Permanent) are sought in the EIS as part of the Project via the SSD process. The locations of those are not known at this stage as they are sensitive to the final layout design and WTG type procurement that won't occur until after Development Consent is granted. The positioning will be governed by the SSD Development Consent conditions.
<b>Issue</b>	<i>The EIS 5.2.6 Civil Aviation Safety Regulation 1998, states that the proponent will notify CASA after the development approval is issued. Again, Council would direct the Department to the concerns raised in a recent NSW Land &amp; Environment court case Ballina Shire Council v Palm Lake Works Pty Ltd [2020] NSWLEC 41 (Ballina v Palm Lake).</i>
<b>Response</b>	A SoC has been included committing to the notification (SOC ID: HR001). It is standard practice for CASA to be notified post-consent and after detailed design once locations of WTGs are finalised. CASA has provided advice on the Project.
<b>Issue</b>	<i>The EIS 5.3.1 2nd paragraph states that the 'lease subdivisions' don't require a Subdivision Certificate. Does the NSW Lands Registry Service agree with this statement, because lately it appears that if something isn't specifically stated in a SEPP, for example SEPP (Exempt &amp; Complying Development Codes) 2008, s2.75 &amp; 2.76, it seems they require a Subdivision Certificate. This issue has recently arisen with regard to 'road closures' and registering the subsequent allotments.  Any approval, should clearly mention the issue of 'lease lots', show the lots on an approved plan, enabling Council to issue a Subdivision Certificate, if required.</i>
<b>Response</b>	The second paragraph of section 5.3.1 in the EIS incorrectly omits mention of the actual subdivision, rather only mentioning the subdivisions for lease purposes. The EIS section 4.1.2 discusses in detail the application for approval of the subdivisions required for the Project which includes figures showing the indicative subdivision and lease areas for: 1) actual subdivision and the creation of new lots for TransGrid owned and operated Substations (Figures 4-1, 4-2 & 4-3, pp119-21), and 2) subdivision for lease purposes for the long term lease of land for the Project infrastructure (Figures 4-4 & 4-5, pp127-8). The Project Development Application and the Development Consent, respectively, form application for and approval of subdivision. The EIS and this Submissions Report are not applications to DRC for subdivision approval.
<b>Issue</b>	<i>The EIS 5.3.16 Conveyancing Act 1919, states that the minimum lot size in the RU1 zone is 100 ha, when it is in fact 400 ha.</i>
<b>Response</b>	Noted. The correct lot size for the land zoned RU1 Primary Production (400ha) is quoted correctly in section 4.1.2.6 of the EIS (p124).
<b>Issue</b>	<i>The EIS 5.4 Local Planning Instruments, states that "No planning (or draft planning) agreements related to the project have been (or may be) entered into under section 7.4 of the EP&amp;A Act." This is despite on-going discussions between the proponent and Council and the statement on page 217 that the proponent willingness to enter into a Voluntary Planning Agreement.</i>
<b>Response</b>	As discussed above, the Proponent has and will continue discussions with DRC regarding the terms of any Voluntary Planning Agreement.



### 5.1.2 Mid Western Regional Council

<b>Issue</b>	<p><b>Traffic Routes</b></p> <p><i>Based on the information presented in the EIS, Council understands that the preferred traffic routes for the proponent are as follows:</i></p> <ol style="list-style-type: none"> <li><i>For WTG Components</i> <ul style="list-style-type: none"> <li><i>Port of Newcastle to Wellington via Golden Highway</i></li> <li><i>Wellington to Wind Farm Site via Goolma Road and Twelve Mile Road (Western End)</i></li> </ul> </li> <li><i>For Other Components and Supplies</i> <ul style="list-style-type: none"> <li><i>Port of Newcastle to Gulgong (via either Cope Road or Castlereagh Highway)</i></li> <li><i>Gulgong to Wind Farms Site via Goolma Road and Twelve Mile Road (Western End)</i></li> </ul> </li> </ol> <p><i>Council has no objection to the proposed traffic routes identified above. However, the EIS does note that other traffic routes may also be used. Council has concerns that if alternative traffic routes are required to be used for the purpose of the project, there has been no opportunity to assess the adequacy of these routes and any traffic impacts on the local road network.</i></p> <p><i>Council requests that the proponent obtain Council's prior approval should alternative traffic routes be required within the Mid-Western Region local road network. Twelve Mile Road (Eastern End)</i></p> <p><i>Council would like to raise concerns in relation to the use of the Eastern End of Twelve Mile Road. In the Transport Assessment, the proponent has sought an exception to not prohibit heavy and light vehicles to use this section of Twelve Mile Road. Council does not support this exception.</i></p> <p><i>Council is aware that there will be some construction workers and/or contractors travelling from the east to deliver materials (eg. water, cement, sand, gravel, general materials) during construction. As the Eastern End of Twelve Mile Road may be seen as a short cut to the project site, this is likely to cause significant issues for the safety and amenity of local residents.</i></p> <p><i>The Eastern End of Twelve Mile Road is not constructed to an adequate standard suitable for any construction vehicles. Therefore, unless the applicant is prepared to upgrade this section of the road to the same standard as what is proposed for the Western End of Twelve Mile Road, Council recommends a condition be imposed which prohibits the use of the Eastern End of Twelve Mile Road by any vehicle associated with this project. The condition should state that all project related traffic is required to access the project site using the Western End of Twelve Mile Road.</i></p> <p><i>Council has received numerous complaints from local residents regarding traffic along this section of road (ie. the Eastern End of Twelve Mile Road), especially in relation to dust generation by vehicles associated with the wind farm.</i></p>
<b>Response</b>	<p>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:</p>

*"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).

**Issue**      *Consultation*

*It should be noted that there has been no recent consultation between Council and the proponent. Although the project is located outside the Mid-Western Regional LGA, Council believes it is reasonable that it be included in any consultation in relation to the project, especially when it concerns traffic movements along the local road network. Council requests that the applicant include Council in any future consultation.*

**Response**      A briefing was delivered to the MWRC Councillors and senior Council staff at a workshop during the preparation of this Submissions Report which included a detailed Project summary and overview. Consultation with MWRC will be maintained in the future as the Project progresses.

### 5.1.3 Department of Regional NSW – Mining, Exploration & Geoscience (MEG) – Geological Survey of NSW (GSNSW).

**Issue**      *GSNSW has reviewed the Environmental Impact Statement for the Uungula Wind Farm Project and notes on page 217, the proponent has informed/consulted with the following mineral title holders (in April 2020):*

- *Endeavour Minerals Pty Ltd*
- *Drummond West Pty Ltd*
- *Syndicate Minerals Pty Ltd*
- *Monzonite Metals Pty Ltd*

*Since April 2020, a new Exploration Licence Application (ELA5970) was submitted on 13 May 2020 by Bonanza Minerals Pty Ltd. GSNSW requests the proponent to contact Bonanza Minerals Pty Ltd to determine their level of interest. As stated in the SEARs (DOC19/918451), the proponent should check for new mineral and energy titles that may be granted in the vicinity of the subject site during all decision-making stages of the project. This is to ensure that other titleholders with interests in the subject area are made aware of the wind farm project.*

**Response**      An additional interest holder was identified by the Proponent since the MEG submission was written: Kenex Pty Ltd. Letters were sent to both Bonanza Minerals Pty Ltd and Kenex Pty Ltd. The former responded that their target area does not overlap the Project, the latter has received the letter and the Proponent has followed up with the contact multiple times, but the applicant has not responded.



#### 5.1.4 TransGrid

<b>Issue</b>	<p><i>Please be advised the proponent will require to engage TransGrid to undertake a Connection Processes Agreement to facilitate a connection into TransGrid's network.</i></p> <p><i>TransGrid has no further comments at this stage.</i></p>
<b>Response</b>	Noted. The application to connect to TransGrid's network is underway.

#### 5.1.5 Environment Protection Authority

<b>Issue</b>	<p><i>The EPA has reviewed the information provided and has determined that it is able to issue an environment protection licence for the project, subject to a number of conditions, if project approval is granted. The applicant will need to make a separate application to EPA to obtain this licence.</i></p> <p><i>The EPA's recommended conditions of approval are provided at Attachment A. If the Department grants project approval, these conditions should be incorporated into the approval. Mandatory environment protection licence conditions are also provided for your information at Attachment B.</i></p> <p><i>If the project is modified either by the applicant prior to the granting of consent, or by proposed conditions of approval, the Department should consult with the EPA about the changes. This will allow the EPA to determine whether any of its recommended conditions need to be modified.</i></p>
<b>Response</b>	<p>The EPA's recommended Development Consent conditions are noted on the whole. The Proponent makes the following specific points in consultation with the consultant responsible for the NVIA in the EIS (Appendix S: Noise and Vibration Impact Assessment (Sonus Pty Ltd 2020)) in response to the recommended conditions in the subset "L3. Noise Limits":</p> <ul style="list-style-type: none"> <li>- L3.1: appropriately sets out operational noise criteria and should be retained.</li> <li>- L3.2: provides specific criteria based on an assumed hub height. As the hub height might be modified after the approval (based on a competitive tender), the criteria might also change. Therefore the specific criteria should not be set as part of the Development Consent but rather as part of the EPL, which is sought after the final hub height is known. The Proponent requests that L3.2 be removed.</li> <li>- L3.3: is appropriate but should be modified to exclude reference to L3.2 (if L3.2 it is removed).</li> <li>- L3.4: is only used as a reference for L3.2 and therefore should be removed if L3.2 is removed.</li> <li>- L3.5: specifies the Guideline and Bulletin as the appropriate methodology to be used in assessing the operational noise. The Guideline and Bulletin provide all of the methodology necessary to conduct an assessment of noise.</li> <li>- L3.6: provides a description for the assessment of tonality, which is similar (but not identical) to the wording of the Bulletin. As the method of assessment of tonality is fully covered by the Bulletin, there is no benefit (but potential confusion) created by L3.6. The Proponent requests that L3.6 be removed.</li> <li>- L3.7: appropriately provides requirements for measuring wind speed and should be retained.</li> <li>- L3.8 &amp; L3.9: provide a description of measurement locations, which is similar (but not identical) to the wording of the Guideline and Bulletin. As the method of assessment of measurement location is fully covered by the Guideline and Bulletin, there is no benefit (but potential confusion) created by L3.8 and L3.9. The Proponent requests that L3.6 be removed.</li> </ul>

<b>Issue</b>	<i>The EPA also requests that in considering the recommended conditions, the Department seeks confirmation from WaterNSW that receiver ILG006 is unlikely to be used as a residence in future.</i>
<b>Response</b>	Dwelling ILG006 is uninhabited and uninhabitable as confirmed by landowner WaterNSW.
<b>Issue</b>	<i>The applicant should confirm the wind speed monitoring location/s and method to be used for wind turbine noise monitoring, consistent with the locations and method used for background noise regression curves and including wind speed measurement as close as practicable to hub height.</i>
<b>Response</b>	In response to the EPA request of the Proponent to confirm the wind speed monitoring location/s and method to be used for wind turbine noise monitoring, 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. An SoC has been included regarding this point (SOD ID: NV004).

#### 5.1.6 NSW DPIE - Biodiversity and Conservation Division

<b>Issue</b>	<p><b>Biodiversity</b></p> <p>1.1 The BAR should address all the minimum requirements outlined in Table 20 of the FBA.</p> <p>1.2 An additional Appendix containing detailed maps at an appropriate scale of PCTs, TECs, vegetation zones, plot and survey locations and species polygons be included in the BAR.</p> <p>2.1 The BAR must address all impacts of the development and an appropriate offset requirement calculated.</p> <p>3.1 Section 6.5.1.3 of the FBA must be addressed should Brush-tailed Rock-wallaby, Eastern Pygmy-possum and Regent Honeyeater be considered not to be present on the development site.</p> <p>3.2 If the Regent Honeyeater is not assumed to occur in the study area an expert report will be required.</p> <p>3.3 The BAR should be updated to include the upper quantum of likely impact so that credits can be calculated.</p>
<b>Response</b>	In summary, the BAR/BOS has been updated to satisfy the requirements outlined in the submission. For further information refer to Appendix B of the Project Amendment Report.
<b>Issue</b>	<i>4.1 The EIS must assess the impact of the development on birds and bats as required by the SEARs.</i>
<b>Response</b>	In summary, data has been reviewed and discussion is provided regarding impacts to birds and bats. For further information refer to Appendix B of the Project Amendment Report.
<b>Issue</b>	<p><b>Aboriginal cultural heritage</b></p> <p>5.1 Provide documentation of previous correspondences with the RAPs regarding any matters raised.</p>

<b>Response</b>	In summary, the RAP consultation was discussed in the EIS. This has now since been updated to include consultation which has occurred since the EIS was submitted in Appendix C of the Project Amendment report.
<b>Issue</b>	<i>6.1 BCD support analysis of artefacts extracted from testing, salvage operations or unexpected finds.</i>
<b>Response</b>	Noted.
<b>Issue</b>	<i>7.1 The CHMP include a test and salvage excavation program that describes the scale, scope and rational of proposed method which is developed in consultation with the RAPs.</i>
<b>Response</b>	In summary, test excavations were undertaken to investigate the archaeological significance of the areas identified in the Aboriginal Cultural Heritage section of the EIS (section 8.7.3) as being of higher potential archaeological significance (Table 8-36, p387 and SOC ID:AH001 (Table 9-1, p490)). These were Survey Areas 2, 6, 11, 22 and 24 identified in EIS Appendix K: Aboriginal Cultural Heritage Assessment Addendum Report (Austral Archaeology, 2020). The results include revision of those areas of potential archaeological significance to now being considered of low significance. It states that no further investigations are required of those potential archaeological deposits (PADs). Mitigation measures for those significance ratings are described in the EIS. For further information refer to Appendix C of the Project Amendment Report.
<b>Issue</b>	<i>8.1 Develop a monitoring program as part of the unexpected finds protocols for areas of potential Aboriginal objects.</i> <i>9.1 Clarify the actions and outcomes of 'community collection' and detail in the CHMP.</i>
<b>Response</b>	The Proponent will prepare a CHMP in consultation with the RAPs including this commitment as part of the post-Development Consent plans (refer to updated SoCs AH001 in Appendix H of the Project Amendment Report).
<b>Issue</b>	<i>10.1 Describe the method of protecting the portable grinding grooves in consultation with the RAPs.</i>
<b>Response</b>	A method for protection of portable grinding grooves will be developed in consultation with the RAPs and described in the CHMP prepared prior to construction. For further information refer to Appendix C of the Project Amendment Report.

#### 5.1.7 NSW Health

<b>Issue</b>	<i>The project is supported based on appropriate consideration of the concepts/concerns described in the National Health and Medical Research Council Statement: Evidence on wind Farms and Human Health</i>
<b>Response</b>	Noted.

