

Energy Assessment
PA2403451 (Gannawarra) | PA25036
(Buloke) | PA1894-2025 (Hindmarsh) |
PA20250076 (Yarriambiack) | TP-82-2025
(Southern Grampians) | PA1220 (West
Wimmera)

Normanville Energy Park

 Officer Assessment



Department
of Transport
and Planning



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Executive Summary

Key Information	Details					
Application Numbers:	PA2403451	PA25036	PA1894-2025	PA20250076	TP-82-2025	PA1220
Planning Scheme:	Gannawarra	Buloke	Hindmarsh	Yarriambiack	Southern Grampians	West Wimmera
Received:	20/12/2024	8/12/2025	8/12/2025	8/12/2025	8/12/2025	8/12/2025
Statutory Days:	26	234	234	234	47	234
Applicant:	Normanville Energy Park Pty Ltd ACN 669 902 792 as trustee for Normanville Energy Park Unit Trust c/- Bunjil Planning					
Location:	Various lots in Normanville, Victoria and along the transport haulage route from the Port of Portland.					
Proposal:	Use and development of a 17-turbine wind energy facility and 0.5766 hectares (ha) of native vegetation removal	0.163 ha of native vegetation removal	0.071 ha of native vegetation removal	0.0819 ha of native vegetation removal	0.1315 ha of native vegetation removal	0.084 ha of native vegetation removal
Development Value:	\$300 million	\$99,000	\$99,000	\$99,000	\$99,000	\$99,000
Why is the Minister responsible?	Clause 72.01-1 energy generation facility and utility installation greater than 1 megawatt (MW) and a clause 53.22 application.	Applications called in from the respective councils under section 97B(1)(c) of the <i>Planning and Environment Act 1987</i> (PE Act).				
Zones and overlays:	Farming Zone (FZ) Transport Zone 2 (TRZ2) Vegetation Protection Overlay (VPO1 and VPO2) Environmental Significance Overlay (ESO2 and ESO4) Specific Controls Overlay (SCO2)	FZ TRZ2 Transport Zone 1 (TRZ1) VPO1	FZ TRZ2 General Residential Zone (GRZ) ESO6	FZ1 TRZ1 TRZ2 ESO2	FZ TRZ2	FZ TRZ2 TRZ1 Bushfire Management Overlay (BMO) ESO2

Key Information	Details					
	Land Subject to Inundation Overlay (LSIO)					
Irrigation district:	Yes (Loddon Valley)	No	No	No	No	No
CHMP:	Voluntary CHMP 20261 approved 8/05/2026	Not required	Not required	Not required	Mandatory CHMP 20782 approved 13/05/2026	Not required
Referral Authorities:	Secretary to DEECA (recommending for vegetation removal) Secretary to DEECA(recommending for renewable energy facility in an Irrigation District) AusNet (determining) Head, Transport for Victoria (determining)	Secretary to DEECA (recommending for vegetation removal)	Secretary to DEECA (recommending for vegetation removal) Wimmera Catchment Management Authority (recommending)	Secretary to DEECA (recommending for vegetation removal)	Secretary to DEECA (recommending for vegetation removal)	Secretary to DEECA (recommending and determining for vegetation removal)
Objections and submissions:	91 submissions including 83 objections	1 objection	0	1 objection	1 objection	1 objection
EPBC:	The project was determined to be a controlled action under s75 of the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act) on 12 March 2025. The controlled action is being assessed by the state using the accredited planning permit application process (item 2.1(f)) set out in Schedule 1 to the Bilateral Agreement under the EPBC Act.					
Delegation:	Approval to determine under delegation received on 13 July 2026.					
Recommendation:	Issue six (6) planning permits, all subject to conditions.					

Process and Documentation

Key Planning Process Milestones

1. The key milestones in the application process were as follows:
 - An application for a 17-turbine wind farm (PA2403451 - Gannawarra) was received by DTP on 20 December 2024.
 - On 12 March 2025, the project was determined to be a controlled action under the *Environment Protection and Biodiversity Conservation Act 1999* (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).
 - On 8 December 2025, the following five planning applications for the removal of native vegetation associated with the turbine component haulage route for the project were called in from the respective councils under section 97B(1)(c) of the PE Act, under delegation from the Minister for Planning:
 - PA25036 (Buloke)
 - PA1894-2025 (Hindmarsh)
 - PA20250076 (Yarriambiack)
 - TP-82-2025 (Southern Grampians)
 - PA1220 (West Wimmera)
 - The native vegetation proposed to be removed by the haulage route applications includes matters of national environmental significance (MNES) being assessed under the EPBC Act. As such, the haulage route native vegetation removal applications were called in by the Minister for Planning under section 97B(1)(c) of the PE Act on 8 December 2025 to enable a coordinated assessment of the project in its entirety.
 - Public notice of the applications was given between 17 February 2026 and 23 March 2026, in conjunction with seeking public comment on the draft EPBC assessment documentation.

Decision Documents

2. The subject of this report is the decision documents submitted with the applications, documentation referred to the Minister by the referring responsible authorities (the councils) for the called in applications, and described below. All applications were accompanied by and advertised with the draft EPBC Act Assessment Documentation prepared by Ramboll, V5 dated 5 December 2025.

Decision Documents

Gannawarra (PA2403451)

- Application form received 22 December 2024.
- Planning Report prepared by Umwelt, Revision V2, dated 4 December 2025.
- Appendix A– Certificate of Titles, Copy of Plans and Land Tenure Information
- Appendix B – Development Plans and Elevations titled 'Normanville Energy Park', dated between 17/01/2025 and 12/02/2025.
- Appendix C – Environmental Noise Assessment prepared by Marshall Day Acoustics, Rev 3 dated 12 May 2025 and Verification Report of the Pre- Construction Wind Turbine Noise Assessment prepared by EnviroRisk and dated 10 June 2025.
- Appendix D – Shadow Flicker and Blade Glint Assessment prepared by GHD and dated 13 November 2024.



Decision Documents

- Appendix E – Surface Water and Groundwater Assessment prepared by GHD and dated 25 November 2024.
- Appendix F – Preliminary Landscape and Visual Impact Assessment, prepared by Moir Landscape Architecture, Rev E, dated 25 November 2024.
- Appendix G – Preliminary Cultural Heritage Assessment prepared by Heritage Insight and dated 18 November 2024.
- Appendix H – Traffic Engineering Assessment, prepared by Traffix Group, dated 20 November 2024.
- Appendix I – Aviation Impact Assessment, prepared by Aviation Projects, version 1.2, dated 7 November 2024.
- Appendix J – Biodiversity Assessment, prepared by Nature Advisory dated 25 November 2025.
- Appendix K – Community and Stakeholder Communications and Consultation Plan, prepared by ERM and dated 22 November 2024.
- Appendix L – Electromagnetic Interference Assessment, prepared by GHD and dated 15 November 2024.
- Appendix M – Arborist Assessments, prepared by Treelogic and dated 25 November 2025.
- Appendix N – Landowner Statement of Consents
- Appendix O – Trust for Nature correspondence, dated 8 November 2024.
- Appendix P – Aviation Impact Assessment Correspondence
- Appendix Q – Fire Risk Assessment, prepared by My Emergency Management dated 28 January 2025.
- Appendix R – Consent from the Head of Transport for Victoria to make an application in the Transport Zone.
- Appendix S – Landowner Shadow Flicker Agreements
- Appendix T – Bird and Bat Adaptive Management Plan, prepared by Nature Advisory, V 2.3 and dated 24 November 2025.
- Appendix U – Assessment Documentation (MNES & EPBC Assessment), prepared by Ramboll, V5 and dated 5 December 2025.

Buloke (PA25036)

- Cover letter dated 26 November 2025.
- Planning report dated 26 November 2025.
- Application form dated 26 November 2025.
- Persistent Feature Identifier (PFI) land details, received 8 January 2025.
- Head, Transport for Victoria consent for works in the Transport Zone dated 18 December 2026.
- Pre-construction Biodiversity Assessment prepared by Nature Advisory, dated 25 November 2025.
- Arboricultural Advice prepared by Treelogic dated 25 October 2024.

Hindmarsh (PA1894-2025)

- Cover letter dated 26 November 2025.
- Planning report dated 26 November 2025.
- Application form signed 26 November 2025.
- Persistent Feature Identifier (PFI) land details, received 8 January 2025.
- Head, Transport for Victoria consent for works in the Transport Zone dated 18 December 2026.
- Pre-construction Biodiversity Assessment prepared by Nature Advisory, dated 25 November 2025.
- Arboricultural Advice prepared by Treelogic dated 25 October 2024.

Yarriambiack (PA20250076)

- Cover letter dated 26 November 2025.



Decision Documents

- Planning report dated 26 November 2025.
- Application form signed 26 November 2025.
- Titles, time stamped 27 November 2025.
- Head, Transport for Victoria consent for works in the Transport Zone, dated 18 December 2026.
- Pre-construction Biodiversity Assessment prepared by Nature Advisory, dated 25 November 2025.
- Arboricultural Advice prepared by Treelogic dated 25 October 2024.

Southern Grampians (TP-82-2025)

- Cover letter dated 26 November 2025.
- Planning report dated 26 November 2025.
- Application form signed 27 November 2025.
- Head, Transport for Victoria consent for works in the Transport Zone dated 18 December 2026.
- Pre-construction Biodiversity Assessment prepared by Nature Advisory, dated 25 November 2025.
- Arboricultural Advice prepared by Treelogic dated 25 October 2024.

West Wimmera (PA1220)

- Cover letter dated 27 November 2025.
- Planning report dated 26 November 2025.
- Application form signed 27 November 2025.
- Title information produced 3 November 2025.
- Head, Transport for Victoria consent for works in the Transport Zone dated 18 December 2025.
- Pre-construction Biodiversity Assessment prepared by Nature Advisory, dated 25 November 2025.
- Arboricultural Advice prepared by Treelogic dated 25 October 2024.



Proposal

3. The applications propose the use and development of a 17-turbine 122-megawatt (MW) wind energy facility (wind farm) and associated infrastructure, including the removal of 1.108 hectares (ha) of native vegetation.
4. The project can be summarised as follows:
 - 17 wind turbines to the following specifications:
 - Maximum tip height of 280 metres (m)
 - Maximum rotor diameter of 200m
 - Minimum blade tip clearance of 50m above finished ground level
 - Foundations up to 4m deep and 25-30m in diameter
 - Matte white or light grey finish
 - No lighting is proposed on the turbines.
 - Associated on-site infrastructure:
 - Underground cables connecting the turbines
 - Access tracks
 - Hardstand and laydown areas
 - Collector substation
 - One permanent and one temporary meteorological mast (met mast)
 - Transmission line infrastructure:
 - 7.2-kilometre (km) underground 33kV transmission line connecting the project into the existing Koorangie Terminal Station along Denyer Road, Kerang-Quambatook Road, Lalbert-Kerang Road and on private land
 - Installation of a transformer and associated plant at Koorangie Terminal Station
 - Removal of up to 1.108 ha of native vegetation:
 - 0.5766 ha for the construction of the wind farm itself (PA2403451 Gannawarra)
 - 0.5314 ha of roadside vegetation for the turbine component haulage route from the Port of Portland to the site:
 - 0.163ha in Buloke Shire (PA25036)
 - 0.084ha in West Wimmera (PA1220)
 - 0.071ha in Hindmarsh (PA1894-2025)
 - 0.0819ha in Yarriambiack (20250076)
 - 0.1315ha in Southern Grampians (TP-82-2025)
5. The applicant has provided the following concept plans and images of the proposal:

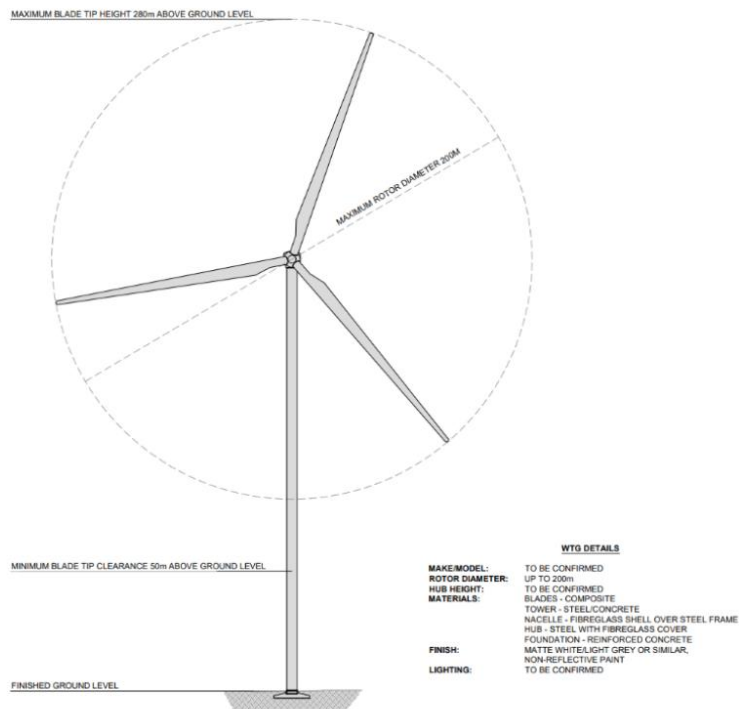


Figure 1: Elevation of the proposed turbines. Source: PA2403451 application documents.

