

Energy Assessment
PA2503700

Mumblin Wind Farm

 Officer Assessment



Department
of Transport
and Planning



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Executive Summary

Key Information	Details		
Application No:	PA2503700		
Received:	21 May 2025		
Statutory Days:	238 days		
Applicant:	Mumblin Wind Farm Pty Ltd c/- RE Future Developments		
Planning Scheme:	Corangamite		
Land Address:	Various land parcels located on Curdies – Leichfield Road at Elingamite North, Victoria approximately 6.7 kilometres south-west of Cobden, as described in the site description section below.		
Proposal:	Use and development of the land for a wind energy facility and utility installation (powerline), associated buildings and works, removal of native vegetation, creation and alteration of access to a road in a Transport Zone 2, and the display of business identification signage		
Project Description	• 54 megawatt (MW), 8-turbine wind energy facility • Above ground transmission lines between the on-site substation and the point of connection with the distribution network • Underground cabling • Permanent metrological mast • Operation and maintenance facilities, construction compound, access tracks, hardstand areas and associated buildings and works. • 0.427 hectares of native vegetation removal • Business identification signage at Curdies – Leichfield Rd. • Alteration at the intersection of Cobden-Warrnambool Road (a TRZ2 road) and Curdies – Leichfield Rd.		
Development Value:	\$100 million		
Why is the Minister responsible?	Under Clause 72.01-1, the Minister for Planning is the responsible authority for a planning permit application for the use or development of land associated with a: • Energy generation facility with an installed capacity of 1 megawatt or greater; and/or a, • Utility installation used to transmit or distribute electricity. • Application where clause 53.22 applies.		
Why is a permit required?	Clause	Control	Permit Trigger
Zone:	Clause 35.07-1 Clause 35.07-4	Farming Zone (FZ)	Use of land for a wind energy facility including an anemometer.

Key Information	Details		
			Use of land for utility installation. Construct a building or construct or carry out works associated with a section 2 of clause 35.01-1. Construct a building within 20 metres of a road. Construct a building within 5 metres of a boundary.
	Clause 36.04-1	Transport Zone	Use of land for utility installation
	Clause 36.04-2		Construct a building or construct or carry out works associated with a section 2 of clause 36.04-1.
Overlays:	Clause 44.06	Bushfire Management Overlay	N/A
Particular Provisions:	Clause 52.05-14	Signs	To construct or put up for display a business identification sign
	Clause 52.06	Car Parking	Car parking must be provided to the satisfaction of the responsible authority
	Clause 52.17-1	Native Vegetation	To remove, destroy or lop native vegetation, including dead native vegetation
	Clause 52.29-2	Land adjacent to the principal road network	Create or alter access to a road in a Transport Zone 2
	Clause 52.32-2	Wind Energy Facility	Use and development of a wind energy facility (including anemometer)
	Clause 53.22	Significant Economic Development	The clause applies to the application as the applicant has submitted written confirmation that the application is an application to which this clause applies and the conditions corresponding to a category in Table 1 are met.
Cultural Heritage:	A CHMP Ref 18209 was approved by Eastern Maar Registered Aboriginal Party on 16 April 2025 .		
Environment Protection and Biodiversity	The project was determined to be a controlled action under <i>the Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act). The planning application process is an accredited state assessment process under Schedule 1 (item 2.1(f)) of the Bilateral Assessment Agreement between the Commonwealth and Victoria under section 45 of the EPBC Act (the Bilateral agreement).		

Key Information	Details
Conservation Act 1999	
Referral Authorities:	Head, Transport for Victoria (s55 – determining) – no objection subject to conditions
Public Notice:	Notice of the application under section 52 of the <i>Planning and Environment Act 1987</i> (PE Act) was required. 148 objections from the community have been received as of 25 June 2026. This included objections from the Corangamite and Moyne Shire Councils. Submissions were received from the following agencies: • Country Fire Authority (CFA) • Environment Protection Authority (EPA) • Bureau of Meteorology (BoM) • Department of Energy, Environment and Climate Action • Glenelg Hopkins Catchment Management Authority • WorkSafe Victoria • Civil Aviation Safety Authority (CASA) • Airservices Australia • Department of Defence
Delegation:	Approval to determine under delegation received on 13 April 2026 .
Recommendation:	Issue a planning permit subject to conditions.

Process and Documentation

Planning Process

1. The key milestones in the application process were as follows:

Milestone	Date
Application lodgement	21 May 2025
Further information requested	16 June 2025
Further information received	23 June 2025
Section 50 amendment	10 October 2025
Public notice (section 52)	28 November 2025 – 2 February 2026

Project Background and Planning History

2. This is the second planning application that has been submitted to the Minister for Planning for a wind energy facility in Elingamite North.

PA2201517

3. Planning application PA2201517 for the Mumblin Wind Farm project (13 turbines) was lodged on 8 February 2022.
4. The application was withdrawn by the applicant on 12 August 2025.

Decision Documents

5. The subject of this report is the decision documents (as advertised with the application) and described below).

Decision Documents
– Certificates of Title – Application form – Planning Report including Development Plans prepared by RE Future, Rev 1, dated 5 May 2025 – Aeronautical Impact Assessment prepared by L&B, Version 8, dated 11 August 2022 – Aviation Impact and Lighting Risk Assessment Review prepared by Aviation Projects, dated 17 July 2024 – Shadow Flicker Assessment prepared by RE Future, Version 5, dated 18 August 2024 – Preliminary Transport Assessment prepared by RE Future, Version 7, dated 19 February 2025 – Fire Risk Management Plan (including Fire Safety Study) prepared by Fire Risk Consultant, Version 4.1, dated 5 May 2025 – Geotechnical Desktop Study prepared by Melbourne Geotechnics Consulting Geotechnical Engineers, dated 28 April 2025 – Ecological Assessment for the Proposed Mumblin Wind Farm, prepared by Ecology and Heritage Partners Pty Ltd, dated 1 May 2025 – Southern Bent-wing Bat and Yellow -bellies Sheath-tailed Bat Assessment, prepared by Nature Advisory, dated August 2024 – Electromagnetic Interference Assessment prepared by RE Future, dated 7 May 2024



Decision Documents

- Environmental Noise Assessment prepared by Marshall Day Acoustics, dated 20 November 2025
 - Verification of Environmental (Predictive) Noise Assessment prepared by ARUP, dated 14 November 2025
 - Background Noise Monitoring prepared by Marshall Day Acoustics, dated 27 May 2024
 - Landscape and Visual Impact Assessment prepared by GBD Landscape Architecture, dated 18 June 2024
 - Landowner written consent signed 6 October 2021
 - Head, Transport for Victoria consent for the application to be made in the TRZ2, dated 10 October 2025
-

Proposal

6. The application proposes the use and development of land for a 54-megawatt (MW) wind energy facility (wind farm) consisting of 8 wind turbine generators and associated infrastructure.
7. The project is summarised as follows:

Key components	Details
Number of turbines	8 wind turbines (Vesta model V162 and Vestas model V172 models as referenced in the Planning Report). The proponent has considered two turbine types for flexibility and modelled a worst-case scenario to consider the potential impacts of the proposed wind farm. A final turbine selection will be made before construction, if a permit is granted.
Turbine dimensions	The proponent has sought approval with flexibility to use two turbine models (162 diameter rotor and 172 diameter rotor) with two different hub (tower) heights (150m and 166m) for each turbine. A final turbine selection will be made prior to construction. Options being considered are as follows, noting that only one option will be selected for all proposed turbines: <u>Vestas V162 Hub Height 150</u> – Maximum RSA Height: 231 m – Minimum RSA Height: 69 m – Rotor Diameter: 162 m – Tower Height: 150 m <u>Vestas V162 Hub Height 166</u> – Maximum RSA Height: 247 m – Minimum RSA Height: 85 m – Rotor Diameter: 162 m – Tower Height: 166 m <u>Vestas V172 Hub Height 150</u> – Maximum RSA Height: 236 m – Minimum RSA Height: 64m – Rotor Diameter: 172 m – Tower Height: 150 m <u>Vestas V172 Hub Height 166</u> – Maximum RSA Height: 252 m – Minimum RSA Height: 80 m – Rotor Diameter: 172 m – Tower Height: 166 m
Turbine lighting	No aviation obstacle lighting is proposed.
Ancillary infrastructure	– One on-site substation – Approximately 910 m of above ground electrical cabling between the substation and the point of connection with the electricity grid



Key components	Details
	– Approx. 18.45 km of underground electrical cabling on site – Hardstand areas at the base of each turbine measuring 75 m x 50 m – One permanent meteorological mast measuring 140 m in height. – Temporary site office and staging area measuring 100 m x 150 m – Approx. 10 km of access tracks – Four firewater tanks of at least 45,000 litre (L) capacity – Associated buildings and works to facilitate construction including intersection upgrades – Three temporary laydown areas measuring 100 m x 150 m.
Site access	Four site entrances are proposed from: – Curdies – Leichfield Rd located to the south (Entrance 1) (from Cobden- Warrnambool Road (TR22)) – Curdies – Leichfield Rd located centrally of the project site (Entrance 2) – Cobden – South Ecklin Rd (Entrance 3) – Curdies – Leichfield Rd located to the north (Entrance 4)
Native vegetation removal	Removal of 0.427 hectares (ha)
Signage	One business identification sign to be located at Entrance 1 with a total display area less than 3 sqm.

8. The project is anticipated to generate 190,000 MWh of electricity per year, providing the energy for approximately 32,000 households on a per annum basis.
9. The proponent has provided the following concept plans and images of the proposal:

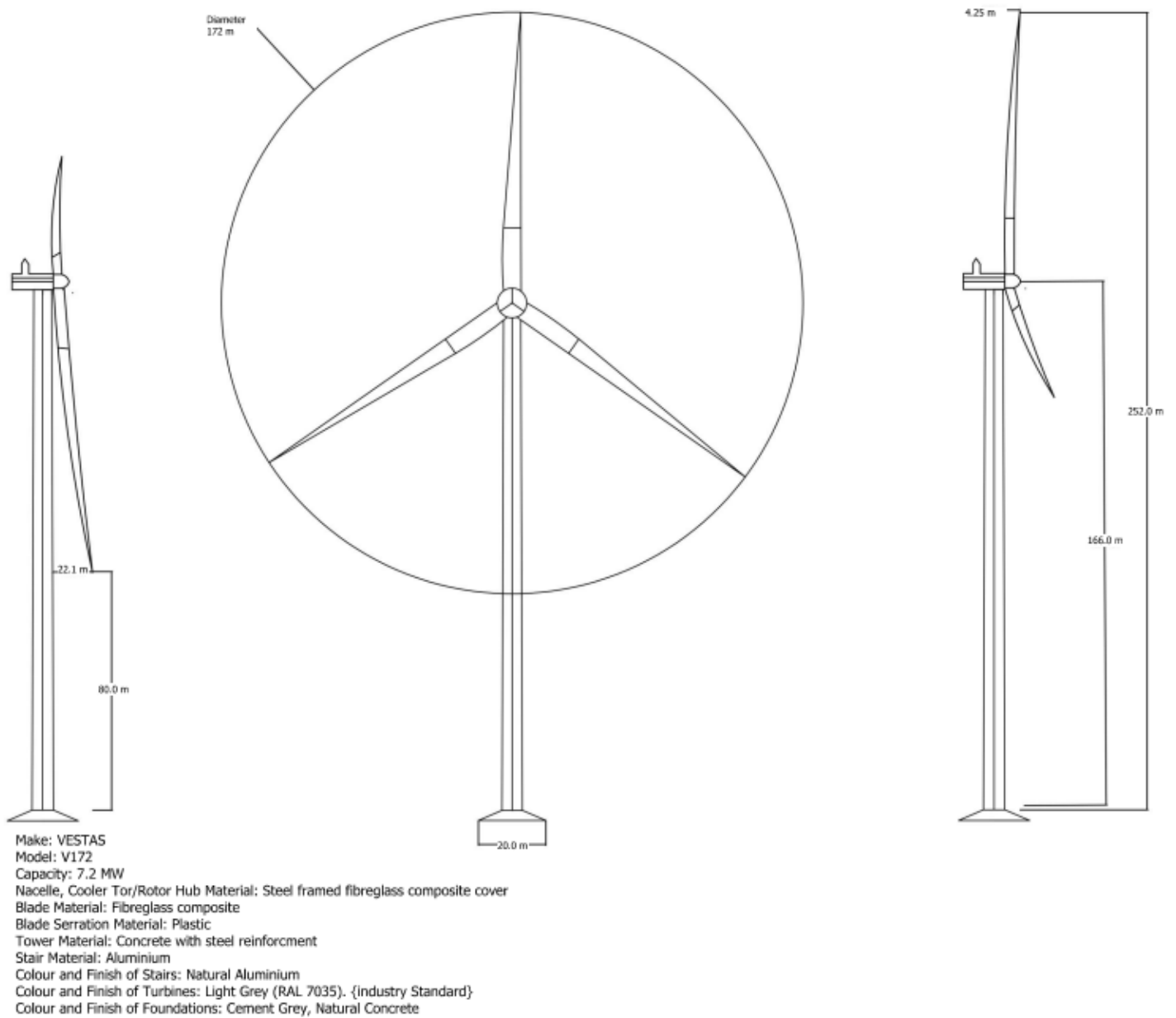


Figure 1. Elevation of proposed 172m diameter turbine model. Source: Advertised plans

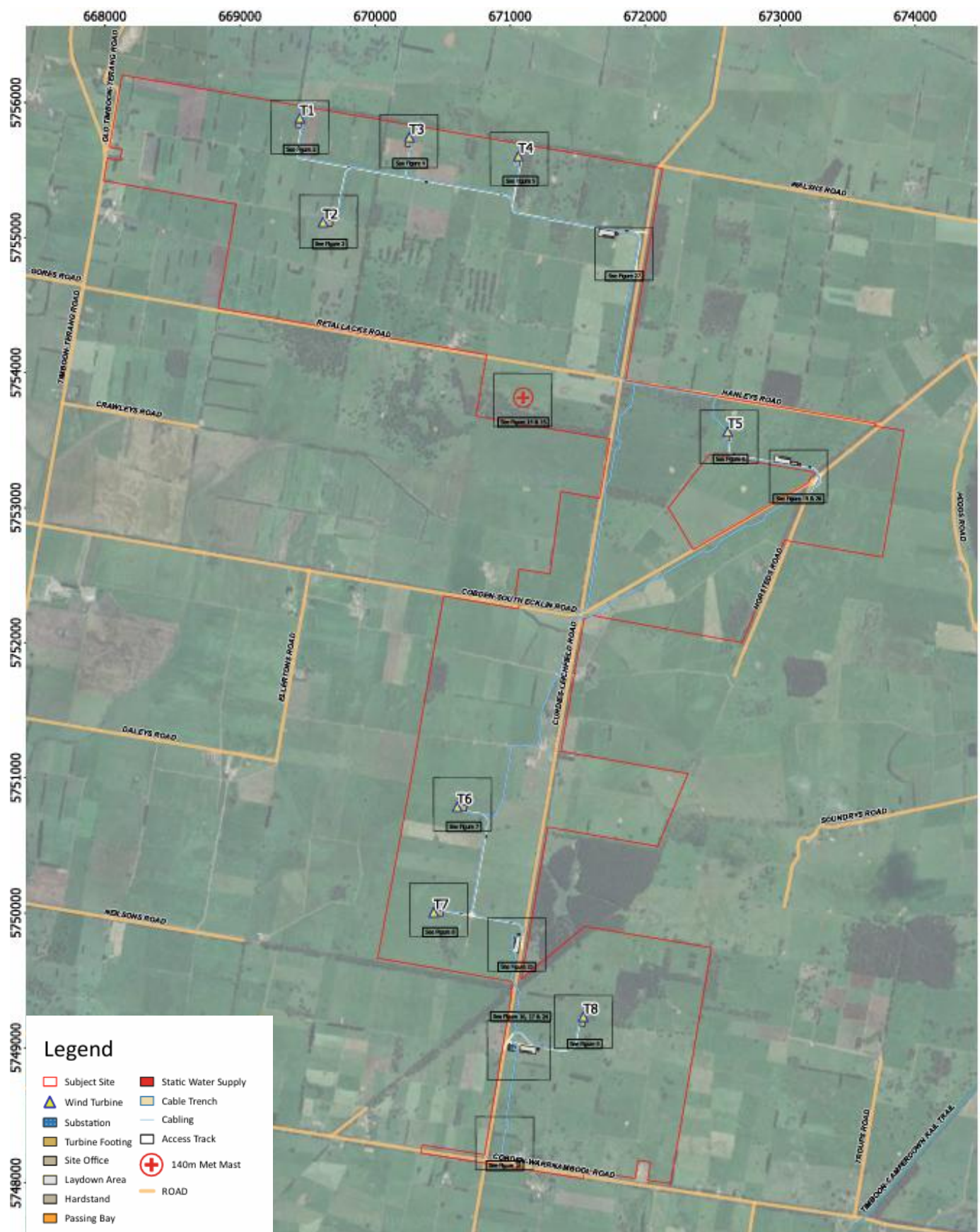


Figure 2: Proposed layout. Source: Advertised plans.