#### 5.1.8 Civil Aviation Safety Authority (CASA)

<b>Issue</b>	<i>CASA advises that the risk to VFR, Night VFR or IFR pilots complying with rules of the air is assessed as low. However, CASA cannot eliminate the risk that is posed to the safety of flight</i>
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*by an obstacle being erected in navigable airspace. An aircraft is legally permitted to operate in the vicinity of the wind farm and as such, there will always be a risk to the safety of flight.*

*Therefore, CASA advises that the wind farm requires hazard lighting at night. International Standards recommend the use of medium intensity aviation hazard lights emitting 2,000 candela for obstacles this high, with low intensity lighting around the mid point of the tower, however given the lack of development (and resultant light pollution that will reduce the effectiveness of hazard lighting) in the immediate vicinity, CASA will accept lighting at the top of the tower only, with no lower than 200 candela which would be sufficient to achieve the mitigation required to enable see and avoid action by a pilot.*

*The proponent of the wind farm has a duty of care to ensure the development does not present a hazard to aircraft operators.*

- *The coordinates and estimated survey heights of each turbine must be reported to the Airservices Australia Vertical Obstacle Database email address vod@airservicesaustralia.com once Development Approval is granted to ensure that the location of the Wind Farm can be mapped for the information of pilots. Changes to maps can take in excess of six months.*
- *One month prior to works commencing Airservices must be contacted via the VOD email address so that a NOTAM (Notice to Airmen) can be published by Airservices advising pilots that construction of tall structures in the area is imminent.*

*On completion of works, the VOD should be advised of the surveyed height and location of each turbine so that the wind farm details can be accurately recorded in the database.*

**Response** A night lighting plan will be prepared during the period post-Development Consent and prior to construction which is part of the notification process for installation of a potential hazard to aviation. This will include the recommended locations of lights across the Project Site, type, intensity, light wavelength, and other operating conditions. An SoC has been included regarding this commitment (SOC ID: HR013).

**Issue** *Regarding the wind monitoring masts as part of this proposal, Defence notes that the National Airports Safeguarding Framework Guideline D - Managing the Risk to Aviation Safety of Wind Turbine Installations (Wind Farms)/Wind Monitoring Towers - Paragraph 39, recommends the top 1/3 of wind monitoring towers are painted in alternating contrasting bands of colour in accordance with the Manual of Standards for Part 139 of the Civil Aviation Safety Regulations 1998.*

**Response** A SoC has been included committing to the painting of the Meteorological Masts as requested (SOC ID: HR014).

#### 5.1.9 Airservices Australia

##### Reference

##### **Issue** *Airspace Procedures*

*With respect to procedures designed by Airservices in accordance with ICAO PANS-OPS and Document 9905, at a maximum height of 971.1m (3186.07ft) AHD, the wind farm will not affect any sector or circling altitude, nor any instrument approach or departure procedure at Mudgee Airport.*

*Note that procedures not designed by Airservices at Mudgee Airport were not considered in this assessment.*

*Communications/Navigation/Surveillance (CNS) Facilities*

*This wind farm, to a maximum height of 971.1m (3186.07ft) AHD, will not adversely impact the performance of Precision/Non-Precision Navigational Aids, HF/VHF Communications, A-SMGCS, Radar, PRM, ADS-B, WAM or Satellite/Links.*

**Vertical Obstacle Notification**

*As soon as construction commences, the proponent must complete the Vertical Obstacle Notification Form for tall structures and submit the completed form to VOD@airservicesaustralia.com. For further information regarding the reporting of tall structures, please contact (02) 6268 5622, email VOD@airservicesaustralia.com*

**Response** A SoC has been included committing to the notification (SOC ID: HR012) however it is proposed that the timing of the notification is when the WTG and mast locations is fixed and prior to their above-ground construction, rather than at the commencement of construction of the Project.

### 5.1.10 NSW Rural Fire Service

**Issue** *To meet the requirements of Planning for Bush Fire Protection 2019, the bushfire assessment report (Eco Logical Australia. (2020). Uungula Wind Farm Bush Fire Risk Assessment. Prepared for CWP Renewables.) should be updated to demonstrate the following:*

- safe operational access for fire fighting personnel and appliances to the proposed structures;*
- design and construction requirements to minimise the vulnerability of proposed structures to ignition from thermal radiation and ember attack;*
- any potential bush fire risk posed by the proposed Battery Energy Storage System, if it is included as part of the proposal after detailed investigation; and,*
- the provision of Asset Protection Zones around road access and power or other services to the site, and associated fencing, as per Section 8.3.5 of Planning for Bush Fire Protection 2019.*

**Response** In summary, the Bushfire Appendix of the Project Amendment Report has been updated to include information on:

- safe operational access for fire fighting personnel and appliances to the proposed structures (page 16);
- design and construction requirements to minimise the vulnerability of proposed structures to ignition from thermal radiation and ember attack (page 12); and
- any potential bush fire risk posed by the proposed Battery Energy Storage System, if it is included as part of the proposal after detailed investigation (Page 15).

It should be noted that in response to the NSW RFS comment "the provision of Asset Protection Zones around road access and power or other services to the site, and associated fencing, as per Section 8.3.5 of Planning for Bush Fire Protection 2019", Section 8.3.5 of Planning for Bushfire Protection 2019 states that APZs are excluded from access, power, services and fences for this type of development. This has been noted within the Bushfire Appendix E of the Project Amendment Report.

For further information refer to Appendix E of the Project Amendment Report.

<b>Issue</b>	<p><i>In addition, as per Planning for Bush Fire Protection 2019, a Bush Fire Emergency Management and Operations Plan should be prepared prior to the construction phase which identifies all relevant risks and mitigation measures associated with the construction and operation of the wind farm. This should include:</i></p> <ul style="list-style-type: none"> <li><i>• detailed measures to prevent or mitigate fires igniting;</i></li> <li><i>• work that should not be carried out during total fire bans;</i></li> <li><i>• availability of fire-suppression equipment, access and water;</i></li> <li><i>• storage and maintenance of fuels and other flammable materials;</i></li> <li><i>• notification of the local NSW RFS Fire Control Centre for any works that have the potential to ignite surrounding vegetation, proposed to be carried out during a bush-fire fire danger period to ensure weather conditions are appropriate; and</i></li> <li><i>• appropriate bush fire emergency management planning.</i></li> </ul>
<b>Response</b>	<p>A SoC has been included committing to the preparation of this plan prior to commencement of construction (SoC ID: HR018).</p>

#### 5.1.11 Department of Defence

<b>Issue</b>	<p><i>As tall structures, wind farms can have the potential to pose a number of concerns for Defence, particularly with regard to aircraft safety, military low flying and radar interference. Defence has conducted an assessment of the amended proposal for potential impacts on the safety of Defence flying operations.</i></p> <p><i>There is an ongoing need to obtain and maintain accurate information about tall structures so that this information can be marked on aeronautical charts. Marking tall structures on aeronautical charts assists pilot navigation and enhances flight safety. Airservices Australia (ASA) is responsible for recording the location and height of tall structures. The information is held in a central database managed by ASA and relates to the erection, extension, or dismantling of tall structures, the top of which is above:</i></p> <p><i>a. 30 metres AGL, that are within 30 kilometres of an aerodrome; and</i></p> <p><i>b. 45 metres AGL elsewhere.</i></p> <p><i>The proposed 250 metres AGL turbines meet the requirements for reporting of tall structures. Defence therefore requests that the applicant provide ASA with “as constructed” details. The details can be emailed to ASA at vod@airservicesaustralia.com.</i></p> <p><i>Defence notes that the National Airports Safeguarding Framework Guideline D – Managing the Risk to Aviation Safety of Wind Turbine Installations (Wind Farms)/Wind Monitoring Towers recommends that where a wind turbine 150 metres or taller in height is proposed away from aerodromes, the proponent should conduct an aeronautical risk assessment and submit that assessment to the Civil Aviation Safety Authority (CASA) to determine whether the proposal is a hazard to aircraft safety and requires approved lighting or marking.</i></p>
<b>Response</b>	<p>An SoC has been included committing to the notification (SOC ID: HR012).</p>
<b>Issue</b>	<p><i>If CASA determines that obstacle lighting is to be provided, it should be compatible with persons using night vision devices. If LED lighting is proposed, the frequency range of the LED light emitted should be within the range of wavelengths 665 to 930 nanometres. Defence also requests that the colour used for the wind turbines ensure that they are conspicuous to aircraft during daylight hours.</i></p>

<b>Response</b>	<p>A night lighting plan will be prepared during the period post-Development Consent and prior to construction which is part of the notification process for installation of a potential hazard to aviation. This will include the recommended locations of lights across the Project Site, type, intensity, light wavelength, and other operating conditions.</p> <p>The WTGs are painted by the manufacturer in an off white or grey colour.</p>
<b>Issue</b>	<p><i>Due to low flying military aircraft originating from RAAF Base Williamtown to this area, Defence requests the installation of powerline marker balls along the powerline connecting the wind farm to the electricity grid to assist with obstacle avoidance.</i></p>
<b>Response</b>	<p>A SoC has been included committing to the installation of marker balls or similar physical demarcation on the main overhead transmission line which connects the Project to the grid connection point as requested (SOC ID: HR015). Potential limitations to this include where the TNSP or powerline owner does not permit the installation or where other operational or functional requirements preclude this installation.</p>
<b>Issue</b>	<p><i>Regarding the wind monitoring masts as part of this proposal, Defence notes that the National Airports Safeguarding Framework Guideline D - Managing the Risk to Aviation Safety of Wind Turbine Installations (Wind Farms)/Wind Monitoring Towers - Paragraph 39, recommends the top 1/3 of wind monitoring towers are painted in alternating contrasting bands of colour in accordance with the Manual of Standards for Part 139 of the Civil Aviation Safety Regulations 1998.</i></p> <p><i>Defence has no objection to the proposed wind farm provided that the project complies with the above conditions.</i></p>
<b>Response</b>	<p>A SoC has been included committing to the painting of the Meteorological Masts as requested (SOC ID: HR014).</p>

#### 5.1.12 NSW Department of Planning, Industry and Environment (DPIE) Water and the Natural Resources Access Regulator (NRAR)

<b>Issue</b>	<p><i>The proponent should provide confirmation of the ability to access the necessary water volume during the construction and operation stages, and that this be sourced from a reliable and authorised supply.</i></p> <p><i>Indication of an agreement from a water supplier or other third party is requested where relevant. Where the water is to be sourced from a currently unauthorised source an impact assessment and approval may be required, and sufficient entitlement will need to be obtained prior to extraction occurring.</i></p> <p><i>The proponent must obtain relevant approvals and licences under the Water Management Act 2000 before commencing any works which intercept or extract groundwater or surface water (including from on-site dams where necessary) or for any works which have the potential to alter the flow of floodwaters.</i></p>
<b>Response</b>	<p>The EIS contains discussion of obtaining water only from sources licensed under the WM Act. An SOC committing to this is included in Table 9-1 on page 490 of the EIS (SOC ID:WS002). Approvals for activities on waterfront land under section 91 of the Water Management Act 2000 are not required under the SSD process. The EIS considers the content of the guidelines regarding VRZs (discussed below).</p>



<b>Issue</b>	<p><i>The proponent must prepare an Environmental Management Plan (incorporating an Erosion and Sediment Control Plan) prior to commencement of activities.</i></p> <p><i>Both the Erosion and Sediment Control Plan and Water Quality Management Plan should be provided to DPIE Water for consultation during development.</i></p>
<b>Response</b>	A SoC has been included committing to the preparation of these plans prior to commencement of construction (SOC IDs: WS003 & WS005).
<b>Issue</b>	<p><i>All works on waterfront land, including the installation of cables, construction of internal roads over waterways, associated culverts and other drainage works may be controlled activities are to be undertaken in accordance with the Guidelines for Controlled Activities on Waterfront Land (NRAR 2018).</i></p>
<b>Response</b>	The EIS contains an analysis of the VRZ widths in Table 8-39 considering the Guidelines for Controlled Activities on Waterfront Land (NRAR 2018) and proposes an SoC in Table 9-1 on page 490 (SOC ID:WS003).

### 5.1.13 WaterNSW

Reference	
<b>Issue</b>	<p><i>The subject site is bordered by WaterNSW lands to the south, including Lake Burrendong State Recreation Area. Burrendong Dam is a popular inland sport and recreation destination, with two holiday parks, an arboretum, and a popular NSW Sport and Recreation Centre located along the lake foreshores. The main purpose of the dam is to supply irrigation, stock and household needs in the Macquarie Valley, and environmental flows to the Macquarie Marshes.</i></p> <p><i>The nature of the proposal is such that the potential for impacts on WaterNSW's assets and infrastructure is considered low, however the hydrological assessment undertaken by Eco Logical Australia (Appendix P, May 2020) does not adequately assess the potential impacts on the quantity and quality of surface and groundwater resources within the Burrendong Water Catchment Area. WaterNSW requests the applicant provide specific advice to address the direct and indirect impacts on the water catchment area and water storage.</i></p> <p><i>WaterNSW requests the department continues to consult with us regarding proposals on land adjacent to and impacting on WaterNSW infrastructure, land or assets due to the potential for impact on water quality and water supply</i></p>
<b>Response</b>	<p>A detailed response is included in Appendix D of the Project Amendment Report which includes a summary memo addressing the hydrology modelling of the Project on Lake Burrendong and the modification of parts of the EIS to include mention of groundwater as it relates to Lake Burrendong and an updated hydrology assessment (updated from the version included in the EIS as Appendix P: Hydrology Assessment (Eco Logical Australia, 2020)).</p> <p>In summary regarding surface and groundwater impacts on Lake Burrendong from the proposed Project:</p> <ul style="list-style-type: none"> <li>- The hydrographs from the points draining to Lake Burrendong show that under the indicative proposed arrangement of the wind turbines and associated infrastructure there is a net translation and attenuation of flows draining to Lake Burrendong (i.e. the same or a similar amount of water is reaching Lake Burrendong, but it is arriving at an overall slower rate and later). The outcome of this is that there a negligible impact to the amount of water reaching Lake Burrendong considering total flow rates and volumes.</li> </ul>



- The Project would not impact on the quality or quantity of water available at the Project Site or the wider Burrendong Catchment area with appropriate management of runoff from the proposed internal roads for the Project. As such, no impact on water quality or quantity for adjacent water users is anticipated.
- Aquifer interference is unlikely in constructing the Project, therefore no impacts are anticipated to Groundwater Dependent Ecosystems or to groundwater aquifers, including those within the Burrendong Catchment area.

