

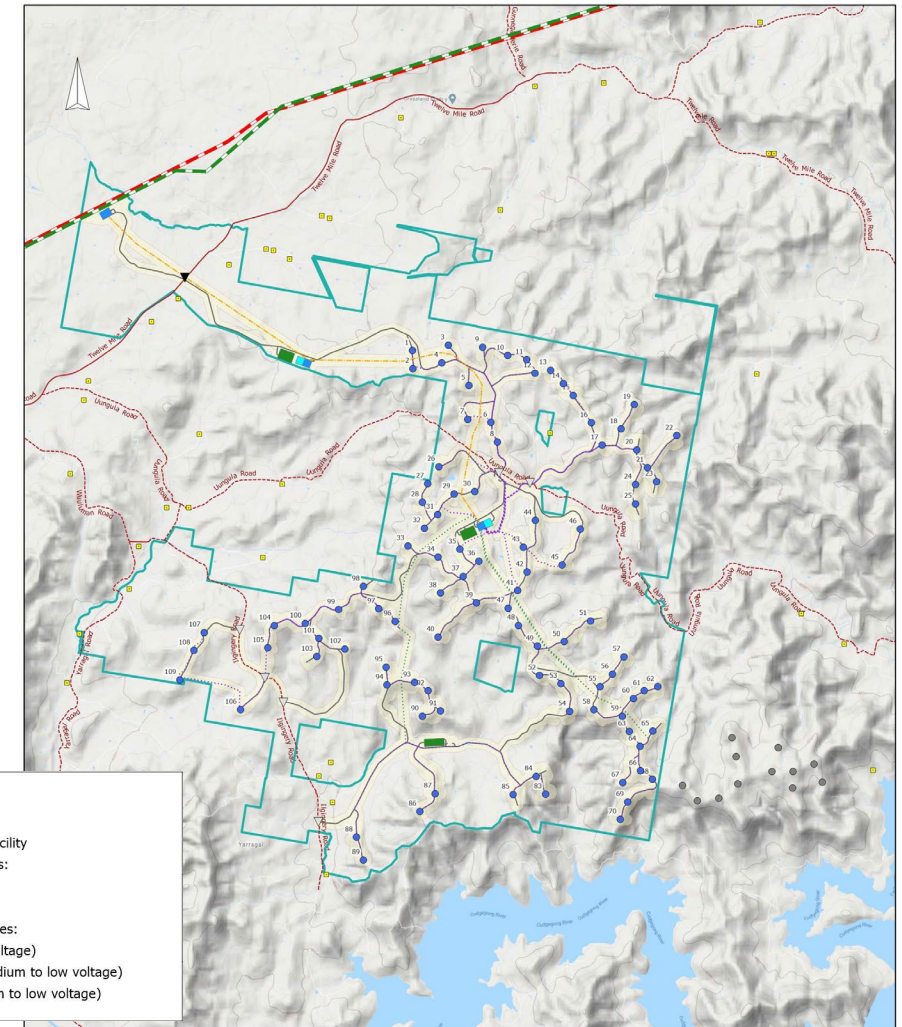
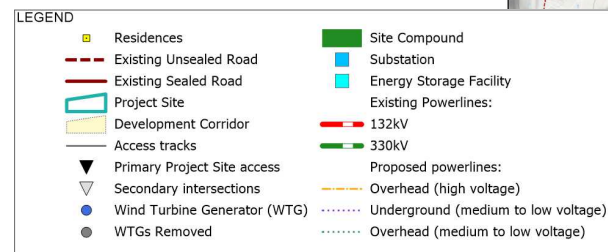
Uungula Wind Farm



Project Update

Key activities since last CCC meeting :

- Layout alteration with reduction of turbines from 109 to 97 (up to 250m in height and 170m in diameter) – reduction in the south eastern end of the project.
- EIS drafted and submitted to Department of Planning, Industry and Environment (DPIE) for a pre-exhibition check.
- Attendance at NSW Farmers Federation (Wellington Branch) meeting regarding Twelve Mile Road.
- Twelve Mile Road preliminary upgrade design.
- Neighbour consultation (including face to face meetings, letters and emails to residents regarding project impacts).
- Continued engagement with Council stakeholders: Infrastructure and Planning teams.



Planning and Approvals

Environmental Impact Statement (EIS) has been submitted to DPIE and is undergoing pre-exhibition checks.

CWPR will be notified by the DPIE when the EIS is permitted to be placed on public exhibition. This is anticipated in the coming weeks.

As a matter of process, DPIE will write to owners of land parcels adjacent to the project site to notify them of the EIS having been lodged. CWPR in the process of reaching out to these landowners.

CWPR will advise residents and stakeholders via our website <https://uungulawindfarm.com.au/planning-and-approvals/> and newsletter of the public exhibition period.

COVID-19 considerations has altered some elements of public interactions with the EIS process, including:

- The EIS will be available **online only**, no hard copy document in a local public building (*COVID-19 Legislation Amendment (Emergency Measures) Bill 2020*).
- Consistent with NSW Government Public Health Orders there will not be a public open day to coincide with the commencement of the EIS public exhibition period.

Exhibition (online only) for 30 days, ca. late May – late June (dependent on DPIE process). Website where document will be available: <https://www.planningportal.nsw.gov.au/major-projects>

The public will be invited to make submissions on the Project application, directly to the DPIE.



Planning and Approvals Process Flow

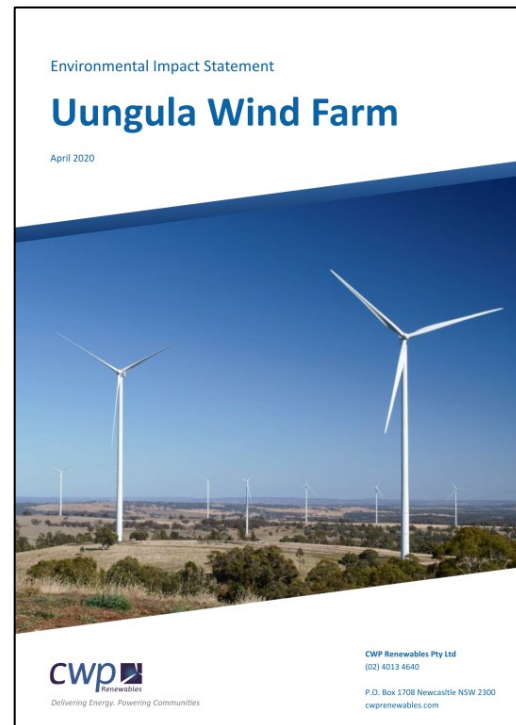


EIS Outline

EIS prepared by Eco Logical Australia (ELA) according to the SEARs (SSD 6687; Dated 11/11/2019).

Technical studies include:

- Aviation
- Biodiversity
- Bushfire
- Economic benefits
- Hazard screening
- Heritage
- Hydrology
- Landscape and Visual
- Noise and vibration
- Telecommunications
- Transport



Planning Secretary's Environmental Assessment Requirements

Section 4.12(8) of the *Environmental Planning and Assessment Act 1979*
Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*

