

Thank you

Rye Park Wind Farm

Benefit sharing

We are committed to sharing the benefits of the Rye Park Wind Farm with the local community and invite you to share your ideas on how we could contribute to meaningful projects that have positive and lasting benefits for many.

On other projects we have provided sponsorships, education programs and training and employment schemes – but all communities are different, so we don't take a one-size-fits-all approach.


This is in addition to the already committed Community Enhancement Fund.

Tilt Renewables has an agreement with local councils to provide \$2500 per constructed turbine per year to a community fund.

The proposed modification will reduce the number of turbines at Rye Park Wind Farm, but we don't want this to reduce financial support for the community – so we are committing to providing community funding for 92 turbines.

Funding for any unbuilt turbines could be added to the council administered community fund or directed toward other local initiatives.

Your feedback will help inform a Benefit Sharing Plan for the local community. Please submit any ideas via email: ryeparkwindfarm@tiltrenewables.com

Subscribe to receive the newsletter by email 

Please let us know if you are able to receive this newsletter by email or post, by emailing us at: ryeparkwindfarm@tiltrenewables.com



Project update

Newsletter Edition

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May 2020

On Thursday 23 April, we lodged the Rye Park Wind Farm Modification Application to the NSW Department of Planning, Industry and Environment (DPIE).

DPIE has advised that their statutory consultation process will commence on Wednesday, 13 May and will continue for 21 days until Wednesday, 3 June. During this period of public exhibition the Modification Application will be available for download or viewing.

DPIE will accept submissions on the Modification Application, via the NSW Major Projects website: www.planningportal.nsw.gov.au/major-projects/project/26241

We understand that the Modification Application itself could be a bit overwhelming to navigate due to its length and scale of technical information. We've therefore prepared a digital platform, **informryeparkwf.com** to facilitate an accessible exploration of the detailed information included in the Modification Application.

The platform includes summaries of the Modification Application (including environmental assessments), interactive

maps and FAQs. High level summaries are also provided in this newsletter that cover key topics raised during consultation.

We encourage you to explore the website however please note, this is provided to help your review of Modification Application available on the NSW Major Projects website. Should you wish to, this is also where submissions must be made.

Next steps

Modification application submitted 23 April 2020

NSW Department of Planning, Industry and Environment **Public exhibition** period to run 13 May – 3 June 2020 (21 days)

If required a **Response to Submissions (RTS)** report will be prepared to address issues raised during the public consultation period

Following public exhibition and the RTS phase, the Project may be referred to the **Independent Planning Commission (IPC)**

Following assessment a **decision** will be made on the Modification Application

Questions?

If you have any questions, get in touch by calling: **1800 WE TILT (938 458)**
Email: ryeparkwindfarm@tiltrenewables.com | **Web:** www.ryeparkwf.com.au
Postal Address: PO Box 16080 Collins St West, Melbourne Vic 8007

Proposed changes to the approved project

We are proposing the following modifications to the approved Rye Park Wind Farm Development Consent to increase project benefits and address design challenges.



Removal of 12 wind turbines to reduce the Project to a maximum of 80 wind turbines

Increase to the wind turbine envelope to a maximum tip height of 200m to enable the use of newer and more efficient wind turbine models



Revisions to the Development Corridor to accommodate revised Indicative Development Footprints including the reduced wind turbine numbers, optimised design assumptions including changes to the wind turbine foundations and hardstands, internal access tracks, 33 kV connection infrastructure, collector substations, transmission line and connection in infrastructure, and supporting infrastructure. Optimisation of other infrastructure, including operation and maintenance facilities, construction compounds, and temporary concrete batch plants



Selection of the Preferred Transport Route for heavy and over-dimensional vehicles to enable the consideration of ground disturbance and associated vegetation removal which will be required to accommodate the proposed upgrades of the local Council roads. Several options for the transportation of heavy and over-dimensional vehicles from port facilities are under consideration

Project component	Current (approved)	Proposed (modification)	Change
Number of turbines	92	80	-12
Height of turbines (maximum tip height)	157m	200m	+43m
Operations and maintenance buildings	2	1	-1
Collection substations	3	1	-2
Connection substations	1	1	No change
Preferred Transport Route on Local Roads	Multiple options	Multiple options	Multiple options
Concrete Batch Plants	2	3	+1
Construction Compounds	3	2	-1
Development Corridor	1,646 ha	1,272 ha	Reduction of 374 ha

Why is the Modification Required?