#### 5.1.14 NSW Department of Primary Industries

Reference	
<b>Issue</b>	<p><i>The NSW Department of Primary Industries (NSW DPI) Agriculture is committed to the protection and growth of agricultural industries, and the land and resources upon which these industries depend. Important issues are the potential impact on limited agricultural resources and the ability to rehabilitate the land to enable continued agricultural investment.</i></p> <p><i>Whilst this proposal has described a range of impacts on land zoned primary production, the following are suggested to deal with the issues of agricultural land use and stability as a result of the windfarm development:</i></p> <ul style="list-style-type: none"> <li>• <i>In addition to the geotechnical testing of specific areas of the development area, a detailed assessment of the representative soil types that occur in the development footprint area is recommended. As noted in the assessment, some of the soils require careful attention as they can be subject to erosion if managed inappropriately. Representative soil pits are requested for the main topographic features, and specific soil landscape units that the windfarm clusters and roads/underground cabling (the disturbance foot print) will impact that will help provide the soil construction limitations and land management operations required. This soil survey should use current standards as a baseline to information requirements that include:</i> <ul style="list-style-type: none"> <li>• <i>Australian Soil and Land Survey Handbook (CS/RO, 2009)</i></li> <li>• <i>Guidelines for Surveying Soil and Land Resources (CS/RO, 2008)</i></li> </ul> </li> </ul> <p><i>The land and soil capability assessment scheme: second approximation (OEH, 2012).</i></p> <ul style="list-style-type: none"> <li>• <i>Pre-construction Minor Works (Section 4.6.1.2, Page 166) indicates that surveys will be done. This should include soil surveys as outlined above to suit the linear nature of the development in a landscape setting, and provide important information about the soils for construction and final rehabilitation.</i></li> </ul>
<b>Response</b>	<p>A SOC regarding the preparation of an Erosion and Sediment Control Plan (ESCP) was included in the EIS in Table 9-1 on page 491 (SOC ID:WS005). An updated SOC (SOC ID: WS007) has been included to identify the soil types in accordance with the relevant standards and inform the ESCP.</p>
<b>Issue</b>	<p><i>A closure strategy should include details on the land's return to agricultural use. This is where the baseline soil assessment, as noted, above will assist in returning land to a similar capability and production capacity. It provides measurable outcomes to help achieve predevelopment soil and landscape conditions.</i></p>

<b>Response</b>	An SOC regarding the rehabilitation of temporary construction impacts was included in the EIS in Table 9-1 on page 491 of the EIS (SOC ID:WS005). This has been updated in the SOC (SOC ID: WS007) to include reference to the overall Project closure being part of the EMS, as well as noting that some areas used for temporary construction infrastructure may be left in place on request of the landholder.
<b>Issue</b>	<i>The development notes that underground transmission lines are buried below ploughing depth. The recommended depth we consider should be 600mm</i>
<b>Response</b>	The depth at which underground powerlines and cables will be buried is dependent on ground conditions and infrastructure functional requirements and detailed site investigations and design to determine the suitable depths. The locations of all buried cables (regardless of depth) will be notified to the landholder and the relevant authorities in accordance with relevant guidelines. The EIS (section 8.10.3 on page 471) included a statement that during decommissioning cables buried at or deeper than 500mm will be left in situ to reduce further ground disturbance.

#### 5.1.15 NSW DPIE – Crown Lands

<b>Issue</b>	<i>DPIE Crown Lands has no comments for this proposal</i>
<b>Response</b>	Noted.

#### 5.1.16 NSW DPI - Fisheries

<b>Issue</b>	<i>"DPI Fisheries are satisfied with the assessment of the EIS, Environmental Management Plans and Statement of Commitments"</i>
<b>Response</b>	Noted.

#### 5.1.17 Fire and Rescue NSW

<b>Issue</b>	<p><i>"It is FRNSW experience that battery energy storage solutions (BESS) present unique hazards and risks to our personnel when fulfilling their emergency duties. It is highlighted that the Fire and Rescue NSW Act 1989 (the Act) imposes specific statutory functions and duties upon the Commissioner of FRNSW. Clause 5A of the Act requires the Commissioner to take all practicable measures for preventing and extinguishing fires and protecting and saving life and property within a FRNSW fire district. Clause 5A of the Act also requires the Commissioner to protect and save life and property endangered by hazmat incidents and for confining a hazmat incident and for rendering the hazmat site safe.</i></p> <p><i>In addition, the Work Health and Safety (WHS) Act 2011 (and its subordinate Regulation) classify FRNSW as a person (entity) conducting a business or undertaking (PCBU). Clauses 34 and 35 of the WHS Regulation impose specific obligations upon a PCBU to identify hazards and manage risks at workplaces. A site involved in fire or hazmat incident is deemed to be a FRNSW place of work.</i></p> <p><i>Due to the electrical and fire hazards associated and the potential risk to the health and safety of firefighters, both FRNSW and the NSW Rural Fire Service must be able to implement effective and appropriate risk control measures when managing an emergency incident at the proposed site. In the event of a fire or hazardous material incident, it is important that first responders</i></p>
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have ready access to information which enables effective hazard control measures to be quickly implemented. Without limiting the scope of the emergency response plan (ERP) requirements of Clause 43 of the Work Health and Safety Regulation 2011 (the Regulation), the following matters are recommended to be addressed:

1. That a comprehensive ERP is developed for the site.
2. That the ERP specifically addresses foreseeable on-site and off-site fire events and other emergency incidents (such as fires involving solar panel arrays, battery energy storage systems, bushfires in the immediate vicinity) or potential hazmat incidents.
3. That the ERP details the appropriate risk control measures that would need to be implemented to safely mitigate potential risks to the health and safety of firefighters and other first responders (including electrical hazards). Such measures will include the level of personal protective clothing required to be worn, the minimum level of respiratory protection required, decontamination procedures to be instigated, minimum evacuation zone distances and a safe method of shutting down and isolating the photovoltaic system (either in its entirety or partially, as determined by risk assessment).
4. Other risk control measures that may need to be implemented in a fire emergency (due to any unique hazards specific to the site) should also be included in the ERP.
5. That two copies of the ERP (detailed in recommendation 1 above) be stored in a prominent 'Emergency Information Cabinet' located in a position directly adjacent to the site's main entry point/s.
6. Once constructed and prior to operation, that the operator of the facility contacts the relevant local emergency management committee (LEMC). The LEMC is a committee established by Section 28 of the State Emergency and Rescue Management Act 1989. LEMCs are required to be established so that emergency services organisations and other government and non-government agencies can proactively develop comprehensive inter agency local emergency procedures for significant hazardous sites within their local government area. The contact details of members of the LEMC can be obtained from the relevant local council."

**Response** The EIS contains a SOC (Table 9-1, p489, SOC ID:HR007) which commits to the development of emergency response procedures in consultation with NSW RFS. An updated SoC (SOC ID: HR016) has been included to expressly address these comments.

**Issue** "7. Page 1 of the EIS states that a Fire Safety Study will be conducted. FRNSW further recommends that as a Condition of Consent a Fire Safety Study (FSS) be prepared for the ESF part of the site and submitted to FRNSW for review and determination. The FSS should be developed in consultation with and to the satisfaction of FRNSW. FRNSW does not support the statement on Page 1 of "the primary hazard to the discrete ESF is an external fire"."

**Response** Acknowledging that the Preliminary Risk Screening (EIS Appendix F: SEPP 33 - Preliminary Risk Screening, p1) makes this statement, the EIS contains an SOC (Table 9-1, p490, SOC ID:HR009) contains a commitment that:

"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."

This will be undertaken prior to commencement of construction of the ESF. An updated SOC HR009 has been included to clarify this point (refer section 5.1 and Appendix H of the Project Amendment Report).

### 5.1.18 Heritage Council of NSW

<b>Issue</b>	<i>“The subject site is not listed on the State Heritage Register (SHR), nor is it in the immediate vicinity of any SHR items. Further, the site does not contain any known historical archaeological deposits. Therefore, no further heritage comments are required. The Department does not need to refer subsequent stages of this proposal to the Heritage Council of NSW.”</i>
<b>Response</b>	Noted.

### 5.1.19 Transport for NSW

<b>Issue</b>	<p><i>“The construction of the wind farm will create significant traffic impacts, both in terms of haulage route logistics and light traffic volumes, particularly on local roads that currently operate with very low traffic volumes and have poor geometry, alignment and dimensions. TfNSW understands the proponent is aware of the road constraints and has committed to undertaking unspecified road upgrades to ensure physical and safe access is achieved. Specifically, TfNSW notes a major upgrade to the existing intersection of Goolma Road (MR663) and Twelve Mile Road (west) is required.</i></p> <p><i>TfNSW is concerned that the required upgrades to (a) safely accommodate the transportation of over size and over mass components to the site, and (b) safely facilitate the movement of construction staff and deliveries to the site during the construction phase, have not been adequately quantified. TfNSW requests that prior to determination of SSD 6687, the proponent provides the following additional information:</i></p> <ul style="list-style-type: none"> <li><i>• To facilitate safe light and heavy vehicle access from and to Goolma Road, the intersection of Twelve Mile Road (west) and Goolma Road is to be upgraded generally in accordance with Austroads Guide to Road Design and relevant TfNSW supplements. In this regard, the proponent is required to develop an intersection upgrade design to the satisfaction of Dubbo Regional Council and TfNSW. The design will need to include details of existing and proposed levels, lane widths and earthworks required to achieve a safe and efficient intersection.</i></li> </ul> <p><i>Note: All construction and maintenance vehicle access and egress to the wind farm site from Goolma Road is to be via the upgraded intersection of Twelve Mile Road (west) and Goolma Road. Vehicular access via alternate routes between the site and Goolma Road are not permitted.</i></p> <ul style="list-style-type: none"> <li><i>• Details and concept designs of proposed upgrades to local roads (including Twelve Mile Road and Uungula Road) to facilitate the safe passage of traffic generated by the proposed wind farm and existing background traffic. Specifically, the concept designs need to show lane widths, road pavement, location of passing bays and required works to facilitate the upgrade.”</i></li> </ul>
<b>Response</b>	<p>See response in section 5.1.1 above.</p> <p>It should be noted that:</p> <ul style="list-style-type: none"> <li>- The Twelve Mile Road intersection with Goolma Road was presented in the EIS (Appendix N, drawing 19-142-UWF-C0200). On further discussions with the Roads Authorities following the EIS, the Twelve Mile Road and Goolma Road intersection will be upgraded generally in accordance with the layout in the preliminary intersection design shown in Appendix F of the Project Amendment Report. This was amended following discussions with the Roads Authorities since the EIS based on their submissions and further discussions during</li> </ul>

preparation of this report (refer to section 4.1.1 of this Submissions Report). The environmental impact statement memorandum at Appendix G of the Project Amendment Report demonstrates the proposed design would not have greater impacts than that described in the EIS (ELA 2020).

- The Twelve Mile Road preliminary upgrade design (refer EIS Appendix N) is referred to by DRC as being the horizontal and vertical alignment to which the road is to be upgraded. Those drawings are preliminary and are subject to a detailed design process. The Proponent requests that this upgrade requirements are noted as 'generally in accordance with' the preliminary design drawings included in the EIS as Appendix N (which are subject to detailed investigations and design). An updated SoC has been included to this effect (refer appendix H of the Project Amendment Report).

- Only a short section of this minor road network will be used for the Project OSOM haulage (i.e. the part of Ilgingery Road within the Development Corridor) which will be upgraded as required for the Project access. Although the minor road network upgrades proposed by DRC (included in Table 1 of DRC's submission) on Uungula Road, Wuuluman Road, and Ilgingery Road outside of the Development Corridor will be used for pre-construction minor works, upgrades to those parts of the minor road network outside of the Development Corridor are not essential for the Project and should not form part of the Consent Conditions. That said, the Proponent would be willing to work with DRC in the future regarding these upgrades, although it was discussed that the upgrades (if warranted) could be undertaken under a Council-led infrastructure upgrade process.

## 5.2 Organisation Submissions

Submissions were received from seven special interest groups (three in support, two objections and two made comment). A short description of each of organisation is provided, then the issues raised in each of the submissions are provided verbatim below with corresponding responses to each issue.

### 5.2.1 Australian Wind Alliance

Australian Wind Alliance (AWA) is a community-based organisation with over 700 financial members including landowners, businesses and community members.

Sentiment	Support
<b>Issue</b>	<p><i>"The Australian Wind Alliance (AWA) is a community based organisation of around 500 financial members, with an extensive supporter, online and social media following. Our members include farmers, small businesses and members of the community. The Wind Alliance encourages best practice community engagement and benefit sharing as keys to maximising benefits to regional Australia and lowering Australia's carbon emissions.</i></p> <p><i>After consideration of the details of the proposed Uungula Wind Farm, the Australian Wind Alliance supports the project. Situated in the southern section of the proposed Central West Orana Renewable Energy Zone, the wind farm will supply up to 400 megawatts of battery-firmed clean energy and help move New South Wales towards its target of zero net emissions by 2050.</i></p>

*The fact that the project has evolved significantly since its commencement in 2011 suggests the proponent has been responsive to community feedback and the findings of their various surveys. Improvements in wind turbine technology over the last decade mean the presented project can supply the same amount of energy as the original proposal but with a layout a third of the size smaller and with 60% less turbines. The new project has a vastly smaller environmental footprint and nearly 100 less households in close proximity to the project.*

*We see the project benefits as follows:*

*Climate and environment*

- *The project is expected to generate enough power for over 170,000 homes, saving over a million tonnes of greenhouse gas emissions every year.*
- *The more wind and solar power plants we build in New South Wales, the quicker we can shut down coal plants that are contributing to dangerous climate change.*
- *Two multi-year courses of environmental surveying suggest that the land is predominantly cleared, grazing farmland. There are, however, flora and fauna unique to the area. While there will be some biodiversity impacts from the project, they will be offset in accordance with the NSW biodiversity offsets system which will involve the setting up conservation areas on private land in the region.*

*Energy:*

- *The project would be part of the state government's Central West Orana Renewable Energy Zone, forming a key component of the state's plan to replace polluting coal-burning plants with clean energy.*
- *A 150 megawatt battery would be one of the largest in the country. It would continue technological improvements that are already seeing wind and solar power plants contribute to grid services and increase the flexibility of their supply to the grid. It would further demonstrate wind farms' ability to contribute to vital system security and reliability.*
- *The project proposes to connect to the grid through an existing transmission line in the near vicinity. Not being reliant on new transmission or transmission upgrades means the project is more likely to come online earlier.*

*Community benefits*

- *The project is expected to create 250 direct and 400 indirect jobs during the 2.5 year construction period, which could begin in 2021.*
- *12 full-time equivalent jobs would be created to operate the wind farm.*
- *An estimated \$5.6 million economic boost would be expected to the local economy around Dubbo and Wellington during construction, from work going to local contractors and suppliers.*
- *As well as lease payments to farmers and voluntary agreements with neighbouring landholders, a community fund is proposed to pay for community projects over the life of the wind farm.*
- *We note that the quantum of the community enhancement fund is yet to be finalised with Dubbo Regional Council. As a guide however, the proponent, CWP Renewables, has agreed with Yass Valley and Hilltops Councils around its Bango Wind Farm project to contribute \$2,800 per annum for the 25 to 30 year life of the project. A similar quantum would see contributions of up to \$270,000 each year to the Uungula fund*



*which would have a material impact on the local community's ability to fund projects of importance to the region."*

**Response** The Proponent thanks the Australian Wind Alliance for their informed submission, and their efforts in promoting best practice community engagement across the wind energy industry.