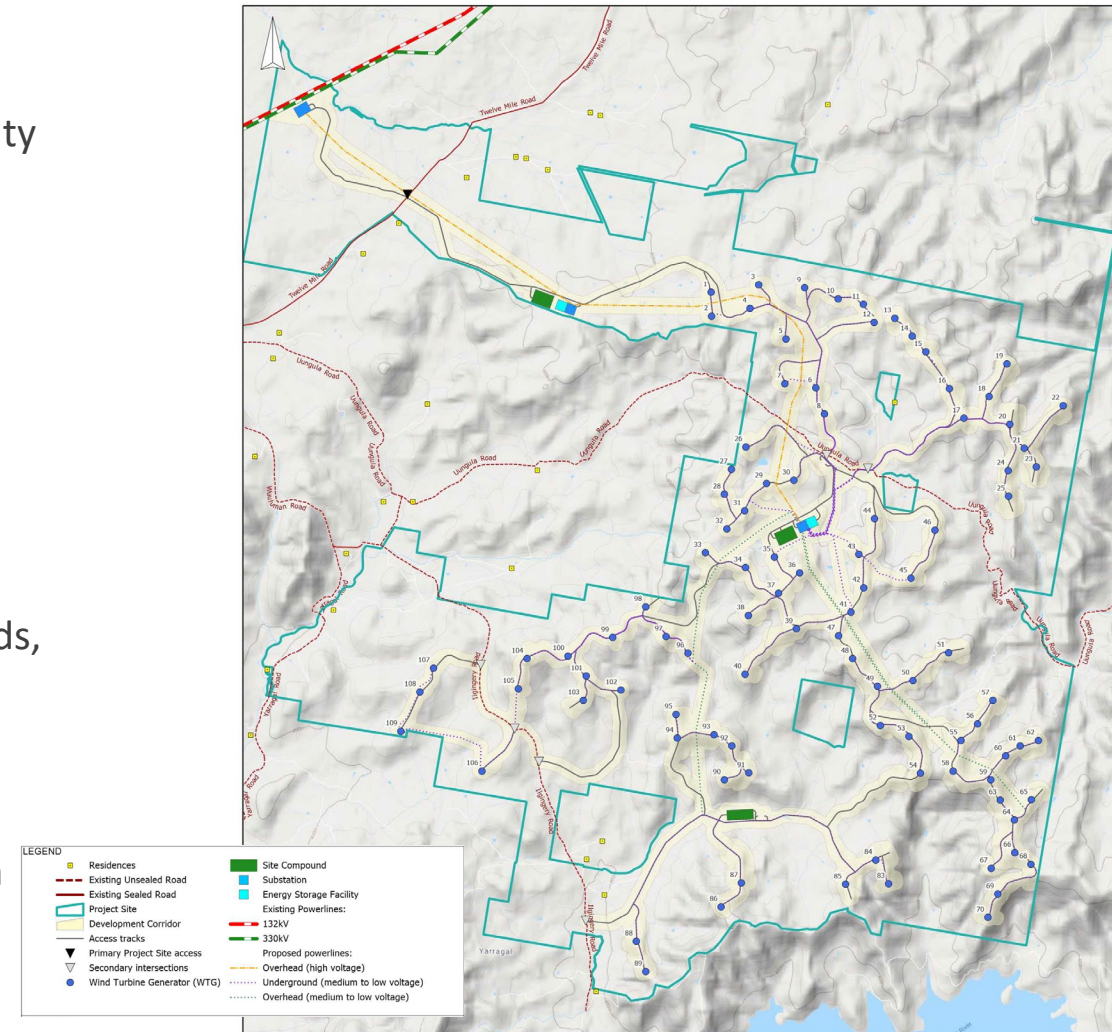
Application Number	SSD 6687
Project Name	Ungula Wind Farm which includes the construction, operation and decommissioning of a wind farm with: <ul style="list-style-type: none">- a maximum of 109 turbines and maximum height of 250 metres (to blade tip); and- ancillary infrastructure including access tracks, road upgrades, battery storage, electricity cabling, substations and grid connection.
Location	Approximately 20 km east of Wellington and 25 km west of Mudgee, within the Dubbo Regional local government area.
Applicant	Ungula Wind Farm Pty Ltd
Date of Issue	11/11/2019
General Requirements	The environmental impact statement (EIS) must be prepared in accordance with the requirements in Schedule 2 of the <i>Environmental Planning and Assessment Regulation 2000</i> (the Regulation).

Project Description

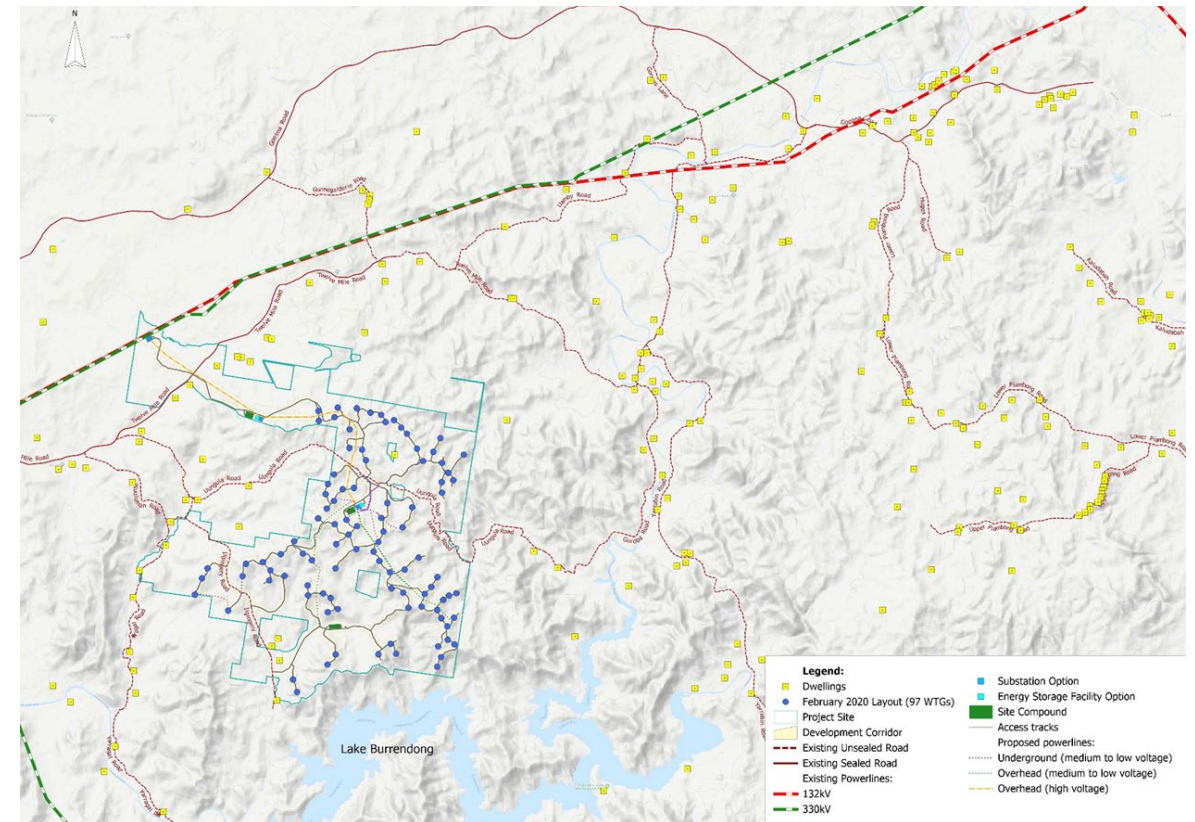
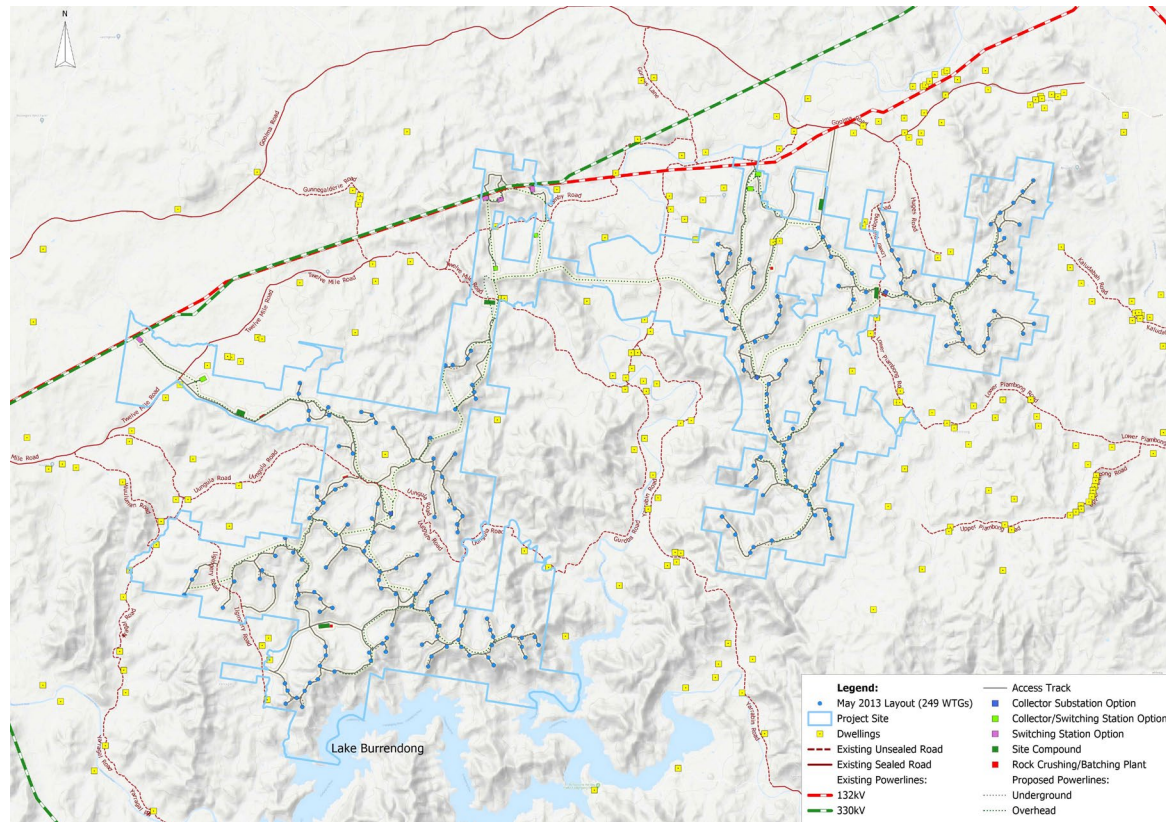
The Development Application for the Project is to install, operate and maintain up to 97 Wind Turbine Generators (WTGs), an Energy Storage Facility (ESF), associated Ancillary Infrastructure and Temporary Facilities.