Modifications to the Development Consent are required to enable the Project to utilise improvements in wind energy technology to enable significantly more renewable energy production to be achieved with fewer, larger wind turbines and to reflect the outcomes of the ongoing design optimisation and assessment carried out as the Project progresses towards construction.

The justification for the Proposed Modifications and the associated benefits can be summarized as follows:



By using the more efficient turbine models the Project has the potential to generate more renewable electricity from the same project footprint, ultimately resulting in a lower cost of energy from the Project with clear benefits to the end user and energy consumer.



The Project is strongly aligned with the NSW Government energy and Commonwealth climate policies. The Project will provide 100% emissions free, renewable energy and help NSW with its inevitable transition away from its current reliance on fossil fuels which are continuing to contribute to climate change impacts.



Greater efficiency; optimised cabling and transmission line infrastructure minimising electrical losses and maximising the generation capacity of the Project. Subsequent benefits as a result of this include:

- Reduction of transmission losses;
- Minimisation of resource use and waste generation;
- Reduced project cost and timelines; and
- Reduced haulage requirements.



The Project will provide full time employment for up to 250 staff during construction and up to 10 ongoing regional jobs during its operational life providing increased employment opportunities.



The Project will result in a direct injection of approximately \$2-\$3 million per annum to the local community through payments to landholders, permanent staff, the Community Enhancement Fund and a benefit sharing plan, with contributions providing better diversification of income and a drought proof and post retirement income for farmers.



An increase in generation capacity from 327MW to 448MW could power around 240,000 homes - an increase of 70,000 compared to the approved project, resulting in more clean energy for Australian homes and businesses.



The Project will make a significant contribution to the shortfall in generation that will arise with the forecast retirement of Liddell Power Station in the near future and other coal-fired generators over the coming years.



Producing more clean energy means more carbon emissions savings - up from 800,000 to over 1 million tonnes per year. That's equivalent to taking 370,000 cars off the road each year.



Environmental Assessments

Visual Impact



We undertook a Visual Impact Assessment (VIA) to ascertain the potential visual impacts of the Modified Project due to the reduction of wind turbines and increase in the tip height.

The assessment found that compared to the Approved Project, the Modified Project would be discernible from some surrounding and proximate view locations. Overall, the number of visible wind turbine hubs and blade tips (as modelled) would be subject to marginal increases and decreases for residences within 4 km of the Approved Project. Some areas, including residences within the Rye Park Village would have an overall reduction in the number of visible wind turbine hubs and blade tips.

Further, the Modified Project in conjunction with the Bango Wind Farm would not create significant or local cumulative visual impacts.

To ensure confidence in the VIA, the assessment was peer reviewed. The peer reviewer was satisfied with the methodology applied and stated the conclusions were well demonstrated and defended. Further, the VIA reflected current best practice in visual assessment and responded appropriately to the relevant guidelines.



Shadow Flicker

Due to the reduction in wind turbines, increased tip height and increased rotor diameter, we undertook a Shadow Flicker Assessment to determine what the potential shadow flicker impacts may be.

The Development Consent requires that potential shadow flicker caused by the wind turbines not exceed 30 hours per annum at any nearby non-associated residences. The Shadow Flicker Assessment found that the Modified Project can comply with the existing conditions of the Development Consent.

The assessment found that seven residences are expected to experience some theoretical level of shadow flicker for the Modified Project, compared with four predicted associated with the Approved Project. Three of these residences are expected to exceed the 30-hour limit (one more than the Approved Project), however all of these residences are associated with the Project. The Modified Project will have no increased shadow flicker impacts at any non-associated residences compared to the Approved Project.

The potential effects of shadow flicker can be reduced through mitigation measures including installation of screening structures or planting trees, the use of wind turbine control strategies or by micro-siting wind turbines.



Modifications to the Development Consent are required to enable significantly more renewable energy production to be achieved with fewer, larger wind turbines.





