

Stockyard Hill Wind Farm

Terminal Station Summary Guide

December 2009



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1. Introduction

Stockyard Hill Wind Farm Pty Ltd (SHWF)¹ is seeking planning approval for an electrical terminal station to feed electricity generated by the proposed Stockyard Hill Wind Farm into the national electricity grid. This guide has been prepared to provide a summary of the planning application for the proposed electrical terminal station. This guide is supplementary to the Stockyard Hill Wind Farm Summary Guide (December 2009) and is not intended to be a substitute for the application and the associated studies.

The planning permit application for the proposed terminal station was originally submitted to Corangamite Shire Council in August 2009. At the Council meeting on 22 September 2009, the Council requested that the Minister for Planning “call in” this application, and be the Responsible Authority for determining it. Subsequently, the Minister “called in” this application in November 2009 and it will be assessed in conjunction with the main wind farm application.

SHWF’s approach recognises that community consultation should inform the community about the project, identify key issues and opportunities and provide mechanisms for feedback. A range of activities have been undertaken to provide opportunities to consult with key stakeholders including one-on-one discussions with nearby residents.

1. Stockyard Hill Wind Farm Pty Ltd (SHWF) is a subsidiary of Wind Power Pty Ltd, both of which are wholly owned subsidiaries of Origin Energy Wind Holdings Pty Ltd, which is in turn a member of the publicly listed Origin Energy group of companies.

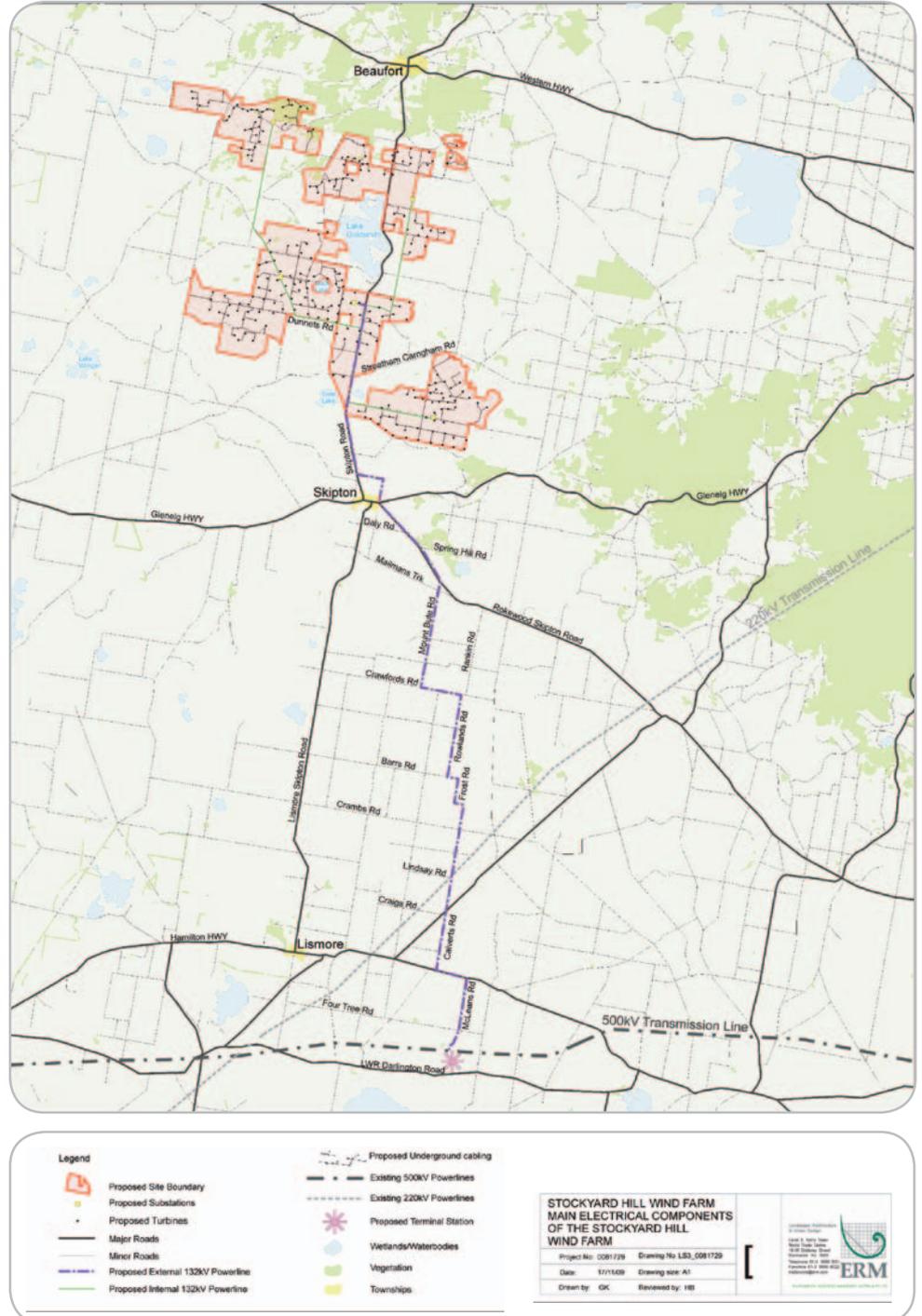


Figure 1 - Site Plan: Proposed Stockyard Hill Wind Farm, 132kV powerline route and Terminal Station

2. The Terminal Station

A 132/500 kV terminal station is proposed to connect the power produced by the Stockyard Hill Wind Farm into the Geelong to Portland 500 kV high voltage powerline. The terminal station site is located within Berrybank, approximately 10 km south east of the township of Lismore and to the south west of the junction of Four Tree Road and Collins Road, in the Corangamite Shire Council.