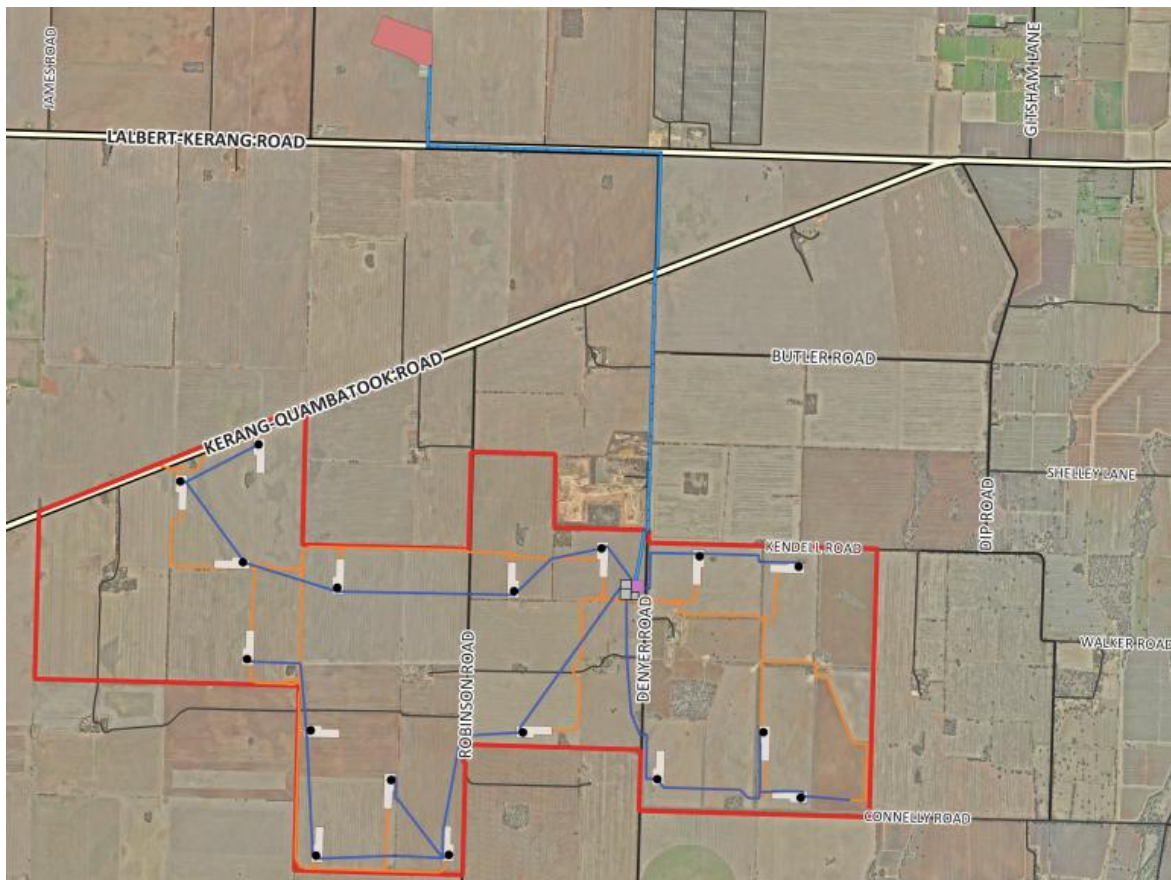


Figure 2: Plan showing the layout of the proposed wind farm. Source: PA2403451 application documents.



Subject Site and Surrounds

Wind Farm Site (Gannawarra application)

Site Description

6. The wind farm site comprises approximately 1,933 hectares of predominantly private agricultural land located within the Gannawarra Shire, located approximately 15 km south-west of Kerang in north-western Victoria.
7. The site is located within the North West Renewable Energy Zone (REZ) declared under section 63 of the *National Electricity (Victoria) Act 2005*.
8. The proposed transmission line corridor connecting the project to the Koorangie Terminal Station passes through sections of Crown land road reserves, including portions of Denyer Road, Kerang-Quambatook Road and Lalbert-Kerang Road.
9. The site is generally bounded by Kerang-Quambatook Road to the north, Connelly Road and Normanville Road to the south, and agricultural land to the east and west. The site is bisected by Denyer Road and Robinson Road.
10. The land is currently used for agriculture, including cropping (such as wheat, oats barley and canola) and livestock grazing.
11. There are five dwellings located in the proposed wind farm site area (stakeholder dwellings). Two of these dwellings are located within 1 km of a proposed turbine and consent from the landowners was provided with the application in accordance with clause 52.32-3. The proposed minimum setback distances to turbines within 1 km of a dwelling are listed below:
 - Dwelling AA30-a – 961 m setback to turbine T002
 - Dwelling AF30-a – 750 m setback to turbine T004
12. The site is predominantly flat and is characterised by red-brown sandy soils.
13. The landscape has been extensively modified by agricultural activities and is largely cleared of native vegetation. Existing vegetation is generally confined to roadsides, fence lines and small areas on private land, often surrounding dwellings. There are also some scattered trees located in paddocks, including old multi-stemmed mallee eucalypts and Slender Cypress Pine.
14. The predominant ecological vegetation classes (EVCs) within the wind farm site are Ridged Plains Mallee (EVC 96) and Woorinen Mallee (EVC 824), with occasional patches of Black Box Chenopod Woodland (EVC 103) occurring in the eastern portion of the site.
15. The wind farm site is located within the Farming Zone (FZ) and Transport Zone 2 (TRZ2). Portions of the site are affected by the Environmental Significance Overlay Schedules 2 and 4 (ESO2 and ESO4), Vegetation Protection Overlay Schedules 1 and 2 (VPO1 and VPO2), Land Subject to Inundation Overlay (LSIO) and Specific Controls Overlay Schedule 2 (SCO2).
16. There are no natural waterways, lakes or wetlands within the wind farm site. However, irrigation infrastructure traverses the area, including the Koorangie Channel which runs generally north-south through the centre of the site. The eastern portion of the site is located within the Loddon Valley irrigation district (declared under Part 6A of the *Water Act 1989*).
17. The site is located within a designated Bushfire Prone Area (BPA) under the *Building Act 1993*.
18. There are two areas of Aboriginal cultural heritage sensitivity (CHS) located with the wind farm project area. There are no Victorian Heritage Register (VHR) or Inventory (VHI) sites with the project boundary.
19. The site is formally described as comprising the following land parcels:
 - Lot 1 on PS921632A Vol 12608 Fol 192
 - Lot 2 on PS921632A Vol 12608 Fol 193
 - Crown Allotment 39 Parish of Koorangie Vol 06149 Fol 656
 - Crown Allotment 40 Parish of Koorangie Vol 06328 Fol 418



- Crown Allotment 61 Parish of Koorangie Vol 07001 Fol 071
- Crown Allotment 60 Parish of Koorangie Vol 07145 Fol 994
- Crown Allotment 62 Parish of Koorangie Vol 07189 Fol 671
- Crown Allotment 54 Parish of Koorangie Vol 03705 Fol 955
- Crown Allotment 33 Parish of Koorangie Vol 06606 Fol 038
- Lot 2 on PS326843E Vol 06149 Fol 657
- Crown Allotment 58 Parish of Koorangie Vol 06518 Fol 550
- Crown Allotment 59 Parish of Koorangie Vol 06531 Fol 199
- Road reserves of:
 - Lalbert-Kerang Road
 - Denyer Road
 - Kerang-Quambatook Road
 - Robinson Road

20. Several easements affect the land, including easements for electricity transmission, water supply, powerlines and carriageways.
21. Two parcels within the site (Crown Allotment 39 and 40 Parish of Koorangie) are subject to Trust for Nature native wildlife conservation covenants (AS092116J and AS066007M) which seek to protect areas of indigenous flora and fauna on the land and restrict the erection of habitable structures and certain types of buildings and works on the covenant land, unless with the consent of Trust for Nature. The application was accompanied by written consent from Trust for Nature for the works associated with the proposed project, as allowed by the covenants.

Site Surrounds

22. The land surrounding the wind farm site is predominantly used for dryland and irrigated agriculture, including cereal cropping, pasture and livestock grazing.
23. The broader landscape is characterised by a highly modified, generally flat to gently undulating agricultural setting.
24. Rural dwellings are dispersed throughout the surrounding area, particularly along local roads including Robinson Road, Denyer Road and Kerang-Quambatook Road.
25. There is a sand quarry located on the adjacent land to the north of the site which has an approved Work Plan (WA006940 and WA207).
26. The nearest township is Kerang, located approximately 15 km to the northeast. Other nearby regional townships include Cohuna, approximately 40 km to the east, and Swan Hill, approximately 50 km to the north.
27. The Koorangie Terminal Station is located approximately 4 km north of the site and will provide the proposed connection to the National Electricity Market (NEM).
28. The Kerang Aerodrome (owned and operated by Gannawarra Shire Council) is located approximately 12 km northeast of the site and Swan Hill Airport (owned and operated by Swan Hill Rural City Council) is located 50 km north of the site.
29. Several conservation reserves, lakes and areas of environmental significance occur within the broader area, including:
- Lake Bael Bael and Little Marsh (part of the Koorangie Wildlife Reserve) and the Bael Bael Grassland Nature Conservation Reserve, approximately 5 km north;
 - Lake Elizabeth and the Wandella Nature Conservation Reserve, approximately 9 km northeast;
 - Lake Meran and the Leaghur State Park, approximately 11 kilometres south;
 - Sandhill Lake Bushland Reserve (also part of the Koorangie Wildlife Reserve) and the Avoca Rover, approximately 6km northwest; and,



- Lake Murphy and the Tragowel Swamp Nature Conservation Reserve, approximately 6km and 12km to the southeast respectively.
30. Lake Bael Bael and the surrounding lakes in the Koorangie Wildlife Reserve are part of the Kerang Wetlands RAMSAR site. The Koorangie Wildlife Reserve, Lake Meran Wildlife Reserve and Lake Murphy Wildlife Reserve are all hunting reserves.
31. The surrounding area contains a network of irrigation infrastructure. Land to the east of the site is located in the Loddon Valley irrigation district.
32. The locality contains a number of operating and approved renewable energy generation and storage projects, including the operating Gannawarra Solar Farm and Gannawarra BESS located approximately 4 km north of the site on Lalbert-Kerang Road, the approved Kerang 1 and Kerang 2 Solar Farms and Kerang Greenswitch Solar Power projects approximately 17 km east, the approved Tragowel Solar Farm approximately 16 km southeast and the approved Macorna Solar Farm approximately 21 km southeast.
33. There are also a number of proposed energy facilities in the surrounding region that are being considered by the Minister for Planning including:
- Meering West Wind Farm located immediately south of the site, being considered by planning applications PA2503749 and PA2503750.
 - Cannie Wind Farm located approximately 10km northeast, currently going through an environment effects statement (EES) process.
34. A site inspection of the subject land and surrounding area was undertaken by DTP officers on 26 March 2026. Images of the site and surrounds are reflected in Figures 3-8.



Figure 3: View north towards the Koorangie Terminal Station. Photo taken from Lalbert-Kerang Road on 26 March 2026.



Figure 4: View towards the proposed location of the substation. Photo taken from Denyer Road on 26 March 2026.



Figure 5: View south towards the site from Lalbert-Kerang Road, towards the location of proposed turbines T004, T005, T012, T014 and T015. Photo taken 26 March 2026.



Figure 6: View north towards the site from Normanville Road. Photo taken on 26 March 2026.



Figure 7: View towards the site from the north-west. Photo taken near Kerang-Quambatook Road on 26 March 2026.



Figure 8: View towards the neighbouring quarry. Photo taken from Denyer Road on 26 March 2026.

Native vegetation removal for Haulage Route Sites (Yarriambiack, Hindmarsh, West Wimmera, Buloke and Southern Grampians applications)

35. To facilitate the construction of the project, wind turbine components are proposed to be transported to the site from the Port of Portland.
36. Given the size of the turbine components, intersection upgrades are required at numerous intersections along the transport route of the site, including the removal of roadside vegetation at:

Southern Grampians:

- Henty Highway / Chrome Road intersection, Branhholme, 3302 (ID3)
- Glenelg Highway / Fairburns Road intersection, Hamilton, 3300 (ID6)

West Wimmera:

- Coleraine-Edenhope Road and Nhill-Harrow Road intersection, Harrow, 3317 (ID8)
- Nhill-Harrow Road curve at approximately 800 m east of Blackers Road, Miga Lake, 3409 (ID9)
- Nhill-Harrow Road curve at Blackers Road, Gymbowen, 3401 (ID10)
- Nhill-Harrow Road curve at Goroke-Nurcuong, Gymbowen, 3401 (ID11)
- Nhill-Harrow Road curve at Mill Swamp Lane, Gymbowen, 3401 (ID12)

Hindmarsh:

- 
-
- Nhill-Harrow Road curve at D Manns Road, Nhill, 3418 (ID13)
 - Nhill-Harrow Road curve at Pilgrims Road, Nhill, 3418 (ID14)
 - Nhill-Harrow Road and Western Highway intersection, Nhill, 3418 (ID15)
 - Western Highway and McKenzie Avenue intersection, Nhill, 3418 (ID16)
 - Nelson Street and McKenzie Avenue intersection, Nhill, 3418 (ID17)

Yarriambiack:

- Henty Highway / Galaquil East Road intersection, Belulah (ID20)

Buloke:

- McLoughlans Road and Sunraysia Highway intersection, Birchip West 3483 (ID21)
- Birchip-Wycheproof Road and Donald-Swan Hill Road intersection, Narraport 3483 (ID22)
- Donald-Swan Hill Road and Calder Highway intersection, Dumosa 3527 (ID23)

37. The native vegetation removal for the haulage route applications is located across the following zones and overlays:

Zones:

- FZ
- Transport Zone 1 (TRZ1)
- TRZ2
- General Residential Zone (GRZ)