Noise Assessment

We undertook an Environmental Noise Assessment to understand the noise related impacts of the Modified Project. Based on the findings of the assessment, the Modified Project can comply with the existing conditions of the Development Consent.

The assessment found that with the implementation of a curtailment regime (operating specific wind turbines in a noise reduced mode), the operational noise level will achieve the specified noise criteria at all nearby dwellings, similarly to the Approved Project.

Regarding construction noise, some residents may be 'noise affected'. However, the predicted level of construction noise will not change as a result of the Modified Project and is predicted to be well below the NSW Department Interim Construction Noise Guidelines.

Consistent with the Approved Project, to mitigate any potential impacts from construction noise, a Construction Noise Management Plan will be prepared and will incorporate mitigation strategies such as scheduling construction work during normal work hours during weekdays and having reduced hours on Saturdays.



Biodiversity (Vegetation)

We undertook a Biodiversity Development Assessment Report (BDAR) to assess the likely impacts of the Modified Project on biodiversity due to the modified development footprint of the wind farm and inclusion of the public road upgrades.

We found that a total of 542.1 ha and 32.62 ha of vegetation (inclusive of non-native vegetation) is proposed to be removed associated with the development of the wind farm and development of the public road upgrades respectively. For the wind farm, this is 285.3 ha more than the Approved Project.

Although the development footprints have increased in size compared with the Approved Project, numerous measures such as modifying ancillary infrastructure were employed to avoid significant biodiversity values. As a result, compared with the Approved Project, the Modified Project has a:

- Reduction of 10.71ha of White Box Yellow Box Blakely's Red Gum Woodland, and
- Reduced impact on habitat for striped legless lizard, superb parrot, and golden sun moth.

The Modified Project has an increased impact on matters listed within the Environment Protection and Biodiversity Conservation Approval. Discussions with the Department of Agriculture, Water and the Environment (DAWE) are in progress to assess this.

We'll be obtaining the required biodiversity credits to offset impacts to the likely affected plant community types. Furthermore, to ensure biodiversity impacts are managed and further minimised a Biodiversity Management Plan will be prepared in accordance with the existing conditions of the Development Consent. A specific Roadside Vegetation Management Plan will also be prepared in accordance with the conditions of the Environmental Protection and Biodiversity Conservation Act 1999 (EPBC) Approval.



Biodiversity (Birds and Bats)

A Bird and Bat Strike Risk Assessment was prepared to assess the impact to bird and bat species as a result of the increase in tip height, increase in rotor diameter and reduction in wind turbines.

The assessment found that due to the increase in tip height, the Superb Parrot could be at a higher risk of blade strike as they typically occur 30m above ground level (AGL). However, the risk of blade strike to the Diamond Firetail Finch is likely to remain stable as they typically do not occur above 30m AGL.

Similarly, in line with previous surveys undertaken, the Swift Parrot was not recorded at the Project site during this assessment. This is likely because the Project site does not occur within an area of important habitat for the species, which was confirmed by the NSW Government Biodiversity and Conservation Division.

Potential impacts to birds and bats will be managed within the Bird and Bat Adaptive Management Plan in accordance with the existing conditions of the Development Consent. This plan will monitor and respond to collision results and manage blade strike risks for birds and bats.



Traffic and Transport

At the time the Development Consent was granted, a preferred transport route for heavy and over-dimensional vehicle traffic via the local road network had not been selected. The Development Consent authorises the use of several transport routes along local roads and as part of the Modified Project we've selected a preferred route. This route is shown in the map on the following page.

A Preliminary Road Investigation helped us identify this route based on the condition of the local roads and potential impacts to native vegetation. As part of this assessment, we also identified sections of road we'll need to upgrade.

The Development Consent currently identifies an option for heavy and over-dimensional vehicles to be transported from Port Kembla. As part of the Modified Project, we are considering two additional routes options (both from the Port of Newcastle). This is to allow greater understanding of the flexibility with the final selection of wind turbine, as different suppliers have different preferences for ports.