This includes:

- Up to 97 WTGs of up to 250m tip height, rotor diameter 170m.
- ESF of 150 MWh.
- Ancillary infrastructure: substations, O&M compound, transmission lines (overhead and underground), permanent meteorological masts, hardstands, internal roads, utility services (power and communications).
- Temporary facilities: site offices and compounds, rock crushing and concrete/asphalt batching plant, compounds, laydown areas, construction access roads, temporary meteorological masts.



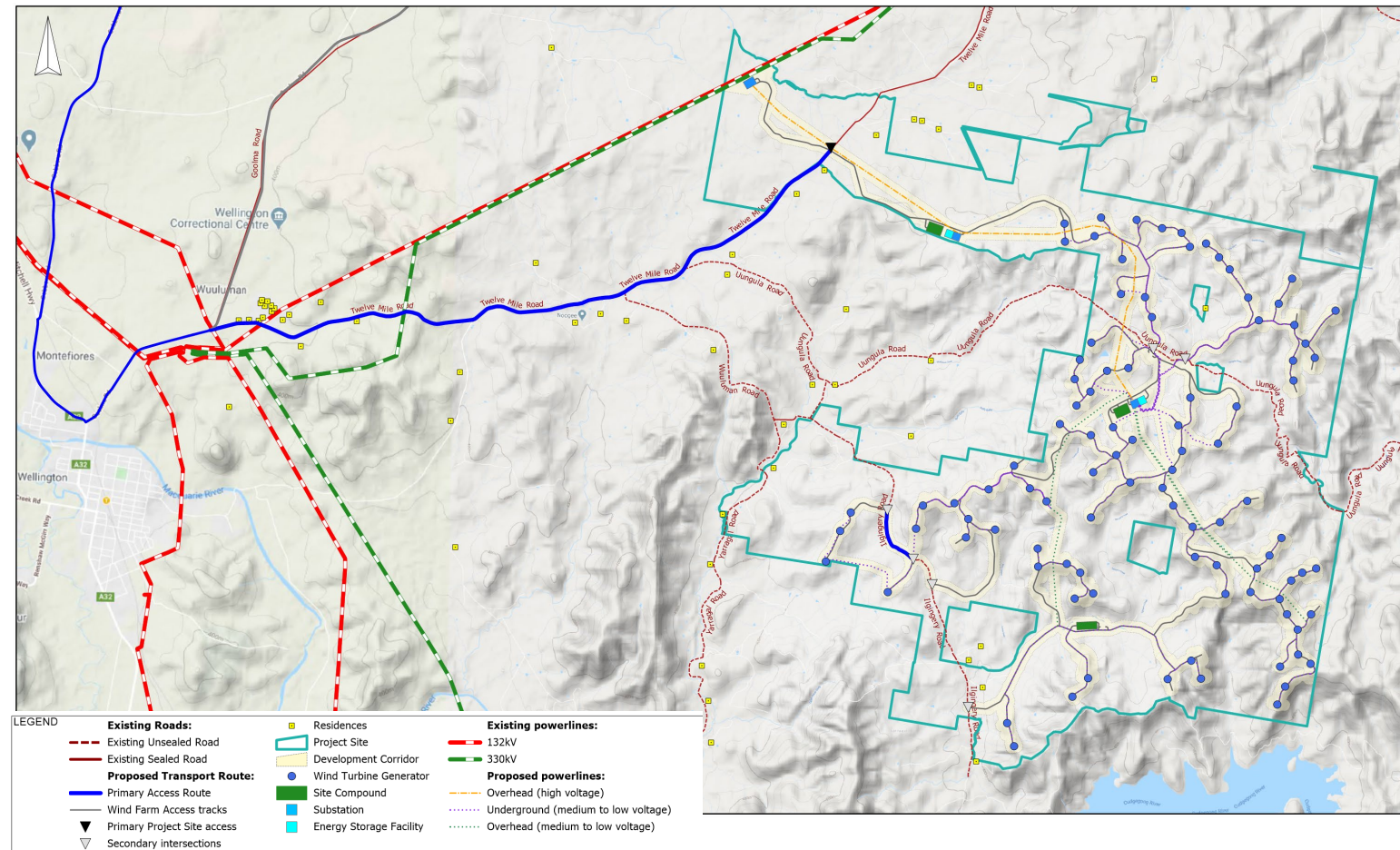
Historic – 2013 EA Layout vs Current



	No. residences with WTGs visible	No. residences directly adjacent to transport routes
2013 - 249 WTG layout and 200m BTH	191	119
2020 - 97 WTG layout and 250m BTH	84	13

Traffic and Transport

1. The primary Project Site entry will only be accessed from a westerly direction (from Goolma road along Twelve Mile Road), except to allow local service and/or resource suppliers located east of the primary Project Site entry along Twelve Mile Road the opportunity to participate in the Project.
2. A short section of Ilgingery Road will be used during construction and operational activities for Over-Size and Over-Mass (OSOM), Heavy and Light Vehicles, which will gain access via the primary Project Site entry and Internal Roads, to access a small number of WTGs at the western edge of the layout.
3. The sections of Uungula, Wuuluman and Ilgingery Roads linking the Project back to Twelve Mile Road will only be used by the Project during the post-Development Consent to:
 - undertake Pre-construction Minor Works;
 - construct intersection upgrades on Uungula Road and Ilgingery Road;
 - undertake dust suppression;
 - utilise the secondary intersections and cross overs identified above to facilitate construction and operational vehicles; and
 - procure resources from licensed operators which are located along these roads.