Overlays:

- VPO1
- ESO6 and ESO2
- Bushfire Management Overlay (BMO)

38. Intersection ID3 (Henty Highway / Chrome Road) is located within an area of Aboriginal CHS.

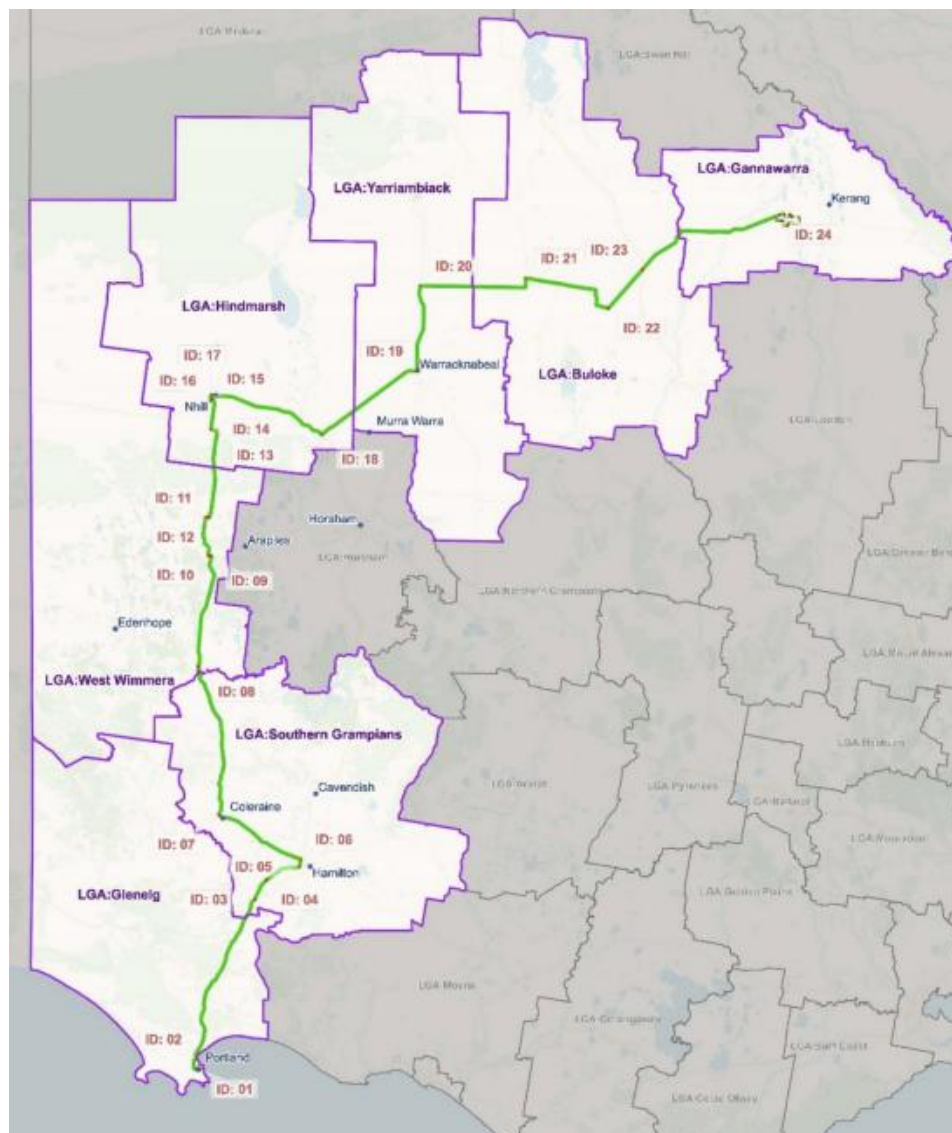


Figure 9: Location of the native vegetation removal locations along the haulage route. Source: Application documents.

Referrals

39. The applications were referred to the following authorities under section 55 of the *Planning and Environment Act 1987* (PE Act), as summarised below:

Organisation	Applies to Application/s	Clause/ Type/Provision	Response Date	Response	DTP Assessment
The relevant electricity transmission authority (AusNet)	PA2403451 (Gannawarra)	66.02-4 (Determining) – To construct a building or construct or carry out works on land within 60	15/01/2026	No objection.	Noted.

Organisation	Applies to Application/s	Clause/ Type/Provision	Response Date	Response	DTP Assessment
		m of a major electricity transmission line.			
Secretary to the Department administering the <i>Water Act 1989</i> (DEECA Water)	PA2403451 (Gannawarra)	66.02-12 (Recommending) - Use or develop land for a renewable energy facility located within an irrigation district declared under Part 6A of the <i>Water Act 1989</i> .	06/12/2025	No objection. Outlined that while the site is a serviced property within the Goulburn-Murray Irrigation District managed by Goulburn-Murray Water (GMW), the site is serviced for domestic and stock use only and as such the objective and strategies of clause 14.02-3S have been met.	Noted.
Head, Transport for Victoria (TfV)	PA2403451 (Gannawarra)	66.03 (Determining) - Create or alter access to a road declared as a freeway or an arterial road under the <i>Road Management Act 2004</i> .	04/03/2026	No objection, subject to conditions requiring the preparation of a Traffic Management Plan (TMP), including an existing conditions survey, final details of the intersection upgrades and the appointment of a Road Quality Auditor.	These conditions are required on any permit issued.
Wimmera Catchment Management Authority (CMA)	PA1894-2025 (Hindmarsh)	66.04 (Recommending) - All applications in the ESO6.	21/01/2026	No objection.	Noted.
Secretary to the Department of Environment, Land, Water and Planning (DEECA)	PA1220 (West Wimmera)	66.04 (Determining) - Removal, destruction or lopping of native vegetation in the ESO2.	25/06/2026	No objection, subject to conditions requiring: - Native vegetation offsets - Vegetation protection fencing - Permit note reminding the holder of their	These conditions are required on any permit issued.

Organisation	Applies to Application/s	Clause/ Type/Provision	Response Date	Response	DTP Assessment
				obligations under the <i>Wildlife Act 1975</i> and <i>Flora and Fauna Guarantee (FFG) Act 1988</i> .	
Secretary to DEECA	All	66.02-2 (Recommending) - Remove, destroy or lop native vegetation in the Detailed Assessment Pathway and on Crown land.	25/06/2026	No objection, subject to conditions requiring: - Native vegetation offsets - Vegetation protection fencing - Permit note reminding the holder of their obligations under the <i>Wildlife Act 1975</i> and <i>Flora and Fauna Guarantee (FFG) Act 1988</i> .	These conditions are recommended to be included on any permit issued.

Public Notice

40. In accordance with section 52 of the PE Act, public notice of the applications was given between 17 February and 23 March 2026 in conjunction with an invitation to comment on the draft EPBC documentation.

41. Notice of the wind farm application (PA2403451 Gannawarra) 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	DTP
52(1)(b)	Gannawarra Shire Council	DTP
52(1)(c)	Secretary to DEECA and Head, TfV in accordance with clause 66.06 for applications in the ESO2, VPO1 and VPO2.	DTP
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)	Gannawarra Times newspaper on 17/02/2026	Permit applicant
52(2)(a)(iii)	Owners and occupiers of all land within 5 km of the project boundary	DTP
52(2)(b)	To the following agencies: - Country Fire Authority - First Peoples - State Relations - Barengi Gadjin Land Council Aboriginal Corporation	DTP

- Gunditj Mirring Traditional Owners Aboriginal Corporation
- Energy Safe Victoria
- Environment Protection Authority (EPA)
- Civil Aviation Safety Authority
- Airservices Australia
- Bureau of Meteorology
- WorkSafe Victoria
- North Central Catchment Management Authority
- VicGrid

42. Notice of the native vegetation removal for the haulage route applications was given to each respective council pursuant to section 52(1)(b) of the PE Act.

43. Additionally, notice of the Yarriambiack native vegetation removal for haulage route application (TP-82-2025) was given to the Head, TfV pursuant to section 52(1)(c) of the PE Act and clause 66.06.

44. Notice of the native vegetation removal for haulage route applications was not given to the owners and occupiers of adjoining land under section 52(1)(a) as the responsible authority's delegate was satisfied that the grant of permits for these applications would not cause material detriment to any person, having regard to the minor nature of the vegetation removal associated with localised intersection upgrade works.

45. 95 submissions (including 87 objections) have been received across the six applications at the time of this report's finalisation, as broken down in the table below:

Application:	PA2403451 (Gannawarra)	PA25036 (Buloke)	PA1894-2025 (Hindmarsh)	PA20250076 (Yarriambiack)	TP-82-2025 (Southern Grampians)	PA1220 (West Wimmera)
Submissions (total):	91	1	0	1	1	1
Objections:	83	1	0	1	1	1

Objections

46. The following concerns were raised in the objections across all applications:

- Turbines are too close to non-participating houses / landowners and public roads
- Loss of amenity
- Shadow flicker
- Noise, including receipt of a peer review of the project's Environmental Noise Assessment (ENA) prepared by L Huson & Associates Pty Ltd and dated February 2026 which states that:
 - The noise modelling parameters have been understated
 - High amenity noise provisions have been incorrectly assessed
 - The background noise survey cannot be relied upon
 - A cumulative impact assessment of the project and the proposed Meering West Wind Farm is required
- Traffic impacts, including concerns of road damage from over-sized vehicles
- Loss of agricultural land, and impacts on aerial spraying on neighbouring properties
- Biodiversity concerns including:
 - Native vegetation removal
 - Impacts to protected species and migratory birds, including Black falcon and Brolga
 - Impacts to Matters of National Environmental Significance (MNES)

- Proximity to Kerang RAMSAR wetlands (located approx. 5 km away from turbines) and other State parks
- That the bird utilisation surveys conducted were not adequate
- Fire risk and emergency management
- Contamination from 'toxic' materials used to construct the turbines
- Decommissioning and whether the turbine blades can be recycled
- Erosion and hydrological impacts
- Electromagnetic interference (EMI) with televisions and GPS farming systems
- Health and safety impacts including risk of turbine and blade 'drop'
- Lighting will disturb sleep
- Cumulative impacts of the project and other energy projects in the region (including the proposed Meering West Wind Farm), regarding noise, landscape and visual effects, native vegetation removal and biodiversity impacts
- Construction of the powerline is a misuse of crown land road reserves
- Various concerns with the accuracy of the application documentation, including the environmental noise assessment data
- An Environment Effects Statement (EES) should be prepared / required
- No social license
- Community divide caused from the project and associated psychological impacts
- Lack of consultation
- Financial concerns, including concern that neighbouring properties will not be able to be insured
- Concerns about 'unproven' turbine technology
- Disappointment of the removal of third-party Victorian Civil and Administrative Tribunal (VCAT) review rights through the application of clause 53.22.

Submissions

47. Seven submissions to the wind farm application (PA240451 Gannawarra) were received from government agencies and authorities (who were not referral authorities under section 55 of the PE Act) and are summarised below:

Submitter	Date received	Summary of submissions	DTP Officer Response
Gannawarra Shire Council	20/03/2026	No objection, however raised the following concerns: - Lack of information provided in the technical assessments on traffic management, landowner impacts, decommissioning, shadow flicker and fire management - Concern about potential enforcement responsibilities - Concern about impacts of shadow flicker, EMI, noise and surface water - Loss of agricultural land - Cumulative impacts	Consideration of these matters is discussed in the assessment section of this assessment. Recommended conditions of any permit issued would require: - TMP - CEMP - BAMP - Drainage and Stormwater Management Plan (DSWMP) - Shadow flicker restricted to 30 hours per annum (unless an agreement is in place) - Emergency Plan - Fire Management Plan.

Submitter	Date received	Summary of submissions	DTP Officer Response
		- Engagement required with aviation authorities - Requested local CFA input - EES should be required Requested permit conditions requiring: - Traffic Management Plan (TMP) and dilapidation surveys - Post-construction noise testing - Complaint handling procedures - Local Employment and Procurement Plan - Bird and Bat Adaptive Management Plan - Decommissioning and Rehabilitation Plan - Fire Emergency Management Plan	Pursuant to clause 72.01-1 of the scheme and section 97H of the PE Act (for the called in applications), the respective councils would be responsible for the enforcement of the permit conditions, except for any matters which the conditions of the called in permits that specify matters to be done by, approved by or done to the satisfaction of the Minister for Planning. The regulation of operational wind turbine noise is the responsibility of the Victorian EPA. It is not proposed to include planning permit conditions requiring post construction noise testing, or shadow flicker management.
Goulburn Murray Water (GMW)	11/02/2026	No objection subject to conditions requiring: - Construction activities in accordance with EPA Publication 1834.1. - Buildings to be set back 10m from the GMW Water Survey Benchmarks Assets. - Waste water to be treated and disposed of using an approved system.	Conditions to this effect are recommended to be included on any permit issued.
Airservices Australia	18/02/2026	No objection but outlined that: - The project will affect operating procedures at Swan Hill and Kerang Airports and will impact the grid lowest safe altitude (LSALT). - Recommended consultation with the aerodromes prior to the project being approved.	Noted. The proponent consulted with both the Kerang and Swan Hill airports who did not object to the project. Refer to the Aviation section of the assessment below for further discussion.