Subject Site and Surrounds

10. The site is located on Curdies–Leichfield Road, with the closest title of the wind farm being approximately 6.7 kilometres south-west of the edge of the Cobden township within the Corangamite Shire.
11. The existing land is primarily used for agricultural purposes, predominantly grazing and dairy farming, which is proposed continue alongside the operation of the wind energy facility.
12. The wind farm is proposed across 27 privately owned land parcels and 10 adjoining road reserves which are to be utilised for access and cabling connections. The point of electricity connection will include crossing the principal road network to connect to the existing powerline network located in the road reserve of Cobden-Warrnambool Road.
13. The site is characterised by gently undulating rural farmland, typical of the surrounding agricultural landscape of the south-west Victorian volcanic plains. The land has been largely cleared of native vegetation for agricultural use, with remaining vegetation generally limited to scattered trees, shelterbelts and roadside vegetation.
14. The subject site has a combined area of 1496 ha; the development footprint is approximately 18.1 ha (1.32% of the subject site).
15. The site is formally described as comprising the following land parcels:

Address	Parcel	Volume/ Folio
112 Retallacks Road, Elingamite North 3266	Lot 1 on Plan of Subdivision 346259B	Vol 10268 Fol 789
	Lot 2 on Plan of Subdivision 346259B	Vol 10268 Fol 790
	Lot 3 on Plan of Subdivision 346259B	Vol 10268 Fol 791
640 Timboon-Terang Road, Dixie 3265	Lot 2 on Plan of Subdivision 402914K	Vol 10299 Fol 152
	Lot 3 on Plan of Subdivision 402914K	Vol 10299 Fol 153
820 Cobden-South Ecklin Road, Elingamite North 3266	Lot 1 on Plan of Subdivision 519459F	Vol 10756 Fol 346
1430 Cobden-Warrnambool Road, Glenfyne 3266	Lot 2 on Plan of Subdivision 616857B	Vol 11094 Fol 361
760 Timboon-Terang Road, Dixie 3265	Crown Allotment 3B Section 10 Parish of Ecklin	Vol 03024 Fol 779
50 Peggs Road, Elingamite North 3266	Lot 1 on Title Plan 344944H	Vol 04589 Fol 756
	Lot 2 on Plan of Subdivision 009430	Vol 05585 Fol 901
299 Curdies-Leichfield Road, Elingamite North 3266	Crown Allotment 4 Section 15 Parish of Ecklin	Vol 06619 Fol 610
1430 Cobden-Warrnambool Road, Glenfyne 3266	Lot 1 on Title Plan 748663P	Vol 06897 Fol 236
369 Curdies-Leichfield Road, Elingamite Road 3266	Lot 1 on Title Plan 533829E	Vol 07416 Fol 156
	Lot 2 on Title Plan 533829E	Vol 07416 Fol 156
112 Retallacks Road, Elingamite North 3266	Lot 3 on Plan of Subdivision 020754	Vol 07573 Fol 066
	Lot 2 on Plan of Subdivision 020754	Vol 07573 Fol 068
50 Peggs Road, Elingamite North 3266	Lot 1 on Plan of Subdivision 009430	Vol 08187 Fol 462



Address	Parcel	Volume/ Folio
112 Retallacks Road, Elingamite North 3266	Crown Allotment 4A Section 10 and Crown Allotment 4A1 Section 10 Parish of Ecklin	Vol 08290 Fol 058
820 Cobden-South Ecklin Road, Elingamite North 3266	Lot 1 on Title Plan 239654E	Vol 03273 Fol 675
112 Retallacks Road, Elingamite North 3266	Lot 1 on Plan of Subdivision 073428	Vol 08629 Fol 167
369 Curdies-Leichfeild Road, Elingamite North 3266	Lot 1 on Plan of Subdivision 116888	Vol 09116 Fol 253
	Lot 2 on Plan of Subdivision 116888	Vol 09116 Fol 254
309 Curdies-Leichfeild Road, Elingamite Road 3266	Crown Allotment 4B Section 14 Parish of Ecklin	Vol 09197 Fol 268
	Crown Allotment 4A Section 15 Parish of Ecklin	Vol 09599 Fol 765
	Lot 1 on Title Plan 215843	Vol 06608 Fol 526
1430 Cobden-Warrnambool Road, Glenfyne 3266	Lot 1 on Title Plan 336995K	Vol 09476 Fol 902

16. The site also includes the road reserves of:

- Unnamed road adjoining 2\PS402914, 3\PS402914 and 1\PS346259
- Curdies-Leichfield Road
- Retallacks Road
- Cobden – Warrnambool Road
- Cobden – South Ecklin Road
- Hanleys Road
- Horsteds Road

17. Information submitted with the application notes there are no covenants or restrictions on any of the titles that would prohibit the proposed use or development of the land for a wind energy facility or utility installation. Land at 1430 Cobden-Warrnambool Road, Glenfyne (ID18) is affected by a gas pipeline. No infrastructure related to the wind farm is proposed near any easements.

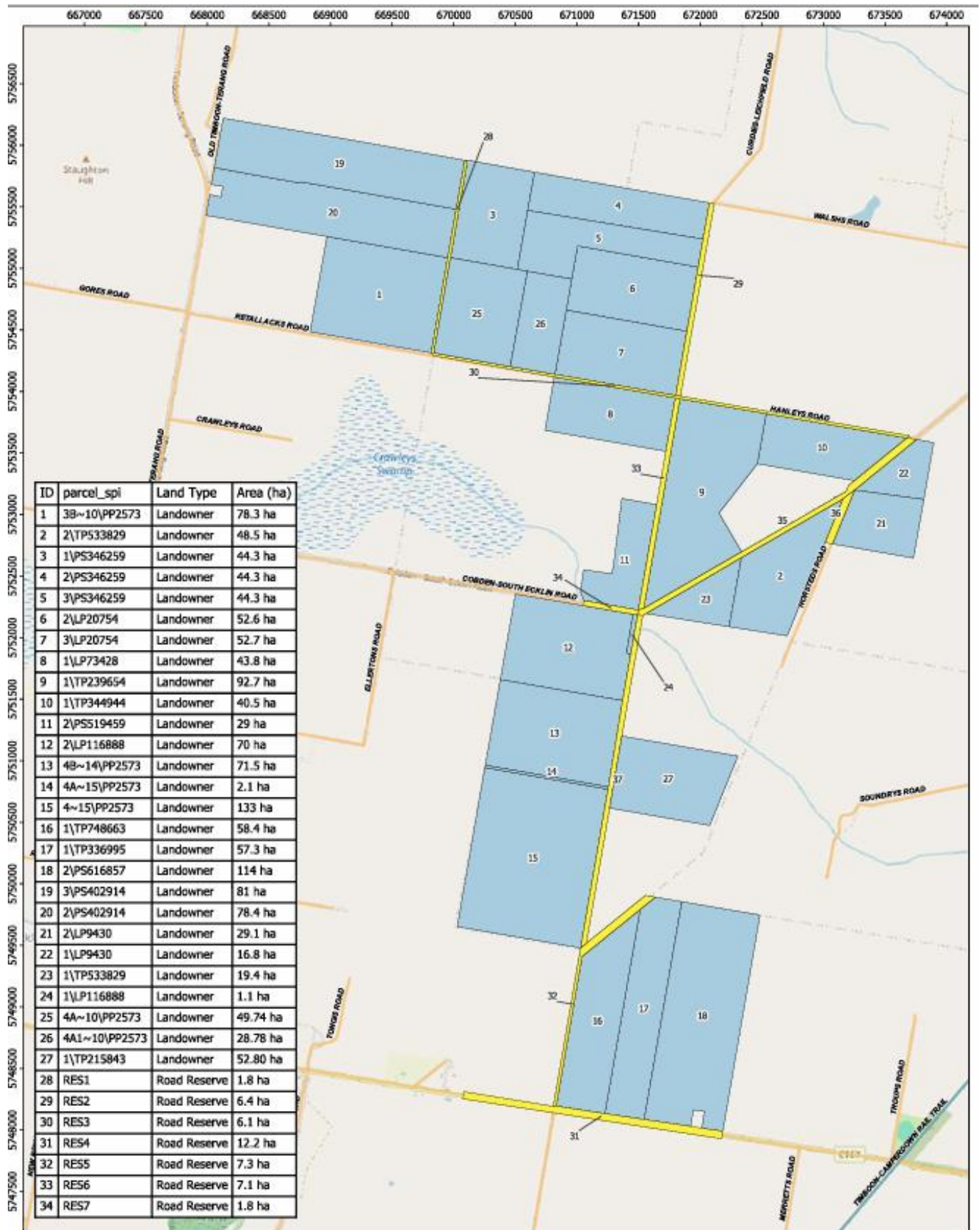


Figure 3. Subject site parcel descriptions. Source: Advertised plans



Site Surrounds

18. The landscape surrounding the project area is characterised by agricultural land, predominately used for grazing and dairy farming activities. Rural dwellings are scattered in the surrounding area, including several stakeholder and non-stakeholder dwellings within 2 km of a proposed wind turbine location.
19. The subject site is bounded by Walshes Road and Hanleys Road to the north, Timboon – Terang Road to the west, Cobden – South Ecklin Road and Horsteds Road to the east, and Cobden – Warrnambool Road to the south.
20. There are three participating dwellings within 1 km of a proposed turbine. Consent from these owners was provided with the application in accordance with clause 52.32-3. The proposed setback distances to the nearest turbine are listed below:
 - House No. 178: 775 m setback
 - House No. 79: 847 m setback
 - House No. 80: 931 m setback
21. There are nine non-participating dwellings within 1.5 km of a proposed turbine;
 - House No. 59 - 1208 m away
 - House No. 176 - 1266 m away
 - House No. 60 - 1288 m away
 - House No. 82 - 1366 m away
 - House No. 98 - 1368 m away
 - House No. 101 - 1422 m away
 - House No. 105 - 1486 m away
 - House No. 74 - 1488 m away
 - House No. 100 - 1489 m away
22. The site and surrounding land are gently undulating with no notable landscape features. The land surrounding the site can be described as follows:
 - To the **north** of the site: Predominantly agricultural land comprising grazing and dairy farming properties, interspersed with scattered rural dwellings and farm buildings. The cleared uplands of Staughton Hill are located further to the north-west.
 - To the **south** of the site: Agricultural land continues to the south, beyond which lies the Curdies River corridor and the existing powerline within the Cobden – Warrnambool Road reserve.
 - To the **east** of the site: Agricultural land and rural dwellings continue toward Lake Elingamite and the township of Cobden, located approximately 6.7 km north-east of the site
 - To the **west** of the site: Agricultural land and rural dwellings continue toward Timboon – Terang Road and the township of Timboon. The landscape remains generally open and cleared with limited vegetation outside roadside planting and windrows
23. The wider region is characterised by agricultural land uses, rural townships including Cobden and Timboon, and supporting infrastructure, including road networks and electricity transmission infrastructure, consistent with the broader south-west Victorian rural landscape.
24. The Cobden Aerodrome is located approximately 6.25 km east of the closest title of the proposed wind farm. The aerodrome contains a single north–south oriented runway. Other aviation facilities in the wider area include the Peterborough Airport approximately 24.8 km from the site and Warrnambool Airport approximately 42.9 km west from the site.
25. There are several approved and operating wind energy facilities within the region. The nearest operating wind farms are the Mortlake South Wind Farm, located approximately 18 km to the north-west, the Timboon West Wind Farm, located approximately 16 km to the south, and the Ferguson Wind Farm,



located approximately 30 km to the south-east. The recently approved Swansons Lane Wind Farm is also proposed to be constructed within the broader area, approximately 8 km north west of the site.

26. A site inspection of the subject site and surrounds was undertaken on 6 November 2025. Images of the site and surrounds are reflected in Figures 4-6.



Figure 4. Connection into the 66k V distribution network located along Cobden-Warrnambool Road. Source: DTP Officer



Figure 5. Existing conditions within the project site. Source: DTP Officer



Figure 6. Existing conditions of project site along Curdies - Leichfield Road. Source: DTP Officer



Figure 7. Existing internal tracks. Source: DTP Officer

Referrals

27. The application was referred to the following authorities under section 55 of the PE Act, as summarised below:

Organisation	Referral Type	Provision/ Clause	Response Date	Response	DTP Assessment
Head, Transport for Victoria	Determining	Clause 66.03	21 July 2025	No objection subject to conditions requiring a Traffic Management Plan	These conditions have been included on the permit

Public Notice

28. In accordance with section 52 of the PE Act, public notice of the application was given between **28 November 2025** and **2 February 2026**.

29. Notice was given in the following manner:

Section of PE Act:	Notice was given to:	Given by:
52(1)(a)	Owners and occupiers of adjoining land	Permit applicant
52(1)(b)	Corangamite Shire Council	DTP
52(1)(c)	N/A – The planning scheme does not prescribe any notice requirement	
52(1)(d)	In accordance with section 52(2) of the PE Act, notice under 52(1)(d) was given in the following ways:	Given by:
52(2)(a)(ii)	Notice was given in a nationally circulated newspaper (the Australian) and the following local newspapers; Warrnambool Standard and Terang Express.	Permit applicant
52(2)(a)(iii)	Owners and occupiers of all land within 5 km of the project boundary	Permit applicant
52(2)(b)	- To the following agencies: - Moyne Shire Council - Country Fire Authority - Environment Protection Authority - Emergency Management Victoria - EnergySafe Victoria - Bureau of Meteorology (BoM) - WorkSafe - Powercor - CASA - Airservices Australia - Glenelg Hopkins Catchment Management Authority - Eastern Maar Owners Aboriginal Corporation	DTP

**Section of PE
Act:**

Notice was given to:

Given by:

- Department of Defence

30. **146 objections** from the community have been received at the time of writing this report.

Objections

31. The following concerns (summarised) were raised in the objections:

- Visual and landscape impact, including turbine height (252 m), visual prominence in a densely-settled rural area and night-time visibility.
- Noise impacts, including concerns about low-frequency noise, infrasound, sleep disturbance, health effects and the accuracy of noise modelling, application of the high amenity noise limit.
- Shadow flicker impacts.
- Loss of agricultural land and impacts on dairy farming, including fragmentation of paddocks, disruption to grazing and reduced farm productivity.
- Financial concerns, including reduced property values, insurance implications and loss of future development opportunities on neighbouring land.
- Planning restrictions on neighbouring properties, including the requirement for planning permits for dwellings or worker accommodation within 1 km of turbines and the “sterilisation” of land affected by exclusion zones.
- The proposed development will make it unviable to develop surrounding land for agricultural uses including rural worker accommodation.
- The project is located outside the South West Renewable Energy Zone (REZ).
- Fire risks.
- Emergency response limitations, including constraints on air ambulance access, reduced firefighting capability, and the safety of low-level aviation.
- Impacts on aviation safety, operation and potential future expansion of Cobden aerodrome.
- Traffic and road safety impacts, including heavy vehicle movements, unsafe rural roads, inadequate swept-path and bearing-capacity assessments, dust, drainage and damage to local road networks.
- Biodiversity impacts, including risks to threatened species such as the Southern Bent-wing Bat, Australasian Bittern, Blue-winged Parrot, Wedge-tailed Eagle and Grey-headed Flying Fox; impacts on migratory birds; loss of large old trees; fragmentation of wildlife corridors and disruption to wetland networks including Lake Elingamite, Cobrico Swamp, Ecklin Swamp and surrounding habitats.
- Hydrology, groundwater and drainage concerns.
- Cultural heritage concerns and lack of transparency regarding the Cultural Heritage Management Plan.
- Electromagnetic interference.
- Tourism and recreational concerns, including loss of scenic values around Lake Elingamite and Cobrico.
- Social impacts, including stress, anxiety, community division, trauma for residents affected by previous fires, and concerns about long-term social cohesion.
- Lack of meaningful community consultation.
- Inaccurate or incomplete supporting documentation.
- Decommissioning and long-term responsibility concerns, including uncertainty about removal of turbines and rehabilitation of land.
- Cumulative impacts with other renewable energy and transmission projects in the region.