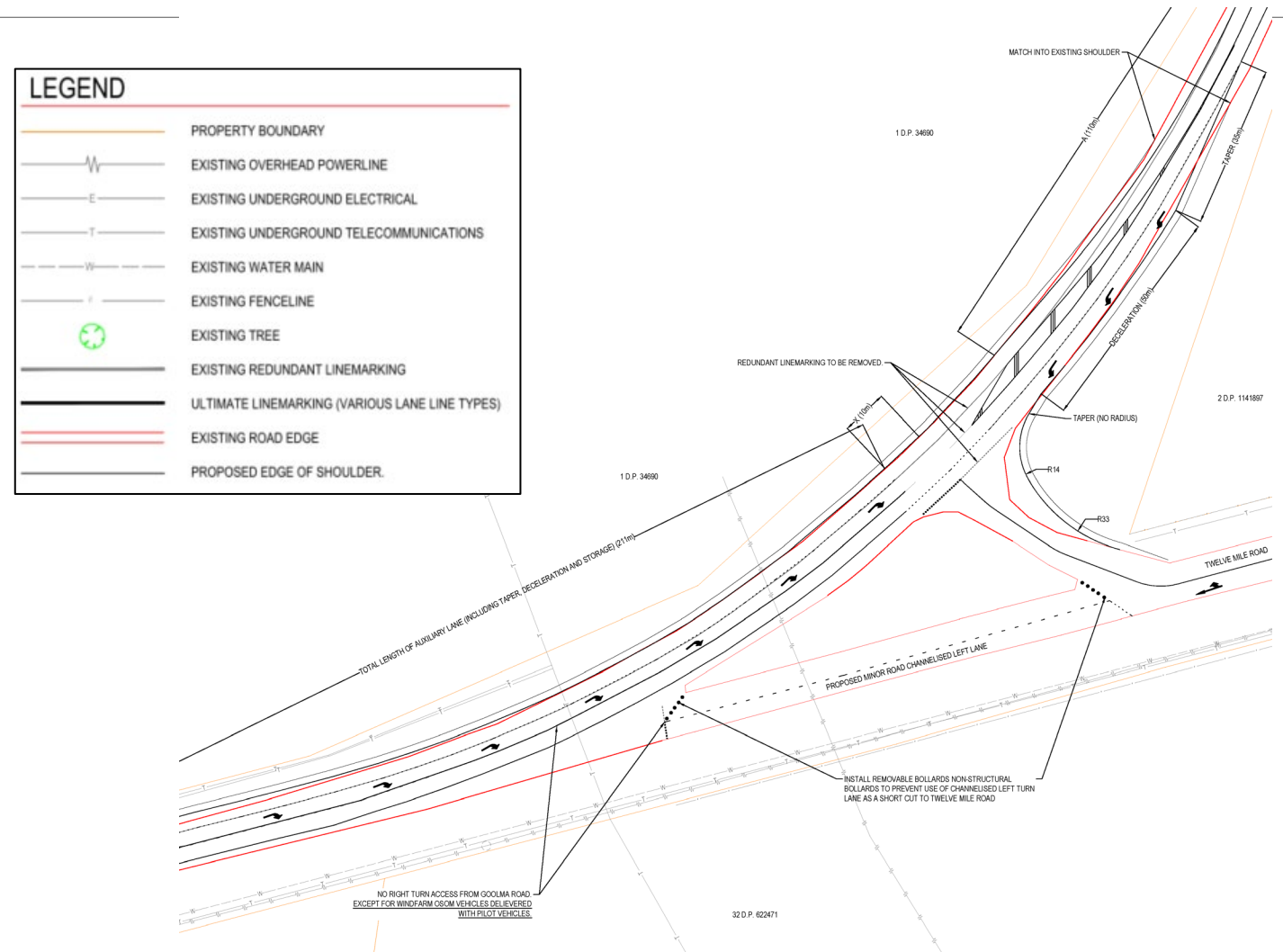


Goolma Road and Twelve Mile Road

■ Traffic generation (on TMR):

- 120 light vehicles to and from the project (generally focussed in the morning and afternoon commutes to and from the Project Site), which may increase up to 200 vehicles at peak construction;
- 45 heavy vehicles, which may increase up to 48 in peak periods (distributed throughout the day dependent on scheduling); and,
- 5 OSOM vehicles during WTG deliveries (distributed throughout the day dependent on scheduling).

■ Goolma Road and Twelve Mile Road intersection preliminary concept design has been prepared based on these vehicle numbers



Twelve Mile Road

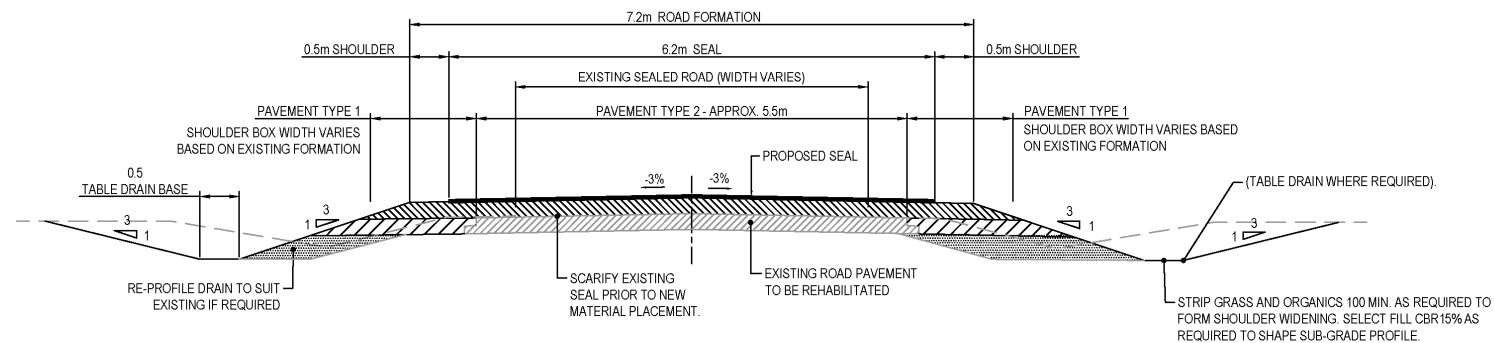
TMR will be upgraded prior to construction commencement on the project site.

A preliminary road upgrade design has been completed in consultation with DRC and is included in the EIS. Design parameters include:

- One 3.1m wide lane each way (a sealed pavement of 6.2m wide) plus shoulders of varying width.
- Temporary gravel passing bays every approximately 1.5km – 2km (an additional 3.1m lane width).

Management measures:

- There is no proposal, or intention, to close the road. Only temporary restrictions while the road is upgraded.
- During our upgrade of the road there may be some stop/go controls on the road (as with any road which is upgraded) but short term and necessary to upgrade the road.
- We will propose that all the over-size over-mass equipment will have escort vehicles and oncoming traffic will be free to pass where the road is wide enough, or would need to slow down or stop for a very short period of time while the vehicles pass – a method called a ‘rolling stoppage’ which is used regularly on many roads large and small in NSW when any large equipment is being hauled.



TYPICAL TWELVE MILE ROAD CROSS SECTION

SCALE 1:20

Economic Benefits

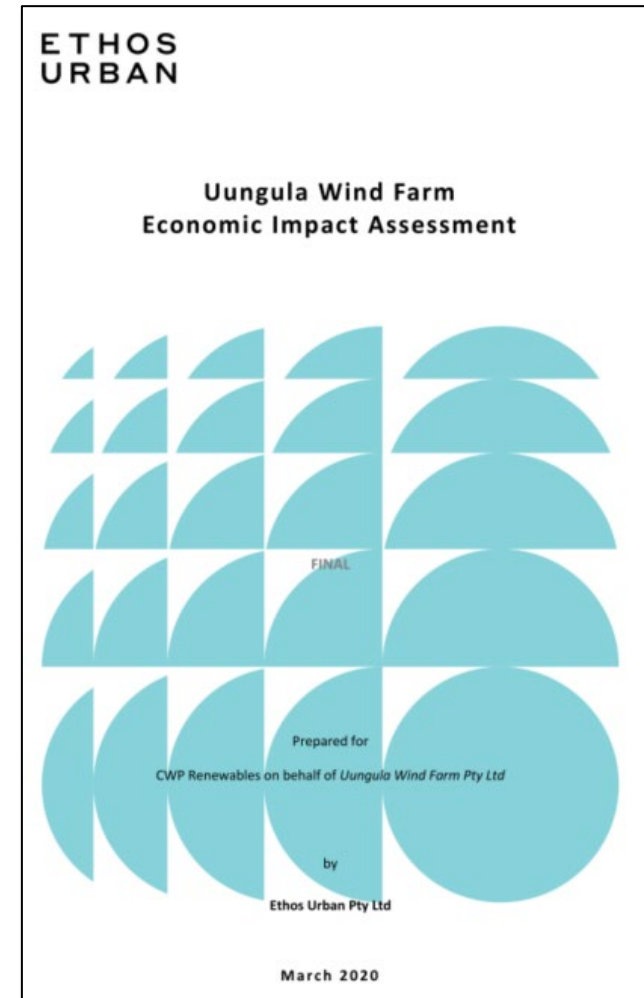
Direct and Indirect Employment: The Project will support 250 direct and 400 indirect Full Time Equivalent (FTE) positions over the construction period. Once operational, 12 direct and 35 indirect FTE jobs will be supported by the Project. Of these 47 total FTE jobs, it is expected that 19 will be sourced locally within the Dubbo Regional Council area.