Submitter	Date received	Summary of submissions	DTP Officer Response
Civil Aviation Safety Authority (CASA)	06/03/2026 (1 st submission)	In its first submission CASA outlined that consultation was required with Swan Hill Airport as the project may have an unacceptable effect on the safety of existing and future air transport operations. CASA also recommended: – obstacle lighting be installed on the turbines; – turbine details to be reported to Airservices Australia for inclusion on the Vertical Obstacle Database (VOD); and, – wind monitoring masts be marked in accordance with their standards.	As above, Swan Hill and Kerang airports did not object to the project. Recommended conditions of any permit issued will require: – Marking of wind monitoring masts; and, – Turbine details included on the VOD. A detailed assessment of aviation matters is discussed in the relevant section of the assessment below, including the suitability of obstacle lighting.
	17/06/2026 (2 nd submission)	Following confirmation that the Swan Hill and Kerang Airports were consulted on the project, CASA confirmed that it had no objection to the project and affirmed its view that obstacle lighting is required as the turbines would infringe the navigable airspace by 419 feet.	
North Central Catchment Management Authority (CMA)	16/03/2026	No objection subject to a condition requiring the installation of silt control measures during construction. NCCMA also outlined that the site is not in a location subject to flooding	Noted. A condition to this effect is recommended to be included on any permit issued.
Country Fire Authority (CFA)	23/02/2026	No objection, subject to conditions requiring: – Risk Management Plan – Emergency Plan – Fire Management Plan All to the satisfaction of the CFA.	Conditions to this effect are recommended to be included on any permit issued. The CFA's proposed condition regarding requirements for any potential battery has instead been added as a permit note given that the application does not seek approval for a battery.

Submitter	Date received	Summary of submissions	DTP Officer Response
Environment Protection Authority (EPA)		No objection but outlined the project poses potential risks to human health, amenity and the environment in relation to noise, dust, contamination and fire. Recommended that a note be included on the permit reminding the proponent of their obligations under the General Environmental Duty (GED).	It is recommended that any permit issued include the EPA's recommended permit note and requirements to prepare a construction environmental management plan (CEMP) to manage dust and contamination risk during construction. The consideration of the project's noise and amenity impacts is discussed in the assessment section of this report below.
Head, TfV	04/03/2026 (combined s52 and s55 response)	No objection, subject to conditions requiring the preparation of a Traffic Management Plan (TMP), including an existing conditions survey, final details of the intersection upgrades and the appointment of a Road Quality Auditor.	Conditions to this effect are recommended to be included on any permit issued.
Secretary to DEECA	28/05/2025	No objection, subject to a condition requiring a Bat and Avifauna Management Plan (BAMP).	Conditions to this effect are recommended to be included on any permit issued, subject to minor drafting changes. Refer to the biodiversity section of this assessment below.

48.No agency submissions were received under section 52 for any of the native vegetation removal for haulage route applications, except for Head, TfV who gave a combined response for the Yarriambiack (PA20250076) application which is already described in the table above.

Panel

- 49.The five applications for native vegetation removal along the haulage route were called in by the Minister for Planning under section 97B(1)(c) of the PE Act on 8 December 2025. Section 97E(1) of the PE Act allows the Minister for Planning to refer any objections or submissions received to a called in permit application to a panel appointed under Part 8 of the PE Act. Four of the five vegetation removal applications along the haulage route applications received a single objection.
- 50.The delegate of the Minister considered the objections received determined not to refer the objections for these four applications to a panel under section 97E of the PE Act. A panel referral was not considered necessary or proportionate having regard to the limited scope of the called in applications, the minor nature of the vegetation removal, and the issues raised in the objections.

Assessment

Key Considerations

51. The Victoria Planning Provisions and the applicable planning schemes contain policies and controls that guide the assessment of wind energy facilities, utility installations and native vegetation removal. 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 schemes while having regard to the matters which must be considered in accordance with Section 60 of the PE Act, including the objections and submissions, referral authority responses, significant social, economic and environmental effects, approved cultural heritage management plans where relevant, and relevant approved policy and strategy documents.
52. The following are deemed the key considerations in assessing the acceptability of the project:
- 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
 - Fire risk and emergency management
 - Vehicle access, car parking, road and traffic considerations
 - Impacts on aircraft safety, airports and aerodromes
 - Amenity impacts in terms of noise, light spill, visual impact, electromagnetic interference, shadow flicker and construction impacts
 - Flooding and hydrology impacts
 - Social and economic impacts
 - Acceptability of the proposed business identification signs.

Mandatory considerations under section 60 of the PE Act

s60 Mandatory consideration	How this is addressed in this report
(a) Relevant planning scheme	Addressed through the sections that identify and discuss permit triggers, the MPS and PPF, zones, overlays, particular provisions and relevant decision guidelines.
(b) Objectives of planning in Victoria	The most relevant objectives include those relating to the fair, orderly, economic and sustainable use and development of land; protection of natural and man-made resources and ecological processes; securing a pleasant, efficient and safe working, living and recreational environment; balancing present and future community interests; facilitating development that supports community wellbeing and economic growth; and integrating environmental, social and economic considerations in decision-making. These matters have been addressed through integrated assessment of the application, as discussed throughout the report in sections that outline strategic policy considerations, land use compatibility and orderly planning, renewable energy and climate action

s60 Mandatory consideration	How this is addressed in this report
	objectives, agricultural, environmental, social, landscape and amenity considerations.
(c) Objections and submissions	Summarised in the Public Notice section and considered through the relevant assessment sections.
(d) Any decision and comments of a referral authority	Summarised in the Referrals section, with determining referral authority requirements and recommending referral authority conditions identified for inclusion where appropriate.
(e) Any significant environmental effects	Addressed through biodiversity, native vegetation, hydrology, fire, construction, landscape, amenity and environmental management considerations throughout the report.
(f) Any significant social and economic effects	Social effects are addressed through discussion on community concerns, amenity, consultation, health and safety, traffic, aviation, landscape and cumulative impact considerations throughout the report. Economic effects are addressed through renewable energy benefits, regional investment, employment, agricultural land use, local economic impacts and decommissioning considerations throughout the report.
1A(f) Any other relevant matter	Addressed within the assessment of the relevant zones, overlays and particular provisions, including clauses 52.05, 52.17, 52.29, 52.32. Clause 65 decision guidelines have also been considered. The assessment has had regard to the matters relevant to the decision, including the MPS, PPF, purpose and decision guidelines of relevant zones, overlays and particular provisions, orderly planning, the effect on amenity, the suitability of the land for the proposed use and development, environmental, social and economic effects, traffic and access, infrastructure, native vegetation, referral authority responses, objections and submissions, and proposed permit conditions.

Permit Triggers

53.A planning permit is triggered by the following clauses of the respective planning schemes:

Clause	Permit Trigger	Application/Scheme
35.07-1 (FZ)	Use of land for a wind energy facility and utility installation.	PA2403451 (Gannawarra)
35.07-4 (FZ)	Buildings and works associated with a use in section 2 of Clause 35.07-1.	PA2403451 (Gannawarra)



Clause	Permit Trigger	Application/Scheme
	Buildings and works setback less than 100 m from a TRZ2 and 20 m from any other road.	
36.04-1 (TRZ)	Use of land for a utility installation.	PA2403451 (Gannawarra)
36.04-2 (TRZ)	Construct a building or construct or carry out works for any use in Section 2 of Clause 36.04-1.	PA2403451 (Gannawarra)
42.01-2 (ESO)	Remove, destroy or lop vegetation, including dead vegetation.	PA2403451 (Gannawarra) PA1894-2025 (Hindmarsh) PA1220 (West Wimmera) PA20250076 (Yarriambiack)
42.02-2 (VPO)	Remove, destroy or lop vegetation.	PA2403451 (Gannawarra) PA25036 (Buloke)
52.05-2	Construct or put up for display a business identification sign.	PA2403451 (Gannawarra)
52.17-1	Remove, destroy or lop native vegetation, including dead native vegetation.	All
52.29-2	Create or alter access to a road in a TRZ2.	PA2403451 (Gannawarra)
52.32-2	Use and develop land for a wind energy facility.	PA2403451 (Gannawarra)

54. There are no works proposed in the ESO4, SCO2, LSIO, GRZ or BMO that would trigger a permit.

55. A permit is not required for the roadworks associated with the native vegetation removal for haulage route applications pursuant to the exemption at clause 62.02-2 of the schemes.

Strategic Direction and Policy Context

56. Overall, the Purpose and Vision for Victoria (clause 01), Municipal Planning Strategy (MPS) (clause 02) and the Planning Policy Framework (PPF) of the Gannawarra Planning Scheme encourage the development of renewable energy projects to support responses to climate change, on balance with the protection of the environment, communities 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”. Additionally, the Gannawarra MPS acknowledges that the generation of renewable energy would create employment opportunities and could reduce the overall costs of energy in the Shire.

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57. The project is supported by Plan for Victoria (DTP, 2025), which seeks to ensure that 'Regional Victorian communities will attract and benefit from investment in renewable energy – wind, solar and battery storage – projects'.
58. Additionally, clause 19.01-2S, clause 19.01-2R, *Victoria's Renewable Energy Action Plan, 2018*, *Victoria's Climate Change Strategy, 2021* and the *2025 Victorian Transmission Plan* all outline the importance of wind energy projects in Victoria's renewable energy transition.
59. The project is located within the North West REZ and in an area with consistently strong winds, as sought by clause 19.01-2S. Additionally, the project has been designed to connect underground into the existing Koorangie Terminal Station, making use of existing transmission infrastructure to connect the project into the NEM and reduce the visual impacts of new above ground powerlines.
60. The project will create diversified employment opportunities, including approximately 60 construction jobs and up to three ongoing jobs during operation, meeting the objectives of clauses 17.01-1S and 17.01-1R.

Zones and Overlays

Farming Zone (FZ) and Agricultural Impacts

61. Clause 35.07 seeks to provide for the use of land for agricultural purposes, and for non-agricultural uses that do not adversely affect the use of the land for agriculture, encourages the retention of productive agricultural land and promotes the retention of rural employment to support rural communities.
62. All of the proposed wind turbines, the substation and operation and maintenance facilities for the Gannawarra application (PA2403451) are proposed to be located in the FZ. It is noted that the applications for native vegetation removal in the haulage route do not require a permit under the provisions of the FZ.
63. Clauses 14.01-1S, 14.01-1L, 14.01-2S and 14.01-2L also seek to protect the state's agricultural base by preserving productive farmland and facilitating diversified and sustainable agricultural uses.
64. The decision guidelines of the FZ require the consideration of (amongst other things):
- **General issues:** The MPS, PPF, the ability of the land to accommodate the use and development, whether the use is compatible with adjoining and nearby land uses and whether it makes use of existing infrastructure.
 - **Agricultural issues:** The effect of the use and development agricultural production and nearby agricultural uses, soil quality, and removal of agricultural land.
 - **Environmental issues:** Impacts on the natural physical features of the area, soil and water quality, flora and fauna impacts, and effluent disposal.
 - **Design and siting issues:** Minimising impacts on agricultural land, the impacts of the siting, design, height, bulk, colours and materials to be used, and traffic and construction management.
65. Having regard to the relevant decision guidelines at clause 35.07-6 and the PPF, the proposed use and development is an appropriate agricultural outcome in the FZ as follows:
- Wind energy infrastructure has been proven to be compatible with agricultural operations across Victoria, enabling the continuation of normal farm management practices.
 - The operational footprint of the project will occupy less than 2 per cent of the total site area and has been designed in consultation with the landowners to ensure that it will not prejudice the existing farming activities on the land. Agricultural uses will be able to continue across the remainder of the site.
 - The project has been sited and designed to connect into the nearby existing terminal station minimising the project's footprint and impacts to existing uses.
 - The project has been designed to avoid the fragmentation of productive farmland.
 - The project will provide supplementary income to landowners to stabilise and increase the resilience of agricultural activities.
 - The project will contribute to the diversification of the local economy and the sustainability of the rural community.

- The facility is located adjacent to the Kerang-Quambatook Road, allowing the consolidation of infrastructure provision. The traffic impacts of the construction and use of the facility are discussed further in the below section of this report and are acceptable subject to standard conditions, including the preparation of a TMP. The proposed setbacks of the infrastructure to roads is considered appropriate.
- The proposal has considered potential fire hazards and incorporates fire safety design recommendations in accordance with CFA requirements.
- The project will impact less than 2 per cent of the land and the remainder of the site will be available to continue to manage and maintain soil health for the agricultural uses. The project does not propose any impacts to soil quality on adjoining land.

66. It is acknowledged that there will be a minor (2 per cent) reduction in the extent of land available for agricultural production. However, this will be a negligible impact on the agricultural function and potential of the land and its capacity to support viable agriculture and associated communities. Conditions of the recommendation will require the facility to be decommissioned at the end of its operational life.

Transport Zone (TRZ2)

67. The proposed underground powerline cabling connecting into the Koorangie Terminal Station will cross Kerang-Quambatook Road, which triggers a permit in the TRZ2 for the use and development of a utility installation (Gannawarra PA2403451 application only).
68. While there are road upgrade works proposed in the TRZ1 and TRZ2 for the haulage route applications, they do not trigger a permit for roadworks in the TRZ due to the permit exemption at clause 62.02-2.
69. All applications were supported by written permission from the Head, Transport for Victoria pursuant to clause 36.04-3.
70. The TRZ seeks to provide for the use and development of land that complements, or is consistent with, the transport system and to ensure the efficient and safe use of transport infrastructure.
71. The proposed underground cabling is compatible with the purpose of the TRZ, as once constructed, it will not have any impacts on the use of Kerang-Quambatook Road.
72. No sensitive or incompatible uses are introduced to TRZ2 land, and it is 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.

