

COOBA
SOLAR
PROJECT

**SUMMARY
BOOKLET**



VENN ENERGY



COOBA SOLAR PROJECT

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Venn Energy acknowledges and pays respect to the past, present, and future Traditional Custodians and Elders of this nation and the continuation of cultural, spiritual, and educational practices of Aboriginal and Torres Strait Islander peoples

PURPOSE OF THIS DOCUMENT

This document has been prepared to provide community members and stakeholders with a summary of the Cooba Solar Project (the Project) and related activities.

Sections 2 – 10 provide an overview of the Project and a summary of the key specialist studies undertaken to inform the planning permit application for the Project. The permit application process is governed by the *Planning and Environment Act 1987*.

Sections 11 – 14 provide an overview of additional activities and processes undertaken as part of the overall Project development. While some of these activities are a requirement, they do not strictly fall under the planning permit application process. A summary of these activities has been included to provide a complete overview of the Project.

PROJECT OVERVIEW

Venn Energy Pty Ltd (Venn Energy) is proposing to develop the Cooba Solar Project in Colbinabbin, Central Victoria. The proposed development will include a solar energy facility and a Battery Energy Storage System (BESS), which will occupy approximately 665 hectares (ha) of a 1,147 ha site. This project will have a capacity of up to 500MW and BESS capacity up to 300MW, with the potential to generate enough clean renewable energy to power approximately 180,000 Victorian homes. An overview of the proposed Project layout is provided in Figure 1.

The Cooba Solar Project is expected to be operational from mid-2027 with a 30-year operational life. The project will provide several environmental benefits and build a more sustainable future for the region. It will also create many social and economic benefits for the local community and surrounding areas.

The Cooba Solar Project is proposed to be developed by Venn Energy, an Australian renewable energy development company. Venn Energy has previous experience in Australia through their Banksia Solar Project in Queensland, which received development approval in 2021.