Industry and Business Participation Opportunities: The Project will be able to maximise local business participation through contracted work.

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.

Ongoing Economic Stimulus: The Project will be making approximately \$180 million in payments over 30 years to associated landholders.

Returns to Council and the Community: Increases in Council rates caused by the Project, community benefit contributions (discussions ongoing) and community co-investment opportunities which will be subject to market testing post Development Consent.



SEARs requirement:

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).

A landscape and visual assessment was prepared by Moir Landscape Architecture (Moir, 2020) in accordance with the Visual Assessment Bulletin (DPE, 2016b). The report included:

- A baseline study, which included an analysis of the landscape character, scenic quality and visibility from viewpoints of different sensitivity levels;
- the establishment of visual influences zones from viewpoints using data collected in the baseline study;
- an assessment of the proposed layout against visual performance objectives; and
- a justification for the final proposed layout and identification of mitigation and management measures.

7.0 Viewpoint Analysis

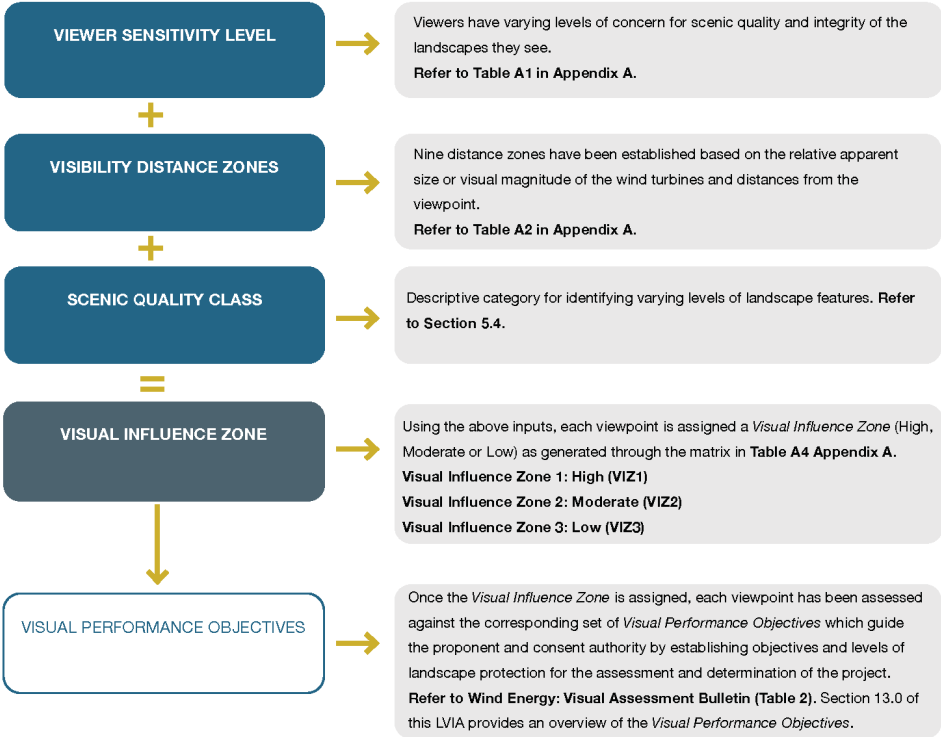
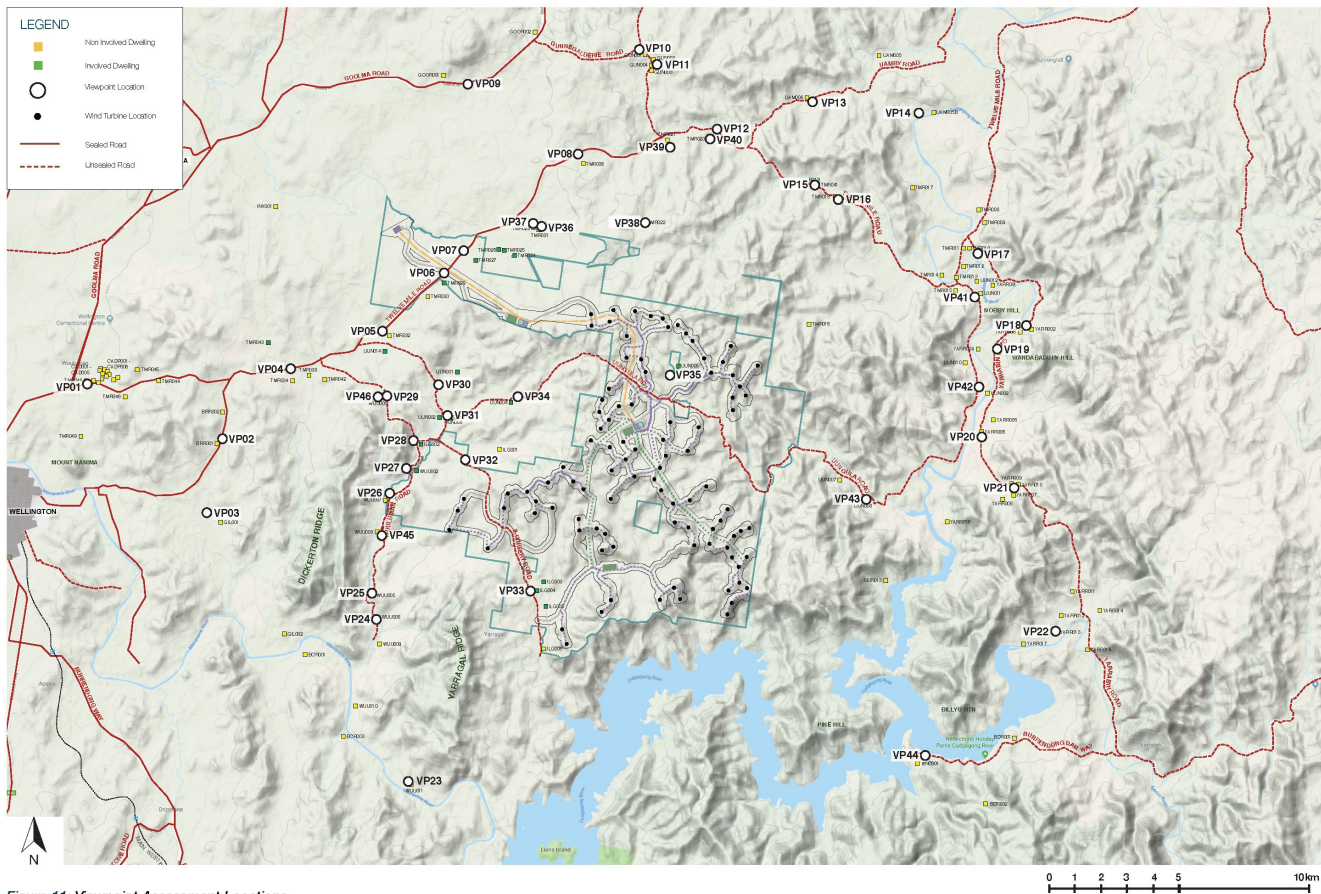
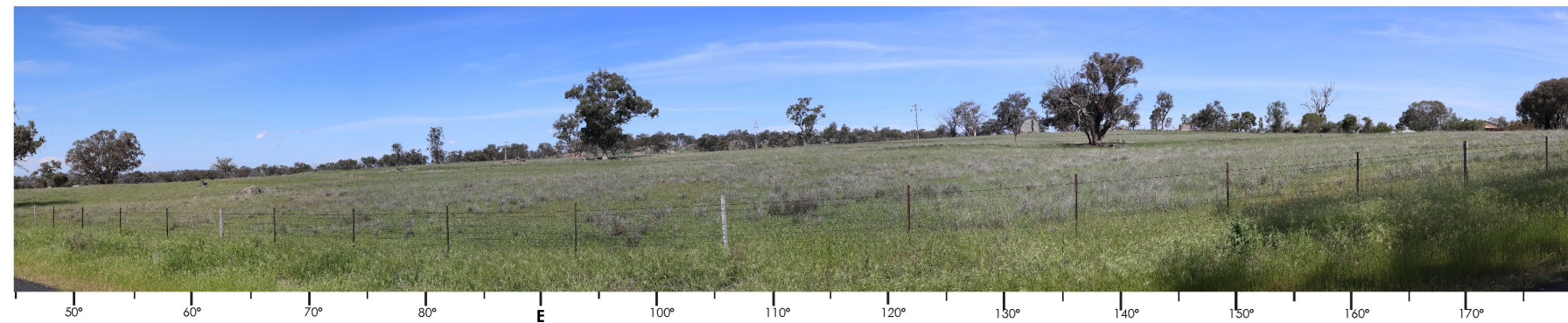