- Safety concerns.
- Concerns that the EPBC controlled-action process remains ongoing and that the proposal should not proceed before federal assessments are complete.
- Questions about transparency, credibility and accountability of the permit applicant.
- Validity of the application including that the application requirements of clause 52.32-4 are not met.

32. An officer assessment relating to matters of planning controls and policy, site suitability, noise, shadow flicker, flooding, fire risk, landscape and visual impact, agriculture, traffic, ecology and biodiversity impacts is detailed in the assessment section of this report. A response to some of the other prominent matters raised in the objections is provided in the table below:

Objector Concern	DTP Officer Response
Property values	The consideration of property values and land devaluation is not included in section 60 of the PE Act or the decision guidelines of the planning scheme and cannot be considered within the assessment and determination of the application.
Insurance costs	DTP is aware of concerns from landowners about the impact of energy projects on their public liability insurance. However, the consideration of insurance costs is not included in section 60 of the PE Act or decision guidelines of the planning scheme and has not been considered as part of this assessment.
Site is located outside the South West Renewable Energy Zone (REZ)	In 2025, VicGrid released the Victorian Transmission Plan (VTP). The VTP is a 15-year strategic plan outlining the necessary infrastructure required to transition Victoria's transmission infrastructure to renewable energy. The VTP proposes REZs which indicates suitable locations to host renewable energy facilities and supporting transmission infrastructure. Victoria's REZs were formally declared on 29 May 2026 by the Minister for Energy and Resources It is important to note that the Victoria Planning Provisions and the VTP do not require all new projects to be exclusively located in REZs. The Minister for Planning is still required to assess all planning applications on planning merit against relevant legislation and planning policy. It is understood that separate to this planning application, the applicant would need to obtain approvals from regulators to connect the facility to the distribution network.
Lack of consultation	As outlined in this report, public notice of the application was given in three newspapers and to all properties within 5 km of the site between November 2025 and February 2026, which exceeds the 'minimum' requirements of section 52 of the PE Act. Additionally, RE Future advised that consultation with the community prior to the lodgement of the application was undertaken, including via information sessions, face-to-face meetings, mailouts, newsletter updates and briefings with councils.
Inaccurate or incomplete supporting documentation	DTP acknowledges that there are several minor errors in the application material however, these do not affect the technical findings or conclusions



Objector Concern	DTP Officer Response
	of the assessment. Further information was requested by the department to ensure the responsible authority has adequate information to assess the application against the requirements of the planning scheme and PE Act.

33. Overall, DTP considers that the matters raised in the objections which are relevant to the planning assessment are suitably addressed by the application, subject to the recommended permit conditions.

Submissions

34. Eight submissions were received from government agencies and authorities (who were not referral authorities under section 55 of the PE Act), as summarised below:

Submitter	Date received	Summary of submission	DTP Officer Response
CFA	11 December 2025 (first submission) 14 April 2026 (final submission)	No objection, subject to conditions requiring: – Turbines located outside of the BMO – Turbines located at least 500m from fire stations – Risk Management Plan (RMP) – Emergency Plan (EP) and Fire Management Plan (FMP)	These conditions have been included on the recommended permit. The applicant confirmed in their correspondence dated 14 April 2026 the turbines are located outside the BMO.
EPA	15 December 2025	No objection but recommended a permit note identifying the applicant's requirements under the General Environmental Duty (GED) of the <i>Environment Protection Act 2017</i> .	DTP recommends including EPA's advisory note.
BoM	3 December 2025	No objection noting under normal atmospheric conditions, the proposal poses manageable risk to radar and radiocommunication systems.	A permit condition has been included requiring notification of layout changes including turbine heights and locations.
Corangamite Shire Council	28 January 2026, 26 March 2026, 12 and 15 June 2026	Council objected to the application and raises concerns and requests the consideration of the following matters: – Inadequate assessment against relevant planning policy. – Impacts on agricultural land on neighbouring properties and provision for worker accommodation. – Biosecurity risks to surrounding dairy farming operations and	Planning related concerns raised by council have been considered in the assessment of this application, as elaborated throughout this report. Additional information was sought from the proponent to respond to council's submission, including information relating to aviation impacts. The applicant and aviation consultant provided detailed responses to each of council's submissions. The

Submitter	Date received	Summary of submission	DTP Officer Response
		sought the preparation of a Biosecurity Management Plan – Traffic and road network impacts. – Aviation safety, impacts on Cobden Aerodrome and consideration of the Cobden Aerodrome Master Plan (2022). – Bushfire risk and emergency management. – Biodiversity, landscape and visual impacts. – Requests for greater transparency and public access to endorsed plans. – The project's location outside the South West Renewable Energy Zone. – Request for decommissioning plan and requirement to recycle turbines. – Removal of vegetation on Crown land requires referral to secretary to DEECA Council's submission on 26 March 2026 further raised concerns largely related to aviation risks and potential impacts of the proposal on the Cobden aerodrome. Specifically: – Aviation safety impacts associated with the proximity of the proposal to Cobden Aerodrome. – The adequacy of the aviation assessment and whether the proposal is within a high-risk zone identified under Civil Aviation Advisory Publication CAAP 166-01. – Potential impacts on the future expansion and operation of Cobden Aerodrome. – Consideration of the Cobden Aerodrome Master Plan (2022) incorporated in the planning scheme. – Consideration of the project with regard to aviation issues considered in the VCAT decision in	applicant maintains that the proposal would not result in unreasonable aviation impacts. These matters have been considered alongside the advice of relevant aviation authorities, including CASA, Airservices Australia and the Department of Defence who did not object to the proposal, and the broader assessment of the application. A detailed assessment of aviation matters is considered in the below sections of the report, and overall, DTP is satisfied that the proposal will not have unacceptable aircraft safety impacts. Conditions have been recommended in the permit regarding other matters raised by council, including: – Traffic Management Plan. – Bushfire Emergency Management Plan. – Bat and Avifauna Management Plan and native vegetation offsets. – Construction and operation management plan, which includes biosecurity measures. – Landscaping plan. – Aviation mapping requirements. If a permit is to issue, all plans endorsed under the permit will be sent to council, and available to the public.

Submitter	Date received	Summary of submission	DTP Officer Response
		<i>Naroghid Wind Farm Pty Ltd v Minister for Planning [2019] VCAT 800.</i> – The need to safeguard existing strategic and emergency infrastructure. Council’s submission of 12 and 15 June 2026 further expanded on the aviation concerns raised in its earlier submissions. These concerns related to: – The characterisation of Cobden Aerodrome infrastructure, aircraft types and aircraft activity levels. – Whether the assessments accurately reflect aircraft operations, agricultural aviation, emergency services, firefighting activities and flight training operations. – Consideration of non-standard circuits, overtaking manoeuvres, weather conditions and future night operations. – The treatment of wake turbulence effects and reliance on a 10 rotor diameter wake assumption, compared to a 16 rotor diameter wake assumption referenced in the Cobden Aerodrome Master Plan. – The lack of consultation with Cobden Aerodrome operators and users. – A perceived conflict of interest because Aviation Projects Pty Ltd prepared both the Cobden Aerodrome Master Plan (2022) and the aviation assessment – Council’s view that an independent aviation review was required to be commissioned, and that further CASA review was required.	
DEECA	6 August 2025	No objection subject to the preparation of a Bat and Avifauna Management Plan in consultation with DEECA, including a monitoring	DTP supports the inclusion of the permit condition with minor changes to improve the administration of the permit. DTP

Submitter	Date received	Summary of submission	DTP Officer Response
	24 December 2025 (Section 52 response)	and reporting program for a duration of at least five years. DEECA provided an additional submission as an adjoining landowner, as the site adjoins Crown land. The response recommended conditions related to Crown land.	also recommends changing the timing requirements of the bird and avifauna management (BAM) Plan condition so that the BAM plan is to be endorsed prior to operation commencing, rather than prior to construction commencing. Conditions related to Crown land are supported by DTP and included in the permit. DTP has also recommended standard condition requiring a CEMP to address construction related impacts.
Glenelg Hopkins CMA	12 December 2025	No objection to the proposal however, it notes the site contains designated waterways and advises that any works in, on or around a designated waterway require a licence under the <i>Water Act 1989</i>. The CMA's submission recommends including a permit note to this effect.	DTP supports the inclusion of the permit note.
Moyneg Shire Council	2 February 2026	The council's submission raises concerns and requests the consideration of the following matters: – Insufficient assessment against relevant planning policy and guidelines. – Impacts on agricultural land and land use compatibility. – Inadequate assessment of traffic impacts. – Consultation with local CFA brigades for fire risk mitigation. – Public availability of endorsed plans. – Proposed location outside the South West REZ and the need for consistent policy application for projects within and outside declared REZs.	The council's concerns have been considered in the assessment of this application. DTP recommends conditions and permit notes requiring: – Traffic Management Plan – Construction and Environmental Management Plans – Risk Management Plan (RMP) – Emergency Plan (EP) and Fire Management Plan (FMP)

Submitter	Date received	Summary of submission	DTP Officer Response
WorkSafe Victoria	12 December 2025	Advised that that proposal does not require consideration by WorkSafe Victoria as it does not include a battery energy storage system or dangerous goods exceeding fire protection quantities specified in Schedule 2 of the Dangerous Goods (Storage and Handling) Regulations 2022, and the site is not located within a Major Hazard Facility safety area.	Agree, no further consideration is required.
CASA	3 December 2025	CASA did not object to the proposal and recommended the following: – wind monitoring masts should be marked according to CASA's standards. – installation of obstacle lighting on wind turbines – the final turbine and monitoring mast coordinates and heights be reported to the Airservices Australia Vertical Obstacle Database (VOD) – consultation with the Department of Defence as military aircrafts operate to lower heights.	Aviation matters are a key consideration in the assessment of the proposed wind farm. Aviation conditions requiring lighting of turbines and met masts, provision of final coordinates and heights to Airservices Australia, are recommended to be included in the permit.
Airservices Australia	10 June 2025	Airservices Australia advised that the proposed wind farm would not affect existing flight procedures or aviation infrastructure and operations at Warrnambool Aerodrome.	Accepted.
Department of Defence	20 April 2026	Department of Defence requests that, if the proposal is approved, the proponent: – Notify the Aeronautical Information Service – Air Force of any proposed wind monitoring towers or meteorological masts. – Notify Airservices Australia of the wind turbines and meteorological masts as vertical obstacles, as they may exceed the relevant reporting thresholds for tall structures.	DTP recommends conditions requiring mapping of turbine structures, and other measures, which address the Department of Defence's recommendations.



Submitter	Date received	Summary of submission	DTP Officer Response
		– Complete and submit the Vertical Obstruction Data Form to Airservices Australia once the structures have reached their final height.	

Assessment

Key Considerations

35. The Corangamite Planning Scheme contains policies and controls that guide the assessment of wind energy facility and utility installation proposals. These are found in the state and local planning policies, the relevant zone and overlays, and other relevant provisions. The assessment below addresses the relevant sections of the planning scheme while having regard to the matters which must be considered in accordance with section 60 of the PE Act.
36. The following are deemed the key considerations in assessing the acceptability of the proposal:
- Strategic policy context and planning controls
 - Whether the proposal responds to the vision and strategic directions of the Municipal Planning Strategy (MPS) and the Planning Policy Framework (PPF)
 - Suitability of the land use in the FZ, and impacts on agricultural land
 - Suitability of the proposal against the relevant overlays and particular provisions
 - Biodiversity and native vegetation impacts
 - Bushfire risk and emergency management
 - Vehicle access, road and traffic considerations
 - Amenity impacts in terms of noise, light spill, visual impact, shadow flicker and construction impacts
 - Aviation safety
 - Acceptability of the proposed business identification sign

Permit Triggers

37. A planning permit for the project is triggered by the following clauses of the Corangamite Planning Scheme (the scheme):

Clause	Permit Trigger
Clause 35.07-1	Use of land for a wind energy facility (including anemometer)
	Use of land for utility installation
Clause 35.07-4	Construct a building or construct or carry out works associated with a section 2 of clause 35.01-1.
	Construct a building within 20 metres of a road
	Construct a building within 5 metres of a boundary
Clause 36.04-1	Use of land for utility installation

Clause	Permit Trigger
Clause 36.04-2	Construct a building or construct or carry out works associated with a section 2 of clause 36.01-1.
Clause 52.05-14	Construct or put up for display a sign in Section 2
Clause 52.17- 1	To remove, destroy or lop native vegetation, including dead vegetation
Clause 52.29-2	To create or alter access to a road in a Transport Zone 2
Clause 52.32-2	Use and development of a wind energy facility (including anemometer)

Strategic Direction and Policy Context

38. Overall, the Purpose and Vision for Victoria (clause 01), Municipal Planning Strategy (clause 02) and the Planning Policy Framework (PPF) of the Corangamite Planning Scheme encourage the facilitation of renewable energy and storage projects, on balance with the protection of the environment and agricultural land. In particular, clause 01.01 (Purposes of this Planning Scheme) identifies that a key purpose of the scheme is "to support responses to climate change".
39. The project is supported by Plan for Victoria (2025), which seeks to ensure that 'Regional Victorian communities will attract and benefit from investment in renewable energy – wind, solar and battery storage – projects'.
40. Additionally, Victoria's Renewable Energy Action Plan, 2018 and Victoria's Climate Change Strategy, 2021 both outline the importance of renewable energy generation in Victoria's renewable energy transition.
41. As outlined at clause 71.02-3 (Integrated decision making) of the VPPs, the PPF operates together with the remainder of the scheme to deliver integrated decision making. This report outlines how the range of planning policies relevant to application have been balanced in favour of net community benefit and sustainable development for the benefit of present and future generations.

Municipal Planning Strategy (MPS)

42. An assessment against the relevant objectives and strategies of the Municipal Planning Strategy (MPS) of the scheme is provided in the table below:

Clause	Description	Assessment
02.01	Context	The Corangamite Planning Scheme MPS recognises the municipality's rural and environmental context, including its agricultural land base, settlements and valued landscapes. The MPS also recognises the importance of agriculture to the local economy. The application provides for a \$100M project within the municipality, creating jobs during construction and allowing for diversification of the local economy.

Clause	Description	Assessment
02.02	Vision	The proposal broadly supports the MPS vision by delivering renewable energy infrastructure that reduces pressure on natural resources, enables sustainable economic growth and local employment, coexists with agricultural land uses, and is sited and designed to protect environmental values and landscapes while integrating efficiently with existing infrastructure and services.
02.03	Strategic Directions	The proposed wind farm aligns with Clause 02.03 of the Corangamite Planning Scheme by supporting the sustainable development objectives in Clause 02.03-2, 02.03-3 and 02.03-4 through the protection of environmental assets and sustainable use of rural land, facilitating economic growth and diversification consistent with Clause 02.03-7 by strengthening the Shire's economy, protecting the ongoing operation and future expansion of the Cobden aerodrome in line with Clause 02.03-8, and delivering infrastructure outcomes in accordance with Clause 02.02-9 by providing renewable energy generation that is integrated with, and responsive to, existing infrastructure and environmental constraints. The site has been selected due to its strong wind resource, proximity to the electricity grid and separation from sensitive land uses. The proposal would deliver a renewable energy facility with a generating capacity of approximately 54 MW, while allowing the ongoing agricultural use of the land to continue. The project has generally been sited to protect the key biodiversity values on site, respond to bushfire risks and ensure the continued use of the site for agricultural uses. The site is located within the Southern Region identified in the Corangamite Strategic Framework Plan as a 'Premier Agricultural Region of Victoria'. The proposal introduces a compatible land use that can operate concurrently with existing farming activities, subject to appropriate management measures.
02.04	Strategic Framework Plans	Subject to the recommended conditions, including requirements relating to native vegetation, environmental management, traffic, fire and landscape matters, the proposal is consistent with the broader strategic direction and vision of the scheme.