Environmental Significance Overlay (ESO)

73. The Gannawarra, Hindmarsh, Yarriambiack and West Wimmera applications all seek approval for buildings and works and/or the removal of vegetation in the:
- Schedule 2 (ESO2) – Highway Protection Environs (Gannawarra and Yarriambiack Planning Schemes)
 - Schedule 6 (ESO6) – Catchments of Wetlands of Conservation Value (Hindmarsh Planning Scheme)
 - Schedule 2 (ESO2) – Red-tailed Black Cockatoo Habitat Areas (West Wimmera Planning Scheme)
74. No buildings and works are proposed, which require planning permission under schedule 4 (ESO4) of the Gannawarra Planning Scheme.
75. The purpose of the ESO is to ensure that the development is compatible with the identified environmental values in the ESOs.

ESO2 – Highway Protection Environs (Gannawarra wind farm application)

76. The statement of environmental significance of the ESO2 (Gannawarra) is:
- Travelling along the highways that traverse the municipality provides views of the open rural landscape which is a feature that defines the rural image of the municipality. The visual appearance and presentation of the town approaches and entrances are important for the towns' community, tourism and business functions.*

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77. The environmental objectives of the Gannawarra ESO2 seek to protect the safety, amenity, scenic and tree-lined character of main roads and town approaches, conserve existing vegetation and natural features, ensure development complements the surrounding landscape, and maintain the function of the transport corridor.
78. A permit is required in the ESO2 for the Gannawarra wind farm application for the removal of a patch of Ridged Plains Mallee (EVC 96) vegetation at the wind farm site entrance on Kerang-Quambatook Road.
79. Notice of the application was given to the Head, Transport for Victoria pursuant to clause 66.06, who did not object.
80. It is considered that the proposed patch of vegetation removal at the site entrance is acceptable on balance with the scale of the project and the benefits of the wind farm. Impacts to the identified values in the Gannawarra ESO2 have been minimised as much as practicable and retained vegetation will be protected during construction via the implementation of a CEMP. The removal will not have unreasonable effects on the safety and operation of the road network, as discussed further in the traffic section of the report.

ESO2 – Highway Protection Environs (Yarriambiack native vegetation removal application)

81. The statement of environmental significance of the ESO2 (Yarriambiack) is:
Wide highway reservations frequently contain remnant vegetation and habitat that may be substantially depleted in adjacent freehold areas. Highways are also significant as the main viewing corridor of many visitors and local residents when travelling through the municipality, thus placing importance upon the maintenance and enhancement of the highway environs.
82. The environmental objectives of the Yarriambiack ESO2 seek to protect the safety, amenity, scenic and landscape character of main roads and their environs while conserving native vegetation, biodiversity and natural features, and ensuring development is sensitively designed and located.
83. A permit is required in the Yarriambiack ESO2 for the removal of 0.0819 ha of native vegetation for the haulage route, including 0.0464 ha of Plains Mallee Box Woodlands of the Murray Darling Depression, Riverina and Naracoorte Coastal Plain Bioregions, 0.0017 ha of Natural grasslands of the Murray Valley Plains and 0.0464 ha of Mallee Bird Community of the Murray Darling Depression Bioregion.
84. Notice of the application was given to the Head, Transport for Victoria pursuant to clause 66.06, who did not object.
85. It is considered that the proposed native vegetation removal to facilitate the delivery of turbine components is acceptable on balance with the scale and benefits of the project. Impacts to the identified values in the Yarriambiack ESO2 have been minimised as much as practicable and retained vegetation will be protected during construction via the implementation of a CEMP.

ESO6 – Catchments of Wetlands of Conservation Value (Hindmarsh native vegetation removal application)

86. The statement of environmental significance and objectives of the ESO6 (Hindmarsh) seek to protect wetlands of conservation value by managing development and land use within their catchments to maintain the quality and quantity of water entering the wetlands and safeguard their ecological condition.
87. A permit is required in the Hindmarsh ESO6 Hindmarsh for the removal of 0.0266 ha of native vegetation at intersection ID15 (Nhill-Harrow Road / Western Highway).
88. The application was referred to the Wimmera CMA pursuant to clause 66.04, who did not object.
89. The proposed native vegetation removal is required to facilitate the delivery of turbine components and is acceptable on balance with the scale and benefits of the project. The impacts in the ESO6 will not directly affect any wetlands of conservation significance and have been minimised as much as practicable. Retained vegetation will be protected during construction via the implementation of a CEMP.

ESO2 – Red-tailed Black Cockatoo Habitat Areas (West Wimmera native vegetation removal application)

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90. The statement of significance and objectives of the West Wimmera ESO2 seek to protect and enhance the feeding and nesting habitat of the endangered Red-tailed Black Cockatoo to support the long-term survival and recovery of the species.
91. A permit is required in the West Wimmera ESO2 for the removal of 0.024 ha of native vegetation at intersections ID11 (Nhill-Harrow Road curve at Goroke-Nurcuong) and ID12 (Nhill-Harrow Road curve at Mill Swamp Lane).
92. The application was referred to the Secretary to DEECA pursuant to clause 66.04, who did not object but recommended conditions requiring the vegetation to be offset and the protection of retained vegetation during construction.
93. The proposed vegetation removal in the ESO2 is considered acceptable on balance with the scale of the project and the benefits of the proposed renewable energy facility. The proposed vegetation for removal is not identified as being Red-tail black cockatoo habitat and the retained vegetation will be protected during construction via the implementation of a CEMP. A more detailed discussion of biodiversity impacts (including impacts to fauna) is provided in the below section of this assessment.

Vegetation Protection Overlay (VPO)

94. The Gannawarra and Buloke applications both seek approval for removal of vegetation in the:
- Schedule 1 (VPO1) – Roadside and Corridor Protection, and Schedule 2 (VPO2) – Remnant vegetation – (Gannawarra Planning Scheme)
 - Schedule 1 (VPO1) – Roadside and Corridor Protection (Buloke Planning Scheme)

95. The purpose of the VPO is to protect trees and areas of significant vegetation.

VPO1 – Roadside and Corridor Protection (Gannawarra wind farm application)

96. The statement of nature and significance of vegetation to be protected in the Gannawarra VPO1 seeks to protect remnant roadside vegetation and the conservation and recreation values it provides.
97. A permit is required in the VPO1 (Gannawarra) for the removal of a patch of native vegetation on Kerang-Quambatook Road.
98. Notice of the application was given to the Secretary to DEECA pursuant to clause 66.06, who did not object but recommended conditions requiring the vegetation to be offset and the protection of retained vegetation during construction.
99. It is considered that the application meets the decision guidelines of the VPO1 as impacts to vegetation have been avoided as such as practical and only a small patch of vegetation is being impacted. Conditions of the recommendation will require retained vegetation to be protected during construction via a CEMP.

VPO2 – Remnant vegetation (Gannawarra wind farm application)

100. The statement of nature and significance of vegetation to be protected in the Gannawarra VPO2 seeks to protect remnant vegetation and habitat corridors.
101. A permit is required in the VPO2 (Gannawarra) for the removal of a native tree for the construction of an access track near turbine 3.
102. Notice of the application was given to the Secretary to DEECA as already detailed above.
103. The application is considered to meet the decision guidelines of the Gannawarra VPO2 as the removal of remnant vegetation has been avoided where possible, alternative routes for the access track were considered and only one tree is being impacted. Conditions of the recommendation will require retained vegetation to be protected during construction via a CEMP.

VPO1 – Roadside and Corridor Protection (Buloke native vegetation removal application)

104. The statement of nature and significance of vegetation to be protected in the Buloke VPO1 seeks to retain remnant vegetation including mature trees and hallows.

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105. A permit is required in the Buloke VPO1 for the removal of 0.0994 ha of native vegetation at intersection ID22 (Donald-Swan Hill Road / Calder Highway).
106. The proposed vegetation removal in the Buloke VPO1 is supported as the proponent has demonstrated that they have minimised impacts as much as reasonably possible for the transport of turbine components. Conditions of the recommendation will require the removed vegetation to be offset, and the preparation of a CEMP, including requirements to protect retained vegetation during construction.

Particular Provisions

Clause 52.05 (Signs)

107. Clause 52.05 seeks to regulate the development of land for signs and ensure they are compatible with the surrounding area.
108. The wind farm application seeks planning permission for the display for a business identification sign at the site entrance point on Kerang-Quambatook Road, with a total size of 2.16m².
109. The location, height, general design and purpose of the proposed sign is considered acceptable as it will not dominate the skyline or unreasonably obscure views to landscapes or the public realm.
110. Conditions have been included in the recommendation requiring that the signs must not be illuminated or contain intermittent light.

Clause 52.06 (Car parking)

111. Clause 52.06 seeks to ensure that an appropriate number of car parking spaces is provided for new uses.
112. Pursuant to clause 52.06-6, car parking must be provided to the satisfaction of the responsible authority.
113. A designated car parking area has been provided next to the substation area (accessed from Denyer Road). Additionally, the internal access roads will enable vehicles to park elsewhere on site while undertaking maintenance activities, including closer to the turbines.
114. The application does not specify the exact number of car spaces are proposed, however it is understood that up to three staff may visit the site during operations, and 60 during the construction period.
115. The location and size of the proposed car parking area is considered acceptable, noting the significant amount of space also available for carparking in the access tracks.

Clause 52.17 (Native vegetation)

116. The applications seek the removal of a total of 1.108 ha of native vegetation, as broken down by application below:
- 0.5766 ha in Gannawarra Shire (PA2403451)
 - 0.163 ha in Buloke Shire (PA25036)
 - 0.084 ha in West Wimmera (PA1220)
 - 0.071 ha in Hindmarsh (PA1894-2025)
 - 0.0819 ha in Yarriambiack (20250076)
 - 0.1315 ha in Southern Grampians (TP-82-2025)
117. Pursuant to clause 52.17-1 of the scheme, a permit is required to remove, destroy or lop native vegetation.
118. The purpose of clause 52.17 is to ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation.
119. The location of the proposed native vegetation to be removed can be found in Figures 2-1 to 3-23 of the Biodiversity Assessment.
120. As the project is located within Location 2 of DEECA's Location Risk Map (as per section 6.2 of the DEECA Guidelines), and the applications proposes the combined removal of 1.108 ha of native vegetation, the applications fall under the detailed assessment pathway of the DEECA Guidelines, requiring a referral to the Secretary to DEECA.



121. The Biodiversity Assessment contains the avoid and minimise statement for the project. The design and development of the facility have avoided and minimised impacts to native vegetation by:

- Siting most of the project components in cleared agricultural land in the FZ;
- Reducing the number of site entrances on Kerang-Quambatook Road to minimise impacts to treed mallee vegetation and Plains Mallee Box Woodlands (EPBC);
- Reducing site entrances on Denyer Road and Robinson's Road to minimise impacts to roadside vegetation;
- Siting turbines and hardstand areas to avoid native vegetation;
- Utilising existing access tracks where possible; and,
- Siting the transmission line to avoid impacts to threatened species and native vegetation.

122. DEECA's referral response outlined that they do not object to the applications, subject to conditions requiring:

- Native vegetation offsets
- Vegetation protection fencing during construction
- Permit note reminding the holder of their obligations under the *Wildlife Act 1975* and FFG Act.

123. With these conditions included on any permits to issue, the applications are considered to meet the decision guidelines of clause 52.17 and the DEECA Guidelines. Refer to additional discussion of biodiversity matters further on in this assessment.

Clause 52.29 (Land adjacent to the principal road network)

124. The wind farm application seeks to alter access to Kerang-Quambatook Road (within the TRZ2) at one location (near turbine 2) to construct a new access point for the project.

125. The application was referred to the Head, TfV who did not object, subject to the inclusion of permit conditions requiring:

- TMP
- Head, TfV approval of the Road Quality Auditor who will undertake the actions in the TMP
- Engineering plans for the works and upgrades in the road reserves all in consultation with and to the satisfaction of Head, TfV and the council/s.

126. The proposed location of the site access is considered acceptable, as established further in the Traffic and Transport section of this assessment.

Clause 52.32 (Wind energy facility)

127. The purpose of clause 52.32 is to facilitate the establishment and expansion of wind energy facilities, in appropriate locations, with minimal impact on the amenity of the area.

128. The wind farm application meets the application requirements of clause 52.32-3 and 52.32-4. Refer to the relevant thematic sections of this report for an assessment of the project against the decision guidelines of clause 52.32-5.

Clause 53.22 (Significant Economic Development) and VCAT Review Rights

129. Clause 53.22 seeks:

- To prioritise and facilitate the planning, assessment and delivery of projects that will make a significant contribution to Victoria's economy and provide substantial public benefit, including jobs for Victorians.
- To provide for the efficient and effective use of land and facilitate use and development with high quality urban design, architecture and landscape architecture.

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130. The Gannawarra application (PA2403451) is a Category 1 application under clause 53.22-1, as confirmed in the proponent's planning report advertised with the application. As such it is exempt from the decision requirements of sections 64(1), (2) and (3), and the review rights of sections 82(1) of the PE Act.
131. Similarly, sections 97F and 97M of the PE Act also outlines that the called-in haulage route native vegetation removal applications are not subject to any VCAT objector review rights.