Table 12: Viewpoint Assessment Process

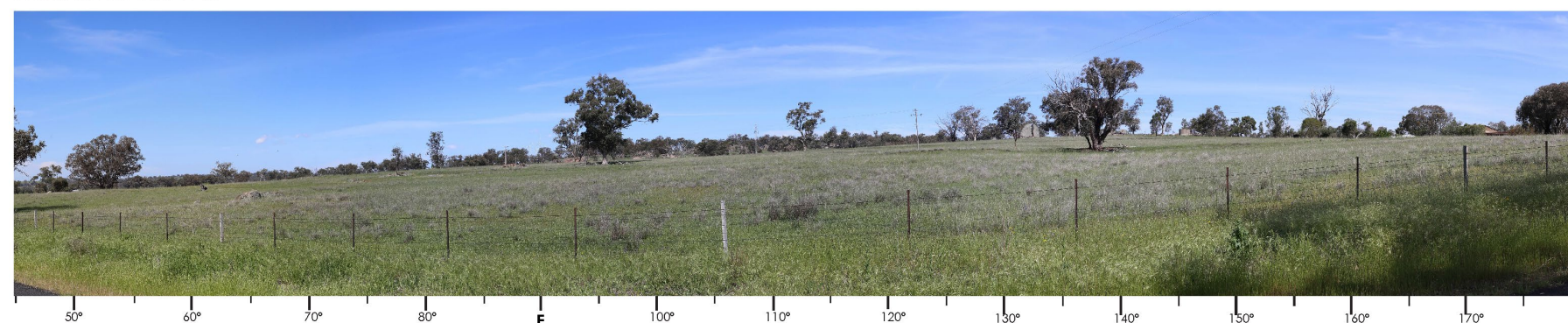
Visual Assessment (cont'd)

Photomontage 14 Viewpoint 06 Twelve Mile Road

Existing view from VP06



Proposed view from VP06



Photomontage 14 Location Map

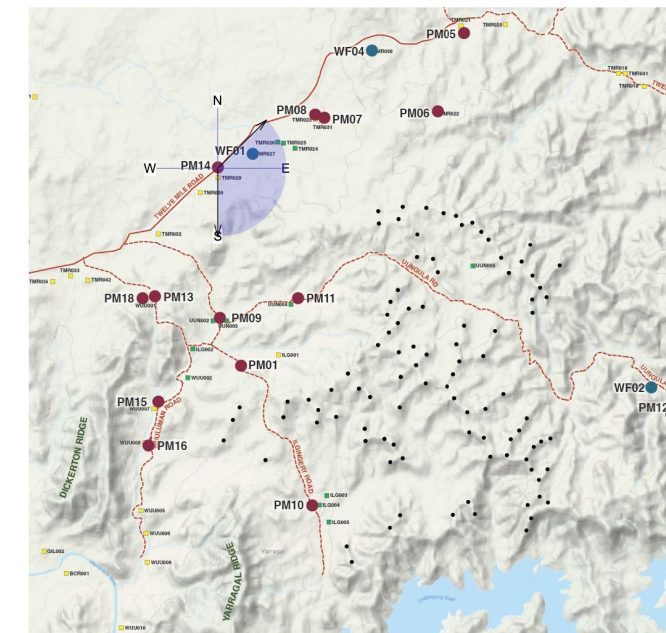
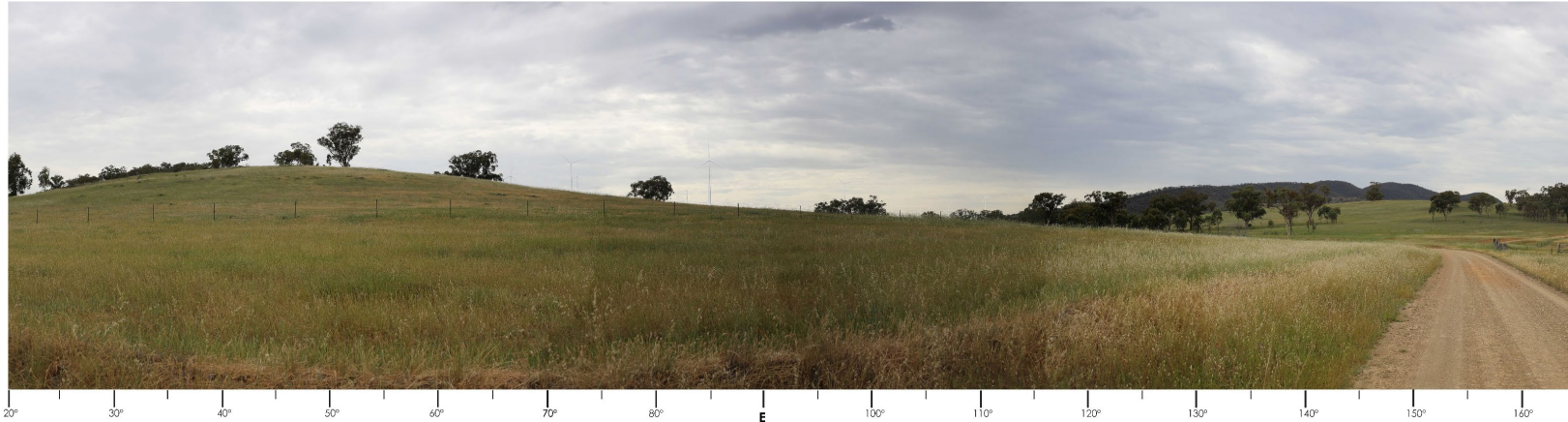