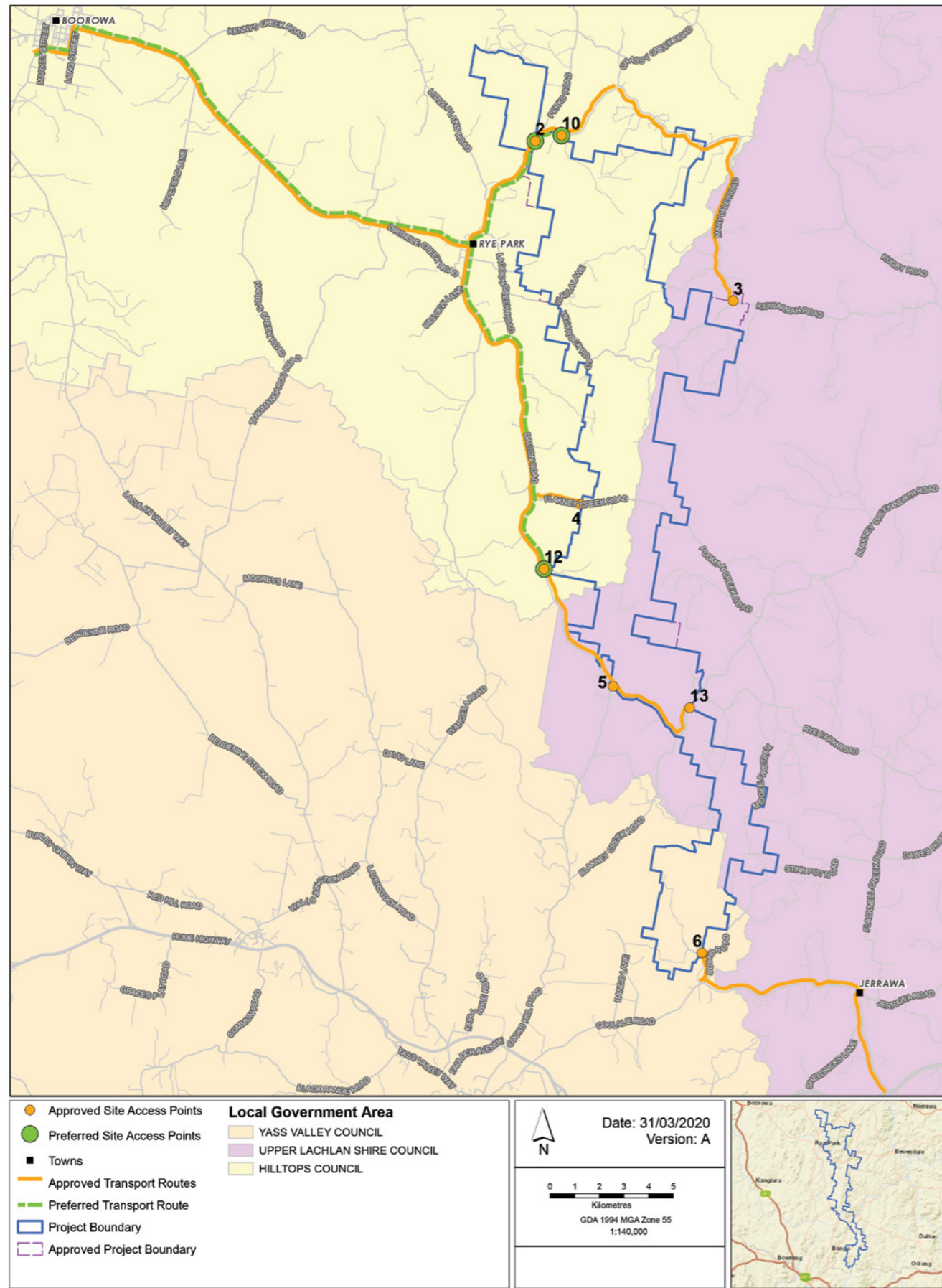
To understand the traffic related impacts of the Modified Project, we undertook a Traffic Impact Assessment and found that most impacts would be during the construction phase of the Project. Compared to the Approved Project, heavy and over-dimensional construction traffic will be relatively similar.

Measures to mitigate potential impacts to local traffic during the construction period will be outlined in a Traffic Management Plan (TMP) that will be prepared in accordance with the existing conditions of the Development Consent. The TMP will be prepared in consultation with the relevant road authorities (including Councils) to ensure that applicable safety standards are achieved and disruption to local traffic is minimised.