The terminal station will occupy a portion of land that measures 200 m by 450 m. The site is generally rectangular in shape and oriented east west. The predominant land use of the site is agricultural. The site also contains a vacant dwelling and a number of outbuildings and agricultural structures. The majority of the site has been cultivated for grazing pasture and cropping, with a small Blue Gum plantation located on the northern portion of the site. An existing treed shelter belt runs north south across the site and a Blue Gum plantation is located along the southern boundary of the site.

Access to the site will be via an existing farm access track which will link the proposed terminal station with Four Tree Road. The existing access track will be upgraded and extended to allow for movement of heavy equipment and transportation of components.

The compound will be enclosed by a chain mesh link fence of approximately 2 m high. Structures to be built as part of the terminal station include pylons of approximately 38 m in height, a number of gantries of approximately 26 m in height, electrical components and equipment up to 16 m in height, workshop and control room buildings, an access road and car parking facilities.

The compound area will be cleared of vegetation and levelled and a concrete bund constructed.

On site construction time for the terminal station would be approximately nine months.



Figure 2 - Site location plan of terminal station site



Figure 3 - Photograph showing a typical layout and appearance of a terminal station

3. Environmental and Planning Assessment

The siting and design of the proposed terminal station takes into consideration existing features and conditions of the site including avoiding the need for vegetation removal, protection of fauna, ensuring compliance with noise standards, avoiding areas of cultural heritage significance and minimising the impact of ongoing agricultural practices.

A range of technical reports have been prepared for the terminal station to assess potential environmental aspects. Where external companies were commissioned to carry out specific studies or assessments, they were selected for their expertise and reputation in the field.

The assessments have confirmed that the proposed site is suitable for the terminal station and is consistent with national, state and local planning and environmental policies. The findings of these reports are briefly outlined below.

Noise Abatement

Marshall Day Acoustics undertook an assessment of the noise impacts associated with the proposed terminal station. This assessment identified that acoustic requirements can be met and that the proposed terminal station is not expected to result in any significant loss of amenity to adjoining residences as a result of noise.

Flora and Fauna

The Flora and Fauna Assessment undertaken by Brett Lane & Associates demonstrates that the proposed terminal station lies within already-cleared and cultivated land that lacks habitat for indigenous flora and fauna. Construction of the terminal station will therefore not result in any significant impacts on native flora and fauna. Fauna habitats on the proposed terminal station site are not considered to be suitable for species other than highly adaptable native bird species common to farmland settings throughout south eastern Australia. No rare or threatened species of fauna are considered likely to occur at the terminal station site due to the highly modified nature of the habitat.

Heritage

A desktop Cultural Heritage Assessment was prepared for the project in accordance with the *Aboriginal Heritage Act 2006*. It concludes that the proposed terminal station is not expected to impact on any non-Aboriginal sites, Aboriginal sites or areas of Aboriginal cultural heritage significance.

Land Use

The proposed terminal station will occupy a relatively small part of the existing agricultural land holding and allows the remainder of the land to continue to be used for agricultural purposes. Furthermore, the proposed terminal station use will not adversely impact upon the agricultural use of surrounding land. The proposed site has not been identified as strategically significant in a regional or local context.

Traffic and Transport

The proposed terminal station will have a temporary short term impact upon the surrounding road network during the construction phase with minimal impact once the terminal station is operational. A Traffic Management Plan for the construction phase will be prepared in consultation with VicRoads and Corangamite Shire Council. It is not expected that the proposed terminal station will create any adverse traffic impacts in the locality.

Landscape and Visual Impact

The site selection process for the terminal station involved consideration of a range of matters including access to the national electricity grid, access to main roads, zoning and overlay controls, land ownership and environmental and biodiversity constraints.

In relation to landmarks, views and vistas, the assessment identifies that the landscape surrounding the site is considered to have a low sensitivity and is capable of visually absorbing the terminal station and limiting its impact. Therefore, the site is considered a suitable landscape for the construction of the terminal station. A landscape buffer is to be planted within the surrounds of the terminal station to further soften its setting within the surrounding landscape.

Geotechnical

The geological setting is favourable in terms of interaction between the soil and rock mass and groundwater regime. Foundations will have no impact on underground water bodies and/or groundwater. Waste water is expected to be treated on-site using a small treatment plant and similarly will have minimal impact on underground water bodies and/or groundwater. Larger volumes of waste water may be produced during construction which should be contained in portable storage and removed from site upon project completion.

4. Exhibition and Assessment

The planning process continues with the formal public exhibition of the Planning Permit Application. The formal public exhibition period for the planning application will run until 30 January 2010. During this period there will be opportunities for interested members of the community to formally comment on the project.

Submissions on the Planning Permit Application should be in writing and addressed to:

**Minister for Planning
C/- Planning Panels Victoria
Level 1, 8 Nicholson Street
East Melbourne 3002**

Subject:

Stockyard Hill Wind Farm - Terminal Station (Reference Number: P2009/104)

For more information please visit the project website at: www.stockyardhillwindfarm.com.au

DVDs of the documentation can also be obtained from the Proponent by calling **1800 753 730** or email StockyardHillWindFarm@originenergy.com.au.



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