Figure D.14 Photomontage 14 Location and Viewing Direction

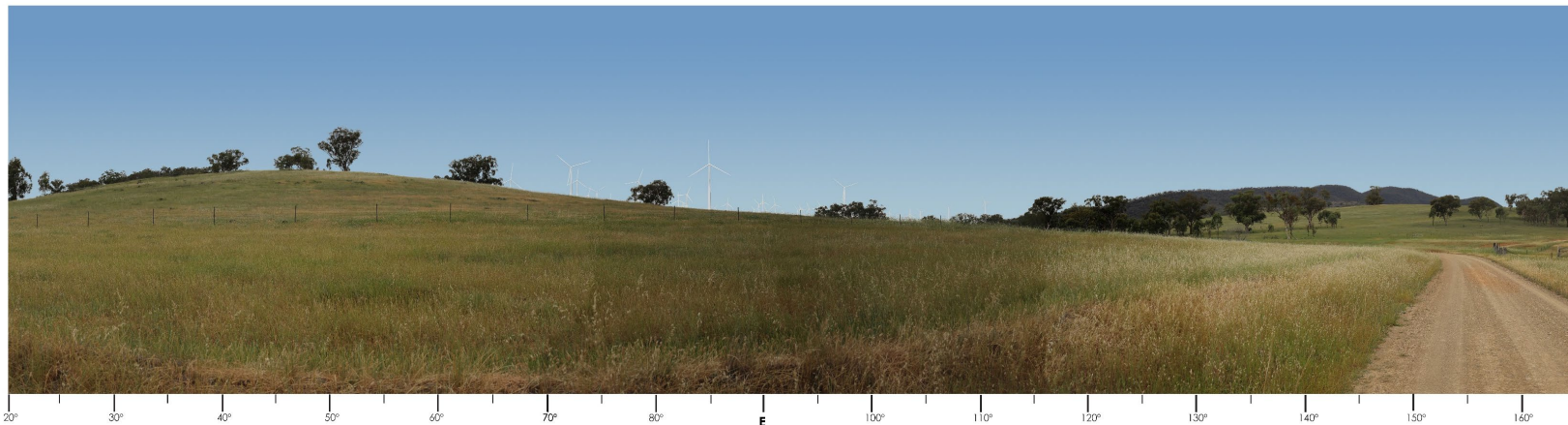
Visual Assessment (cont'd)

Blue Sky Comparison Photomontage 16 Wuuluman Road

Photomontage 16 Proposed view (Original Sky)



Photomontage 16 Proposed view (Super Imposed Blue Sky)



Photomontage 16 Location Map

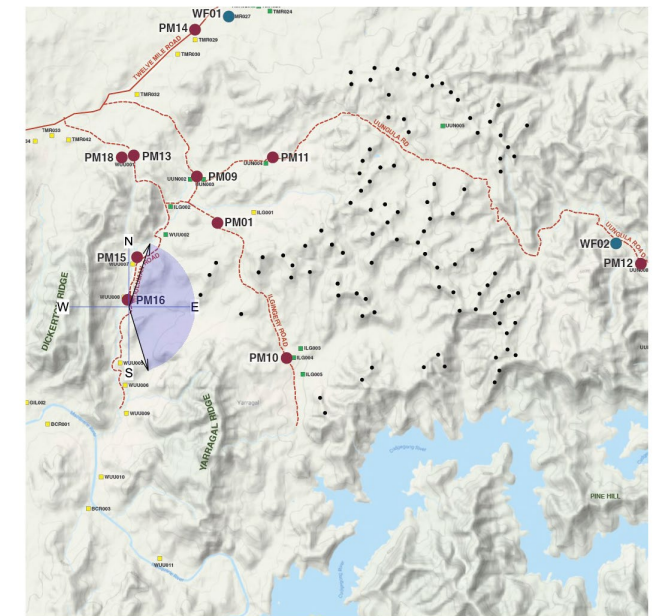


Figure D.16 Photomontage 16 Location and Viewing Direction

Visual Assessment (cont'd)

Photomontage 11 Viewpoint 34 Uungula Road

Existing view from VP34



Proposed view from VP34



Photomontage 11 Location Map

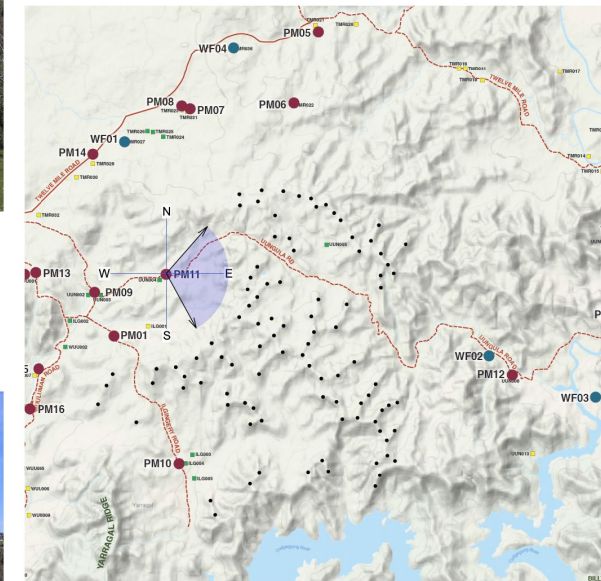


Figure D.11 Photomontage 11 Location and Viewing Direction

Visual Assessment (cont'd)

Photomontage 10 Viewpoint 33 Ilginery Road

Existing view from VP33



Proposed view from VP33



Photomontage 10 Location Map

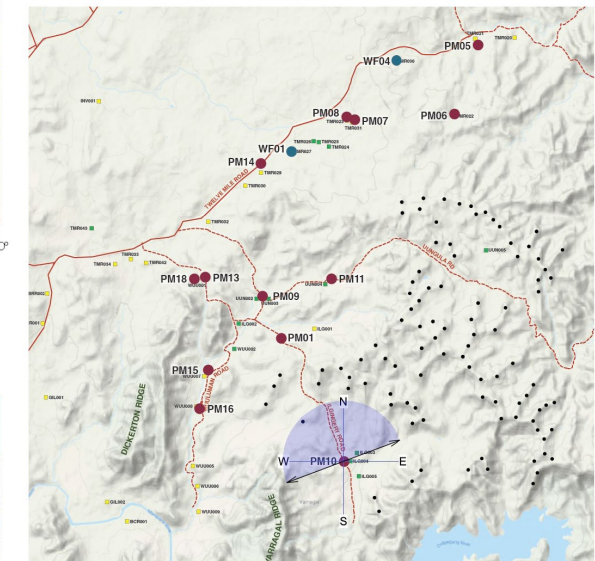
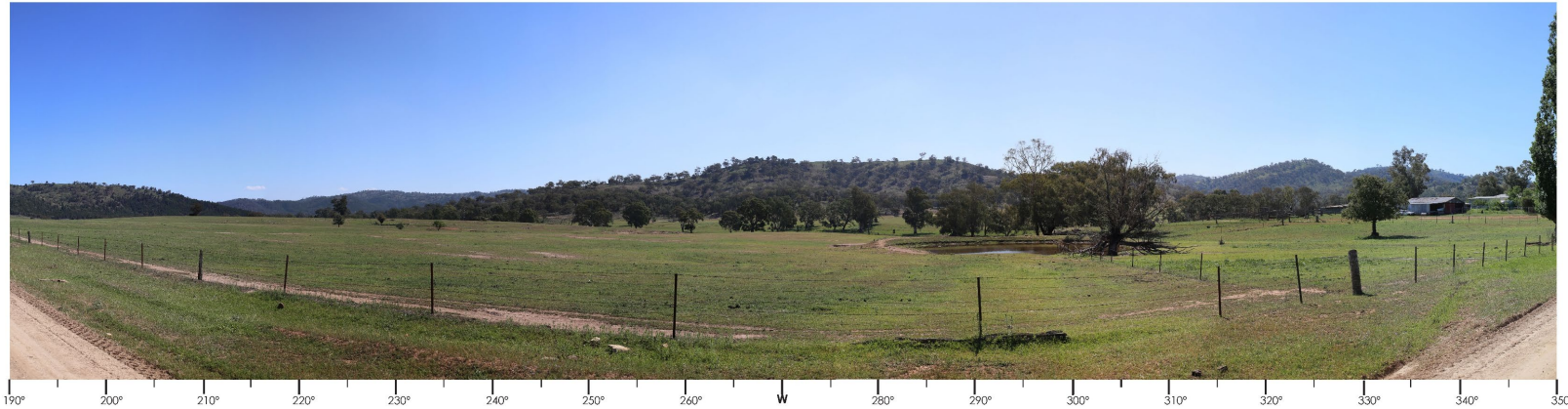


Figure D.10 Photomontage 10 Location and Viewing Direction

Visual Assessment (cont'd)