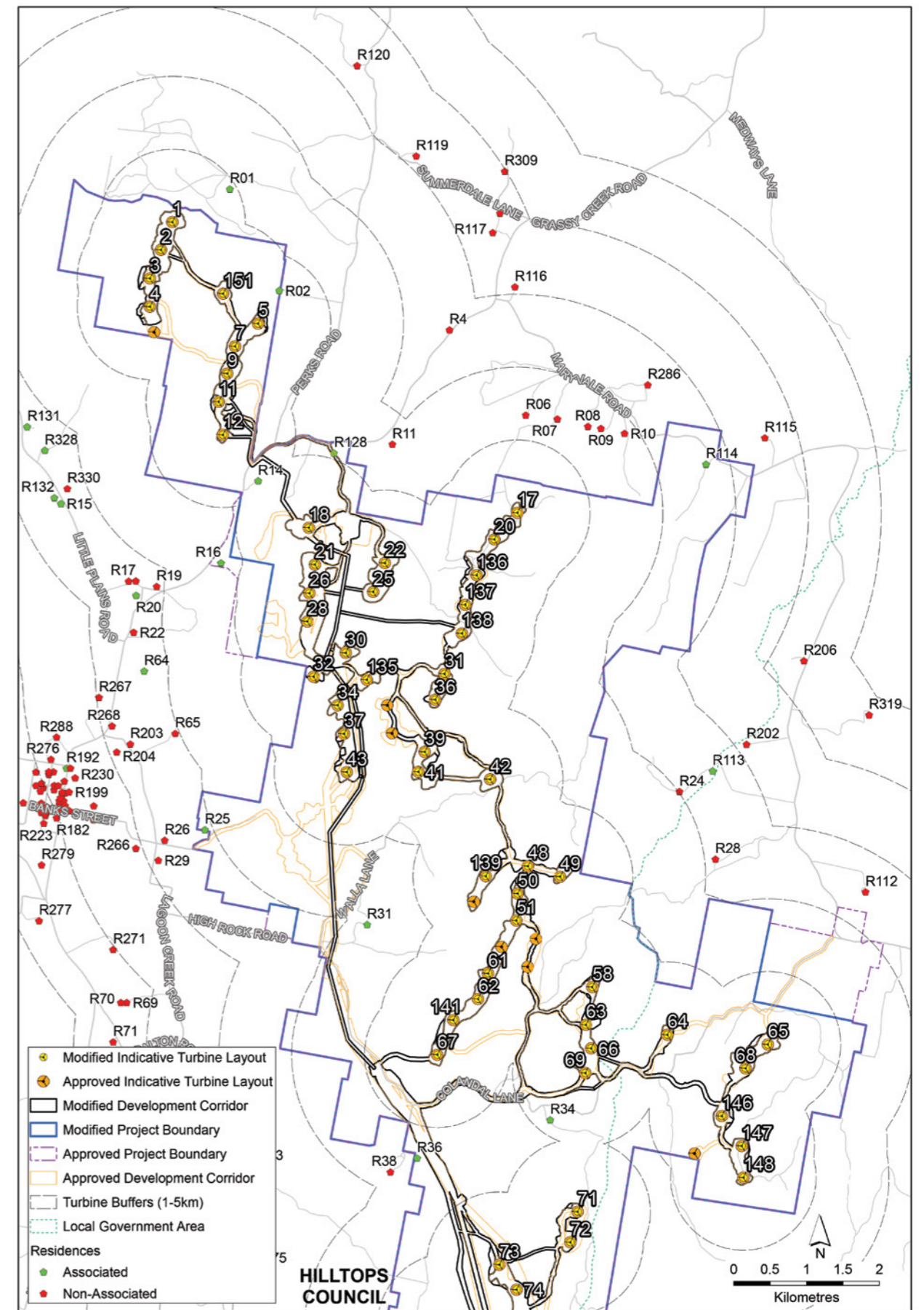
Summaries of the following environmental assessments are on our website:

- **Aboriginal Cultural Heritage**
- **Electromagnetic Interference**
- **Historic (European) Heritage**
- **Aviation**