### 5.2.2 Ibbai Waggan-Wiradjuri People

Sentiment	Objects
<b>Issue</b>	<ol style="list-style-type: none"> <li>1. <i>"The Ibbai Waggan People will object to the Uungula Wind Farm for the unlawful application &amp; approval process conducted by the Planning Minister of NSW &amp; Planning, Industry &amp; Environment. The Planning Minister of NSW &amp; Planning, Industry &amp; Environment NSW have &amp; never had the power to endorse any projects within the Ibbai Waggan Ngurangbang.</i></li> <li>2. <i>The Ibbai Waggan People will object to the Uungula Wind Farm unlawful process, which has been conducted without discussion or consent of the Ibbai Waggan Senior Elders.</i></li> <li>3. <i>The untold damage to Ibbai Waggan People spiritual &amp; culturally sensitive sites &amp; to the environment over the past 250 years is overwhelming to our people. It certainly appears the economy comes before the Ibbai Waggan environment.</i></li> </ol> <p><i>The Ibbai Waggan Elders have the authority within Ibbai Waggan Lore "the Lore of this land" &amp; has always been that way, to instruct the Planning Minister of NSW, to cease all current approvals &amp; not to approve any future applications within our Ngurangbang."</i></p>
<b>Response</b>	Noted.

### 5.2.3 Wellington Valley Wiradjuri Aboriginal Corporation

Sentiment	Comment
<b>Issue</b>	<p><i>"WVWAC object to any other non-traditional aboriginal organizations or people taking part in site surveys, consultation and assessments within our defined Traditional Lands. These non-traditional people and groups are outsiders under Traditional Lore and have no right to advise on or to be present during consultation or site visits as they do not possess the specific traditional knowledge in relation to these lands or sites. These participants may be indigenous and may live locally within the region however, this still does not give them the right to disregard Traditional Lore and values.</i></p> <p><i>WVWAC notes that the Corporation CEO is a member of the Uungula Wind Farm Community Consultation Committee (CCC), and has actively updated community and other Aboriginal Registered Parties, Individuals and groups around the developments and changes of this project.</i></p> <p><i>Wellington Valley Wiradjuri Aboriginal Corporation is generally supportive of any efforts to provide facilities and business for the community at large within our Traditional Lands, provided Proponents have consulted with WVWAC and negotiated an agreed outcome in relation to our cultural, heritage and environmental concerns. WVWAC notes that the Corporation CEO is a member of the Uungula Wind Farm Community Consultation Committee (CCC), and has actively updated community and other Aboriginal Registered Parties, Individuals and groups around the developments and changes of this project."</i></p>
<b>Response</b>	The Aboriginal Cultural Heritage Assessment (ACHAR) and associated addendum was undertaken in accordance with the <i>Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW</i> (OEH 2011) and <i>Code of Practice for Archaeological</i>



*Investigation of Aboriginal Objects in New South Wales* (DECCW 2010) to address the project SEARs. The ACHAR and Addendum Archaeological Survey Reports are based on the legal requirements, guidelines and policies of the Heritage Team of the Department of Premier and Cabinet (DPC), formerly the BCD, and the Department of Environment, Climate Change and Water (DECCW). Detailed mitigation and management measures are provided in the EIS as Appendix J and Appendix K, and are summarised as Statement of Commitment AH001 which has been updated in section 5.1 and Appendix H of the Project Amendment Report.

<b>Issue</b>	<p><b>“Appendix G Framework for Biodiversity Assessment and Appendix H Assessments of Significance</b></p> <ul style="list-style-type: none"> <li>• <i>It is noted that within both of the above named documents that the <b>wedge-tailed eagle</b> (<i>Aquila audax</i>) and <b>red-tailed black cockatoo</b> (<i>Calyptorhynchus banksii</i>) were not mentioned. The omission of these two species is of concern. Traditionally these two avian species have cultural significance to us as a Tradition people especially within this local area.</i></li> <li>• <i>Aboriginal Cultural Heritage Field Officers from WVVAC and other Registered Aboriginal Parties (RAP’s) during pedestrian field surveys of the project on numerous occasions identified a pair of the wedge-tailed eagle (<i>Aquila audax</i>) and at least one other individual bird. We have concerns around the wind turbines and bird strike in relation to this species which is already is low numbers throughout our region. It is not clear as to if this species was included or not in the modelling for Appendix I Collision of Risk Model.</i></li> <li>• <i>Aboriginal Cultural Heritage Field Officers from WVVAC and other Registered Aboriginal Parties (RAP’s) during pedestrian field surveys of the project on numerous occasions identified a small singular flock of red-tailed black cockatoo (<i>Calyptorhynchus banksii</i>) and noted several areas of habitat in which they frequented, as various aged feathers were also found on the ground in these areas. We have concerns around the wind turbines and bird strike in relation to this species which is already is very low numbers throughout our region. It is not clear as to if this species was included or not in the modelling for Appendix I Collision of Risk Model.”</i></li> </ul>
<b>Response</b>	<p>See Section 5.1.6 above regarding the Framework for Biodiversity Assessment and Appendix H of the EIS Assessments of Significance. Additional biodiversity discussion is provided in section 4.2.1 of this Submissions Report. Additional biodiversity discussion is provided in Appendix B of the Project Amendment Report.</p>
<b>Issue</b>	<p><b>“Appendix J Heritage (ACHA)</b></p> <ul style="list-style-type: none"> <li>• <i>Aboriginal Community put a higher value on our cultural and artefact sites which is in stark opposition to the scientific value which is recorded as Low for the majority of artefact sites in the EIS. The reason for this is that it is our heritage, our ancestral links and projects such as this keep destroying them and we have less and less physical traditional sites and it is a significant loss to our heritage with the damage to or collection at each AHIMS registered site. Anthropologically these sites tell our ancestors story across the landscape and the loss of physical sites to show future generations is becoming dangerously high within this Traditional Clan area.</i></li> <li>• <i>Section 9 Recommendations, page 191 - “The study area does not warrant further archaeological investigation such as subsurface test excavation”. Those consulted are concerned around the recommendation that no additional testing will be conducted, as where access roads will cross drainage lines where artefacts may have been located within 20m needs to have at least 2 test pits each side of the water source tested to ensure that there is no archaeological deposit that may be destroyed and confirm that the site use was limited to a confined area.”</i></li> </ul>
<b>Response</b>	<p>Heritage specialists have prepared the assessments contained in the EIS which included the recommendation for test excavations in particular areas of potentially high or moderate</p>

	significance and supplemented those with the further investigations included in the Project Report in consultation with RAPs and in accordance with relevant guidelines.
<b>Issue</b>	<p><b>“Appendix K Heritage (ACHA Addendum)</b></p> <ul style="list-style-type: none"> <li>• <i>Sub-surface testing is required in the significant sites as listed if they are going to be impacted in any way.</i></li> <li>• <i>Twelve Mile Road, page 61 – “There were no areas of high potential on this section of the survey, although surface artefacts were recorded in three locations. It is recommended that, if possible, these areas be avoided, however, if disturbance is not avoidable a community collection should take place prior to any works being undertaken”. WVVAC do not entirely agree with this as there is one area on an elevated landform near the creek 55H 692708 6400470 where multiple artefacts were located on the surface with potential for sub-surface deposit. This area due to its proximity to water is identified by Field officers as a sensitive landform and if any roadworks are to be conducted in the vicinity of this creek and landform test pitting will be required.”</i></li> </ul>
<b>Response</b>	Heritage specialists have prepared the assessments contained in the EIS which included the recommendation for test excavations in particular areas of potentially high or moderate significance and supplemented those with the further investigations included in Appendix C of the Project Amendment Report in consultation with RAPs and in accordance with relevant guidelines.
<b>Issue</b>	<p><b>“General comments and recommendations relating to the combined Heritage Assessments</b></p> <ul style="list-style-type: none"> <li>• <i>Where an Aboriginal Cultural Heritage site can be avoided, that is the optimal outcome, even if changing the project design by 5m to avoid impacts and loss.</i></li> <li>• <i>If this project is approved, there needs to be conditions set where the Proponent or Developer changes proposed infrastructure layouts such as roads, powerline routes or turbine locations as CWP Crudine Ridge Wind Farm has done. That the site be completely salvaged and where indicated with reasoning by field officers on the site, sub-surface testing be conducted to establish if any archaeological deposit is present. As at Crudine ridge Wind Farm, this has not occurred and has caused cultural sites to be partially collected and site integrity has been lost.</i></li> <li>• <i>All workers who enter the site must undertake and pass Aboriginal Cultural Heritage Induction Training presented by the combined Registered Aboriginal Parties for this project, this is to avoid another incident where a site is destroyed as with the Bodangora Wind Farm incident.”</i></li> </ul>
<b>Response</b>	<p>The Project will be designed and constructed with the key objective to avoid, and where unable to be avoided, to reduce environmental and cultural heritage impacts. The detailed design phase will include avoiding and minimising impacts where practicable.</p> <p>Detailed mitigation and management measures are provided in the EIS as Appendix J and Appendix K and are summarised as Statement of Commitment AH001 which has been updated in section 5.1 and Appendix H of the Project Amendment Report.</p> <p>Should the Project be approved, an appropriate Cultural Heritage Management Plan will be developed in consultation with an archaeologist, the Registered Aboriginal Parties and the NSW BCD within DPIE. It would aim to provide clear guidance as to allowable impacts and to ensure the effectiveness and reliability of mitigation and management strategies which may include salvage excavation, if required. The plan would also ensure workers on-site receive suitable heritage inductions prior to carrying out any development on-site, and ensure ongoing consultation with Aboriginal stakeholders during the implementation of the plan.</p>
<b>Issue</b>	<p><b>“Appendix R Landscape Visual Assessment (LVIA) and Appendix R LVIA (Appendix A-D), (Appendix E) and (Appendix F-I).</b></p> <ul style="list-style-type: none"> <li>• <i>Feedback from various people consulted and some general community remarks is that it’s going to ruin the landscape and there are concerns as it if the turbines will</i></li> </ul>

	<p><i>be seen from on Lake Burrendong, and from the Reflections Holiday Parks, Burrendong and Cudgong River.</i></p> <ul style="list-style-type: none"> <li>• <i>There are general concerns that the visuals of wind turbines from Burrendong may deter visitors."</i></li> </ul>
<b>Response</b>	<p>The visual impacts of the Project have been assessed at Lake Burrendong and the Reflections holiday parks. While the Project is likely to become a visual (though not dominant) element on the ridgeline, north of the lake, visual impacts can be subjective and views of Lake Burrendong and the distant vegetated ranges would remain the dominant landscape feature of the area.</p> <p>The Project will become a small visual element on the ridgeline to the north west of Cudgong River Park. Although there may be WTGs visible from some areas within the uninhabited land, views of Lake Burrendong and the distant vegetated ranges would remain the dominant landscape feature of the area. Billys Mountain, Pine Hill remain dominant features in the visual landscape.</p>
<b>Issue</b>	<p><i>"WVWAC <b>conditionally support</b> to this Wind Farm project, however there are issues relating to outcomes in relation to our Traditional Owner Community cultural, heritage and environmental concerns that need to be satisfied.</i></p> <p><i>WVWAC look forward to further participating in the above project, sharing our knowledge of country and to ensure our Heritage is protected. We trust our response meets your requirements. Please contact WVWAC Directors should you require our assistance to address any Aboriginal issues to support your future plans."</i></p>
<b>Response</b>	Noted.

#### 5.2.4 Gallangabang Aboriginal Corporation

<b>Sentiment</b>	<b>Comment</b>
<b>Issue</b>	<p><i>"GAC object to any other non-traditional aboriginal organizations or people taking part in site surveys, consultation and assessments within our defined Traditional Lands. These non-traditional people and groups are outsiders under Traditional Lore and have no right to advise on or to be present during consultation or site visits as they do not possess the specific traditional knowledge in relation to these lands or sites. These participants may be indigenous and may live locally within the region however, this still does not give them the right to disregard Traditional Lore and values.</i></p> <p><i>GAC notes that a Corporation Director is a member of the Uungula Wind Farm Community Consultation Committee (CCC), and has actively updated community and other Aboriginal Registered Parties, Individuals and groups around the developments and changes of this project. Gallangabang Aboriginal Corporation is generally supportive of any efforts to provide facilities and business for the community at large within our Traditional Lands, provided Proponents have consulted with GAC and negotiated an agreed outcome in relation to our cultural, heritage and environmental concerns. GAC notes that the Corporation CEO is a member of the Uungula Wind Farm Community Consultation Committee (CCC), and has actively updated community and other Aboriginal Registered Parties, Individuals and groups around the developments and changes of this project."</i></p>
<b>Response</b>	<p>The Aboriginal Cultural Heritage Assessment (ACHAR) and associated addendum was undertaken in accordance with the <i>Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW</i> (OEH 2011) and <i>Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales</i> (DECCW 2010) to address the project</p>

	SEARs. The ACHAR and Addendum Archaeological Survey Reports are based on the legal requirements, guidelines and policies of the Heritage Team of the Department of Premier and Cabinet (DPC), formerly the BCD, and the Department of Environment, Climate Change and Water (DECCW). Detailed mitigation and management measures are provided in the EIS as Appendix J and Appendix K, and are summarised as Statement of Commitment AH001 which has been updated in section 5.1 and Appendix H of the Project Amendment Report.
<b>Issue</b>	<p><b><i>“Appendix G Framework for Biodiversity Assessment and Appendix H Assessments of Significance</i></b></p> <ul style="list-style-type: none"> <li><i>It is noted that within both of the above named documents that the <b>wedge-tailed eagle</b> (<i>Aquila audax</i>) and <b>red-tailed black cockatoo</b> (<i>Calyptorhynchus banksii</i>) were not mentioned. The omission of these two species is of concern. Traditionally these two avian species have cultural significance to us as a Tradition people especially within this local area.</i></li> <li><i>Aboriginal Cultural Heritage Field Officers from GAC and other Registered Aboriginal Parties (RAP’s) during pedestrian field surveys of the project on numerous occasions identified a pair of the wedge-tailed eagle (<i>Aquila audax</i>) and at least one other individual bird. We have concerns around the wind turbines and bird strike in relation to this species which is already is low numbers throughout our region. It is not clear as to if this species was included or not in the modelling for Appendix I Collision of Risk Model.</i></li> <li><i>Aboriginal Cultural Heritage Field Officers from GAC and other Registered Aboriginal Parties (RAP’s) during pedestrian field surveys of the project on numerous occasions identified a small singular flock of red-tailed black cockatoo (<i>Calyptorhynchus banksii</i>) and noted several areas of habitat in which they frequented, as various aged feathers were also found on the ground in these areas. We have concerns around the wind turbines and bird strike in relation to this species which is already is very low numbers throughout our region. It is not clear as to if this species was included or not in the modelling for Appendix I Collision of Risk Model.”</i></li> </ul>
<b>Response</b>	See Section 5.1.6 above regarding the Framework for Biodiversity Assessment and Appendix H of the EIS Assessments of Significance. Additional biodiversity discussion is provided in Appendix B of the Project Amendment Report.
<b>Issue</b>	<p><b><i>“Appendix J Heritage (ACHA)</i></b></p> <ul style="list-style-type: none"> <li><i>Aboriginal Community put a higher value on our cultural and artefact sites which is in stark opposition to the scientific value which is recorded as Low for the majority of artefact sites in the EIS. The reason for this is that it is our heritage, our ancestral links and projects such as this keep destroying them and we have less and less physical traditional sites and it is a significant loss to our heritage with the damage to or collection at each AHIMS registered site. Anthropologically these sites tell our ancestors story across the landscape and the loss of physical sites to show future generations is becoming dangerously high within this Traditional Clan area.</i></li> <li><i>Section 9 Recommendations, page 191 - “The study area does not warrant further archaeological investigation such as subsurface test excavation”. Those consulted are concerned around the recommendation that no additional testing will be conducted, as where access roads will cross drainage lines where artefacts may have been located within 20m needs to have at least 2 test pits each side of the water source tested to ensure that there is no archaeological deposit that may be destroyed and confirm that the site use was limited to a confined area.”</i></li> </ul>
<b>Response</b>	Heritage specialists have prepared the assessments contained in the EIS which included the recommendation for test excavations in particular areas of potentially high or moderate significance and supplemented those with the further investigations included in Appendix C of the Project Amendment Report in consultation with RAPs and in accordance with relevant guidelines.