Photomontage 03 Viewpoint 20 Yarrabin Road

Existing view from VP20



Proposed view from VP20



Photomontage 03 Location Map

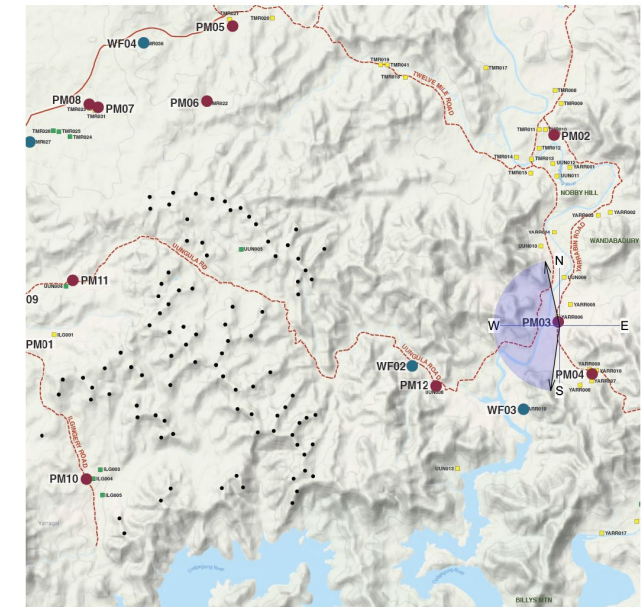


Figure D.3 Photomontage 03 Location and Viewing Direction

Visual Assessment (cont'd)

46 viewpoints were carefully selected to be representative of the range of views surrounding the Project. The viewpoint assessments provide a description of the existing visual landscape and were evaluated using the corresponding visual performance objectives in the Bulletin (Moir, 2020).

VIEWPOINT VP45			
Viewpoint Summary		Viewpoint Description	Visual Performance Objectives: VIZ2
Location	Elevation	View from Wuuluman Road approximately 300 metres south of the entry to WUUD08. Land in this location is predominantly cleared and slightly undulating, with views to distant vegetated ranges. Yarragal Ridge is a dominant visual feature to the south of this viewpoint. Potential Visual Impact: From this viewpoint, it is likely approximately 30 WTGs would be visible to the east.	Visual Magnitude: Mitigation methods are to be considered for nearby residences where required in accordance with the Visual Performance Objectives. Landscape Scenic Integrity: The wind turbines are likely to be a noticeable element in the landscape but are unlikely to significantly modify the visual catchment from this location. Key Feature Disruption: The proposal is likely to have a moderate visual impact from this location. The proposed WTGs are likely to become a dominant element in the visual landscape.
Wuuluman Road	370m		
Coordinates	Viewing Direction		
149° 4'27.93"E 32°33'52.63"S	Generally East		
Distance to WTG	Visibility Distance Zone		
Approx. 2.1km	Near Middleground (NM)		
Land Use	Viewer Sensitivity Level		
Rural Dwelling	Level 2: Moderate		
LCU	Scenic Quality Rating	Nearby Residences:	
Wuuluman	Moderate	WUUD08	
Visual Influence Zone 2 (VIZ2)		Refer to Photomontage 16	

A detailed assessment of residences identified eleven (11) residences with the potential to be impacted by the Project and recommended mitigation methods which are likely to assist in significantly reducing negative impacts, including:

- Off site screen planting (4 residences)
- Supplementary planting of existing vegetation (6 residences)
- Consideration of screen planting (1 residence)

The noise and vibration assessment has been prepared by Sonus Pty Ltd (2020), and has been undertaken in accordance with the requirements of the SEARs, which include:

- assess WTG noise in accordance with the NSW Wind Energy: Noise Assessment Bulletin (EPA/DPE, 2016c)
- assess noise generated by ancillary infrastructure in accordance with the NSW Noise Policy for Industry (EPA, 2017)
- assess construction noise under the Interim Construction Noise Guidelines (DECC, 2009)
- assess traffic noise under the NSW Road Noise Policy (DECCW, 2011)
- assess vibration under the Assessing Vibration: A Technical Guideline (DECC, 2006).

Operational WTG noise criteria are set by the relevant guidelines. Modelling indicates that compliance with the relevant guidelines can be achieved (Sonus, 2020).

The heritage assessment has been prepared by NSW Archaeology (2012, 2018) and Austral Archaeology (2020), and has been undertaken in accordance with the requirements of the SEARs:

- assess the impact on Aboriginal cultural heritage impact (archaeological and cultural) in accordance with the Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW (OEH, 2011) and the Code of Practice for the Archaeological Investigation of Aboriginal Objects in NSW (DECCW, 2010);
- provide evidence of consultation with Aboriginal communities in determining and assessing impacts, developing options and selecting options and mitigation measures (including the final proposed measures), having regard to the Aboriginal Cultural Heritage Consultation Requirements for Proponents (DECCW, 2010); and
- assess the impact on historic heritage having regard to the NSW Heritage Manual.

Results included identification across the site of scattered artefacts and three potential archaeological deposits. A range of mitigations are recommended including excavations and salvage.

No significant historic heritage items were identified.

The Biodiversity assessment has been prepared by ELA (ELA, 2020), and has been undertaken in accordance with the requirements of the SEARs, which include:

- assess biodiversity values and the likely biodiversity impacts of the development in accordance with the NSW Biodiversity Offsets Policy for Major Projects (OEH, 2014) and Framework for Biodiversity Assessment (FBA) (OEH, 2014), unless otherwise agreed by the Biodiversity and Conservation Division (BCD) (terrestrial biodiversity) or DPI Fisheries (aquatic biodiversity); and
- assess the impact of the development on birds and bats, including blade strike, low air pressure zones at the blade tips (barotrauma), alteration to movement patterns, and cumulative impacts of other wind farms in the vicinity.

A Biodiversity Assessment Report (BAR) and Biodiversity Offset Strategy (BOS) have been developed in accordance with the NSW FBA in response to the Project SEARs. This also included consideration of EPBC Act listed species and communities.

The proposed approach will be to secure a biodiversity offset according to the NSW Biodiversity Offsets Policy.

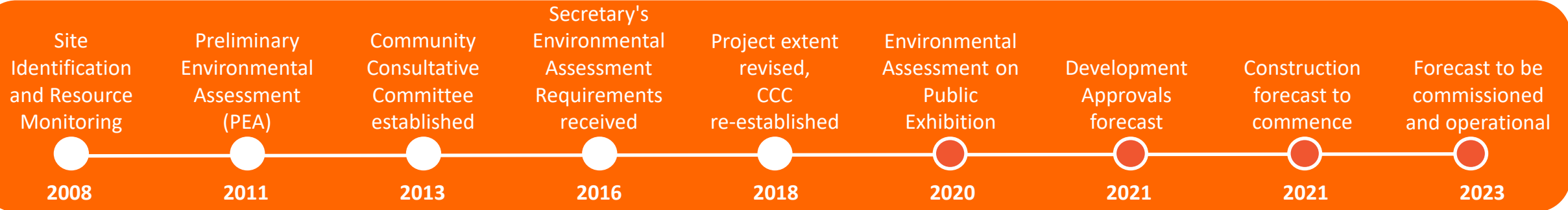
Impact Assessment and Mitigations

The EIS has recommended the impacts of the project can be managed through a standard range of mitigation measures. These are outlined in the EIS content as the project's Statement of Commitments.

Environmental management measures include:

- Prior to the commencement of construction, the Proponent will prepare an Environmental Management System (EMS). The construction contractor will prepare an Environmental Management Plan (EMP) that will outline environmental management measures and procedures to be implemented during construction. This will include plans to address:
 - Water quality
 - Air quality
 - Heritage
 - Biodiversity
 - Noise and vibration
 - Environmental incident response and notification
 - Traffic
 - Waste
 - Contamination (including unexpected finds)
 - Storage of chemicals, oils and fuels
 - High risk activities
 - Training and induction.
- Prior to the commencement of commissioning of any WTG, the Proponent will prepare a Bird and Bat Adaptive Management Plan (BBAMP) to the satisfaction of the Secretary.
- Within two years after construction commencement the Proponent will retire the required biodiversity offset credits in consultation with the relevant NSW or Commonwealth Government agencies and according to the requirements of the relevant legislation.

Timeline



Key next steps:

- EIS on public exhibition
- Ongoing consultation with neighbours and residents
- Ongoing consultation with government agencies and Council
- Install 160m monitoring mast (DA pending)

Contact details

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