Key Issues

Bushfire Risk

132. The project is located within a Bushfire Prone Area (BPA).
133. Clause 13.02-1S (Bushfire planning), clause 52.34 (Wind energy facilities) and clause 65.01 require the consideration of bushfire risk to strengthen the resilience of settlements and communities and to prioritise the protection of human life.
134. The application is supported by a Fire Risk Assessment which has been prepared in accordance with the CFA's *Design Guidelines and Model Requirements: Renewable Energy Facilities* (the CFA Guidelines).
135. The risk assessment found that the most likely bushfire scenario would be from a grass / crop fire travelling to the site or starting on the site during the declared fire danger periods between October and May. Potential sources of ignition could be from:
- Lightning strikes
 - Arson
 - Ignition of flammable and combustible fuels stored onsite
 - Welding, cutting and grinding
 - Sparks from faulty vehicle and machinery exhaust systems
 - Discarded cigarettes
136. The project has incorporated bushfire mitigation measures in its design, including:
- Static water supply tanks at each of the site entry points
 - Fire breaks
 - Smoke detection and fire suppression systems incorporated into the turbine design
 - Access tracks and overtaking bays
 - Construction management measures (e.g. procedures for managing hot works during fire danger periods)
 - Ongoing maintenance programs for the life of the facility (e.g. vegetation management)
137. Notice of the application was given to the CFA who did not object to the application, subject to conditions recommended to be included on any permit to issue for the wind farm, requiring the preparation and approval of a:
- Risk Management Plan (RMP)
 - Emergency Plan (EP)
 - Fire Management Plan (FMP)
- all prepared in line with the CFA Guidelines.
138. DTP submits that, subject to the inclusion of the CFA's conditions on any permit to issue for the wind farm, the application has appropriately responded to the bushfire risk.
139. As the CFA Guidelines are a regularly updated document, the recommended conditions have been worded to specifically require the facility to be designed in accordance with the current version of the CFA Guidelines (version 4.4, June 2025).

Wind Turbine Noise

- ### Findings in the ENA and VRPCWTNA

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- The map displays the study area with various land zoning categories: FZ (white), PCRZ (green), PUZ6 (yellow), TRZ1 (grey), and TRZ2 (dark grey). The project boundary is indicated by a red dashed line. Wind turbines are marked with orange triangles, and transformer stations are marked with red circles. Receivers are categorized as non-stakeholder (white circles) and stakeholder (yellow circles). The map includes a scale bar (0 to 3 km) and a north arrow. Key locations labeled include W34, W31, W28, U28, Y26, AB25, AB24, AC35, AC37, AF33, AG34, AJ34, AJ32, AJ31, AJ30, AJ29, AJ28, AJ27, AJ26, AJ25, AJ24, AJ23, AJ22, AJ21, AJ20, AJ19, AJ18, AJ17, AJ16, AJ15, AJ14, AJ13, AJ12, AJ11, AJ10, AJ9, AJ8, AJ7, AJ6, AJ5, AJ4, AJ3, AJ2, AJ1, AJ0, AJ-1, AJ-2, AJ-3, AJ-4, AJ-5, AJ-6, AJ-7, AJ-8, AJ-9, AJ-10, AJ-11, AJ-12, AJ-13, AJ-14, AJ-15, AJ-16, AJ-17, AJ-18, AJ-19, AJ-20, AJ-21, AJ-22, AJ-23, AJ-24, AJ-25, AJ-26, AJ-27, AJ-28, AJ-29, AJ-30, AJ-31, AJ-32, AJ-33, AJ-34, AJ-35, AJ-36, AJ-37, AJ-38, AJ-39, AJ-40, AJ-41, AJ-42, AJ-43, AJ-44, AJ-45, AJ-46, AJ-47, AJ-48, AJ-49, AJ-50, AJ-51, AJ-52, AJ-53, AJ-54, AJ-55, AJ-56, AJ-57, AJ-58, AJ-59, AJ-60, AJ-61, AJ-62, AJ-63, AJ-64, AJ-65, AJ-66, AJ-67, AJ-68, AJ-69, AJ-70, AJ-71, AJ-72, AJ-73, AJ-74, AJ-75, AJ-76, AJ-77, AJ-78, AJ-79, AJ-80, AJ-81, AJ-82, AJ-83, AJ-84, AJ-85, AJ-86, AJ-87, AJ-88, AJ-89, AJ-90, AJ-91, AJ-92, AJ-93, AJ-94, AJ-95, AJ-96, AJ-97, AJ-98, AJ-99, AJ-100, AJ-101, AJ-102, AJ-103, 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Normanville Energy Park
Officer Assessment

145. Noise agreements are in place or proposed between the proponent and the landowners of five stakeholder receivers; AA30-a, AA30-b, AD30-a, AE30-a and AF30-a.
146. The ENA has identified the noise limits applicable to stakeholder and non-stakeholder receivers as shown below:

Receiver	Noise limit
Non-stakeholder	40 dB or background L_{A90} + 5 dB, whichever is the greater
Stakeholder with noise agreement	45 dB or background L_{A90} + 5 dB, whichever is the greater

147. The ENA concludes that the proposal will comply with New Zealand Standard 6808:2010 and the noise limits determined in accordance with the *Environment Protection Regulations 2021* (EP Regulations). The highest predicted noise level at non-stakeholder receivers is 38.9 dB L_{A90} at AD32-a. The highest predicted noise level at stakeholder receivers (with a noise agreement) is 43.3 dB L_{A90} at AF30-a. The predicted noise levels are shown in Figure 12 below:

Receiver	V172-7.2MW	V162-6.8MW	GE 6.0-164
<i>Non-stakeholder receivers</i>			
AA29 - a	36.9	34.4	35.3
AA29 - b	36.8	34.2	35.1
AB25 - a	31.3	28.7	29.1
AB34 - a	31.1	28.5	28.8
AC26 - a	36.7	34.2	35.1
AC35 - a	30.0	27.4	27.6
AD25 - b	32.4	29.8	30.2
AD26 - a	35.7	33.2	33.9
AD32 - a	38.9	36.4	37.4
AE32 - a	35.6	33.0	33.7
AF33 - a	32.8	30.2	30.7
AG34 - a	30.6	28.0	28.2
AH26 - b	32.2	29.6	30.0
AH29 - a	37.4	34.9	35.9
AI28 - a	31.5	28.9	29.4
AI32 - a	30.4	27.8	28.1



AI32 - b	31.5	28.9	29.3
AJ30 - a	30.6	28.0	28.3
AJ30 - b	30.6	27.9	28.2
AJ30 - c	30.4	27.7	28.0
Y28 - a	30.3	27.6	27.8
Z32 - a	33.5	30.9	31.6
<i>Stakeholder receivers within the Project boundary</i>			
AA30 - a	40.7	38.2	39.5
AA30 - b	40.3	37.8	39.1
AD30 - a	43.2	40.7	42.0
AE30 - a	42.9	40.4	41.7
AF30 - a	43.3	40.8	42.2

Figure 12: Predicted noise levels at receivers with predicted noise above 30dB or above. Source: ENA.

148. Since the ENA was written, a planning permit application was received by the Minister for Planning for the proposed Meering West Wind Farm, a 164-turbine wind farm located immediately south of the subject site.
149. Section 5.6 of the New Zealand Standard 6808:2010 specifies that the relevant noise limits of the New Zealand Standard 6808:2010 should apply to the cumulative sound level of all wind farms affecting a noise sensitive receiver. This requirement relevantly applies to constructed wind farms. At the time of this application being made, and at the time of writing this officer report, the Meering West Wind Farm remains unapproved.
150. Nevertheless, the applicant provided a supplementary submission prepared by Marshall Day Acoustics, dated 11 June 2026 and titled 'Normanville Energy Park – Meering West Cumulative Assessment' to assess the cumulative noise effects of the turbines from both projects. The cumulative assessment concludes that the Normanville and Meering West projects are predicted to comply with the noise limits at all sensitive receivers (assuming the stakeholder noise agreements discussed above are in place):

Receiver	Receiver status	Predicted noise level, dB L _{A90}		
		Project only	MWWF only	Cumulative
AA29 - a	Non-stakeholder	36.9	29.7	37.7
AA29 - b	Non-stakeholder	36.8	29.8	37.6
AA30 - a	Stakeholder within the Project boundary	40.7	27.7	40.9
AA30 - b	Stakeholder within the Project boundary	40.3	27.7	40.5
AB24 - a	Stakeholder within the MWWF boundary	27.9	40.8	41
AB24 - j ^a	Stakeholder within the MWWF boundary	27.6	41.2	41.4
AB24 - k ^a	Stakeholder within the MWWF boundary	27.7	41.2	41.4
AB25 - a	Non-stakeholder	31.3	36.8	37.9
AC26 - a	Non-stakeholder	36.7	35	38.9
AD25 - b	Non-stakeholder	32.4	37.5	38.7
AD26 - a	Non-stakeholder	35.7	36.1	38.9
AD30 - a	Stakeholder within the Project boundary	43.2	29.9	43.4
AD32 - a	Non-stakeholder	38.9	26.4	39.1
AE30 - a	Stakeholder within the Project boundary	42.9	31.1	43.2
AE32 - a	Non-stakeholder	35.6	25.3	36
AF30 - a	Stakeholder within the Project boundary	43.3	30.6	43.5
AG23 - b	Stakeholder within the MWWF boundary	26.3	41.1	41.2
AH26 - b	Stakeholder outside the MWWF boundary	32.2	38.2	39.2
AH29 - a	Non-stakeholder	37.4	29.9	38.1
Y26 - a ^b	Stakeholder within the MWWF boundary	28.1	37.6	38.1

Figure 13: Predicted cumulative noise levels of Normanville and Meering West. Source: Cumulative noise supplementary advice dated 11 June 2026.

Consideration of Noise

151. 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 EP Regulations under the *Environment Protection Act 2017 (EP Act)* (as considered in the above paragraphs).
152. Additionally, clause 52.32-5 and clause 13.05-1S require consideration of matters in relation to the noise effects of the proposal.
153. The starting point for the assessment of the noise effects is that the proposal is expected to comply with New Zealand Standard 6808:2010 as confirmed above.
154. Division 5 of Part 5.3 of the EP Regulations provides a bespoke framework for wind turbine noise.
155. The EP Regulations use the New Zealand Standard 6808:2010 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 operational 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.



156. 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.
157. Therefore, the remaining issue is whether the proposal's demonstrated capacity to comply with New Zealand Standard 6808:2010, and the requirement for the proposal to comply with other requirements of the EP Act framework, is sufficient to manage the noise effects of the proposal.
158. 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 New Zealand 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 New Zealand Standard is higher than most other jurisdictions, which prescribe 35dB(A) as an acceptable limit (either generally, or at specific locations or times).
159. In relation to the third matter, the 2010 New Zealand 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 interpretation has been adopted for the purposes of this decision. There are no dwellings that are classified as having the benefit of the high amenity 35dB(A) limit.
160. The New Zealand Standard 6808:2010 is designed to reduce noise effects, not eliminate all potential negative amenity impacts.
161. The application has been submitted with the ENA that predicts that of all surrounding non-stakeholder dwellings, the highest noise levels are predicted at receiver AD32-a (38.9 dB L_{A90} predicted). It is unlikely that there will be adverse amenity impacts from noise from the facility.
162. Even if there are the possibility of adverse amenity impacts arising, notwithstanding the wind energy facility's expected compliance with the New Zealand Standard 6808:2010, 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 New Zealand Standard 6808:2010, 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.
163. It is considered that compliance with the New Zealand Standard 6808:2010 and the unreasonable noise requirement of the EP Act framework provides a sufficient level of protection to human health, community amenity and the environment. The New Zealand Standard 6808:2010 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.
164. Finally, clause 13.05-1S of the scheme relevantly contains a strategy, policy guidelines and policy documents regarding noise emissions.
165. 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.
166. Clause 13.05-1S also requires consideration as relevant of the Environment Reference Standard (Gazette No. S 245, 26 May 2021) (ERS).
167. 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 New Zealand Standard 6808:2010, 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.
168. For these reasons, it is considered that despite the potential for some limited negative amenity impacts, it is sufficient to rely on the New Zealand Standard 6808:2010 for appropriate noise limits.
169. Additionally, the EPA-DTP Publication *3011 Wind Energy Facility Turbine Noise – Technical Guideline* provides guidance on the application of noise limits in high amenity areas. DTP agrees with the proponent's assessment that the high amenity noise limit is not justified for the project because there are no houses within a zone where the high amenity noise limit applies.
170. DTP recommends that conditions be included on any permit issued requiring an updated pre-construction predictive noise assessment to be undertaken prior to the commencement of construction, to confirm that the final project design and turbine selection can comply with the applicable noise limits.
171. DTP notes an objector submitted a peer review of the project's ENA prepared by [REDACTED] and dated February 2026 that outlines various concerns with the parameters of the ENA. DTP considers that the ENA has been appropriately prepared in line with the application requirements and the relevant standards as explained above, and further notes the ENA has been verified by an environmental auditor in accordance with the application requirements at clause 52.32-4.

Noise from sources other than wind turbines

172. Clause 13.05-1S also requires consideration, as relevant, of the Noise Protocol.
173. The ENA has also been prepared in line with the Noise Protocol for the transformer station.
174. The ENA concludes that the transformer station will meet the applicable night-time noise limit of 34dB. As the transformer station is proposed to operate 24 hours a day and 7 days a week, DTP understands the ENA to conclude that in meeting the lower night time noise limit, it will necessarily not exceed the higher daytime as shown 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 13: Noise Protocol time periods and noise limits for the transformer station. Source: ENA.

175. The predicted noise levels at all receivers surrounding the transformer station are predicted to comply with the night period noise limit by at least 11 dB, with the nearest receiver (AC35-a, 1.1km away) predicted to experience up to 23 dB.
176. Regulation 119 of the EP Regulations requires that if two or more facilities are emitting noise, the operators of those facilities must take all reasonable steps to ensure that the facilities when combined, do not exceed the application Noise Limit. Regulation 119 is therefore applicable to the transformer.