<b>Issue</b>	<p><b>“Appendix K Heritage (ACHA Addendum)</b></p> <ul style="list-style-type: none"> <li>• Sub-surface testing is required in the significant sites as listed if they are going to be impacted in any way.</li> <li>• Twelve Mile Road, page 61 – “There were no areas of high potential on this section of the survey, although surface artefacts were recorded in three locations. It is recommended that, if possible, these areas be avoided, however, if disturbance is not avoidable a community collection should take place prior to any works being undertaken”. GAC do not entirely agree with this as there is one area on an elevated landform near the creek 55H 692708 6400470 where multiple artefacts were located on the surface with potential for sub-surface deposit. This area due to its proximity to water is identified by Field officers as a sensitive landform and if any roadworks are to be conducted in the vicinity of this creek and landform test pitting will be required.”</li> </ul>
<b>Response</b>	<p>Heritage specialists have prepared the assessments contained in the EIS which included the recommendation for test excavations in particular areas of potentially high or moderate significance and supplemented those with the further investigations included in Appendix B of the Project Amendment Report in consultation with RAPs and in accordance with relevant guidelines.</p>
<b>Issue</b>	<p><b>“General comments and recommendations relating to the combined Heritage Assessments</b></p> <ul style="list-style-type: none"> <li>• Where an Aboriginal Cultural Heritage site can be avoided, that is the optimal outcome, even if changing the project design by 5m to avoid impacts and loss.</li> <li>• If this project is approved, there needs to be conditions set where the Proponent or Developer changes proposed infrastructure layouts such as roads, powerline routes or turbine locations as CWP Crudine Ridge Wind Farm has done. That the site be completely salvaged and where indicated with reasoning by field officers on the site, sub-surface testing be conducted to establish if any archaeological deposit is present. As at Crudine ridge Wind Farm, this has not occurred and has caused cultural sites to be partially collected and site integrity has been lost.</li> <li>• All workers who enter the site must undertake and pass Aboriginal Cultural Heritage Induction Training presented by the combined Registered Aboriginal Parties for this project, this is to avoid another incident where a site is destroyed as with the Bodangora Wind Farm incident.”</li> </ul>
<b>Response</b>	<p>The Project will be designed and constructed with the key objective to avoid, and where unable to be avoided, to reduce environmental and cultural heritage impacts. The detailed design phase will include avoiding and minimising impacts where practicable.</p> <p>Detailed mitigation and management measures are provided in the EIS as Appendix J and Appendix K, and are summarised as Statement of Commitment AH001 which has been updated in section 5.1 and Appendix H of the Project Amendment Report.</p> <p>Should the Project be approved, an appropriate Cultural Heritage Management Plan will be developed in consultation with an archaeologist, the Registered Aboriginal Parties and the NSW BCD within DPIE. It would aim to provide clear guidance as to allowable impacts and to ensure the effectiveness and reliability of mitigation and management strategies which may include salvage excavation, if required. The plan would also ensure workers on-site receive suitable heritage inductions prior to carrying out any development on-site, and ensure ongoing consultation with Aboriginal stakeholders during the implementation of the plan.</p>
<b>Issue</b>	<p><b>“Appendix R Landscape Visual Assessment (LVIA) and Appendix R LVIA (Appendix A-D), (Appendix E) and (Appendix F-I).</b></p> <ul style="list-style-type: none"> <li>• Feedback from various people consulted and some general community remarks is that it’s going to ruin the landscape and there are concerns as to if the turbines will be seen from on Lake Burrendong, and from the Reflections Holiday Parks, Burrendong and Cudgegong River.</li> </ul>



	<ul style="list-style-type: none"> <li>There are general concerns that the visuals of wind turbines from Burrendong may deter visitors."</li> </ul>
<b>Response</b>	<p>The visual impacts of the Project have been assessed at Lake Burrendong and the Reflections holiday parks. While the Project is likely to become a visual (though not dominant) element on the ridgeline, north of the lake, visual impacts can be subjective and views of Lake Burrendong and the distant vegetated ranges would remain the dominant landscape feature of the area.</p> <p>The Project will become a small visual element on the ridgeline to the north west of Cudgegong River Park. Although there may be WTGs visible from some areas within the uninhabited land, views of Lake Burrendong and the distant vegetated ranges would remain the dominant landscape feature of the area. Billys Mountain, Pine Hill remain dominant features in the visual landscape.</p>
<b>Issue</b>	<p>"WVWAC <b>conditionally support</b> to this Wind Farm project, however there are issues relating to outcomes in relation to our Traditional Owner Community cultural, heritage and environmental concerns that need to be satisfied.</p> <p>WVWAC look forward to further participating in the above project, sharing our knowledge of country and to ensure our Heritage is protected. We trust our response meets your requirements. Please contact WVWAC Directors should you require our assistance to address any Aboriginal issues to support your future plans."</p>
<b>Response</b>	Noted.

#### 5.2.5 Dubbo Environment Group

<b>Sentiment</b>	Support
<b>Issue</b>	<p>"Our group has sent a submission to Dubbo Regional Council asking them to adopt a Net Zero Emissions policy. We strongly advocate for Climate Change action. We need to draw down our emissions quickly if we are to meet the Paris Agreement goal of below global average temperature of 1.5 degrees Celcius higher. Australia does not count the emissions which will be released from coal and gas exports and does not come close to the action required by the Paris Agreement. According to the ANU Crawford School of Public Policy our emissions have risen by 6% from 2005 - 2018 instead of falling.</p> <p>In Dubbo, we had an average temperature of 1.8 degrees Celcius higher during the summer of 2019-2020. Our electorate of Parkes has been singled out as one of 5 Australian electorates to be most effected by Climate Change by ANU research. The Bureau of Meteorology records clearly show that the drought of 2019 was the most severe by more than 50% of previously recorded low rainfall events and that no 2 years of such low levels have ever run concurrently since 1900. We greatly fear the consequences of remaining complacent on carbon emissions upon bushfire events, drought, water reserves, extinction rates of flora and fauna, sea-level rises, agriculture and the quality of community life.</p> <p>Our group welcomes any movement of the energy industry towards renewable energy and strongly supports the Uungula Wind Farm."</p>
<b>Response</b>	Noted. The Proponent thanks the Dubbo Environment Group for their submission.

#### 5.2.6 WINS Community Centre

<b>Sentiment</b>	Support
<b>Issue</b>	<p>"This project will assist our small country town in relation to employment and business growth. We are eager, however, to see that the Community Benefit Fund side of the project understands</p>

*and engages with us and what we see as a vital project for the Wellington area. This is the provision of educational training and work opportunities for our youth through high school and beyond, in partnership if possible with other Aboriginal focussed training and employment organisations."*

**Response** Noted.

### 5.2.7 NSW Farmer Association Wellington Branch

Submission received from the Chairman of the Wellington Branch of NSW Farmers Association. Relevant concerns or issues have been duplicated verbatim from the submission and a response provided, although the content of the submissions is directed at the DPIE.

Sentiment	Objects
<b>Issue</b>	<p><i>"Twelve Mile Road users were concerned that road upgrades as a result of the development and road closures or stoppages during transporting wind farm tower components would affect:</i></p> <ol style="list-style-type: none"> <li><i>1. Their ability to go to town (Wellington/Dubbo/Orange) when they wanted to.</i></li> <li><i>2. Access for emergency vehicles such as ambulance, Fire trucks and Police.</i></li> <li><i>3. Their ability to carry on the business of primary production (the only reason for them being there). If trucks bringing their supplies (Fuel, gas, Stock Feed, Structural improvements, mail) or trucks dispatching farm produce (grain, livestock, wool) were forced to stop travelling for a period of time and as a consequence created an animal welfare issue with live stock or influenced the carrier to refuse further trips because of the inconvenience and financial loss.</i></li> </ol> <p><i>For all the above reasons we would like to insist that the development consent for the project be dependent upon ALL wind farm traffic coming on the Goolma road NOT be allowed to enter or exit on the Twelve Mile Road at any point, other than "Cadonia" Corner."</i></p>
<b>Response</b>	<p>As discussed in section 4.1.4 and Appendix A of the Project Amendment Report and Section 4.1.3.1 of the EIS (p129) "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), Gunnegaldierie 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) would only allow employees or commercially licenced service providers involved in the construction of the Project to use the abovementioned excluded public roads. These cases will be identified and managed appropriately in the established Traffic Management Plan.</p> <p>Statement of commitments (section 9.2 of the EIS) aim to minimise traffic and transport impacts during construction and operations.</p> <p>The Traffic Management Plan will detail the measures that would be implemented to minimise traffic safety impacts of the development and disruptions to local road users during the construction and decommissioning of the development, including:</p> <ul style="list-style-type: none"> <li>• consideration of potential interaction with other State Significant Development in the local area in consultation with the applicant(s) of that(those) project(s);</li> <li>• temporary traffic controls, including detours and signage;</li> </ul>



- notifying the local community about Project-related traffic impacts;
- minimising potential conflict between Project-related traffic and:
  - rail services;
  - stock movements;
  - school buses, in consultation with local schools;
- implement measures to minimise development-related traffic on the public road network outside of standard construction hours;
- implement measures to minimise dirt tracked onto the sealed public road network from Project-related traffic;
- ensuring loaded vehicles entering or leaving the Project Site have their loads covered or contained;
- providing sufficient parking on-site for all Project-related traffic;
- responding to any emergency repair requirements or maintenance during construction and/or decommissioning;
- a traffic management system for managing over dimensional vehicles; and
- comply with the traffic conditions in the Development Consent;

**Issue**

*We would like to address the EIS proposal for changes to “Cadonia Corner” as set out in the “I-Cubed appendix N.”*

*This proposal appears to be a “hybrid” solution pandering to the penchant of Roads Authorities for classical “T-Intersections” and still allowing CWP to build their wind farm. It would be more believable if it recommended the OSOM vehicles enter Twelve Mile Road by the tortuous route suggested for Twelve Mile Road users instead of the straight road ahead as appendix N proposes.*

*Therefore, NSW Farmers Association would like it to go on record that if Authorities ignore our request and proceed with this dangerous proposal the Association will do everything that needs to be done to see this particular proposal scrapped.*

*Given the above arguments we would like to insist that Development Consent be dependent upon this intersection being properly upgraded to cope with the vastly increased volume and style of traffic and that under no circumstances do the users of Twelve Mile Road end up with a dangerous quasi T-section entry into the intersection track instead of a straight run into the Twelve Mile Road as it is now*

**Response**

As discussed in section 4.2.4 in this Submissions Report, Appendices F and G of the Project Amendment Report provide more detail regarding the draft design of the intersection of Twelve Mile Road and Goolma Road. This design has been through extensive reviews between the Proponent, the roads authorities (TfNSW and DRC) and the DPIE. Section 4.1 outlines the consultation undertaken since the EIS exhibition. See Appendix F of the Project Amendment Report for the Twelve Mile Road / Goolma Road Amended Preliminary Upgrade Design and Appendix G for the Impact Assessment of this design.

**Issue**

*III. Lack of detail on road alterations and the Mechanism’s and on the traffic management plan*  
*At the public meeting on the 13th February 2020 Matthew Flower stated that “the road will not be closed and one carriage way will always be open”*

*Subsequent announcements have morphed into “only temporary interruptions during upgrade works may apply” CWP May 2020 community newsletter.*

*The appendices by consultants do not address in detail the scope of necessary road alterations to cope with the vastly increased volume of traffic and the need for OSOM vehicles. Therefore, Twelve Mile Road users are left guessing as to “How long is temporary?” – 5 minutes – 5 hours or 5 days?*

*How do rolling stoppages work? It would be nice to see the traffic plans in detail.*

*It should be noted that public utilities carrying out road alterations always leave one carriage way open at all times.*

*Not only do the above-mentioned appendices not address detail yet they refer to the need for tree lopping and tree removal and structural road alterations. All this leaves the users of Twelve Mile Road anxious to see exactly what is proposed to gauge the affect on them and their business profitability and even viability. The present partial support for this proposal will evaporate if Twelve Mile Road users find their businesses strangled by this proposal.*

***Therefore, on behalf of the Twelve Mile Road users we request the Department of Planning to hold over of this proposal (i.e.; interim approval only) until CWP provide a detailed road alterations plan and traffic management plan.***

*If, as requested by CWP, approval is given and then CWP prepares the road alteration and traffic management plans where is the mechanism for Twelve Mile Road users to change the alteration and traffic management plans if necessary or to lobby for approval not to be given for the project because the affect of the above?*

*The request by CWP for approval first and then the details is presumptuous in the extreme and says (to paraphrase the musical Lil Abner) “what is good for CWP is good for Twelve Mile Road users!”*

**Response** The transport and traffic implications arising from the Project have been assessed and documented in the Traffic Assessment (Appendix L of the EIS), the Route Study (Appendix M of the EIS), and the plans for Twelve Mile Road upgrades (Appendix N of the EIS).

As discussed in section 4.2.4 in this Submissions Report, Appendices F and G of the Project Amendment Report provide more detail regarding the preliminary design of the intersection of Twelve Mile Road and Goolma Road. Appendix N of the EIS provides a preliminary upgrade design for Twelve Mile Road. Prior to the commencement of construction, the Proponent will prepare a Traffic Management Plan for the Project in consultation with Transport for NSW and Dubbo Regional Council, and to the satisfaction of the Secretary. The Traffic Management Plan will include appropriate plans to consult with the local road users regarding construction and transport related impacts.