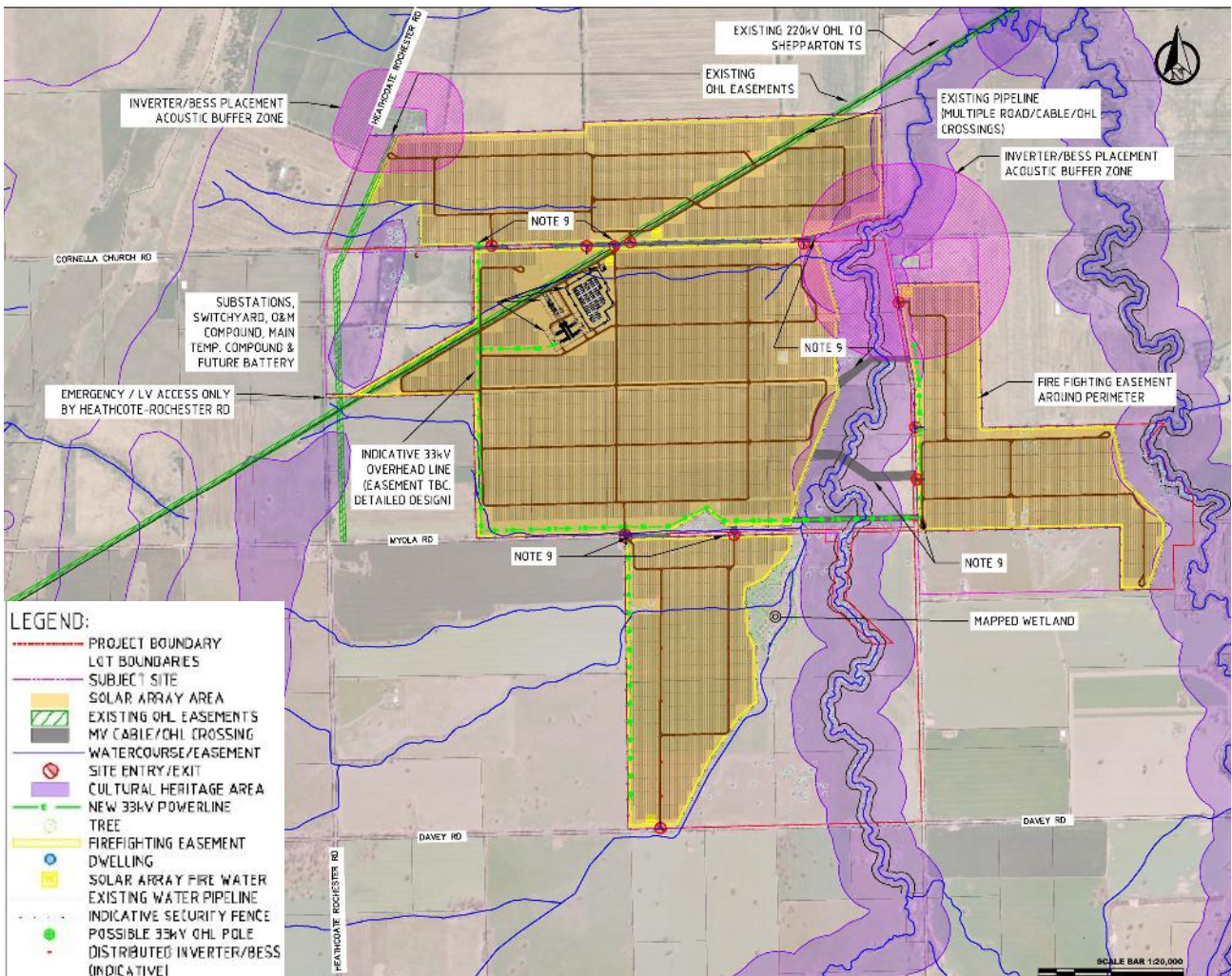


Figure 1 Proposed project layout

AGRICULTURAL IMPACT ASSESSMENT

An Agricultural Assessment Report has been prepared to assess the agricultural productivity of the land within the Project site and the surrounding area, and identify potential impacts. The Project site is defined as all Lots on which the development is proposed to be located, equivalent to 1,147 ha in total.

Assessment of the Project site has determined the following:

- The soils are moderate to good quality for the area, mostly consisting of a cracking black clay, as well as loam soils.
- Good quality soils are located in the western section of the Project site, which has been mostly avoided by the development footprint.
- The land has been conservatively farmed, with approximately one-third being cropped on a rotation of wheat, barley, and oats before being returned to pasture, and the remainder of the land being used for sheep grazing at a very conservative stocking rate.
- The land is not strategically important agricultural and primary production land, similar to much of the surrounding farmland. The land area of the Project site constitutes about 0.046% of the cropping area and 0.16% of the grazing area in the Bendigo district.

The assessment concludes that the Project's potential impacts on the site's agricultural productivity include:

- Removal of the cropped areas of land would, on average, result in a loss of agricultural production equivalent to 0.01% of Victoria's predicted production for 2022–23.

- Following Project construction, the current stocking rate will be able to be maintained, and overall stock numbers increased to manage the extra land retired from cropping and to reduce fire risk.
- Sheep grazing can be conducted under the solar panels and is the most suitable agricultural use of the land, with trading stock or non-breeding animals the most appropriate.
- When the Project is decommissioned, there will be no residual detrimental impact on the productivity of the site and any losses in soil fertility can be corrected quickly through the application of additives.
- The Project will not have a significant impact on the overall productivity of the region or state and will not impact on the ability of neighbouring businesses to operate for agricultural purposes.
- The Project is located to the south of the Rochester Goulburn–Murray Irrigation District (GMID) and the Project is not expected to have significant impacts on the irrigation district.

The Project complies with relevant policies relating to agriculture, including clause 14.01-1S of the Campaspe Planning Scheme that relates to the 'Protection of agricultural land', which has the objective to protect the state's agricultural base by preserving productive farmland.

Overall, the proposed Cooba Solar Project will have limited or no impact on the ability of surrounding property owners to use their land for agricultural purposes and will have negligible impacts on the agricultural sector in the wider region.

BIODIVERSITY ASSESSMENT

A Biodiversity Assessment and targeted Flora and Fauna Surveys have been undertaken for the Cooba Solar Project, with the aim of identifying native vegetation and the likely presence of significant flora, fauna, and ecological communities within the Project Site.

Both desktop and field assessments were undertaken as part of the Biodiversity Assessment. These assessment findings are summarised below:

- The Project Site is largely cleared with over 90% of the area supporting exotic vegetation, primarily introduced pasture grass and cereal crops. Scattered native grasses and rushes are occasionally present throughout these areas, with a vegetation cover of less than 10%.
- Several patches of native vegetation were recorded along creek-lines within the Project Site, with many scattered native trees also present throughout the site. Native vegetation identified includes Creekline Grassy Woodland and Plains Woodland.
- 45 flora species were observed across the Project Site, including 20 indigenous and 25 non-indigenous species.
- 89 Buloke trees are present within the Project Site, a species listed as critically endangered under the Flora and Fauna Guarantee Act 1988 (FFG Act),
- The Project Site provides suitable habitat for the Squirrel Glider and Brush-tailed Phascogale, both listed as vulnerable under the FFG Act. The Brush-tailed Phascogale was also detected during surveys within the Project Site.
- Two FFG Act-listed ecological communities occur and two ecological communities listed under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) are present within the Project Site.

The current proposed Project design will impact 6.505 ha of native vegetation (inclusive of scattered trees), 71 large trees, including 12 large trees in patches and 59 scattered trees, and 11

small scattered trees. While the Project footprint has been altered to minimise the removal of FFG and EPBC Act-listed ecological communities, the removal of 0.046 ha of one EPBC and FFG Act listed community (Grey Box Grassy Woodland) is required to facilitate an emergency access point.