177. The ENA has considered the cumulative noise impact of the proposed transformer in conjunction with the existing noise from the Gannawarra Solar Farm and BESS and the Koorangie Terminal Station. The ENA predicts that the cumulative noise impact of the project and the existing facilities will be able to comply with the relevant noise limits, when applying the equal sharing principle outlined in section 3.3 of *EPA Publication 1997 Technical Guide: Measuring and analysing industry and music noise*. the proposed Meering west farm does not have any BESS or substations located within 8 km of the southern boundary of the Normanville wind farm site area, and there were no cumulative noise impacts from that part of the Meering West proposal.
178. Conditions are recommended to be included on any permit issued, requiring an updated pre-construction predictive noise assessment be undertaken before construction starts, to confirm that the selected transformer and final project design can comply with the Noise Protocol.
179. The Victorian EPA will be responsible for enforcing the project's compliance with the Noise Protocol in accordance with the EP Regulations under the EP Act, as well as enforcing regulation 119. As such, operational noise conditions have not been included on the permit.

Landscape and Visual Impact

180. Clauses 12.05-2S (Landscapes), 52.32-5, the FZ and the Wind Farm Guidelines require the consideration of the impact of the project on significant landscapes, open spaces and public sightlines.
181. It is noted that the planning policies in the zone 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, *Gore v Greater Geelong CC* [2023] VCAT 1358 and various other Tribunal decisions and High Court decision *Victoria Park Racing and Recreation Grounds Co Ltd v Taylor* (1937). However, it is acknowledged that the application requirements in the Wind Farm Guidelines do require an assessment of 'views from existing dwellings'. DTP considers that more weight should be given to the assessment of the project's visual impact from and to public viewpoints, given the well-established planning principal that dwelling owners do not own rights to views.
182. The wind farm application is supported by a Preliminary Landscape Visual Impact Assessment (PLVIA) prepared by Moir Landscape Architecture. The LVIA assesses the predicted visual impacts of the project, including from 26 different public viewpoints.
183. The viewpoints and receptors experiencing the greatest level of visual impact from the wind farm (rated as 'Moderate-Low' and 'Low') will be viewpoints 8, 9, 10, 11 and 16. All other view locations were rated 'Nil' or 'Negligible'. Photomontages some of the predicted views are demonstrated in Figures 14-15 below:



Figure 14: Viewpoint 8 – Boort Kerang Road, junction with Meering West Road. Source: PLVIA.



Figure 15: Viewpoint 10 – Kerang Quambatook Road. Source: PLVIA.

184. The wind farm application is also supported by a Shadow Flicker and Blade Glint Assessment, as required by the Wind Farm Guidelines. The assessment demonstrates that:

- A total of five dwellings will experience some shadow flicker from the turbines; all of which are stakeholder dwellings that are located on the wind farm site.
- Four of these dwellings will experience shadow flicker above the recommended limit of 30 hours per year. However, they are all occupied by participating landowners who are aware of the potential for shadow flicker and have entered into agreements with the proponent.
- All other receptors (e.g. neighbours) were predicted to experience zero hours of shadow flicker per year.
- Blade glint was not expected to be problematic, provided that the wind turbines are finished with low reflectivity finishes.

185. Overall, DTP considers that the proposed facility will have moderate to low visual impacts and is acceptable on balance with the benefits of the provision of a renewable energy facility. Conditions recommended to be included on any permit to issue will:

- Limit the amount of shadow flicker experienced at existing dwellings to less 30 hours per year, unless an agreement has been entered into with the affected landowner/s;
- Require selection of low-reflective finishes for the turbines; and,
- Require the preparation of an Off-site Landscape Program that provides for the provision of landscape screening (if desired) to all dwellings within 5 km of the turbines.

186. DTP acknowledges that the proponent's PLVIA does not include a detailed assessment of the project's impacts on views from private dwellings. Rather, the PLVIA concludes that existing vegetation will play a role in limiting visibility from nearby residences. Additionally, with the inclusion of the Off-site Landscaping Program condition, it is considered that adequate consideration has been given to the project's views on existing dwellings, noting the principal established above regarding private views.

187. The conditions of the recommendation will not require the preparation of an On-Site Landscaping Plan as the proposed substation (located on Denyer Road) will be adequately screened by the established roadside vegetation that already exists along Denyer Road.

Traffic

188. Clauses 18.01-1S, 18.02-4S, 18.02-4L, the decision guidelines of 35.07 (FZ) and 65.02 all require consideration of access and traffic impacts relating to the proposed use and development.

189. The application is supported by a Traffic Engineering Assessment (TEA) which considers the traffic impacts of the proposed facility on local and state roads during construction and operation.

190. The site is proposed to be accessed from three different access points:

- Kerang-Quambatook Road
- Robinsons Road

- Denyer Road

191. During construction, components and materials will be transported to the site on over-size over-mass (OSOM) vehicles up to 95 m in length from:

- Port of Portland
- Lake Boga Quarry
- Oakvale Quarry

192. There are two different delivery routes proposed from the Port of Portland as shown in Figure 16 below;

- Primary over-dimensional route; and,
- Wind turbine blade route.

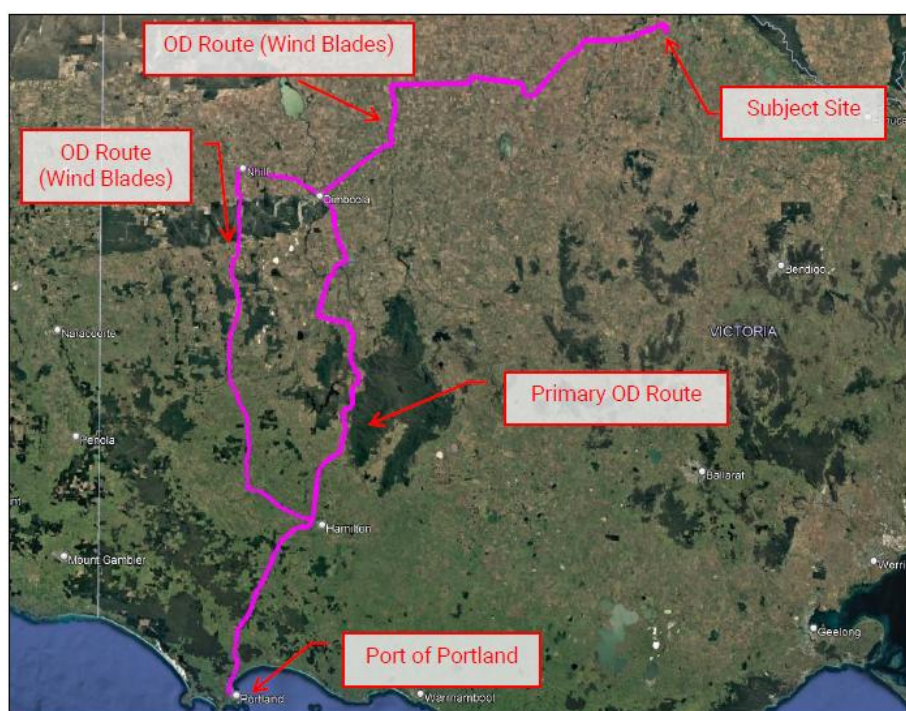


Figure 16: OSOM haulage routes from Port of Portland. Source: TEA.

193. The TEA estimates that during construction, an additional 16 vehicle trips will be required per turbine to transport all the individual components of the turbines to the wind farm site.

194. Overall, there will be 4548 total heavy-vehicle movements on the road network as part of the construction of project. There is also expected to be up to 22,372 light-vehicle trips from construction staff.

195. The TEA concludes that the increase in traffic on key surrounding roads will not exceed their theoretical capacity and there will be no unreasonable traffic impacts from the project.

196. The TEA includes swept path assessments of the intersections and recommends intersection works and/or upgrades at various locations along the OSOM route as shown in Table 7 of the TEA.

197. Head, Transport for Victoria outlined that they do not object to the project, subject to conditions requiring:

- A TMP
 - Head, TfV approval of the Road Quality Auditor who will undertake duties as defined in the TMP
 - Engineering plans for the works and upgrades in the road reserves
- all in consultation with and to the satisfaction of Head, TfV and the council/s.

198. The Gannawarra Shire Council in their submission requested that the conditions of the recommendation should include formal road use and maintenance agreements between DTP and the council to address the



road upgrades, maintenance, funding responsibilities, and post-construction reinstatement. DTP considers that these matters can be addressed within the TMP which will be prepared in consultation with the council.

199. Subject to the above conditions, it is considered that the project will not have any unreasonable impacts on the road network and is acceptable. The proposed transport routes are supported subject to the above conditions to ensure that the safety and function of the road network is not detrimentally affected during project construction. Final approval of the intersection works/upgrades will be the

Aviation

200. Clause 18.02-7S (Airports and airfields), clause 18.02-7L (Kerang Airport) and the decision guidelines of clause 52.32 (Wind energy facility) seek to assess the impacts of the project on aviation and safeguard the ongoing, safe and efficient operation of Victorian airports and airfields, including Kerang Airport.
201. The *Obstacle Limitation Surface Plan, Plan Sheet 2 of 2, Number F1359 (Price Merrett and Associates Pty Ltd, 1999)* is a policy document at clause 18.02-7L.
202. Additionally, the *National Airports Safeguarding Framework (NASF) Guideline D: Managing the Risk to Aviation Safety of Wind Turbine Installations (Wind Farms)/Wind Monitoring Towers* provides additional guidance to decision makers (including the Minister for Planning) to inform the aviation assessment of wind farms.
203. It is noted that aviation obstacle lighting is not proposed for the turbines.
204. The closest airports, aerodromes and heliports to the project are:
- Kerang Airport (approx. 12.6km east), certified and operated by Gannawarra Shire Council
 - Swan Hill Airport (approx. 50km north), certified and operated by Swan Hill Rural City Council
 - Wycheproof Airport (approx. 55km southwest), certified and operated by Buloke Shire Council
205. The application is supported by an Aviation Impact Assessment, which demonstrates that the wind farm will have the following impacts on the nearby airports:

Kerang Airport

- The turbines will be located clear of the obstacle limitation surface (OLS) at Kerang Airport.
- The circling approach areas at Kerang Airport will not be impacted by the project.
- Wake turbulence will not impact aircraft operations.
- The project will have a moderate impact on the terminal instrument flight procedures at Kerang Airport, however the procedures could be amended to accommodate the project without impacting the final minimum descent altitude (MDA) or adversely impacting the overall accessibility of aircraft to Kerang Airport. Email correspondence between the Gannawarra Shire Council and the proponent and dated September 2024 was provided to support the application and confirmed that the council did not have concern with the proposed instrument changes.

Swan Hill Airport

- The turbines are located beyond the horizontal extent of the OLS at Swan Hill Airport and will not impact the OLS.
- Wake turbulence will not impact aircraft operations.
- The 25 nautical mile (nm) minimum sector altitude (MSA) for Swan Hill Airport will need to be increased to 2300 feet (ft) above means sea level (AMSL) to accommodate the project. This was considered to be a minor impact which would not affect the overall efficacy of the instrument flight procedures.
- Procedure altitudes for the global navigation satellite system (GNSS) arrival and required navigation performance (RNP) Runway 26 instrument flight procedures would need to be increased at Swan Hill Airport to accommodate the turbines. However, with these changes the accessibility of aircraft to Swan Hill Airport was not expected to be adversely impacted by the project. A letter from the Swan Hill Rural City Council dated 24 October 2024 agreeing to the proposed instrument changes was provided to support the application.

Wycheproof Airport

- The project will not impact the OLS or terminal instrument procedures at Wycheproof Airport, nor would wake turbulence impact aircraft operations.
206. Additionally, the Aviation Impact Assessment also outlined that the project will impact the grid lowest safe altitude (LSALT) of 2000 ft AMSL, and as such the LSALT will need to be increased to 2300 ft to accommodate the project.
207. Notice of the application was given to CASA, Airservices Australia and Gannawarra Shire Council.
208. Airservices Australia did not object to the application but recommended that consultation should occur with Swan Hill Airport to ensure that they support the proposed instrument changes.
209. CASA outlined in their submission dated 6 March 2026 that:
- The project would have an unacceptable effect on the safety of existing and future air transport operations at Swan Hill Aerodrome; and,
 - Obstacle lighting should be installed on the turbines, and either a radar-activated type system of steady red low intensity (200 cd) aviation hazard lighting or a “lampshade” style system with little or no downward light spill should be considered to minimise visual impacts.
210. Gannawarra Shire Council in their submission recommended that consultation should also occur with the Kerang Aerodrome Committee and the Kerang Hospital (other users of the Kerang Airport).
211. In response to the concerns raised by CASA and Gannawarra Shire Council, the proponent prepared a supplementary submission (dated June 2026) which advised that:
- They have already consulted with the Swan Hill Rural City Council who provided written approval for the changes to instrument procedures; and,
 - As the project does not infringe any OLS protection surfaces for any of the airports, obstacle lighting is not required by the CASR Part 139.
212. CASA provided additional advice on 16 June 2026 that confirmed that they have no objection to the project if the impacts to Swan Hill Airport are resolved and published. CASA reaffirmed their position that obstacle lighting would be required as the turbine blades will infringe navigable airspace by 419 feet.
213. The following requirements have been included as conditions of the recommendation:
- Turbines not to be constructed until evidence that the instrument procedure changes have been implemented is provided
 - Wind monitoring masts to be marked
 - Details of the turbines to be reported to CASA and Airservices Australia
214. Subject to the above recommended permit conditions, DTP considers that the project's impacts on aviation operations and airport accessibility are acceptable. The Aviation Impact Assessment demonstrates that the project would not penetrate any airport OLS, adversely affect aircraft operations through wake turbulence, or materially reduce access to nearby airports. While amendments to certain instrument flight procedures would be required, the evidence indicates that these changes can be implemented without compromising aviation safety or airport functionality.
215. DTP does not support CASA's recommendation that obstacle lighting be installed on the wind turbines. This position is informed by the Aviation Impact Assessment and supplementary aviation submission, which conclude that the risk of aircraft collision with the turbines is tolerable in the absence of obstacle lighting. DTP also notes that the project does not penetrate any airport OLS and that CASA's remaining concerns relate to navigable airspace rather than airport safeguarding practices. Further, the introduction of aviation safety lighting would result in additional visual impacts on the surrounding area that have not been assessed as part of the planning application. Should aviation regulatory requirements change in the future, obstacle lighting could be installed on the turbines retrospectively via an amendment to the permit (if required).