Planning Policy Framework (PPF)

43. An assessment of the project against the relevant objectives and strategies of the Planning Policy Framework (PPF) is provided in the table below:

Clause	Description	Assessment
Clause 12	Environment and Landscape Values	
12.01-1S	Protection of biodiversity	Clause 12 seeks to ensure the protection of ecological systems, native vegetation, biodiversity, and identified environments or landscapes.

Clause	Description	Assessment
12.01-2S	Native vegetation management	The proposal appropriately seeks to avoid and minimise the removal of native vegetation where possible, resulting in the removal of 0.427 ha of native vegetation on the site.
12.03-1S	Rivers and riparian corridors, waterways, lakes, wetlands and billabongs	Refer to the biodiversity section of the report below for a more detailed discussion of these matters. Recommended permit conditions will further minimise impacts to biodiversity values during construction.
12.05-2S	Landscapes	As discussed in more detail in the Landscape and Visual Impact section of this assessment, it is considered that visual impacts are typical of wind energy facility development. The layout provides adequate setbacks from dwellings and public viewpoints, and impacts are acceptable on balance when weighed against the renewable energy benefits.
Clause 13	Environmental Risks and Amenity	
13.02-1S	Bushfire planning	In relation to bushfire, the clause seeks to prioritise the protection of human life and strengthen resilience of communities. <i>CFA Guidelines and Model Requirements for Renewable Energy Facilities</i> (CFA Guidelines) have been considered and appropriately applied. Refer to bushfire section of this report for further assessment.
13.05-1S	Noise management	The application is supported by a Noise Assessment which demonstrates compliance with the EPA Noise Protocol. Refer to the noise assessment of this report for additional information.
13.07-1S	Land use compatibility	As discussed further on in this assessment, the proposed use is considered acceptable from a land use compatibility perspective (e.g. with agriculture, rural dwellings, Cobden aerodrome, etc) subject to proposed management and mitigation measures being put in place.
Clause 14	Natural resource management	
14.01-1S	Protection of agricultural land	The proposed wind energy facility is located within a predominantly dairy and grazing landscape and has been sited to avoid rural living areas, sensitive uses, and land fragmentation, ensuring it will not materially diminish the ongoing productive capacity or viability of the land, while providing a complementary, drought-resilient income stream that supports farm viability, promotes agricultural diversification, and aligns with State policy to protect and sustain Victoria’s agricultural base.
14.01-1L	Protection of agricultural land	
Clause 15	Built Environment and Heritage	
15.03-1S	Heritage conservation	The site contains areas of cultural heritage sensitivity. A mandatory Cultural Heritage Management Plan (CHMP) has been

Clause	Description	Assessment
15.03-2S	Aboriginal cultural heritage	prepared and approved by the Registered Aboriginal Party (RAP), the Eastern Maar. All works will be in accordance with the CHMP requirements.
Clause 17	Economic Development	
17.01-1S	Diversified economy	The proposed wind facility meets the objectives of Clause 17 by attracting significant investment and creating jobs during the construction and operation of the facility, supporting the rural economy to grow and diversify. Co-locating the wind facility with farming operations the project supports both state and regional objectives for economic diversification.
17.01-1R	Diversified economy – Great South Coast	
Clause 18	Transport	
18.02-4S	Roads	A preliminary transport assessment supports the application and concludes the construction traffic impacts can be suitably managed through the preparation of a traffic management plan and operational impacts on the road network will be negligible.
18.02-4L	Road system	A condition requires a Traffic Management Plan to be prepared, including intersection upgrades, haulage routes and road condition surveys. Impacts are temporary and manageable. Local road upgrades will be undertaken where required to safely accommodate oversize loads. The development will not significantly change long-term traffic volumes.
18.02-7S	Airports and airfields	Aviation assessments confirm no unreasonable impacts to airfields, flight paths or aviation safety. CASA and Airservices have no objection, subject to provision of final turbine coordinates.
18.02-7L	Planning for airports and airfields	DTP officers have reviewed the Cobden Aerodrome Master Plan (2022) and are satisfied that the project will not impact the current and future operations of the aerodrome. Refer to more detailed assessment below.
Clause 19	Infrastructure	
19.01-1S	Energy supply	The proposed wind energy facility responds to Clauses 19.01-1S and 19.01-2S by delivering essential infrastructure and renewable energy generation that supports a secure, efficient and low-emissions energy supply while integrating with existing networks and minimising environmental and land use impacts.
19.01-2S	Renewable energy	The proposal will support the renewable energy led transition to a low-carbon economy with reduced greenhouse gas emissions. The proposed facility is estimated to generate approximately 54 MW of wind energy reducing 190,000 tonnes of carbon dioxide equivalent (tCO ₂ e) of emissions per year. It is acknowledged that objectors raised concerns that the site is not within a REZ outlined in the 2025 VTP. The PPF and the VTP do not require all new projects to be exclusively located in REZs. All

Clause	Description	Assessment
		planning applications for energy projects are assessed on planning merit against relevant legislation and planning policy.

44. Overall, the proposal is consistent with the relevant planning policies within the MPS and PPF.

Zoning and Overlays

Farming Zone (FZ)

45. Having regard to the purpose of the FZ and relevant decision guidelines at clause 35.07-6, the proposed use and development is considered to be an appropriate outcome in the FZ as follows:
- The facility will provide supplementary income to stabilise and increase the resilience of agricultural activities.
 - The facility supports the diversification of the local economy and the sustainability of the rural community.
 - The site is capable of supporting ongoing grazing of livestock and dairy farming during operation of the facility given the limited development footprint.
 - The proposed wind energy facility and ancillary infrastructure is suitably separated from adjoining properties avoiding unreasonable amenity impacts and impacts on the operation and expansion of nearby agricultural activities.
 - The traffic impacts on the agricultural use of land in proximity to the proposal are discussed further in the relevant section of this report and are acceptable subject to standard conditions.
 - The site is situated near existing infrastructure including roads and a 66 kV powerline allowing a connection from the site into the existing electricity network.
46. It is acknowledged that there will be a small reduction in the extent of land under agricultural production from the footprint of the turbines and ancillary infrastructure. However, the proposed 8-turbine wind farm is considered compatible with dairy farming operations as it occupies a relatively small area of the overall site, allowing continued grazing and farm access across the balance of the land, thereby maintaining existing agricultural productivity while co-existing with, and supporting, ongoing primary production.
47. The proposed wind energy facility includes an ancillary met mast. The proposed met mast is considered acceptable in the FZ and will not have a significant impact on the agricultural productivity of the land.

Transport Zone 2 (TRZ2)

48. The purpose of the TRZ2 is:
- To implement the Municipal Planning Strategy and the Planning Policy Framework;
 - To provide for an integrated and sustainable transport system;
 - To identify transport land use and land required for transport services and facilities;
 - To provide for the use and development of land that complements, or is consistent with, the transport system or public land reservation; and
 - To ensure the efficient and safe use of transport infrastructure and land comprising the transport system.
49. The proposal involves works to the intersection of Curdies-Leichfield and Cobden Warrnambool Road to provide for the connection into the distribution network. These works support the delivery and operation of the wind energy facility and are compatible with the function of TRZ2 as part of the state's transport network.

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50. Additionally, as part of the application, a letter prepared by DTP, Transport dated 10 October 2025 confirmed consent to lodge the application.
 51. No sensitive or incompatible uses are introduced to TRZ2 land, and it's considered that recommended conditions for a TMP and CEMP will manage the impacts and ensure works will not unreasonably compromise the operation of the transport system.
 52. Overall, it is considered that the proposal is consistent with the purpose of the TRZ2, enabling renewable energy infrastructure while maintaining the safe and efficient functioning of the declared road network.

Bushfire Management Overlay (BMO)

53. The site is partially affected by the BMO. However, no planning permit is required for the proposal under the BMO. Bushfire risk is a key consideration and is assessed below.

Particular and General Provisions

Clause 52.05 – Signs

54. The application proposes a business identification sign at the main site entrance (entrance 1). An elevation of the proposed sign is shown below. The sign is proposed to be no greater than 2.5 meters in height, fixed to either the entrance gate or a metal frame nearby, with a total display area of less than 3 square metres.
55. Pursuant to clause 52.05-14, a permit is required to display business identification signage, noting the total display area must not exceed 3m².
56. The location and scale of the sign are considered acceptable given the size of the facility and the character of the surrounding landscape. The colour and appearance of the sign is generally unobtrusive, and it is not located in position where it will impact on road safety. As such, the sign is considered to meet the objectives and decision guidelines of clause 52.05.

Clause 52.06 - Car parking

57. Clause 52.06 (Car parking) seeks to ensure that an appropriate number of car parking spaces is provided for new uses.
58. Pursuant to clause 52.06-6, car parking must be provided to the satisfaction of the responsible authority.
59. The proposed development includes ample space along main site facilities to accommodate parking for personnel attending the site during construction and ongoing operation of the facility.

Clause 52.17- Native Vegetation

60. The application seeks removal of up to 0.427 ha of native vegetation, comprising:
 - 0.241 ha of patch vegetation
 - 5 large trees
 - 2 small scattered trees
61. The offset requirement for native vegetation removal is 0.164 general habitat units and five large trees with a minimum strategic biodiversity value of 0.3230. As such, the permit application falls under the Intermediate assessment pathway.
62. Pursuant to clause 52.17-1, a permit is required to destroy, lop, or remove native vegetation.
63. An application must comply with the application requirements specified in the *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, 2017) (DELWP Guidelines).

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- 64. The Ecological Assessment (EA) prepared by Ecology & Heritage Partners dated 01 May 2025 contains the avoid and minimise statement for the project. The design and development of the facility has avoided and minimised impacts to native vegetation. This is addressed below in the assessment.
 - 65. Conditions requiring native vegetation offsets to be secured and environmental construction and operational protection measures is recommended. With these conditions included on the permit, the application is considered to meet the decision guidelines of clause 52.17 and the DELWP Guidelines.
 - 66. Refer to additional discussion of biodiversity matters further on in this assessment.

Clause 52.29 - Land Adjacent to the Principal Road Network

- 67. Pursuant to clause 52.29-2, a permit is required to create or alter access to a road in a Transport Zone 2.
- 68. The application proposes works at the intersection of Cobden -Warrnambool Rd and Curdies – Leichfield Rd. As the Cobden – Warrnambool Rd is a road in a Transport Zone 2, a permit requirement is triggered under this clause.

Clause 52.32 - Wind Energy Facility

- 69. Pursuant to clause 52.32-2, a permit is required for the proposal for the use and development of the land for a wind energy facility and permanent meteorological mast.
- 70. As discussed through this assessment, the facility is considered to meet the objectives and decision guidelines of clause 52.32-5 including the *Planning Guidelines for Development of Wind Energy Facilities* (Department of Transport and Planning, September 2023) (Wind Farm Guidelines) referenced in the clause.

Clause 53.22 - Significant Economic Development

- 71. This application falls under Category 1 and meets the conditions listed for the use of wind energy facility and utility installation. The proposed wind farm will have a generation capacity greater than 1 MW (54 MW proposed). The proposed utility installation is used to transmit or distribute electricity. As such, this application is exempt from the decision required of sections 64(1), (2) and (3), and the review rights of section 82(1) of the PE Act.

Key considerations

Agricultural Impact

- 72. The PPF seeks to protect the state's agricultural base by preserving productive farmland, including key dairy regions, and ensuring the long-term security of food production is maintained.
- 73. The proposed wind energy facility is to occupy a relatively small proportion of each host property, with a majority of the land to remain available for the existing dairy and grazing land use.
- 74. The Corangamite Shire and Moyne Shire Councils raised concerns about the impacts on agricultural land and land use compatibility. In response, the permit applicant provided additional submissions on 21 April 2026 to support its position that the project can co-exist with ongoing dairy farming and grazing and will have economic benefits for the wider region.
- 75. Community objections also raised concerns regarding potential impacts on agricultural productivity and farming operations in the surrounding area.
- 76. A community group objection contends that the additional infrastructure may increase the cost of farming, constrain the use of adjoining land (including aerial agricultural practices), and affect the viability of existing and planned agricultural activities on neighbouring properties. The submission relies on advice from an agricultural expert and asserts that, in some instances, the proposal may limit the effective use of nearby farmland.

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77. These concerns have been considered as part of the agricultural assessment of the proposal and are considered acceptable on balance, having regard to the ability to co-locate renewable infrastructure and continuing agricultural uses.
78. The proposal will not have a significant impact on the agricultural uses as noted above. Broadacre cropping and grazing can continue around the development footprint of the turbines and supporting structures. The proposed development footprint of 18.1 ha covers approx. 1.32 per cent of the total site area of 184 ha. Successful dairy, grazing and broad acre cropping is evident around other wind farm developments in Victoria, including south-west Victoria.
79. Having had careful regard to the policy framework, the purpose and decision guidelines contained in the FZ, the application material, referral authority advice and all submissions, DTP considers that, on balance, the impacts on agriculture are acceptable for the following reasons:
- a) **Minimal land occupation** – The proposed turbines, access tracks and associated infrastructure occupy a relatively small proportion of the land, allowing continued grazing across the majority of the site.
 - b) **Coexistence with farming** – Wind energy infrastructure has been proven to be compatible with ongoing dairy and grazing operations across Victoria, enabling normal stocking, movement and farm management practices.
 - c) **Protection of rural productivity** – The development has been designed to avoid fragmentation of productive farmland and does not materially reduce the long-term agricultural capacity or viability of the land.
 - d) **Compatible and complementary land use** – The wind farm represents a non-restrictive, co-located use that operates without displacing primary production.
 - e) **Farm viability and resilience** – Lease payments provide a stable, drought-resilient income stream, supporting farm businesses during variable seasonal conditions.
 - f) **Agricultural diversification** – The project contributes to broader diversification of rural land use, strengthening the economic sustainability of farming enterprises.
 - g) **Avoided conflict with sensitive uses** – Siting and design avoid rural living areas and sensitive agricultural activities, reducing the potential for land use conflict.
80. Consideration of impacts to aerial agricultural activities is considered in further detail in the aviation section below.
81. Permit conditions are recommended to manage construction and operation activities through a required EMP and rehabilitation plan.

Bushfire Risk

82. The subject site is within a designated Bushfire Prone Area (BPA). While the site is partially affected by the BMO, no turbines are proposed within the BMO as shown in Figure 8. A planning permit is not required for the proposal under the BMO.
83. Clause 13.02-1S (Bushfire Planning) requires all applications in a BMO and BPA to have consideration of bushfire risk, to strengthen the resilience of settlements and communities and prioritise the protection of human life. Further, the Wind Farm Guidelines require the project to include measures to manage any fire risks associated with the facility or connections to the electricity grid
84. While a wind energy facility is not a vulnerable or sensitive land use, the proposal must demonstrate that it does not increase landscape fire risk and incorporates appropriate mitigation consistent with CFA Guidelines.