## 5.3 Public Submissions

Public submissions are grouped by themes described and analysed in sections 2 and 3 above, with a response provided for each issue raised in the submissions. Each issue and response are identified in the table and further referenced in the Submissions Matrix in Appendix A.

### 5.3.1 Wind Farms in general

Submission ID	Issue and Response
SE-127271	Issue: Renewable energy

SE-127822	<i>There was strong support for wind farms and renewable energy in general</i>
SE-8340929	<i>Submissions received with objections to renewable energy in general had the following comments:</i> <ul style="list-style-type: none"> <li>- Renewables release more carbon emissions than they save</li> <li>- Wind as an intermittent electricity source and does not provide base load power to meet demand</li> <li>- Renewables would cause an increase in electricity prices</li> </ul>
SE-8354532	
SE-8358470	
SE-8358910	
SE-8359049	
SE-8365676	
SE-8362155	<b>Response:</b>
SE-8367889	Validation for the need for renewable energy globally and the suitability of wind power is discussed in section 3 of the EIS.
SE-8382562	<p>Once fully operational, the Project will result in the reduction of an estimated 1 million tonnes in carbon dioxide (CO<sub>2</sub>) emissions on an annual basis compared to the same level of electricity generation using fossil fuels. This annual calculation is based on: 1,245,000 MWhrs x CO<sub>2</sub> savings per KWhr (0.84 tonnes) = 1,045,800 tonnes per annum. In general, the time for a WTG to repay the energy used in construction ranges from five to eight months (Martinez et al. 2009; Tremeac &amp; Meunier, 2009; Elsam, 2004; DECCW, 2008).</p> <p>The interaction of the project with the electricity network is discussed in section 3.5.6 of the EIS. A significant number of coal-fired generators in the National Electricity Market (NEM) have either advised that they are closing or will reach the expected end of technical life in the next 20 years. (AEMO 2018). As these resources retire, AEMO's Integrated System Plan modelling shows that they can be most economically replaced with a portfolio of utility-scale renewable energy generation including storage.</p>

### 5.3.2 Project Justification

<b>Submission ID</b>	<b>Issue and Response</b>
SE-127401	<b>Issue: Project Justification – support</b>  <i>There was support for the Project, noting that it complements the NSW Central-West Orana Renewable Energy Zone and will aid the transition to a decarbonised economy and combat the negative impacts of climate change.</i>
SE-8359863	
SE-8376056	
SE-8381458	
SE-8384782	
	<b>Response:</b>  <p>The contributions that UWF will provide in the development of clean and sustainable renewable energy at a local and global scale is addressed in section 3 of the EIS. The NSW Electricity Strategy is discussed in section 3.4.2 of the EIS. The Project is located within the Central-West Orana Renewable Energy Zone (REZ) and would account for greater than 10% of the target capacity of 3,000 MW of renewable energy capacity.</p> <p>Overall the operation of the project is anticipated to provide enough power for approximately 170,000 homes and, in the process, to reduce CO<sub>2</sub> emissions by over 1.1 million tonnes per year</p>
SE-127822	<b>Issue: Precautionary Principle</b>  <i>The Project is unjustified according to precautionary principle</i>
SE-8382562	
	<b>Response:</b>

Each of the principles of ESD with respect to the Project and its environmental impact assessment are considered in section 3.5 of the EIS. The EP&A Regulation identifies four key principles to assist in the achievement of ESD, these are:

- The precautionary principle;
- Inter-generational equity;
- Conservation of biological diversity and ecological integrity; and
- Improved valuation and pricing incentive mechanisms.

As discussed in EIS section 3.5.1.1, the EIS is consistent with the precautionary principle in that where there was uncertainty, conservative overestimates and worst case scenarios were assessed. The potential impacts identified through the SEARs and Environmental Risk Assessment (Section 7) have been assessed as accurately as possible, using appropriate specialists in relevant disciplines where required. The assessment process involved computer modelling, scientific research, analysis and interpretation of the potential impacts associated with the Project during the construction, operational and decommissioning phases.

SE-8367889

**Issue: Land use**

*The Project will reduce the long term agricultural productivity of the land.*

**Response:**

Land suitability and potential land use conflicts are discussed section 3.5.7 and 8.9.3.1 of the EIS.

Although the proposed development temporarily reduces some available land for agriculture during construction, the long-term use of the land for agricultural purposes will not be compromised during operation of the Project. To allow the current registered proprietors to continue to maintain control over the majority of their land, and use that land, for ongoing agricultural purposes, leases granted to the Proponent will only be over parts of existing lots rather than over the whole of the existing lots. Following decommissioning (approximately lifespan of 30 years) the land will be rehabilitated back to its current use for agriculture.

Productivity of agricultural land is significantly influenced by the impacts of climate change. The Project will aid the reduction of carbon emissions which has the potential to halt or slow the effects of climate change, benefitting current and future generations of landowners.

### 5.3.3 Socio-economic Factors

Submission ID	Issue and Response
SE-8358470	<b>Issue: Employment Generation / Economic Benefit</b>
SE-8358910	<b>Support:</b>
SE-8359049	<i>General support for the Project's opportunity for employment generation, local and regional growth opportunities, and economic flow on effects as well as the opportunity to bring new long-term residents and new skills to rural communities.</i>
SE-8365676	
SE-8362155	<b>Objection</b>
SE-8365473	<i>The Project will not provide any additional employment generation or economic benefits.</i>

SE-8367889	<b>Response:</b>
SE-8368098	The expected economic benefits and employment opportunities of the Project are discussed in section 8.11.3 of the EIS.
SE-8376056	
SE-8380235	<p>The Project would have an overall positive impact on the local and wider economy during both the construction and operational period. In particular, the anticipated economic benefits from the Project include:</p> <ul style="list-style-type: none"> <li>- Direct and Indirect Employment: The Project will support 250 direct and 400 indirect FTE positions over the construction period. Once operational, 12 direct and 35 indirect FTE jobs will be supported by the Project. Of these 47 total FTE jobs, it is expected that 19 will be sourced locally within the Dubbo Regional Council area.</li> <li>- Industry and Business Participation Opportunities: The Project will be able to maximise local business participation through contracted work.</li> <li>- Local Wage Spending Stimulus: Non-local construction workers living in the region would be expected to inject approximately \$5.6 million in additional spending to the regional economy over the construction phase, supporting approximately 28 FTE jobs in the service sector.</li> <li>- Ongoing Economic Stimulus: The Project will be making approximately \$180 million in payments over 30 years to associated landholders.</li> <li>- Returns to Council and the Community: Increases in Council rates contributed by the Project, community benefit contributions (discussions ongoing) and community co-investment opportunities which will be subject to market testing post Development Consent.</li> </ul>
SE-8381104	
SE-8381458	
SE-8384782	
SE-8411087	
SE-127822	
SE-128196	
SE-8340929	
SE-8382562	
SE-127822	<p><b>Issue: Increased demand for local labour and services</b></p> <p><i>Objection was received on the belief that the Project's construction employment needs will result in increased demand for local services at the expense of Wellington residents, as well as an increase in demand for unskilled labour and cause conflict with the local labour market especially during peak agricultural periods (eg. shearing)</i></p> <p>In Section 8.11.2 and Appendix V of the EIS, the existing social and economic profile of the local region is discussed, including the existing labour supply and services. The capacity for the towns of Wellington and Dubbo to service the Project is analysed in Section 2.6 of Appendix V of the EIS.</p> <p>Section 2.2 of the Economic Impact Assessment (Appendix V of the EIS (Ethos Urban, 2020)) analyses the current local labour supply in Wellington and notes that while there is currently a relatively low unemployment rate in the local area compared to the state average, through careful management around the region's peak times for agricultural activities and competing projects, there are a reasonable number of job seekers who may benefit from new employment opportunities afforded by the Project (assuming a skills match), particularly in Wellington.</p> <p>The Project would consider peak times for local contractors (including agricultural activities and concurrent construction projects) in the region and manage labour requirements accordingly to not cause conflict regarding demand.</p> <p>As discussed in section 4.1.2 above, the Proponent has consulted with local business owners as well as the Wellington Business Chamber throughout the development of the</p>

	Project and will keep local stakeholders informed regarding progress so that current and future business owners can prepare accordingly.
SE-127822	<b>Issue: Compensation / Neighbour Agreements</b>
SE-8340929	<p><i>Objection based on the assumption that neighbour agreements prevent individuals from expressing their view on the Project.</i></p> <p><i>One objection suggested that the use of agreements has caused a divide in the community and requested to see details of commercial agreements between landowners and the Project.</i></p> <p><b>Response:</b></p> <p>The design of the Project has evolved over the years to mitigate any potential impacts to neighbouring landowners. See section 2.7 of the EIS which demonstrates the impact minimisation over time. Where direct impacts remain, the Proponent has sought to discuss mitigations with affected residences and enter into Negotiated Agreements based on predicted impacts and proximity to the Project. These types of agreements enable community members close to the wind farm to share in the benefits of the Project and to mitigate potential impacts to their dwellings.</p> <p>Negotiated agreements are confidential, completely voluntary and a provision for legal advice is allowed for landowner's solicitor fees. Potential impacts were discussed with affected neighbours to the Project and impacts mitigated where possible.</p> <p>The practice of offering 'negotiated agreements' to neighbours is endorsed by the National Wind Farm Commissioner, recommended by the NSW DPIE in section 5.2.1 of the NSW Wind Energy Guidelines and discussed in the Clean Energy Council's 'A Guide To Benefit Sharing Options For Renewable Energy Projects' (Lane and Hicks 2019).</p> <p>Economic benefits for recipients of payments are commercially sensitive, so too is the payment structure. Landowners involved in the Project have sought independent legal advice and have willingly entered into agreements.</p>
SE-8411087	<p><b>Issue: Ongoing negotiations</b></p> <p><i>One comment was received requesting that neighbour agreement negotiations should remain ongoing to allow landowners more time to consider the agreement</i></p> <p><b>Response:</b></p> <p>Although the submitter chose to remain anonymous and the Proponent is unable to contact this submitter directly, the Proponent is committed to continuing negotiations regarding neighbour agreements and will continue engaging with the local community throughout the life of the Project</p>
SE-8382562	<b>Issue: Land Value</b>
SE-8340929	<i>Objections were received regarding the potential decrease in land value due to the Project.</i>
SE-128196	<p><b>Response:</b></p> <p>The economic impacts associated with the Project including the risk of decreased land value is outlined in section 7 of the EIS (ELA 2020).</p> <p>In a 2016 report by Urbis, titled 'Review of the Impact of Wind Farms on Property Values' (prepared for the (then) NSW Office of Environment and Heritage) no clear evidence was identified that wind farms impact land values in rural areas (Urbis 2016)</p>

	<p>Section 4.3 of the report states: <i>“rural properties used for primary production, there is no direct loss of productivity resulting from wind farms; therefore, they are unlikely to negatively impact the value of such properties”</i>. (Urbis 2016).</p>
<p>SE-127822</p>	<p><b>Issue: Project timeline</b></p> <p><i>Objection was received due to the length of time this development has taken which has caused uncertainty for local farmers</i></p> <hr/> <p><b>Response:</b></p> <p>Infrastructure projects of this size and nature take a long time to develop and finalise. During the development of the Project, the Proponent has undertaken significant impact minimisation steps to reduce impacts raised during community consultation. The Proponent has been proactive in responding to community feedback. The Project design has changed extensively in response to community concerns, environmental investigations, market dynamics and WTG technological advancement. Section 6 of the EIS outlines the steps that have been taken to address stakeholder issues and mitigate impacts.</p> <p>In 2011 the Project layout consisted of approximately 330 WTGs. In 2013 the draft Environmental Assessment (EA) refined the Project to 249 WTGs, avoiding highly sensitive areas and reducing visual impacts. After many years of community consultation and a detailed review of the transmission network, the Project was significantly revised in July 2018 removing 122 WTGs from the eastern half of the Project, leaving 127 WTGs proposed. Ongoing consultation has further refined the Project to 97 WTGs, giving consideration to visual amenity, noise, biodiversity, heritage, traffic and transport and communications impacts. The result is a carefully considered wind farm design which capitalizes on the reliable wind resources of the district but is sympathetic to the regions aesthetics and rural lifestyle.</p>
<p>SE-8368098 SE-8382562</p>	<p><b>Issue: Tourism opportunities</b></p> <p><i>One submission noted that the Project could provide an increase in tourism to the local area over time with people interested in seeing the local sights, including the wind farm.</i></p> <p><i>Objection was received with concern that the Project could eliminate the possibility for future ecotourism and educational conservation projects which could provide landholders with additional income.</i></p> <hr/> <p><b>Response:</b></p> <p>The Project will not impact the use of non-involved land (the development corridor) and it is unlikely to reduce opportunities for landowners to generate ecotourism or recreational opportunities in the region.</p> <p>Renewable energy and wind farms in particular are becoming popular destinations for tourism and educational opportunities as experienced in many regions of Australia.</p> <p>In October 2019, the Clean Energy Council held a Clean Energy Open day which saw clean energy projects from five states open their gates to the public for a range of fun and informative open day events. The Sapphire Wind Farm was involved in the Clean Energy Council Open day which was a great event allowing the public to attend a guided tour of the project and learn more about the project and learn about wind turbine generator technology.</p>



### 5.3.4 The Proposal

Submission ID	Issue and Response
SE-127822 SE-8340929	<p><b>Issue: Transmission infrastructure</b></p> <p><i>Objection received on the belief that the electrical transmission network requires upgrades to facilitate the project</i></p> <hr/> <p><b>Response:</b></p> <p>This Project will meet all required regulatory criteria to connect to and operate in the existing transmission infrastructure. The Project has been sited in close proximity to existing high voltage transmission lines that have capacity to take the proposed capacity of the wind farm.</p> <p>Should the Project be approved, it will undergo a connection application process with the Transmission Network Service Provider (Transgrid).</p>
SE-128005	<p><b>Issue: Construction hours</b></p> <p><i>One submission was received objecting to the working hours described in section 4.6.3.1 of the EIS and requested clarification on the following matters (submission duplicated verbatim and responses provided below):</i></p> <ol style="list-style-type: none"> <li><i>1) Who is the SECRETARY?</i></li> <li><i>2) Is the Secretary a paid representative of CWP Renewables?</i></li> <li><i>3) or is the Secretary a Government employee?</i></li> <li><i>4) What is the Secretary's credentials?</i></li> <li><i>5) Will residents along the Twelve Mile Road be notified about traffic breaking these curfew working hours?</i></li> <li><i>6) and if not, why?</i></li> <li><i>7) What are the Secretary's contact details if they have the power to authorize extended work and traffic movement outside of the curfew hours?</i></li> <li><i>8) What is their mobile number and email address?</i></li> <li><i>9) Will everyone be given these contact details and if not, why?</i></li> <li><i>10) Will the Twelve Mile Road upgrades be within the curfew hours as well?</i></li> <li><i>11) The residents along the Twelve Mile Road will be highly impacted by the road works and by the increased volume of traffic along the road for approx 36 months from when the project starts and I believe that we should be given respect by the proponents to keep within these working hours as much as possible because our lives will be totally changed and challenged by putting up with all the added noise and vehicle movements within the designated working hours and I personally don't want that after hours as well.</i></li> </ol> <hr/> <p><b>Response:</b></p> <p>1) Throughout the EIS, the Proponent is referring to the Secretary of the Department of Planning, Industry and Environment who leads the Department. The Project EIS has been prepared under Part 4 of the EP&amp;A Act, in accordance with the Secretary's Environmental Assessment Requirements (SEARs), dated 11 November 2019 (Appendix A of the EIS).</p> <p>More information about the Secretary can be found on the DPIE's website: <a href="https://www.dpie.nsw.gov.au/about-us/our-leadership-team#13">https://www.dpie.nsw.gov.au/about-us/our-leadership-team#13</a></p>

2) No

3) Yes, as described above.