Biodiversity

216. The following PPF policies seek to protect and enhance Victoria's biodiversity:
- Clause 12.01-1S (Protection of biodiversity)
 - Clause 12.01-2S (Native vegetation management)
 - Clause 12.01-1R (Protection of biodiversity – Wimmera Southern Mallee)
 - Clause 12.01-1L (Flora and fauna protection (Gannawarra))
 - Clause 12.01-1L (Protection of biodiversity – West Wimmera)
 - Clause 12.01-2L (Native vegetation management (Buloke))
217. The application is supported by a Biodiversity Assessment prepared by Nature Advisory, and a draft Bird and Bat and Adaptive Management (BBAM) plan.
218. As the majority of the wind farm project area has been cleared for farming and road uses, most of the remnant vegetation and fauna habitats have been removed. However, there are still some threatened flora and fauna species and biodiversity values present (or potentially present) on or surrounding the site. These include:
- Remnant vegetation (including Ridged Plains Mallee, Woorinen Mallee, Riverine Chenopod Woodland) on roadsides, internal fence lines and small patches on private land;
 - EPBC Act flora communities:
 - Buloke Woodlands of the Riverina and Murray-Darling Depression Bioregions
 - Plains Mallee Box Woodlands of the Murray Darling Depression and Naracoorte Coastal Plain Bioregions
 - Natural Grasslands of the Murray Valley Plains
 - FFG flora communities:
 - Western Basalt Plains Grassland
 - Semi-arid Northwest Plains Buloke Grassy Woodland Community
 - Threatened bird and bat species including Black Falcon, Blue-winged Parrot, Grey-crowned Babbler, Hooded Robin, Little Eagle, Brown Treecreeper, Diamond Firetail, Fork-tailed Swift, Latham's Snipe, Southern Whiteface, Square-tailed Kite, White-throated Needle-tail, Yellow-bellied Sheath-tailed Bat, Corben's Long-eared Bat
219. The key biodiversity impacts of the project are:
- Direct and indirect impacts to native vegetation (as already discussed and assessed at the clause 52.17, ESO and VPO sections above); and
 - Risk of bird and bat collisions with wind turbines.
220. Where possible, the project has been sited to avoid impacts to threatened bird and bat species and has preparing a draft BBAM plan in consultation with DEECA and the Commonwealth Department of Climate Change, Energy, the Environment and Water (DCCEEW). The BBAM plan includes several mitigation measures to reduce the list of bird and bat collision with turbines. These measures include:
- Post-construction bird utilisation surveys (BUS) and bat surveys;
 - Black Falcon targeted survey;
 - Impact triggers for listed bird and bat species;
 - Carcass removal;
 - Reporting of impacts (e.g. dead birds) to DEECA and DCCEEW within two business days and investigation by qualified ecologist;
 - Monitoring and response to impacts (where required) to ensure they do not become a regular occurrence; and,

- Offsetting of significant impacts.

221. Advice on bats and avifauna impacts was sought from DEECA who did not object but recommended that conditions of any permit issued require a final BBAM plan to be prepared in consultation with DEECA, including a five-year monitoring and reporting program.
222. With these mitigation measures in place, the project will not have unreasonable impacts on biodiversity or threatened species.
223. On 12 March 2025, the project was determined to be a controlled action under section 75 of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) as it was considered to have a significant impact on the following matters of national environmental significance (MNES):
- Ramsar wetlands (sections 16 and 17B)
 - Listed threatened species and communities (sections 18 and 18A)
 - Listed migratory species (sections 20 and 20A)
224. The controlled action is being assessed by the State using the accredited planning permit application process (item 2.1(f)) set out in Schedule 1 to the Bilateral Agreement.
225. Overall, it is considered that impacts to biodiversity values and threatened flora and fauna are acceptable, and that further detailed consideration of impacts to EPBC species can occur through the EPBC assessment process.
226. 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 could be amended (if required), to align with the requirements of the EPBC decision.

Electromagnetic Interference (EMI)

227. The decision guidelines of clause 52.32 (Wind energy facility) and the Wind Farm Guidelines require the responsible authority to consider the effect of the proposal on electromagnetic interference (EMI).
228. The application is supported by an EMI assessment, which found that the project would have minimal to zero impact on most systems, however there was some potential for impacts to digital television reception at nearby dwellings, with measures available to restore reception quality (if required).
229. Conditions have been included in the recommendation that require a telecommunications and EMI survey undertaken within 5 km of the site, including a procedure for investigating complaints and restoring any EMI or reception concerns to the receiver's pre-existing reception quality.

Surface Water and Groundwater

230. Clauses 13.03-1S, 14.02-1S, 14.02-1L, 14.02-2S and 52.32 all seek to protect and enhance waterway systems and require the consideration of hydrological impacts and flood risk to life and safety.
231. It is noted that the applications do not trigger a permit for earthworks which change the rate of flow or the discharge point of water across a property boundary or increase the discharge of saline groundwater in the FZ, as confirmed in the application documents. The application documents also confirm that dewatering is unlikely to be required for the project.
232. The application was supported by a Surface Water and Groundwater Assessment (SWGA) prepared by GHD, which found that:
- The wind farm site contains several overland flow paths and drainage channels but is not expected to be affected by major flooding from the Avoca or Loddon Rivers during a 1-in-100-year flood event.
 - While some localised flooding or drainage issues may occur due to the flat nature of the site and surrounding channels, risks to surface water and downstream waterways were considered low and could be managed through standard construction measures such as erosion and sediment controls, bunding and spill management.

Social and Economic Effects

237. 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.
238. The project will contribute to the local economy by creating up to 60 jobs during construction. The proponent has committed to a community benefit sharing program for the life of the facility which is estimated to contribute \$50,000 a year to community groups, scholarships and organisations. Neighbours will also be offered up to \$8,000 annually.
239. It is considered that, on balance, the proposal achieves a net community benefit when balanced with its other social, economic and environmental outcomes.

Decommissioning

240. The future decommissioning of the proposed facility can be adequately addressed via permit conditions requiring a decommissioning management plan. These conditions will require the infrastructure to be removed from the site and the land to be rehabilitated and reinstated to its prior condition to ensure that there is no permanent loss of agricultural land.

Staging

241. Given the scale of the proposed project, conditions have been included on the permit to allow the use and development to be completed in stages, provided that the corresponding requirements are also satisfied in stages.

Other matters raised in the objections

242. An officer assessment relating to matters of fire risk, biodiversity, noise, shadow flicker, traffic, decommissioning, turbine lighting, hydrology and EMI is detailed in the relevant assessment sections 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 Response
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 within the decision guidelines of the schemes and has not been considered as part of this assessment. It is noted that the Insurance Council of Australia issued a statement on 14 May 2024 saying: <i>Current information indicates that insurers generally do not have specific concerns related to a property hosting transmission lines or neighbouring energy infrastructure. At the time of writing, the Insurance Council is not aware of any instances where Insurance Council members have been unable to provide insurance or have increased premiums as a result of a farm (or a neighbouring property) hosting energy infrastructure.</i>
Lack of consultation	As outlined in this report, public notice of the application was given to all properties within 5 km of the wind farm site and in two newspapers, in accordance with (and above and beyond) the requirements of section 52 of the PE Act.



Objector Concern	DTP Response
	Additionally, it is understood that the proponent undertook consultation with the community prior to the lodgement of the planning applications and throughout the planning process including door knocking, emailing, phone calls, face-to-face meetings and community information sessions with neighbouring properties and community organisations.

243. Overall, DTP considers that the matters raised in the objections which are relevant to the planning assessment are suitably addressed by the applications and / or would be addressed via the recommended permit conditions.

Other Victorian and Commonwealth legislation

244. The subject of this report is the assessment of the project under the PE Act.
245. The table at Attachment 1 of this report provides an overview of the project's key approval and assessment requirements under other Victorian and Commonwealth legislation.

Recommendation

246. The proposal has been considered against the matters at section 60 of the PE Act, is consistent with the relevant planning policies of the Gannawarra, Hindmarsh, West Wimmera, Buloke, Southern Grampians, and Yarriambiack Planning Schemes and will contribute to the provision of renewable energy generation in the North West REZ.
247. The proposal is supported by the various referral agencies, subject to conditions which have been included in the recommendations as described above.
248. It is recommended that the following six planning permits be issued under delegation from the Minister for Planning, all subject to conditions, and the relevant stakeholders all be notified of the decisions in writing:

Application ref:	Planning Scheme:	Decision:	Notify:
PA2403451	Gannawarra	Planning permit (Form 4) with conditions	Gannawarra Shire Council Head, TfV Secretary to DEECA DEECA Water AusNet North Central CMA EPA CASA Airservices Australia GMW CFA All objectors and submitters
PA25036	Buloke	Planning permit (Form 11) with conditions	Buloke Shire Council All objectors and submitters Secretary to DEECA
PA1220	West Wimmera	Planning permit (Form 11) with conditions	West Wimmera Shire Council All objectors and submitters Secretary to DEECA



Application ref:	Planning Scheme:	Decision:	Notify:
PA1894-2025	Hindmarsh	Planning permit (Form 11) with conditions	Hindmarsh Shire Council All objectors and submitters Secretary to DEECA Wimmera CMA
PA20250076	Yarriambiack	Planning permit (Form 11) with conditions	Yarriambiack Shire Council All objectors and submitters Secretary to DEECA Head, TfV
TP-82-2025	Southern Grampians	Planning permit (Form 11) with conditions	Southern Grampians Shire Council All objectors and submitters Secretary to DEECA

Prepared by:

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:

Signed:

Title:

Dated:

Reviewed by:

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

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Name:

Signed:

Title:

Dated:

Reviewed by: Michael Juttner

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

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Name:

Signed:



Title:		Dated:	
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Approved by:

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

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- ☐ Conflict and have therefore undertaken the following actions:
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Name:		Signed:	
Title:		Dated:	

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 MNES, must be referred to the Commonwealth Minister for the Environment and Water. On 12 March 2025, the project was determined to be a controlled action under section 75 of the EPBC Act as it was considered to have a significant impact on the following MNES: – Ramsar wetlands (sections 16 and 17B) – Listed threatened species and communities (sections 18 and 18A) – Listed migratory species (sections 20 and 20A) The controlled action is being assessed by the State using the accredited planning permit application process (item 2.1(f)) set out in Schedule 1 to the Bilateral Agreement. The planning applications can be determined prior to the EPBC decision.
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 Biodiversity Assessment outlines that the project does not meet any of the referral criteria and as such the proponent did not refer the project under the EE Act.
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. The subject site includes areas of Aboriginal cultural heritage sensitivity, and two CHMPs have been prepared: – Mandatory CHMP 20782, approved by Gunditj Mirring Traditional Owners Aboriginal Corporation on 13 May 2026 – Voluntary CHMP 20261, approved by First Peoples – State Relations on 8 May 2026 The applications are consistent with the activity described in the mandatory CHMP.
Flora and Fauna Guarantee Act 1988 (FFG Act)	The delegate of the Minister for Planning is required to give proper consideration to the objectives of the FFG Act, so far as is consistent with the proper exercise of functions under the PE 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

Act	Discussion
	protected flora from private land, unless there is 'critical habitat' that has been declared on the land. The Biodiversity Assessment outlines that two FFG Act-listed threatened ecological communities will be impacted along the transport route. The proponent will need to obtain a permit under the FFG Act prior to the removal of these communities. DTP notes that native vegetation offsets are required to be secured prior to the removal of any native vegetation, which is consistent with FFG Act objectives that seek to protect, conserve, restore and enhance biodiversity. DTP also notes that the proposed development, by contributing to efforts to reduce emissions will not be likely to worsen climate change impacts and therefore will mitigate the impacts of potentially threatening processes to address important underlying causes of biodiversity decline.
Climate Action Act 2017 (CA Act)	The Minister for Planning must endeavour to ensure any decision appropriately takes account of climate change (section 20 CA Act), if it is relevant, by having regard to the policy objectives (section 22 CA Act), and the guiding principles (sections 23 to 28 CA Act). The proposed development is consistent with the CA Act in that it is a use and development that mitigates against climate change by directly contributing to emissions reduction for energy generation. The proposed facility is estimated to generate approximately 430 gigawatts of renewable energy 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 given proper consideration to all relevant human rights.
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 Minister for Planning must have regard to transport system objectives (sections 7-13 TI Act), decision making principles (section 14-21 TI Act) and any applicable statement of policy principles (section 22 TI Act) when making decisions likely to have a significant impact on the transport system. The Minister may determine the weight to give each transport system objective or decision-making principle. The assessment of this planning application has had regard to the transport system objectives and decision-making principals of the TI Act. As a project, the proposal is unlikely to have a significant impact on the transport system as a whole, however there may be impacts to local systems along the transport route between the delivery port and the subject site This has been considered above



Act	Discussion
	and the concurrent assessment of planning applications for native vegetation removal along the transport route is consistent with integrating transport considerations into planning and land use processes.



VICTORIA
State
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Department
of Transport
and Planning