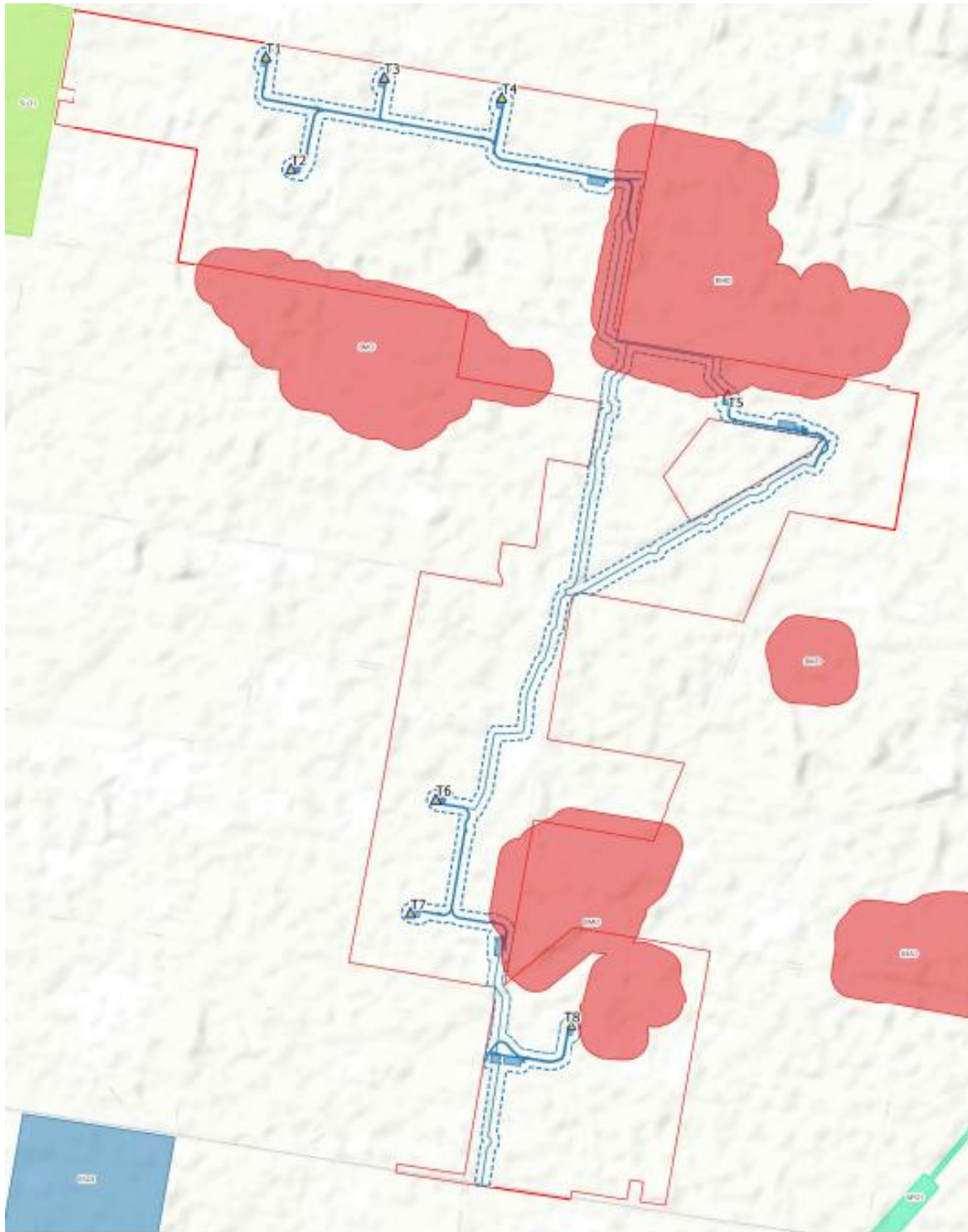


Figure 8. Bushfire Management Overlay. Source: Advertised plans

85. The application is supported by a Risk Management Plan (including Fire Safety Study) prepared by Fire Risk Consultants. The proposed facility contains various bushfire mitigation features in its design, including primary and emergency access points, overtaking bays within the access track network, firewater tanks, fire detection systems within the nacelle and fire breaks.
86. Notice of the application was given to the CFA who provided a written response dated 11 December 2025 advising that it does not object to the application, subject to conditions being included on the permit,



including a requirements for all turbines to be site no less than 500 m from the BMO and 1 km from critical infrastructure, including medical facilities, ambulances, police and fire stations.

87. The applicant instead proposed alternative mitigation measures to address bushfire risk including;
- a more detailed site-specific assessment of bushfire behaviour and ignition scenarios;
 - passive and active fire protection measures such as vegetation management, defensible space and asset separation;
 - detailed analysis of nacelle fire risk and best practice suppression measures;
 - emergency access arrangements, staging areas and response protocols;
 - shutdown procedures and restricted site access during extreme fire weather;
 - ongoing fuel load management across the site; and
 - communications redundancy and automated alert systems linked to the site monitoring centre.
88. CFA accepted the proposed mitigation measures as confirmed in correspondence dated 15 April 2026 and issued revised conditions requiring:
- Locating wind turbines outside the BMO and at least 500 m from any fire station
 - Risk Management Plan;
 - Provision of dedicated water supplies of no less than 45,000L;
 - Emergency Management Plan and Fire Management Plan; and,
 - Fire protection measures to be shown on the endorsed plans.
89. CFA also advised that if any future battery energy storage system is proposed, it must comply with the CFA Guidelines, ensuring that fire safety and emergency management controls remain compliant with standards.
90. The applicant's proposed mitigation measures will be captured in CFA's recommended conditions for management plans. With these measures in place, the project is considered acceptable with regard to bushfire risk.

Wind Turbine Noise

Findings in the ENA and VEPNA

91. The application includes an Environmental Noise Assessment (ENA) prepared by Marshall Day Acoustics and a Verification of Environmental (Predictive) Noise Assessment (VEPNA) prepared by ARUP.
92. In accordance with the requirements for a pre-construction (predictive) noise assessment at Clause 52.32-4, the ENA provides an assessment of the proposed turbines in accordance with the *New Zealand Standard 6808:2010 Acoustics – Wind farm noise* (NZS 6808:2010), as required by the Victorian Government's Wind Farm Guidelines.
93. The VEPNA verifies that the ENA has been conducted in accordance with the New Zealand Standard NZS6808:2010.
94. The final wind turbine model is yet to be selected. As such, the predictive noise assessment was undertaken for two representative turbine models being the Vesta-162 and Vesta-172 with a rotator diameter of 162 m and 172 m respectively, and hub height of 166m for both.
95. The ENA concludes that the proposal will comply with the New Zealand Standard 6808 and the noise limits determined in accordance with the *Environment Protection Regulations 2021* (EP Regulations). The ENA predicts the highest operational wind turbine noise levels at non stakeholder dwelling will be 35.9 dB L_{A90} , which is below the noise limit of 40 dB L_{A90} . At stakeholder dwellings, the predicted operational noise level would be 38.2 dB L_{A90} , which is below the applicable 45 dB L_{A90} noise limit.
96. The nearest approved or operating wind farms are Swansons Lane Wind Farm located within 8 km and Timboon West Wind Farm located within 20 km of the project site. Due to the separation distance between the Mumblin proposal and other wind farms, and compliance with the noise limits by a significant margin, the ENA did not assess the cumulative impacts.

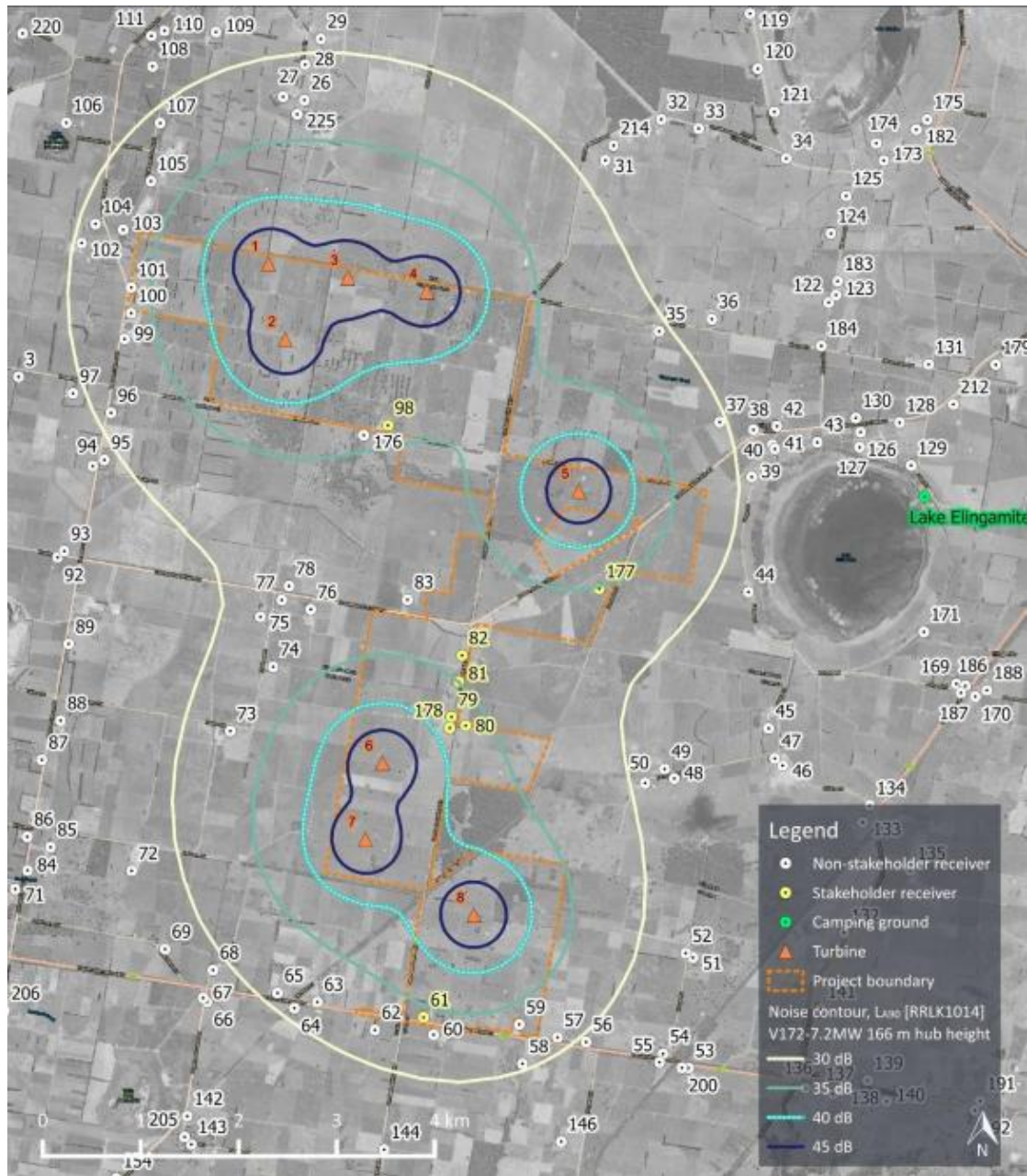


Figure 9. Highest predictive noise level contours models for Vesta -172. Source: Application document

Consideration of noise from wind turbines

97. Clause 13.05-1S (Noise management) requires the consideration of noise effects on sensitive land uses, including the consideration of the noise requirements of the Environment Protection Regulations under the *Environment Protection Act 2017 (EP Act)*.
98. Under s60(1) of the PE Act, the responsible authority is required to have regard to, among other things, significant environmental and social effects of a proposal.
99. Additionally, clause 53.23-5 and clause 13.05-1S require consideration of matters in relation to the noise effects of the proposal.
100. The starting point for the assessment of the noise effects is that the proposal is expected to comply with the noise limits for the proposal under the EP Regulations and 2010 NZ Standard as set out above.
101. Division 5 of Part 5.3 of the EP Regulations provides a bespoke framework for wind turbine noise.

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102. The EP Regulations use the 2010 NZ Standard as the default standard for operational noise limits which supports its use as a benchmark in a planning assessment. It is also relevant that the EP Act will prohibit unreasonable noise (s166), even where no condition is proposed in relation to management of noise in a planning permit. Noise emitted from turbines other than in compliance with the EP Regulations will be unreasonable noise. In addition, noise in compliance with the EP Regulations may still be unreasonable noise in contravention of s166 of the EP Act based on factors set out in paragraph (a) of the definition of 'unreasonable noise' in s3 of the EP Act.
103. Since July 2021, the Victorian EPA is the primary regulator of operational wind farm noise. The standard practice since July 2021, is not to include noise regulation conditions on permits where the EPA regulatory framework is sufficient to manage noise impacts of wind farm proposals.
104. Therefore, the remaining issue is whether the proposal's demonstrated capacity to comply with the 2010 NZ Standards, and the requirement of the proposal to comply with other requirements of the EP Act framework, is sufficient to manage the noise effects of the proposal.
105. In *Uren v Bald Hills Wind Farm* [2022] VSC 145, the Supreme Court made findings or observations that suggest there are potential negative amenity impacts that the 1998 and 2010 NZ Standards do not address. That is, that even when these standards are complied with, impacts including the following may still arise:
- the standards do not require differentiation between day and night hours, leaving the potential for disturbance of sleep at dwellings;
 - the standards do not adequately account for intermittent noises, and only assess continuous or ongoing wind turbine noise;
 - the 40dB(A) noise limit adopted by the 1998 NZ Standard is higher than most other jurisdictions, which prescribe 35dB(A) as an acceptable limit (either generally, or at specific locations or times).
106. In relation to the third matter, the 2010 NZ Standard introduces a 35dB(A) limit for 'high amenity areas' whereby 'a more stringent noise limit may be justified to afford a greater degree of protection of amenity during evening and night-time' (clause 5.3.1). Guidance on what areas should be characterised as high amenity areas is provided by the VCAT decision of *Cherry Tree Wind Farm Pty Ltd v Mitchell Shire Council & Ors* [2013] VCAT 521 and in EPA Guidance. The 'high amenity area' classification has been interpreted by VCAT as not generally applying to the FZ. This interpretation has been adopted by the EPA. The same construction has been adopted for the purposes of this recommendation. Because of that, there are many dwellings that do not have the benefit of the 35dB(A) limit.
107. The 2010 NZ Standard is designed to reduce noise effects, not eliminate all potential negative amenity impacts.
108. The application has been submitted with an ENA that predicts that of all surrounding non-stakeholder dwellings, the highest noise levels are predicted at receiver 176 (35.9 dB L_{A90} predicted). It is unlikely that there will be adverse amenity impacts from noise from the facility given that the predictive noise level is well below the compliance limit.
109. Even if there are the possibility of adverse amenity impacts arising, notwithstanding the wind energy facility's expected compliance with the 2010 NZ Standard, that standard is still considered to achieve an appropriate balance of impacts from a planning perspective. The effects of the proposal and its noise on the environment and people, and the potential level of audible noise at dwellings permitted by the 2010 NZ Standard, is considered to be acceptable from a planning perspective when balanced against the benefits that the wind energy facility will produce. The benefits are addressed throughout this report.
110. It is considered that compliance with the 2010 NZ Standard and the unreasonable noise requirement of the EP Act framework provide a sufficient level of protection to human health, community amenity and the environment. The 2010 Standard is considered to sufficiently manage the risk of wind turbine noise, whilst ensuring wind farm operators can operate responsibly and contribute to renewable energy generation in an economic manner.

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111. Finally, clause 13.05-1S of the scheme relevantly contains a strategy, policy guidelines and policy documents regarding noise emissions.
112. Clause 13.05-1S also requires consideration as relevant of the Noise Limit and Assessment Protocol for the Control of Noise from Commercial, Industrial and Trade Premises and Entertainment Venues (Publication 1826.5, Environment Protection Authority, September 2025) (Noise Protocol). However, under the EP Regulations, the Noise Protocol does not apply to wind turbine noise, in lieu of the noise standards outlined above. Given the EP Regulations contains a bespoke framework for assessing wind turbine noise and appropriate noise limits, it is preferable to respond to that framework in this assessment.
113. Clause 13.05-1S also requires consideration as relevant of the *Environment Reference Standard* (Gazette No. S 245, 26 May 2021) (ERS).
114. The ERS sets out objectives for different land use categories. However, these are typical ambient sound level values and are neither noise limits nor noise design criteria. For the category of land that is of a kind likely to be affected by wind turbine noise, the ERS noise objectives are lower than the noise limits under the 2010 NZ Standard, particularly during the night. However, due to the unconventional way wind turbine noise propagates through environments (unconventional when compared to other commercial industrial or trade noise), it is appropriate to rely on a standard developed specifically for sound emitted from wind energy facilities.
115. For these reasons, it is considered that despite the potential for some limited negative amenity impacts, it is sufficient to rely on the 2010 NZ Standard for appropriate noise limits.
116. Objectors raised concerns regarding the adequacy of the ENA including whether a high amenity area assessment should have been undertaken.
117. The ENA includes an assessment of whether a high amenity noise limit applies to the proposal and concludes that a HAA assessment is not required because the proposal is located entirely within the Farming Zone. This approach is consistent with the position adopted in the Cherry Tree decision and EPA guidance. DTP accepts the conclusions of the ENA in this regard.
118. Submissions also raised concerns about the ERS and the Protocol. These documents have been taken into account when considering noise impacts as assessed in paragraphs 109 and 118-122 of this report.
119. Objectors also raised issues with how the proponent had applied the NZS 6808:2010 Acoustics – Wind Farm Noise. This included the methodology used to establish background noise levels and whether the measured background noise environment accurately reflects existing conditions. Objectors provided a peer review prepared by Les Huson, which questions the methodology used to predict noise and raises concerns that the proposal may result in unreasonable amenity impacts for nearby landholders.
120. While the concerns are noted, DTP considers that the ENA correctly applies the NZ Standard and notes that the ENA was verified by an EPA Appointed auditor.
121. Overall, the predicted noise impacts of the wind turbines are considered to be acceptable. Conditions have been included in the recommendation requiring an updated predictive noise assessment to be provided to DTP that assesses the predicted noise impacts of the final selected turbine model and layout.