4) More information about the Secretary can be found on the DPIE's website: <https://www.dpie.nsw.gov.au/about-us/our-leadership-team#13>

5) Construction works including upgrades to Twelve Mile Road are proposed to be undertaken within the working hours described in section 4.6.3 and 9.2 of the EIS. The Project will only undertake construction or decommissioning activities between:

- am to 6 pm Monday to Friday; and
- am to 1 pm Saturdays.
- No construction work on Sundays or public holidays

Notwithstanding works undertaken outside these hours may occur where the activity is inaudible, for emergency works, delivery of certain materials, in accordance with Environmental Planning and Assessment (COVID-19 Development – Construction Work Days) Order 2020 or where agreement from the Secretary has been provided. It is the Proponent's intention to develop an out of hours works protocol, typical for wind farm developments, for inclusion in the Project construction and operational management plans. This protocol deals with activities of low or nil audible impacts at surrounding non-involved residences – such as the completion of concrete pours or the hoisting of blades/rotors into place; two aspects of construction which are subject to weather impacts.

Prior to the commencement of construction activities, a program of community awareness initiatives will be implemented. Information will be disseminated to the local community through the Community Consultative Committee (CCC), the Project website, local newspapers and direct mail to advise the community of the nature of pending construction activities, their timing and potential impacts. Updates on the progress of construction works and relevant impacts will be provided during the construction period.

6) see point 5 above.

7) The Proponent is unable to provide the Secretary's contact details, however contact details of the relevant site manager during construction and operations will be provided publicly for individuals to gain further information or, if desired, to express concerns or complaints.

8) see point 7 above.

9) see point 7 above.

10) see point 5 above.

11) Noted. The Proponent takes its relationship with the local community very seriously and is committed to undertaking effective and meaningful community consultation at all stages of the project. As discussed in point 7 above, direct contact with the Project team during construction will be provided to ensure the community's concerns are heard and impacts mitigated.

Appropriate management plans for road upgrades and traffic control would be prepared prior to construction and in conjunction with the relevant road authorities. This would aim to ensure adequate road safety and road network operations are maintained to a high standard and impacts to the local community are minimised.

SE-8367889

**Issue: Decommissioning**

SE-8382562	<p><i>Concern that the Proponent will not decommission the Project at the end of its operational life.</i></p> <p><b>Response:</b></p> <p>Section 4.6.7 of the EIS describes the Decommissioning phase of the Project. All decommissioning work would be the responsibility of the Project owner and provision for this has been included in the lease arrangements agreed with the landowners. Further details relating to decommissioning are outlined in Section 8 of the EIS.</p>
SE-8382562	<p><b>Issue: EIS report structure</b></p>
SE-8367889	<p><i>One objection was received noting that the EIS did not provide enough specific detail such as WTG specifications etc.</i></p> <p><i>Another objection noted that the EIS document was too large and inaccessible to all stakeholders within the public exhibition period.</i></p> <p><b>Response:</b></p> <p>The EIS has been prepared in accordance with Part 4 of the EP&amp;A Act, the requirements in Schedule 2 of the EP&amp;A Regulation, and the SEARs (outlined in Table 1-1 and Appendix A of the EIS) and all other relevant legislation to support the application for approval. The purpose of the EIS is to:</p> <ul style="list-style-type: none"> <li>- provide the consent authority with sufficient information, in regard to the benefits and potential environmental impacts of the Project, to make an informed decision;</li> <li>- provide the community with sufficient information about the Project; and</li> <li>- provide measures to reduce any potential environmental impact associated with the Project.</li> </ul> <p>As part of this assessment, numerous technical studies were undertaken to inform the EIS. A summary of the technical consultants and which assessment each completed is provided in Table 1-2 of the EIS. The structure of the EIS is outlined in Table 1-3 of the EIS.</p> <p>The Proponent seeks flexibility regarding some details of the Project including equipment specification which are to be finalised post approval during detailed design.</p> <p>The Proponent has been engaging with the local community since 2008 and has kept the community informed about the EIS public exhibition period in the months prior to submission. Section 2.2 above describes the consultation with stakeholders prior to and during the public exhibition period to ensure stakeholders were aware of the opportunities to have their say on the project.</p>

### 5.3.5 Statutory Framework

Submission ID	Issue and Response
SE-127822	<p><b>Issue: Council payments</b></p> <p><i>Objection was received based on the unknown contribution to Local Council under Section 94A Developer Contribution Plan 2012.</i></p> <p><b>Response:</b></p> <p>Under Schedule 1 (clause 20) of the State Environmental Planning Policy (SEPP), electricity generating works with a capital investment value of more than \$30 million are</p>

	<p>classed as SSD and therefore the consent authority is DPIE. The Project has a capital investment value estimated to be greater than \$30 million, and therefore is deemed SSD. As the activity is SSD, the assessment framework for the Project is Division 4.7 of the EP&amp;A Act. The Proponent will continue to liaise with Council and community stakeholders as to the most appropriate packages of community benefits to be provided to the local community.</p>
SE-127822	<p><b>Issue: Government Subsidies</b></p> <p><i>Objection was received on the belief that the Project requires government subsidies such as the Renewable Energy Target to go ahead, at the expense of tax payers and the coal industry.</i></p> <p><b>Response:</b></p> <p>The Renewable Energy Target (RET) (established through the Renewable Energy (Electricity) Act 2000) has the objectives of encouraging the additional generation of electricity from renewable sources, reducing emissions of greenhouse gases in the electricity sector, and ensuring that renewable energy sources are ecologically sustainable. This was achieved by mandating a certain amount of electricity that retailers had to source from renewable energy sources such as wind and solar farms. This drove a market mechanism which encouraged renewables into the generation mix. The RET is now fully subscribed and the Project will not be participating in the RET market.</p> <p>The Project will not rely on incentives such as the RET for funding and would typically be funded through a mix of debt and equity funding.</p>
SE-8340929	
SE-8367889	
SE-8382562	

### 5.3.6 Community Consultation

Submission ID	Issue and Response
SE-127822	<p><b>Issue: Community Consultation - Support</b></p> <p><i>There was strong support for the level of open and ongoing community and stakeholder consultation by the Proponent.</i></p> <p><b>Community Consultation - Objection</b></p> <p><i>Objection was received based on the level of community consultation inadequate for local residents.</i></p>
SE-8340929	
SE-8358910	
SE-8359049	
SE-8362155	<p><b>Response:</b></p> <p>The Proponent understands the importance of effective and broad community consultation and aims to genuinely engage with all stakeholders interested in or impacted by the Project. The Proponent has been consulting with the local community regarding the Project since 2011, taking on advice from local landowners and seeking to avoid, minimise and mitigate potential impacts in accordance with community and stakeholder consultation.</p> <p>CWPR has formally committed to honouring the Clean Energy Council's (CEC) <i>Community Engagement Best Practice Charter</i>. The Charter is a set of voluntary commitments to engage respectfully with the communities in which they plan and operate projects, to be sensitive to environmental and cultural values and to make a positive contribution to the regions in which they operate.</p>
SE-8365473	
SE-8367889	
SE-8368098	
SE-8381458	
SE-8382562	
SE-8384782	
SE-8411087	

Section 6 of the EIS describes the approach to consultation on the Project during the development timeline from the initial public announcement of the Project in 2011 through to the submission of the EIS. The Proponent sincerely apologises if there were any community members who felt that they were not consulted and encourages anyone with concerns to get in touch with the Project team. The Uungula Wind Farm website provides direct contact details for the Project Manager as well as a contact form and contractors enquiry form to get in touch.

### 5.3.7 Landscape and Visual Impact Assessment

Submission ID	Issue and Response
SE-127822	<b>Visual Impact - Support</b>
SE-128196	<i>One submitter noted that they find wind turbines visually appealing in the landscape</i>
SE-128252	<b>Visual impact object - Object</b>
SE-128274	<i>Objections were received to the Project noting that they find wind turbines are visually unappealing in the agricultural landscape</i>
SE-8340929	
SE-8349728	<b>Response:</b>
SE-8367889	It is noted that perception of wind turbines is a very subjective matter. Some individuals enjoy seeing wind turbines in the landscape, while others find them unappealing.
SE-8368098	
SE-8382562	The Proponent has undertaken an independent assessment of the visual impact of the Project in accordance with the SEARs and relevant guidelines. A full copy of the LVIA is provided in Appendix R of the EIS. Section 8.2 of the EIS provides a summary of the existing environment, methods and results of the LVIA, as well as steps to be taken to mitigate potential impacts to nearby sensitive receptors and the environment.
SE-8382562	<b>Issue: LVIA methods</b> <i>One submission was received objecting to the methods used in the visual impact assessment, noting:</i> <ul style="list-style-type: none"> <li>- the visual impact rating is understated</li> <li>- visualisation methods were inaccurate and night lighting was not assessed using a photomontage</li> <li>- the assessment should not be limited to visibility of the project from dwellings and should take into account cumulative impacts from other wind farms</li> <li>- objection to the assessment and mitigation options for their residence</li> </ul> <b>Response:</b> The landscape and visual assessment was prepared by Moir Landscape Architecture Pty Ltd and undertaken in accordance with the requirements of the SEARs. It involved "a detailed assessment of the likely visual impacts of all components of the Project (including turbines, transmission lines, substations, and any other ancillary infrastructure) in accordance with the Wind Energy: Visual Assessment Bulletin (DPE, 2016b)." The LVIA study method is outlined in section 2 of Appendix R of the EIS and included a range of desktop analyses and field work. Detailed methodologies for each part of the assessment are included in the relevant chapters of the report. The Project was assessed

from a Visual Catchment perspective as well as and from specific viewpoints at surrounding dwellings and public viewpoints.

A Visual Baseline Study was undertaken in accordance with the Bulletin, to establish the existing landscape and visual conditions of the study area. The landscape was categorised into seven Landscape Character Units (LCUs). A quantitative frame of reference was applied to establish the Scenic Quality Rating of these LCUs which ranged from a low to moderate. The Scenic Quality Ratings are utilised in defining the Visual Influence Zones as per the Bulletin. Scenic quality refers to the relative scenic or aesthetic value of the landscape based on the relative presence or absence of key landscape features known to be associated with community perceptions of high, moderate or low scenic quality. It is both a subjective and complex process undertaken by experts in visual impact assessment, taking into account community values identified in early community consultation.

The LVIA report (EIS Appendix R, Section 10.3) includes an assessment of potential visual impact associated with night lighting in accordance with the Civil Aviation Safety Authority (CASA). Representative photomontages of the proposed obstacle lighting of Uungula Wind Farm were not included in the report as the intensity and location of proposed obstacle lights will be determined during the period post-Development Consent and prior to construction. An image has been included on page 40 (EIS Appendix R, Section 10) which provides an example of obstacle lighting at Waubra, Victoria. See section 5.1.8 above regarding CASA's requirement for night lighting and the Proponent's response.

Visual Impacts from the submitter's residence have been discussed with this landowner and mitigation options have been offered. The Proponent will continue engaging with landowners regarding impacts and mitigation.

Detailed mitigation and management measures are provided in Appendix R of the EIS, and are summarised in Environmental Management (EIS section 9) as Statement of Commitments LV001, LV002 and LV003.

SE-8382562

**Issue: Scenic amenity**

*One submission noted concern that the Project would counter efforts and undertakings being made by landholders to preserve and improve scenic amenity on their land as part of a particular registered conservation agreement on their land.*

**Response:**

The Project would not impact the use of neighbouring land for current or future improvement activities. Although the Proponent is not aware of the details of the conservation agreement identified in the submission, as the encumbered land is not involved in the Project and would not impact the conservation agreement.

### 5.3.8 Noise

Submission ID	Issue and Response
SE-127354	<b>Issue: Wind turbine noise and vibrations</b>
SE-127468	<i>Health concerns related to noise or Infrasound Low Frequency Noise impacts of the Project</i>

SE-128005	<b>Response:</b>
SE-128196	Potential health effects from low frequency noise and infrasound are discussed in section 8.6.5 of the EIS.
SE-128252	
SE-128274	In accordance with the NSW Wind Energy Framework and relevant guidelines, the Project has employed a range of measures to mitigate perceived health and safety impacts including, but not limited to, risk assessment, data collection, impact assessment, detailed technical studies and meaningful public consultation. Page 11 of the Wind Energy Noise Assessment Bulletin (DPE 2016c) states “In 2015, the [National Health and Medical Research Council] concluded that “there is no direct evidence that exposure to wind farm noise affects physical or mental health”, and there is currently no consistent evidence supporting a link between wind energy projects and adverse health outcomes in humans relating to infrasound. More specifically, they stated that, “while exposure to environmental noise is associated with health effects, these effects occur at much higher levels of noise than are likely to be perceived by people living in close proximity to wind farms in Australia”.
SE-8382562	Noise predictions of the Project were assessed in accordance with the SEARs and the Noise Assessment Bulletin (full report included as Appendix S of the EIS). The operation of the Project will achieve the Project noise and tonality/low frequency criteria at all relevant receivers.

#### 5.3.9 Biodiversity

Submission ID	Issue and Response
SE-127822	<b>Issue: Biodiversity</b>
SE-128106	<i>Objections were received regarding the adequacy and comprehensiveness of the biodiversity assessment and impact calculations. Some submissions noted species of fauna that they have witnessed in the area which were not listed in the biodiversity assessment</i>
SE-128252	
SE-128274	
SE-8340929	
SE-8367889	<b>Response:</b>
SE-8382562	See section 4.2.1 above regarding the biodiversity assessment and Appendix B of the Project Amendment Report for the updated Biodiversity Assessment Report.