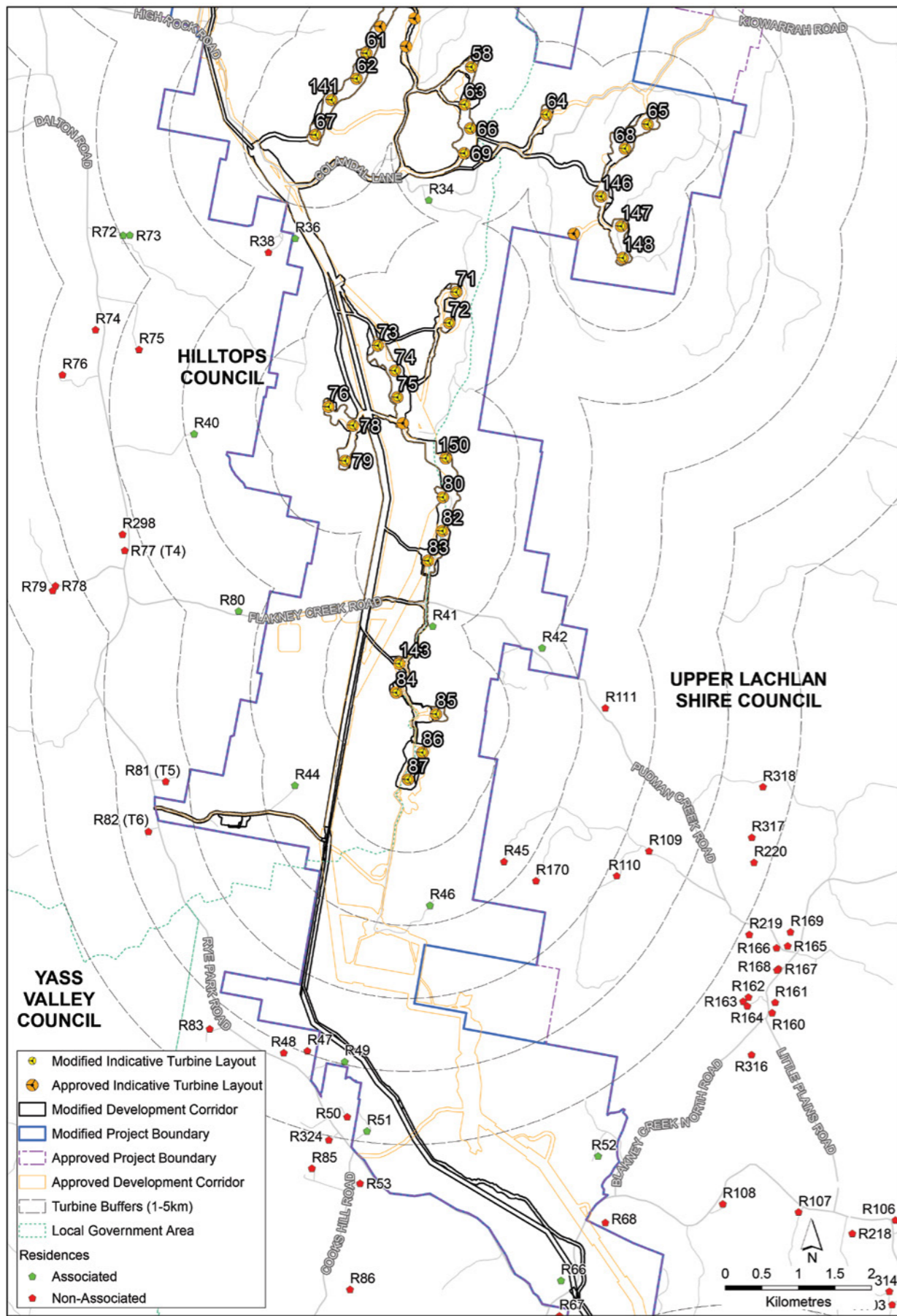
PREFERRED TRANSPORT ROUTE



PROJECT DEVELOPMENT LAYOUT - 1



PROJECT DEVELOPMENT LAYOUT - 2



PROJECT DEVELOPMENT LAYOUT - 3