Noise from sources other than turbines

122. Clause 13.05-1S also requires consideration as relevant of the Noise Protocol.
123. The ENA also provides an assessment for the transformer station in line with the Noise Protocol.
124. As the battery and substation are proposed to operate 24 hours a day and 7 days a week, meeting the applicable night-time noise limit of 34dB, infers meeting the noise limits during all other time periods as modelled in the table below:



Period	Day of week	Start time	End time	Noise limit
Day	Monday- Saturday	0700 hrs	1800 hrs	45
Evening	Monday- Saturday	1800 hrs	2200 hrs	39
	Sunday, Public holidays	0700 hrs	2200 hrs	
Night	Monday-Sunday	2200 hrs	0700 hrs	34

Figure 10. Table showing Noise Protocol time periods and noise limits for transformer station. Source: Application documents

125. The predicted noise level from the transformer station at the nearest receiver (Receiver 61), located approximately 820 m to the southwest, is 23 dB ENL (including the +2 dB adjustment for potential tonality)
126. The predicted noise levels comply with the Noise Protocol and are below the noise limits applicable to the day, evening and night periods by a significant margin.
127. Conditions have been included on the permit requiring an updated pre-construction predictive noise assessment be undertaken prior to the commencement of construction, to ensure that the final project design will demonstrate compliance with the Noise Protocol

Blade Glint

128. The proposed turbines are to be coated in low reflectivity light grey paint to minimise impacts associated with blade glint. It is considered that proposal will not result in unacceptable amenity impacts from blade glint.

Shadow Flicker

129. The decision guidelines of clause 52.32, state that the shadow flicker experienced immediately surrounding the area of a dwelling (garden-fenced area) must not exceed 30 hours per year as a result of the operation of the wind energy facility.
130. The application is supported by a Shadow Flicker Assessment (SFA) prepared by REF Development Pty, dated 19 August 2024, to evaluate the potential impacts of shadow flicker on nearby dwellings.
131. The assessment is based on the *National Wind Farm Development Guidelines – Draft (July 2010)* (National Guidelines) prepared by the Environment Protection and Heritage Council. The National Guidelines require that non-participating dwellings receive no more than 30 hours of shadow flicker per year.
132. The modelling incorporates a worst-case scenario assumption including continuous sunlight, no intervening obstacles, wind turbines are always facing perpendicular to the line of sight between the point of observation and the turbine, and shadow receptors face all directions.
133. The SFA concludes one dwelling will be subject to shadow flicker caused by the wind farm, namely dwelling 80 will experience 28:55 hours per year.
134. As such, no dwellings are predicted to exceed the policy limit of 30 hours/year, and no mitigation measures is proposed.
135. Further, the assessment confirms that the shadow flicker is well below the threshold addressed by the relevant road safety standards used as a guide for assessment of the potential impact of wind farm shadow flicker on road users.
136. Based on the submitted SFA, the shadow flicker impacts comply with the National Guidelines. It is recommended that the standard permit condition requiring shadow flicker to be limited to less than 30 hours per year at existing dwellings be included on any permit issued, unless an agreement has been entered into with the affected landowner/s.



Electromagnetic Interference

137. The decision guideline of clause 52.32 (Wind energy facility) and the Wind Farm Guidelines required the responsible authority to consider the effect of the proposal on the surrounding area in terms of electromagnetic interference.
138. An electromagnetic interference (EMI) risk assessment has been prepared by REF Development Pty Ltd which assesses the potential effect of the proposal on television broadcasting, microwave links, radio broadcasting, mobile phone reception and aviation navigation systems.
139. The EMI concludes that the proposal is unlikely to result in significant EMI. In particular:
140. The proposal is not expected to result in unacceptable interfere with digital television reception. EMI assessment notes that multiple nearby broadcast stations are available to service surrounding dwellings, such that if interference to a particular signal source occurs, antennas can generally be rotated to receive an alternative available broadcast signal.
141. The proposal would not interfere with nearby point-to-point microwave links, as the turbines are located outside the relevant setback distances
142. Radio broadcasting may only be affected within a few metres of a turbine, meaning the effect of the wind farm development is negligible.
143. Mobile phone services are unlikely to be affected as they are generally designed to operate around obstacles such as buildings and other structures.
144. Additionally, the assessment notes navigational systems are susceptible to interference from wind turbines. The AIA confirmed the proposed wind facility is unlikely to result in adverse impact on the operation of aviation navigation systems.
145. Notice of the application was given to the Bureau of Meteorology (BOM). A response was submitted on 3 December 2025, advising that the proposal poses a manageable risk to radar and radiocommunication assets and BOM does not object to the proposal.
146. Standard permit conditions requiring a telecommunications and EMI survey have been included in the recommendation.

Landscape and Visual Impact

147. Clauses 12.05-2S (Landscapes), clause 52.32-5 and the Wind Farm Guidelines require the consideration of the impact of the project on significant landscapes, open spaces and sightlines from dwellings. It is noted that the planning policies in the FZ and PPF do not specifically require the consideration of the impact of the development on views from private properties, as similarly established in *Dance vs Colac Otway SC [2024] VCAT 443*.
148. A Landscape and Visual Impact Assessment (LVIA) prepared by GBD Landscape Architecture considers and assesses the project's potential visual impact on the surrounding landscape character as viewed from non-participating dwellings located within 5 km of a proposed wind turbine.
149. The methodology of the LVIA is based on:
 - The Wind Farm Guidelines
 - Guidelines for Landscape and Visual Impact Assessment, 3rd Edition, Landscape Institute and Institute of Environmental Management & Assessment, 2013
 - Siting and Designing Wind Farms in the Landscape, Version 3a, Nature Scot (2017)
 - Visual Representation of Wind Farms, Version 2.2, Nature Scot (2017); and
 - The planning scheme.
150. The LVIA concluded the visual impact of the proposed wind farm is likely to be low to moderate from publicly accessible locations and that the proposal:
 - would have a negligible visual impact on the principal rural townships
 - would not result in significant impact on views from the Western Highway and railway
 - would not result in significant impact on views from local roads

- would not result in significant visual impact from scenic areas, public reserves, and recreational areas, including any available long-distance views from Mount Buangor and other regional state parks.



Figure 11. Photomontage view south west to west from Lake Elingamite. Source: LVIA



Figure 12. Photomontage view north northwest to north east from South Ecklin Road. Source: LVIA



Figure 13. Photomontage view east southeast to north east from Ellertons Road. Source: LVIA



Figure 14. Photomontage view southwest to southeast from Curdies Leichfield Road. Source: LVIA



Figure 15. Photomontage view east to southeast from Timboon Terang Road. Source: LVIA

151. Further, the LVIA determined potential impacts of the wind farm on all non-participating dwellings located within 5 km of a proposed wind turbine location, as required by the Wind Farm Guidelines. The findings include:

- 3 dwellings would experience a high visual impact
- 10 dwellings would experience a moderate to high visual impact
- 10 dwellings would experience a moderate visual impact
- 2 dwellings would experience a low to moderate visual impact and
- 3 dwellings would experience a low visual impact

152. Overall, DTP submits the visual impacts of the proposal is acceptable on balance with the benefits of the provision of a renewable energy generation facility. It is recommended that if a permit were to issue a landscaping program offering vegetation screening to all existing dwellings at the time of the application within 5 km of the subject site would be included as a permit condition.

Traffic

153. Clause 18.01-1S, clause 18,01-2R, the FZ and clause 65.02 all require consideration of access and traffic impacts relating to the proposed use and development.

154. The application is supported by a Preliminary Transport Assessment (PTA) prepared by REF Developments Pty Ltd which considers the traffic impacts of the proposed facility on local and state roads during construction and operation. The site is proposed to be accessed from four different locations:

- Three from Curdies – Leitchfield Rd
- One from Cobden – South Ecklin Rd

155. During construction, the over-dimensional haulage route is from:

- Port of Portland
- Princess Highway through Port Fairy and Warrnambool
- Great Ocean Rd
- Cobden - Warrnambool Rd
- Curdies - Leitchfield Rd
- Cobden - South Ecklin Rd and continue to site entrance

156. The PTA estimates that during construction, the project will generate approximately 5000 vehicle movements, with a peak of approximately 350 daily movements. There will also be deliveries from to the site from local quarries. The PTA concludes the existing road network has sufficient capacity to safely accommodate this level of traffic subject to a Traffic Management Plan (TMP).

157. A number of intersections along the haulage route were assessed to determine whether they can accommodate the swept path of the largest turbine delivery vehicle. These include:

- Henty Highway onto Henty Highway
- Henty Highway onto Princes Highway
- Princes Highway onto Great Ocean Rd
- Great Ocean Rd onto Cobden–Warrnambool Rd
- Cobden–Warrnambool Rd onto Curdies–Leitchfield Rd
- Curdies–Leitchfield Rd onto Cobden–South Ecklin Rd

158. Swept path analysis demonstrates that the required movements can be accommodated at each of these intersections through temporary traffic management measures and minor temporary works.

159. Operation impacts on the road network are expected to be negligible. The assessment estimates that there would be no more than one vehicle visit per month for routine maintenance and fewer than 50 vehicle trips per year associated with periodic servicing and stakeholder visits.

160. The application was referred to Head, TfV who did not object subject to conditions requiring the preparation of a TMP that identifies haulage routes, manages heavy vehicle movements and operating conditions, and ensures any necessary road upgrades and safety measures are delivered in consultation with the relevant road authorities.

161. Corangamite Shire Council's submission raised concerns regarding the suitability of local roads, the impact of over-dimensional vehicle movements on road safety and the need to protect the condition of local roads during construction. Objectors also raised concerns regarding the use of Curdies–Leitchfield Road and Cobden–South Ecklin Road, the potential for conflict with school bus routes and local traffic, and the need for any road damage to be rectified.

162. It is considered the concerns of the council and other submitters can be mitigated via the requirements for a TMP, a pre-construction road survey and preparation of plans and a program detailing traffic upgrade works. Subject to recommended conditions, the proposal is considered acceptable from a transport and traffic perspective.

163. While there is uncertainty around traffic impacts from quarries given the proponent hasn't selected which quarry will be relied upon, it is considered that impacts can be manageable via the TMP.

Biodiversity

Flora

164. Clause 12.01-1S seeks to protect biodiversity and maintain Victoria's native vegetation so that there is no net loss to biodiversity. Clause 52.17 applies to the removal of native vegetation and requires the proposal

to demonstrate that impacts have been avoided and minimised in accordance with the Guidelines for the Removal, Destruction or Lopping of Native Vegetation. The decision guidelines of Clause 52.17 require consideration of the extent and quality of native vegetation proposed to be removed, the biodiversity value of the site, and whether appropriate offsets can be secured.

165. The application is supported by an Ecological Assessment (EA) which identifies that the site is highly modified as a result of its long-term use for dairy farming and cropping. The land is generally comprised of pasture paddocks, existing farm tracks, artificial dams and planted windbreaks, with remnant native vegetation largely confined to roadsides, scattered trees and small patches around waterbodies. Figure 16 shows the location of vegetation within the site.



Figure 16. Existing ecological and vegetation within the project site. Source: Application documents

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166. The EA included targeted flora surveys and assessed the potential for threatened flora species and ecological communities to occur within the site. Specifically:
- 228 large trees in patches and 276 scattered trees, dominated by Manna Gum and Swamp Gum, with a smaller number of other eucalypt species.
 - Plains Grassy Wetland and Aquatic Herbland occur around the edges of two artificial or ephemeral waterbodies. These patches are dominated by recent regrowth and have been disturbed by grazing and past land use.
 - The remainder of the site is highly degraded and consists predominantly of improved pasture, exotic grasses and herbaceous weeds associated with dairy farming and cropping. Some areas also contain outbreaks of noxious weed species.
 - No threatened flora species listed under the EPBC Act were recorded within the development footprint.
167. Native vegetation within and adjacent to the site is limited to three Ecological Vegetation Classes: Plains Grassy Wetland, Herb-rich Foothill Forest and Aquatic Herbland. These occur as small, fragmented patches around roadsides, dams and waterbodies.
168. Herb-rich Foothill Forest within road reserves is largely intact but is confined to narrow strips and provides only low to moderate habitat value. Vegetation within private land is more disturbed.
169. The proposal requires the removal of approximately 0.427ha of native vegetation, comprising:
- 0.241 ha of patch vegetation
 - 5 large trees
 - 2 small scattered trees
170. The offset requirement for the proposed native vegetation removal is 0.164 General Habitat Units and five Large Trees with a minimum strategic biodiversity value of 0.3230. These impacts are considered modest in scale and the EA demonstrates that the required offsets can be procured in accordance with the Guidelines.
171. In accordance with the Guidelines, the proposal falls within the intermediate assessment pathway. The assessment concludes that the proposal has appropriately avoided and minimised impacts through:
- locating turbines and associated infrastructure within already cleared farmland where possible
 - avoiding remnant roadside vegetation and larger scattered trees where practicable
 - refining the alignment of access tracks and underground cabling to reduce impacts on native vegetation; and
 - removing a number of turbines (during initial design phase) and relocating others away from vegetation and habitat features, during the development of the project (prior to planning application submission).
172. Overall, the development avoids areas of ecological significance, minimises native vegetation removal, and proposes to manage residual risk through offsets and standard construction environmental controls. The proposal is considered to achieve an appropriate balance between facilitating renewable energy development and protecting biodiversity values.
173. Subject to conditions requiring native vegetation offsets, a Construction Environmental Management Plan, and environmental protection measures during construction, the native vegetation removal and ecological impacts of the proposal are considered acceptable.

Fauna

174. Clause 02.03-3 – Environmental risks and amenity, acknowledges that potential risks to the municipality from change in climate are significant. Clause 12.01-1S seeks to protect biodiversity values and ensure that impacts on threatened fauna species are avoided and minimised. Clause 35.07-6 requires consideration of the effect of the proposal on flora and fauna on the site and in the surrounding area.



The decision guidelines of Clause 53.22 also require consideration of the environmental effects of the proposal, including impacts on threatened fauna species and matters of national environmental significance (MNES).