#### 5.3.10 Traffic and Transport

Submission ID	Issue and Response
SE-127468	<b>Issue: Twelve Mile Road upgrade design</b> <i>One objection noted that they did not give permission for the Twelve Mile Road upgrade to encroach into their land.</i>
	<b>Response:</b> Noted. The land parcels to be developed by the Project are listed in Appendix I of the Project Amendment Report and only include land which is involved with the Project.
SE-8367889	<b>Issue: Twelve Mile Road and Goolma Road intersection design</b>



SE-8365676	<p><i>Objections were received regarding the design of the intersection between Twelve Mile Road and Goolma Road. Some submissions provided alternate ideas for the intersection design.</i></p> <p><i>One submission noted that they had witnessed survey work along Twelve Mile Road at the time of the EIS public submissions phase and requested more information about the funding of this work.</i></p>
	<p><b>Response:</b></p> <p>The Twelve Mile Road and Goolma Road intersection will be upgraded generally in accordance with the layout in the preliminary intersection design shown in Appendix F of the Project Amendment Report. This was amended following discussions with the Roads Authorities since the EIS based on their submissions and further discussions during preparation of this report (refer to section 4.1.1 of this Submissions Report). The environmental impact statement memorandum at Appendix G of the Project Amendment Report demonstrates the proposed design would not have greater impacts than that described in the EIS (ELA 2020).</p> <p>The Project conducted a survey along Twelve Mile Road in January 2020 and not during May/June 2020 prior to and around the EIS exhibition phase. Funding of the works speculated upon are not connected with the Project.</p>
SE-8367889	<p><b>Issue: SoC - Traffic management</b></p> <p><i>One objection was received with concern that the traffic management plan should be provided prior to project approval and in consultation with the community</i></p> <p>Prior to the commencement of construction, the Proponent will prepare a Traffic Management Plan (TMP) for the Project in consultation with Transport for NSW and Dubbo Regional Council, and to the satisfaction of the Secretary. The TMP will detail the measures that would be implemented to minimise traffic safety impacts of the development and disruptions to local road users during the construction and decommissioning of the Project. The TMP will include methods of notifying the local community about Project-related traffic impacts as appropriate. Refer section 8.5 of the EIS. Detailed mitigation and management measures are provided the EIS as Appendix L, Appendix M and Appendix N, and are summarised in Appendix H of the Project Amendment Report) as Statement of Commitments TM001-TM009.</p>
SE-127822	<p><b>Issue: Construction Traffic</b></p>
SE-8340929	<p><i>There was concern among submissions in relation to safety, dust, road repairs and increased traffic on the public roads during construction of the project. There was concern regarding the use of roads north and east of the site for access (Twelve Mile Road east of the primary entry, Gunnegalderie Road and other minor roads.) due to poor road standards and driving conditions (dust, unfenced livestock, proximity to homesteads).</i></p>
SE-8367889	
	<p><b>Response:</b></p> <p>As discussed in section 5.1.2 of this Submissions Report, 4.1.4 and Appendix A of the Project Amendment Report and Section 4.1.3.1 of the EIS (p129) on the basis of submissions received from Government Agencies and the Public, the Project will commit to no vehicles using any route other than the primary route described in the EIS (from Goolma Road onto Twelve Mile Road and into the Primary Entry). This is stated in the</p>

submission in section 5.1.2 above and in the updated SoCs (TM009). See Appendix H of the Project Amendment Report.

Issues relating to safety, dust, traffic and road repairs are discussed in detail in section 8.5 of the EIS. These issues would be mitigated and managed through the appropriate management plans as outlined in section 9.1 of the EIS.

SoCs TM001 – TM009 outline the Project's commitment to minimise impacts relating to traffic and transport during construction. See Appendix H of the Project Amendment Report.

### 5.3.11 Hazards & Risks (health)

Submission ID	Issue and Response
SE-127822	<b>Issue: Risk to human health</b>
SE-128196	<i>Objection was received with concerns that wind turbines could cause adverse health impacts</i>
SE-128252	
SE-8349728	<b>Response:</b>
SE-8382562	<p>Potential health impacts regarding the Project have been assessed in the EIS in sections 8.6.4 - Electromagnetic Fields; 8.6.5 - Low Frequency Noise and Infrasound; and 8.6.6 - Shadow flicker &amp; blade glint.</p> <p>As discussed in section 5.3.8 above, The National Health and Medical Research Council found that there is currently no published scientific evidence to positively link WTGs with adverse health effects and that based on current evidence, modern wind farms do not pose a threat to human health and safety so long as current planning guidelines and international standards are followed and adhered to (NHMRC, 2015). Ensuing these findings by the NHMRC, wind farm projects are not considered to have any direct health impacts on the local community and/or nearby receptors, rather a perceived disposition based on the views and opinions of the receptor to the project. (ELA 2020)</p>

### 5.3.12 Hazards & Risks (fire)

Submission ID	Issue and Response
SE-127354	<p><b>Issue: Hazards and Risk - Fire</b></p> <p><i>One submission noted that the EIS contains an incorrect statement regarding the local rural fire service control area.</i></p> <p><b>Response:</b></p> <p>Noted. The EIS contains an SoC (Table 9-1, p489, SOC ID:HR007) which contains a commitment that emergency response procedures will be developed in consultation with local NSW RFS. Section 3.7 of the updated Bushfire Risk Assessment included as Appendix E of the Project Amendment Report has been amended to note the correct RFS Fire Control Centre - Wuuluman Rural District.</p>
SE-8382562	<p><b>Issue: Risk - Energy Storage Facility</b></p> <p><i>Objection was received siting inadequate assessment of fire risk of the Project and the Energy Storage Facility.</i></p>

**Response:**

See Appendix E of the Project Amendment Report Bushfire Assessment – Version 2 Section 3.5

### 5.3.13 Aboriginal Cultural Heritage

Submission ID	Issue and Response
SE-8367889	<p><b>Issue: Aboriginal Cultural Heritage Assessment methods</b></p> <p><i>One objection was received from a member of the public concerning the selection of Registered Aboriginal Parties involved in the Aboriginal Cultural Heritage Assessment.</i></p> <p><b>Response:</b></p> <p>The ACHAR and Addendum Archaeological Survey Reports are based on the legal requirements, guidelines and policies of the Heritage Team of the Department of Premier and Cabinet (DPC), formerly the OEH, and the Department of Environment, Climate Change and Water (DECCW). A process of Aboriginal community consultation has been undertaken in accordance the NSW OEH's <i>Aboriginal cultural heritage consultation requirements for proponents 2010</i> (DECCW, 2010). The assessments have sought to identify and record Aboriginal cultural areas, objects or places, assess the archaeological potential of the proposal area and formulate management recommendations based on the results of the community consultation, background research, field survey and a significance assessment. As discussed in section 4.1.1 above, evidence of consultation with RAPs was included in the EIS however considering further site investigations and consultation since the EIS submission, the consultation table has been updated. For more information refer to Appendix C of the Project Amendment Report.</p>

### 5.3.14 Water and Soils

Submission ID	Issue and Response
SE-127822	<p><b>Issue: Erosion and water quality</b></p> <p><i>Objection was received with concerns regarding water and soils, including dust generation, erosion risks, adequate water supplies and risk to the local water catchment.</i></p> <p><b>Response:</b></p> <p>The Project has been designed to minimise impacts to soils and water to ensure ongoing access among other resource users, both within the vicinity of the Project Site and downstream. Section 8.9 of the EIS discusses the potential impacts of the Project on surface water and groundwater resources, soils and land capability, geotechnical stability and geodiversity values of the Project Site. It documents the assessment methods and results, the initiatives built into the project design to avoid and minimise associated impacts to soil and land resources, and the mitigation and management measures proposed to address any residual impacts not able to be avoided. The water resources and soil assessment in the EIS was developed in accordance with the requirements of the SEARs for the Project.</p>
SE-8382562	

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Detailed mitigation and management measures regarding dust, erosion and water supplies are provided in Appendix H of the Project Amendment Report and are summarised as Statement of Commitments WS001 – WS009.

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## 6 Conclusion

### 6.1 Project Evaluation and Acceptability

The Submissions Report outlines the Project's responses to the 26 public submissions, seven organisation / special interest group and 19 government agency comments raised on the publicly exhibited Development Application and EIS. The stance of the public submissions was 50 % support and 42 % object (additional 8 % were 'comments') with the majority received from people residing in the Dubbo Regional Council LGA (58 % or 15 of 26) of which 47 % were in support and 40 % were in objection. In summary comments were mostly made within the four common themes (and frequency presented in brackets):

- Socio-economics : including employment and contracting opportunities, community benefits, tourism/recreation, land values.
- Impact Assessment : including the anticipated impacts as well as the methods and outcomes of the impact assessment, with a particular focus on transport and traffic, visual, noise and biodiversity impacts.
- Process: including robustness of the EIS, community consultation and engagement and the use of negotiated agreements.
- Renewable Energy : including justification for wind farms and renewable energy in general (not specific to the Project), and broader policy issues.

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.

The minor changes to the Project (as described in the Project Amendment Report) 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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# Uungula Wind Farm

## Appendix A

### Submissions Matrix

## Appendix A Submissions Matrix

### Agency / Organisation Submissions

Stakeholder Type	Name	Stance
Government Agency	Dubbo Regional Council	Comment
Government Agency	Mid-Western Regional Council	Comment
Government Agency	Department of Regional NSW – Mining, Exploration & Geoscience (MEG) – Geological Survey of NSW (GSNSW)	Comment
Government Agency	TransGrid	Comment
Government Agency	Environment Protection Authority	Comment
Government Agency	DPIE - Biodiversity Conservation Division	Comment
Government Agency	NSW Health	Comment
Government Agency	Civil Aviation Safety Authority (CASA)	Comment
Government Agency	Airservices Australia	Comment
Government Agency	NSW Rural Fire Service	Comment
Government Agency	Department of Defence	Comment
Government Agency	DPIE - Water and the Natural Resources Access Regulator (NRAR)	Comment
Government Agency	Water NSW	Comment
Government Agency	NSW Department of Primary Industries	Comment
Government Agency	DPIE - Crown Lands	Comment
Government Agency	DPIE – Fisheries	Comment
Government Agency	Fire and Rescue NSW	Comment
Government Agency	Heritage Council of NSW	Comment
Government Agency	Transport for NSW	Comment
Organisation	Ibbai Waggan-Wiradjuri People	Object
Organisation	Wellington Valley Wiradjuri Aboriginal Corporation	Comment
Organisation	Gallangabang Aboriginal Corporation	Comment
Organisation	Dubbo Environment Group	Support
Organisation	WINS Community Centre	Support
Organisation	Australian Wind Alliance	Support
Organisation	NSW Farmer Association Wellington Branch	Object

## Public Submissions

				Submissions Report section reference (7.3.1 – 7.3.14)																	
				Issue / theme																	
Submission ID	Submitter ID	Name	Location	Objects	Supports	Comment	7.3.1	7.3.2	7.3.3	7.3.3	7.3.4	7.3.5	7.3.6	7.3.7	7.3.8	7.3.9	7.3.1	7.3.1	7.3.1	7.3.1	7.3.1
							1 Wind farms in General	3 Project Justification	8.11 Socio-economic factors (Support)	8.11 Socio-economic factors (Objects)	4 The Proposal	5 Statutory Framework	6 Community Consultation	8.2 LVIA	8.3 Noise	8.4 Biodiversity	8.5 Traffic and Transport	8.6 Hazards & Risks (health)	8.6 Hazards & Risks (fire)	8.7 Aboriginal Cultural Heritage	8.9 Water and Soils
SE-127271	S-126662	Withheld	Piambong, NSW	x			x														
SE-127354, SE-127468, SE-128005	S-126744	Withheld	Wuuluman, NSW	x						x					x		x		x		
SE-127401	S-126789	Phillip Enderby	Speers Point, NSW		x			x													
SE-127822	S-127205	Nat Barton	Wellington, NSW	x				x		x	x	x	x	x		x	x	x			x
SE-128106	S-127486	Withheld	Elanora Heights, NSW	x												x					
SE-128196	S-127576	Salvatore Spano	Yarrabin, NSW	x					x					x	x			x			
SE-128252	S-127628	Josephine Lotorto	Unknown	x										x	x	x		x			
SE-128274	S-127650	Norman Smith	Spicers Creek, NSW	x									x	x	x	x					
SE-8340929	S-8340928	Jennifer Frogley	Wellington, NSW	x					x	x			x	x		x	x				
SE-8349728	S-8349727	Sam Spano	Bexley, NSW	x										x				x			
SE-8354532	S-8354531	Withheld	Newport, VIC		x			x													
SE-8358470	S-8358469	Ian Hamilton	Glen Innes, NSW		x		x		x												
SE-8358910	S-8358909	Penelope Holland	Wellington, NSW		x		x	x	x				x								
SE-8359049, SE-8365676	S-8359048	John Holland	Wellington, NSW		x		x	x	x				x				x				
SE-8359863	S-8359862	Sonya Bamford	Yallambie, VIC		x		x	x													
SE-8362155	S-8362154	Patricia Tighe	Coonabarabran, NSW		x		x	x	x				x								
SE-8365473	S-8365472	Chad Taylor	Wuuluman, NSW		x			x	x				x								
SE-8367889	S-8367888	Phillipa Smith	Spicers Creek, NSW	x			x	x	x	x		x	x	x		x	x			x	
SE-8368098	S-8368097	Withheld	Dubbo, NSW			x	x	x	x				x	x							
SE-8376056	S-8376055	Kim Grattan	Dubbo, NSW		x		x		x												
SE-8380235	S-8380234	Withheld	Dubbo, NSW		x				x												
SE-8381104	S-8381103	Withheld	Dubbo, NSW		x				x												
SE-8381458	S-8381457	Sally Oates	Wellington, NSW		x			x	x				x								
SE-8382562	S-8382561	Matthew Gwozdecky	Yarragal, NSW	x			x	x		x	x	x	x	x	x	x		x	x		x
SE-8384782	S-8384781	Penny Grattan	Preston, VIC		x		x	x	x				x								
SE-8411087	S-8411086	Withheld	Wuluuman, NSW			x			x												



				Submissions Report section reference (7.3.1 – 7.3.14)																	
				Issue / theme																	
Submission ID	Submitter ID	Name	Location	Objects	Supports	Comment	1 Wind farms in General	3 Project Justification	8.11 Socio-economic factors (Support)	8.11 Socio-economic factors (Objects)	4 The Proposal	5 Statutory Framework	6 Community Consultation	8.2 LVIA	8.3 Noise	8.4 Biodiversity	8.5 Traffic and Transport	8.6 Hazards & Risks (health)	8.6 Hazards & Risks (fire)	8.7 Aboriginal Cultural Heritage	8.9 Water and Soils
	Total	26		11	13	2															
								24		18				19							36
				Total			11	13	13	5	4	3	12	9	5	7	5	5	2	1	2
				Objects			3	3	1	5	4	3	5	8	5	7	4	5	2	1	2
				Supports			7	9	10	0	0	0	6	0	0	0	1	0	0	0	0
				Comment			1	1	2	0	0	0	1	1	0	0	0	0	0	0	0



**CWP Renewables Pty Ltd**  
(02) 4013 4640

P.O. Box 1708 Newcastle NSW 2300  
[cwprenewables.com](http://cwprenewables.com)