175. The EA concludes that the site is predominantly cleared and modified farmland, with only limited areas of habitat remaining.
176. The results of the EA and Nature Advisory's report on the Impacts of Matters of National Environmental Significance (August, 2025), are summarised as follows:
- Bird surveys recorded 77 bird species and 2,863 individual birds across the site.
 - Approximately 93 per cent of bird observations were either on the ground or flying below the turbine rotor swept area.
 - Blue-winged Parrot, listed under the *Flora and Fauna Guarantee Act 1988 (Vic)* and the *Environment Protection and Biodiversity Conservation Act 1999 (Cth)* was observed on site during the field surveys.
 - The Musk Duck which is listed as vulnerable under the *Flora and Fauna Guarantee Act 1988* was recorded.
177. The EA concludes that the proposal is likely to have a low impact on avifauna due to the limited habitat value of the site, the relatively small number of turbines and the ability of birds to avoid turbine blades.
178. A Level One Brolga Assessment was undertaken in accordance with the interim Guidelines for the Assessment, Avoidance, Mitigation and Offsetting of Potential Wind Farm Impacts on the Victorian Brolga Population. The assessment found that there are no breeding wetlands or flocking habitat within the locality and few recent records of the species. Accordingly, the proposal is considered to pose a low risk to Brolga and a Level Two Assessment was not required.
179. The Southern Bent-wing Bat and Yellow-bellied Sheath-tailed Bat Assessment prepared by Nature Advisory, dated August 2024 included a roost cave assessment and involved two years of acoustic monitoring over four migration seasons.
180. The assessment recorded Southern Bent-wing Bat (SBWB) activity at relatively low levels across the site and only six confirmed Yellow-bellied Sheath-tail-bat calls over the two-year survey period.
181. As advised by DEECA, the primary biodiversity concern for the proposed Project remains the level of risk to the SBWB population, as the proposed site is in an area of higher risk for SBWB due to its proximity to both an active maternity and roost cave:
- 10km from an active roost cave (Timboon) and 20km from another active roost cave (Panmure); and
 - 33km from one of only two Victorian maternity caves (Warrnambool) for this species (as highlighted in the SBWB assessment (Nature Advisory, 2024)) and 29 km from the significant non-breeding cave near Pombooneit.
182. The proponent's assessment concludes that the proposal is unlikely to have a significant impact on bat species given:
- low activity levels recorded,
 - the limited number of turbines,
 - the minimum blade clearance of approximately 64 metres above ground level and the modified nature of the site.
183. Additionally, the development layout has been modified to reduce the impacts on bat habitat. Seven turbines were removed from earlier iterations of the proposal and the remaining turbines relocated further away from dams, scattered native vegetation and other habitat features.
184. As noted by DEECA, while the construction of a reduced number of turbines (8) is proposed, when combined with other wind farms that are existing or planned across the bird and bat species' ranges, cumulative impacts will likely increase unless appropriate avoid and minimisation efforts are applied.

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185. The proponent's draft Bat and Avifauna management plan (BAM plan) [September, 2025] recommends mitigation measures during operation, including:
- increasing turbine cut-in speeds to 4.5 metres per second during spring and autumn when bat activity is highest
 - post-construction monitoring of bat mortality and activity
 - species-specific response measures if mortality thresholds are exceeded; and
 - establishment of an offset fund to improve and protect habitat for the Southern Bent-wing Bat
186. The Impacts on Matters of National Environmental Significance assessment prepared by Nature Advisory dated August 2025, confirms approval under the EPBC Act is required because it has been determined a controlled action (EPBC 2024/10068) and the planning application process as the accredited state assessment process. As such, the EPBC assessment documentation was exhibited with the public notice of the planning application for a period of 28 days.
187. On 6 August 2025 DEECA recommended including a permit condition requiring a BAM plan, species-specific mitigation measures for various species including the Southern Bent-wing Bat and Yellow-bellied Sheath-tail bat, and post-construction mortality monitoring for at least five years after the first turbine commences operating.
188. The recommended condition requires the BAM plan define impact thresholds, identify contingency measures if those thresholds are exceeded, and include species-specific measures for the Southern Bent-wing Bat and Yellow-bellied Sheath-tail bat. It also recommends that all bat strike data be reported to DEECA and that the mitigation measures identified in Section 9 of the bat assessment be implemented.
189. Having regard to the highly modified nature of the site, the limited habitat available, the low level of bat activity recorded, the modified turbine layout and the mitigation and monitoring measures proposed, the impact on biodiversity values and fauna is considered acceptable.
190. Overall, it is considered that detailed consideration of impacts to EPBC species can occur through the Commonwealth's EPBC assessment process. It is noted that if the EPBC decision requires changes to the design of the facility, any planning permit issued and any documents endorsed under the permit would be required to be amended, in line with the requirements of the EPBC decision.
191. DTP support the recommended BAM plan condition recommended by DEECA with modifications to include a change requiring the endorsement of the BAM plan prior to commencement of the use, instead of commencement of construction. We note that the establishment of any offset fund cannot be regulated under the planning permit, however, is expected to be voluntarily carried out by the applicant.

Aviation

192. Clause 02.03-8 (Transport) and 18.02-7S (Airports and airfields) seek to strengthen the role of Victoria's airports and airfields within the state's economic and transport infrastructure, guide their siting and expansion, and safeguard their ongoing, safe and efficient operation. The decision guidelines of Clause 52.32 require the responsible authority to consider, as appropriate the impact of the proposed facility on aircraft safety.
193. The nearest aviation facility to the subject site is the Cobden aerodrome, located approximately 7.3 km (3.9nm) east of the nearest proposed turbine. Cobden aerodrome is an uncertified airport used by light aircraft, air ambulance services, crop-dusting operations, fire-fighting aircraft and recreational pilots. The Peterborough/Great Ocean Road Aerodrome is located approximately 24.7 km south of the site and Warrnambool Airport is located approximately 42.7 km to the west.
194. Local policy at clause 11.03-6L-02 seeks to support and protect the operations and growth of Cobden Aerodrome, including day and night operations, use by emergency services, certification to a Code 1 airport, and the prevention of encroachment from incompatible uses.

195. Cobden Aerodrome and land surrounding are affected by the Design and Development Overlay – Schedule 8 – Cobden Aerodrome (DDO8). This control seeks to ensure that flight paths associated with the aerodrome are protected from the encroachment of inappropriate obstacles to enable the safe and effective operation of the airport. DDO8 aims to ensure that buildings and works avoid creating a hazard to aircraft in the vicinity of the aerodrome in order to facilitate safe aircraft operations. This control requires a permit for buildings and works on land affected by the overlay. The DDO8 only applies to the mapped area within the immediate vicinity of the aerodrome, and to land to the north and south of the runway. The DDO8 area is separated from the wind farm title boundary by 5 km (2.7 nm) at its closest point and 6.3 km (3.4 nm) to the closest proposed turbine.
196. The Cobden Aerodrome Master Plan (2022) is an incorporated document in the Corangamite Planning Scheme which sets out the development expectations for the Cobden aerodrome including expansion of the strip 60 m beyond runway thresholds. The master plan also provides for associated upgrades including widening of the runway strip to approximately 80 m and extensions beyond the runway thresholds, expanded taxiway and apron infrastructure, and the development of a northern precinct incorporating up to nine new hangars and associated aircraft parking and circulation areas.
197. It is relevant to note the closest title boundary of the project site is located approximately 6.1 km (3.2 nm) from the southern tip of the runway of the aerodrome. The closest turbine is 7.3 km (3.9 nm) from the southern tip of the runway. Further, the proposed wind farm is located well outside the expansion area identified in the master plan, located north of the aerodrome.

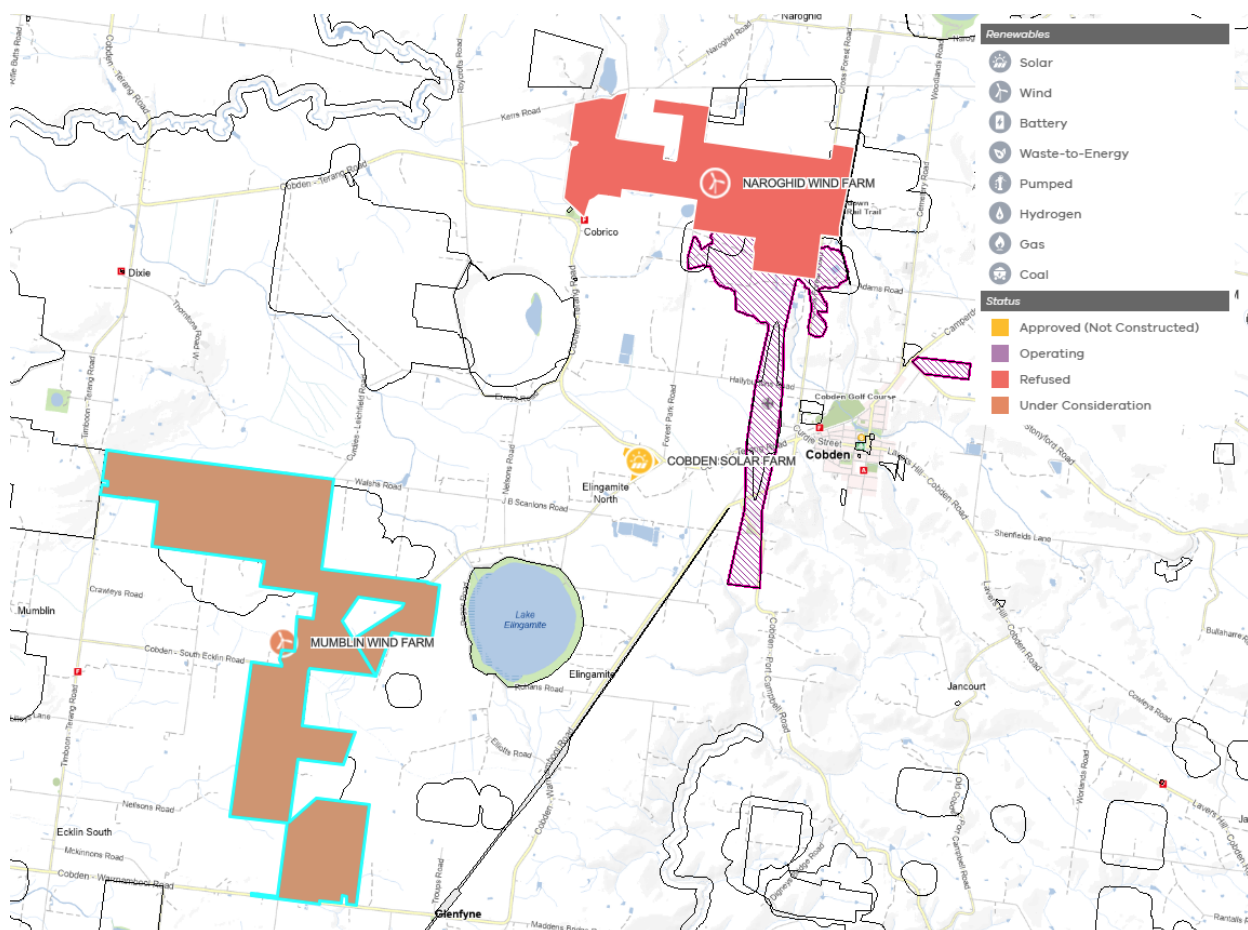


Figure 17. Planning control map showing location of DDO in purple. Source: VicPlan

198. The application includes an Aviation Impact and Lighting Risk Assessment (AILRA) prepared by Landrum & Brown, dated 11 August 2022.



199. The key conclusions of the AILRA relating to aviation impacts are summarised as follows:

- the proposed wind turbines do not have any impact the Obstacle Limitation Surface (OLS) of any nearby airport or airstrip
- the proposal would not intrude into any Procedures for Air Navigation Services – Aircraft Operations (PANS OPS) surface at Warrnambool aerodrome, which is the only nearby aerodrome to have instrument approach procedures for all weather operations
- the proposal will not infringe into the Lowest Safe Altitude (LSALT) protection surfaces used to ensure aircrafts operating under the Instrument Flight Rules (IFR) a safe clearance above terrain and obstacles
- the proposal would not adversely affect aviation navigation aids and surveillance systems
- the proposal would not adversely affect aerial firefighting and general operation at any airport or known aerodrome.

200. The application was also supported by an Aviation Impact and Lighting Risk Assessment Review prepared by Aviation Projects, dated 17 July 2024. This report confirms that the revised layout* with reduced number of turbines and current aeronautical information do not materially alter the conclusions of the original AILRA.

*Note that the reference to a revised layout means the layout proposed under the current application, rather than the 13-turbine layout proposed under a previous application for the site that was withdrawn.

201. The AILRA identifies that aviation risks associated with the project are acceptable and can be managed through routine procedures and communication with aviation operators including publishing details of the wind farm in Aeronautical charts and databases and ensuring any wind monitoring masts are marked in accordance with relevant CASA requirements.

202. CASA and Airservices Australia were given notice of the application under section 52 of the PE Act and provided with a copy of the aviation reports submitted with the application. CASA responded on 3 December 2025 and 10 June 2025 respectively.

203. CASA did not object to the proposal from an aviation perspective but provided the following for consideration:

- wind monitoring masts should be marked according to CASA's standards.
- recommendation that obstacle lighting be installed on wind turbines
- the final turbine and monitoring mast coordinates and heights be reported to the Airservices Australia Vertical Obstacle Database (VOD)
- Suggest consulting with the Department of Defence as military aircrafts operate to lower heights.

204. CASA provided additional clarification on 26 May 2026 that the previous CASA advice for the project considered impacts on the Cobden Aerodrome. It further stated that the separation of the proposed wind farm from the Aerodrome would ensure that the proposal would be clear of the airspace protection surfaces (OLS) if Cobden were a certified airport. It further noted that it should not have any adverse impact on aircraft operations to and from Cobden airstrip.

205. DTP consulted the Department of Defence as recommended by CASA. The Department of Defence provided a submission dated 20 April 2026 recommending, if approved, that the proponent notify Aeronautical Information Service – Air Force and submit required documentation to ensure wind turbines and associated infrastructure are appropriately recorded as potential airspace obstacles.

206. Airservices Australia confirmed the proposed wind facility does not impact the current Airservices-designed airspace procedures, nor does it adversely impact communication, navigation and surveillance facilities or operations at Warrnambool aerodrome.

207. Corangamite Shire and several community and interest groups, including Cobden Aero Club and Cobden Aerodrome Community Asset Committee, raised concerns regarding the potential impacts of the proposal on Cobden Aerodrome and aviation safety.

208. Key issues raised related to:

- the potential impact of wind turbines on existing and future operations at Cobden Aerodrome, such as aircraft approach and departure paths, constraint of OLSs, wake turbulence and wind shear and electromagnetic interference.
- the implications of the proposed facility on the future expansion and certification of the aerodrome as proposed by the Cobden Aerodrome Master Plan (2022),
- whether the turbines are within a high-risk zone identified under CASA Publication CAAP 166-01,
- emergency response operations
- the adequacy of the aviation assessment methodology,
- Cobden specific aviation risk factors identified in the VCAT decision for the Naroghid wind farm including approach and departure circuits, wake effects, town overflight and night operations, and
- that insufficient community consultation had been undertaken by the proponent.
- the adoption of a 10 rotor diameter (RD) wake effect assumption rather than the 16 RD as referenced in Nation Airports Safeguarding Framework (NASF) – Guideline D and CASA Advisory Circular AC139.E-05 v1.1 dated October 2022.

209. The AILRA and peer review conclude that the proposed wind turbines would not infringe OLS, PANS-OPS, ATC Surveillance system, aviation navigation aids and any IFR Air Route LSALT or the relevant Grid LSALT at any aerodrome including Cobden Aerodrome.

210. Further, in response to the concerns raised, the permit applicant provided a 'Response to Aviation Matters Raised in Submissions' table, Rev 4 submitted 18 June 2026 which outlined that:

- the proposed wind turbines would not infringe the current or future OLS associated with Cobden Aerodrome, noting the aerodrome is planned to continue as a non-instrument facility with an OLS extending approximately 1.6 km from the Aerodrome Reference Point, whereas the nearest turbine is located approximately 7.7 km from the aerodrome.
- the proposed wind farm is located more than 4 nm from Cobden Aerodrome and therefore outside the 3 nm radius of aircraft approach and departure circuit, in accordance with CASA Advisory Circular AC 91-10 *Operations in the vicinity of non-controlled aerodromes*
- wake turbulence and wind shear effects generated by the turbines would not extend into the area used for aircraft approach and departure operations at Cobden Aerodrome, noting the maximum wake effect is estimated to extend approximately 0.93 nm from a turbine and the nearest turbine is located approximately 4.3 nm from the aerodrome.
- the proposal would not adversely affect aviation navigation, communication or surveillance systems through electromagnetic interference.
- the proposal would not prevent the future certification and operation of Cobden Aerodrome as intended by the Cobden Aerodrome Master Plan (2022) given the aerodrome is planned to operate as a non-instrument approach facility with no PANS-OPS and an OLS that extends out to approximately 1.6 km.
- the proposed turbines are located outside the higher-risk operating area identified in CASA guidance for non-controlled aerodromes, noting that the referenced 5 nm area is measured as a diameter, equivalent to a radius of 2.5 nm from the aerodrome.
- the aviation risk factors identified in *Naroghid Wind Farm Pty Ltd v Minister for Planning [2019] VCAT 800*, including proximate circuit impacts, straight in/ straight out constraints, wake turbulence within the circuit area, town overflight consequences and impacts on night operations, differ to this proposal as assessed throughout this report.
- night time aviation operations will not be impacted as aircraft are required to maintain the applicable LSALT which will occur within 3 nm of the aerodrome.
- over town flights are not required as the proposal does not result in unacceptable impact to existing approach and departure procedures.



- the project will not impact approach and departure procedures given that these are to occur within 3 nm of the aerodrome. As such there is no risk of town overflights associated with the proposal.
 - the proposal would not adversely affect aerial firefighting, aerial agricultural operations or other emergency aviation activities given the proposal has no impacts on operations at Cobden Aerodrome.
 - final turbine locations and heights would be provided to CASA and Airservices Australia and published through standard aviation notification processes.
 - consultation with Cobden Aerodrome operators was not undertaken during preparation of the application because the aerodrome is located beyond the 5 km consultation area generally used as a guide for consultation activities.
 - the proposal would not constrain extended circuit operations, overtaking manoeuvres or higher-performance aircraft operations as identified in the Cobden Aerodrome Master Plan (2022) and CASA Advisory Circular AC 91-10.
211. The council submits that the proposed wind turbines will result in unacceptable wake impacts to the 3 nm circuit area, noting CASA's statement to VCAT in *Naroghid Wind Farm Pty Ltd v Minister for Planning [2019] VCAT 800* that *turbulence is possible for a distance of 16 times the rotor of a turbine and created an unacceptable risk to the safety of aircraft operations at Cobden Aerodrome*.
212. CASA Advisory Circular AC139.E-05 v1.1 dated October 2022 only states that wind turbines may create turbulence noticeable up to 16 RDs from the turbine and that the level of turbulence and the potential impact on aircraft and aerodrome operations at this distance is not known with certainty.
213. The proponent's aviation consultant provided justification for its calculations, including studies prepared by European Academy of Wind Energy and the University of Liverpool. The peer review notes that NASF – Guideline D refers to turbulence may be noticeable up to 16 RDs from a wind turbine. However, the report published by the European Academy of Wind Energy only assessed the risk of roll hazards, acknowledging in its conclusion that future work calculating yawing and pitching moments could also be beneficial. The study conducted by the University of Liverpool relied on modelling the impacts of a turbine with a rotor diameter of 30 m and stated: *that the wake is not strong to cause any significant upset to the aircraft at distances of 5 wind turbine diameters and longer. However, the validation of the models, currently, allows for no extrapolation to larger wind turbines*.
214. The aviation consultant used a 180 m RD rather than the incorrect 247 m tip height used in the Aviation assessment prepared by Landrum and Brown and based on the available research, concluded that adverse turbulence is likely to dissipate within 7 RD of a turbine. As such, the assessment adopted a conservative wake effect distance of 10 RD.
215. In its decision in *Naroghid Wind Farm Pty Ltd v Minister for Planning [2019] VCAT 800*, regarding turbulence in the circuit area, VCAT wrote: In general, the aviation witnesses agreed that turbulence was generally experienced by pilots from a variety of sources and that it was something that pilots should be able to manage.
216. Further clarification was sought from CASA on 24 June 2026 regarding the wake effects from a turbine and NASF Guideline D. CASA advised that 16D as referred in the NASF guidelines is what CASA would assess against as being a safe distance from an airport (the runway environment primarily as take off and landing are the critical phases of flight). Impact on an aircraft in the circuit area is lesser of a concern based on the fact that aircraft encounter turbulence in all manner of scenarios but can still result in upset turbulence where a pilot could experience 'bumpy' air.
217. The distance between the southern tip of the runway to the closest proposed turbine is 7.36 km or 3.97 nautical miles. If the 16 rotor diameter wake modelling is used, based on a 180 m rotor diameter, this only extends 2.88 km (1.55 nm) from the closest turbine. Given the closest turbine is 7.36 km from the runway, the closest edge of the 16D wake area is 4.48 km (2.4 nm) from the edge of the runway. Following the advice from CASA that the wake area is to be measured to the runway environment, the closest turbine



has adequate separation from the runway to ensure wake effects will not have an unreasonable impact on the runway environment.

218. Having considered the concerns raised and findings of the submitted aviation assessments, and additional responses provided by CASA and the proponent in May and June 2026, DTP consider that the proposal will not result in unacceptable aviation safety risks or adversely affect the current and future operation of nearby aerodromes.
219. The Cobden Aerodrome Master Plan (2022) and local aviation policy have been considered, and the proposal does not prejudice the future expansion of, or certification of the aerodrome. Accordingly, and on balance, the proposal is considered consistent with Clause 2.03-8, Clause 18.02-7S and the decision guidelines of Clause 52.32.
220. Subject to permit conditions requiring lighting of turbines and met masts, notification to Airservices Australia, CASA and Department of Defence and conditions that capture the recommendations of authorities, the aviation impacts of the proposal are considered acceptable.

Aviation Lighting

221. Community submissions and Corangamite Shire raised concerns about the adequacy of the lighting risk assessment. Additionally, CASA provided a submission recommending the installation of aviation hazard lighting.
222. An independent lighting risk assessment prepared by Landrum & Brown was submitted as part of the application which concluded that the publication of wind farm on aeronautical charts and notification to aviation authorities mitigates aviation safety risk without reliance on obstacle lighting.
223. The AILRA review concludes that obstacle lighting is not required to maintain an acceptable level of aviation safety, given the distance of the proposal from nearby aerodromes and the low risk to aircraft. The assessment identifies that the wind farm would provide a prominent visual navigation feature in the landscape and that the installation of aviation lighting would result in unnecessary visual impacts to surrounding properties and the broader landscape.
224. While the aviation assessments conclude that obstacle lighting is not required for aviation safety, DTP notes the proposal's proximity to Cobden Aerodrome, the concerns raised by Corangamite Shire Council, the Cobden Aerodrome Community Asset Committee and aerodrome users, and CASA's recommendation that aviation hazard lighting be installed.. As such, conditions requiring aviation obstacle lighting are recommended.
225. Also, conditions requiring the met mast to be marked in accordance with NASF – Guideline D and CASA's Manual of Standards Part 139 and notification of the final turbine layout to aviation authorities.

Hydrology

226. The subject site is not affected by a Flood Overlay, Land Subject to Inundation Overlay, Special Water Supply Catchment Area, or any other control that would ordinarily trigger a detailed hydrological assessment. The land comprises gently undulating agricultural terrain with no mapped waterways, wetlands or flood-prone areas intersecting the turbine locations, access tracks or ancillary infrastructure.
227. The planning report states that the construction of turbine foundations, cabling and internal access tracks will not intersect significant groundwater resources. Hydrological impacts are expected to be minimal and confined to the immediate construction areas.
228. It is recommended that a Construction Environmental Management Plan (CEMP) and Operational Environmental Management Plan (OEMP) include measures to manage stormwater, erosion and sediment control.

Social and Economic Effects

229. Sections 60(1)(f) and 60(1B) of the PE Act require the responsible authority to consider any significant social effects the use or development may have, including having regard to the number of objectors in considering whether the use or development may have a significant social effect.
230. While there will be some amenity impacts in terms of noise, traffic and visual impacts, these are within acceptable limits subject to the recommended permit conditions.
231. It is considered that, on balance, the proposal achieves a net community benefit when balanced with its other social, economic and environmental outcomes.

Decommissioning

232. The future decommissioning of the proposed facility can be adequately addressed via permit conditions requiring a decommissioning management plan. These conditions will require:
- infrastructure to be removed from the site,
 - the land to be rehabilitated and reinstated to its prior condition to ensure that there is no permanent loss of agricultural land, and
 - to be prepared in consultation with Corangamite Shire.
233. Given the wind energy facility as proposed would be expected to operate for approximately 30 years, it is considered premature to require details about the facility's decommissioning at this time and it is recommended that the permit require the decommissioning plan be prepared within three months of the facility permanently ceasing operation.

Staging

234. Conditions have been included on the permit to allow the use and development to be completed in stages, providing that the corresponding permit conditions/obligations are also satisfied in stages.

Other Victorian and Commonwealth legislation

235. The subject of this report is the assessment of the project under the PE Act.
236. The table at Attachment 2 of this report provides an overview of the project's key approval and assessment requirements under other Victorian and Commonwealth legislation.

Mandatory considerations

237. In determining a planning permit application, the responsible authority must consider the following matters under s60 of the PE Act:
- Relevant provisions of the planning scheme
 - Objectives of planning in Victoria
 - All objections and other submissions received
 - Any decision or comments of referral authorities
 - Any significant environmental effects of the use or development (and vice versa)
 - Any significant social and economic effects of the use or development.



Recommendation

238. The proposal has been considered against the matters at section 60 of the PE Act, all objections and submissions, is consistent with the relevant planning policies of the Corangamite Planning Scheme and will contribute to the provision of renewable energy generation within the region
239. The proposal is supported by the various referral agencies, subject to conditions which have been included in the recommendation.
240. It is recommended that planning permit no. PA2503700 for the use and development of the Mumblin Wind Farm (as described in this report) be issued under delegation from the Minister for Planning, subject to conditions.
241. It is recommended that the following stakeholders be notified of the above decision in writing:
- Applicant (Mumblin Wind Farm Pty Ltd c/- RE Future)
 - Corangamite Shire Council
 - Objectors
 - All submitters, including the following agency submitters:
 - CFA
 - BoM
 - CASA
 - EPA
 - DEECA
 - Glenelg Hopkins CMA
 - Moyne Shire Council
 - Airservices Australia
 - Department of Defence
 - Referral authorities:
 - Head, Transport for Victoria

Prepared by: [REDACTED]

I have considered whether there is a conflict of interest in assessing this application and I have determined that I have:

- ☒ No Conflict
- ☐ Conflict and have therefore undertaken the following actions:
- ☐ Completed the Statutory Planning Services declaration of Conflict/Interest form.
- ☐ Attached the Statutory Planning Services declaration of Conflict/Interest form on to the hardcopy file.
- ☐ Attached the Statutory Planning Services declaration of Conflict/Interest form into the relevant electronic workspace.

Name: [REDACTED]

Title: [REDACTED]

Signed: [REDACTED]

Dated: 22 June 2026

Reviewed by: [REDACTED]

I have considered whether there is a conflict of interest in assessing this application and I have determined that I have:

- ☒ No Conflict
- ☐ Conflict and have therefore undertaken the following actions:
- ☐ Completed the Statutory Planning Services declaration of Conflict/Interest form.
- ☐ Attached the Statutory Planning Services declaration of Conflict/Interest form on to the hardcopy file.
- ☐ Attached the Statutory Planning Services declaration of Conflict/Interest form into the relevant electronic workspace.

Name: [REDACTED]

Title: [REDACTED]

Signed: [REDACTED]

Dated: 23 June 2026

Approved by: [REDACTED]

I have considered whether there is a conflict of interest in assessing this application and I have determined that I have:

- ☒ No Conflict
- ☐ Conflict and have therefore undertaken the following actions:
- ☐ Completed the Statutory Planning Services declaration of Conflict/Interest form.
- ☐ Attached the Statutory Planning Services declaration of Conflict/Interest form on to the hardcopy file.
- ☐ Attached the Statutory Planning Services declaration of Conflict/Interest form into the relevant electronic workspace.



Name:

[Redacted]

Signed:

[Redacted]

Title:

[Redacted]

Dated: 25 June 2026

Attachment 1: Requirements under other legislation

Act	Discussion
Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)	Under the EPBC Act, an action that has, will have, or is likely to have, a significant impact on matters of national environmental significance (MNES), must be referred to the Commonwealth Minister for Environment and Water. The Impacts on Matters of National Environmental Significance assessment prepared by Nature Advisory dated August 2025, concluded that referral under the EPBC Act is required because the proposal has the potential to significantly impact the following MNES: • White-throated Needletail • Southern Bent-wing bat Other EPBC listed threatened species and communities were considered including twelve bird and one bat species. On 19 February 2025, the Australian Minister for the Environment and Water determined that the project (EPBC 2024/10068) is a controlled action and requires assessment and approval under the EPBC Act. The planning application process is an accredited state assessment process under Schedule 1 (item 2.1(f)) of the Bilateral Assessment Agreement between the Commonwealth and Victoria under section 45 of the EPBC Act (the Bilateral agreement). Impacts on Matters of National Environmental Significance prepared by Nature Advisory dated August 2025 and the Bat and Avifauna Management Plan prepared by Nature Advisory dated September 2025 was exhibited with the planning permit application. At the conclusion of the Victorian planning assessment, the Minister for Planning will provide an assessment report to the Commonwealth Minister to inform the final decision under the EPBC Act. The Minister for Planning may determine the planning application prior to the Commonwealth's decision on the controlled action. Refer to the assessment section of this report for further information on the project's environmental impacts.
Environment Effects Act 1978 (EE Act)	The EE Act requires the preparation of an Environmental Effects Statement (EES) for activities considered to have, or to be capable of having, a significant effect on the environment. <i>The Ministerial Guidelines for Assessment of Environmental Effects under the Environment Effects Act 1978</i> (DTP 2023) outlines the criteria for referring a project to the Victorian Minister for Planning who will determine if an EES is required. The proposed project will not meet any of the ecological thresholds listed in the <i>Ministerial guidelines for assessment of environmental effects under the Environment Effects Act 1978</i>. As such, a referral under the EE Act is not required.
Aboriginal Heritage Act 2006 (AH Act)	The AH Act seeks to avoid adverse effects to Aboriginal cultural heritage values as far as reasonably practicable. Where adverse effects cannot be avoided, measures must be implemented to minimise and mitigate adverse effects.

Act	Discussion
	The subject site includes areas of Aboriginal cultural heritage sensitivity, thus a mandatory Cultural Heritage Management Plan (CHMP) is required. A CHMP was approved on 16 April 2025 by the Eastern Maar Registered Aboriginal Party.
Flora and Fauna Guarantee Act 1988 (FFG Act)	Under the FFG Act a permit is required to take, kill, injure, disturb or collect threatened species or protected flora species from public land. There are permit exemptions under the FFG Act which apply to the non-commercial removal of protected flora from private land, unless there is 'critical habitat' that has been declared on the land. The EA states that two bat species, Southern Bent-wing Bat and Yellow-bellied Sheath-tailed Bat will likely be impacted by the project. However, as the project is on private land, an FFG permit is not required. Refer to the biodiversity section of this assessment for further information.
Climate Action Act 2017 (CA Act)	The purpose of the CA Act includes (but is not limited to): – to facilitate the consideration of climate change issues in specified areas of decision making of the Government of Victoria; and, – to set policy objectives and guiding principles to inform decision-making under this Act and the development of government policy in the State. Section 20 of the CA Act states that: The Government of Victoria will endeavour to ensure that any decision made by the Government and any policy, program or process developed or implemented by the Government appropriately takes account of climate change if it is relevant by having regard to the policy objectives and the guiding principles. This assessment has had consideration of the policy objectives and the guiding principles of the CA Act. The proposed facility is estimated to generate approximately 54 MW of renewable energy, reducing emissions by 190,000 tCO₂e per annum which will help achieve the emissions reduction targets in Part 2 of the CA Act. It is noted that the community were invited to be involved in the decision-making process via public notice under s52 of the PE Act.
Charter of Human Rights and Responsibilities Act 2006 (the Charter)	The Charter gives legal recognition and protection in Victoria to many important human rights, particularly civil and political rights. DTP is committed to upholding its responsibilities under the Charter. This planning application has been assessed in a manner that is compatible with the human rights identified in the Charter.
Transport Integration Act 2010 (TI Act)	The purpose of the TI Act is to create a new framework for the provision of an integrated and sustainable transport system in Victoria. The assessment of this planning application has had regard to the transport system objectives and decision making principals of the TI Act.



VICTORIA
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Department
of Transport
and Planning