Assessment for the clearing of vegetation follows the Guidelines for the removal, destruction or lopping of native vegetation (Department of Environment, Land, Water and Planning, 2017). To comply with these guidelines, the Project will implement a comprehensive suite of avoidance, management and mitigation measures, including:

- Unavoidable impacts to native vegetation will be offset to compensate for biodiversity losses arising from native vegetation removal.
- Minimising impacts to native vegetation by limiting impacts to areas of native vegetation with high conservation value, where possible.
- Micro-siting of required creek crossings (for servicing requirements) to reduce impacts to large trees.
- Impact to the ground for the installation of solar arrays will be limited to the width of the poles, being approximately 10 centimetres in diameter.
- Once installed, there will be a minimum of 2 metres separation distance between each solar array, allowing sunlight to reach native grasses and ensuring that this vegetation is not impacted by excessive shading.
- A Biodiversity Management Plan will be prepared, listing the measures required to minimise impacts to flora and fauna during the construction and operation of the Project.
- Best practice sedimentation and pollution control measures will be implemented to prevent offsite impacts to waterways and wetlands.

HYDROLOGY ASSESSMENT

A hydrology assessment was undertaken to assess the potential for flood risk and inundation at the Project site.

Hydraulic modelling, simulated for a 1% annual exceedance probability (AEP) event showed that:

- Based on the flood depth, velocity and hazard results, most of the section of the subject site that is impacted by flooding is classified as H1, the lowest classification on the flood hazard vulnerability curve. The area is generally safe for people, vehicles and buildings. Other flood hazard categories are only found around the river channels.
- The projected climate change results are similar to present-day results for much of the site. Compared to the present-day 1% AEP event, flood levels from the overland paths to the west are projected to increase slightly, with increases of 30 centimetres at the north in Yallagalorrah Creek. Cornella Creek would also experience increases in flood levels; however, the broad floodplain would distribute the increased flow (and thus level) over a wide area. Increases at and adjacent to the site range from 5 centimetres to 15 centimetres.
- Projected flood velocities see minor increases compared to the present-day scenario but generally remain less than 1 m/s across the site. Similarly, increases in flood hazard are limited with the majority of the site classified as H1, however there is a small area where the vulnerability increases towards the north of the site in the climate change scenario.

To minimise impacts to hydrology it is recommended that the Project implement the following mitigation measures:

- Infrastructure will be setback 30 metres from the top of bank for the Cornella and Yallagalorrah Creeks.
- For the smaller waterways, the setback is likely to vary across the site. The layout of the Project, including placement of panels, batteries, switchboard, amenities and maintenance areas is designed to be placed outside of the top of banks of waterways.
- The substation needs to be placed close to the transmission line easement near Cornella Church Road, which requires rerouting of a swale. The rerouting will maintain the drainage function of the swale where possible, maintaining the same typical cross section of the waterway.
- Any proposed access tracks crossing the waterways will be designed to ensure that they maintain the drainage function of the waterways.
- Solar panels will be raised at least 300 millimetres above the 1% AEP flood level (adjusted for climate change) at its lowest level, or 150 millimetres above the natural surface (where flooding is not identified). Sensitive infrastructure, such as batteries or substation, will be at least 300–500 millimetres above the 1% AEP flood level (adjusted for climate change).

AVIATION, GLINT AND GLARE

Glint is a momentary flash of light that is caused by direct reflection of the sun from the surface of an object, while glare is a continuous, excessive source of brightness. Glint is generally more intense than glare.

An Aeronautical Impact Assessment and Glare Analysis was carried out to determine the Project's potential glint and glare impacts to aviation safety, roads, and dwellings, based on the following criteria:

- **No impact:** a solar reflection is not geometrically possible, or it will not be visible from the assessed receptor. No mitigation is required.
- **Low impact:** a solar reflection is geometrically possible, however the intensity and duration of an impact is small and can be mitigated with screening or other measure.
- **Moderate impact:** a solar reflection is geometrically possible and visible, however the intensity and duration of an impact varies according to conditions. Mitigation measures (such as through design, orientation, landscaping, or other screening method) to reduce impacts to an acceptable level will be required.
- **Major Impact:** a solar reflection is geometrically possible and visible under a range of conditions that will produce impacts with significant intensity and duration. Significant mitigation measures are required if the proposed development is to proceed.

There are no aerodromes within 15 kilometres of the Project site. This distance was used because the Project has no tall structures over 40 metres in height, except for new 'cut in' transmission tower(s) which will be consistent and co-located with existing transmission structures on the Project site. The airspace above the site is classified as Class G, where the Australian Civil Aviation Safety Authority (CASA) regulations require aircraft to remain at least 500 feet above the terrain and any obstacle on it. Given this altitude, aircraft flying over or near the Project will not be affected by glint and glare. Any aircraft engaged in authorised low flying below 500 feet would need to conduct dynamic risk assessments and extensive preflight planning to ensure their safety and be aware of the Project. Overall, the Project will have no glint and glare impacts to aerodromes and airspace and will not be a hazard to aircraft safety.

Natural tree line screening exists along most of the length of roads where they border the Project, including Heathcote-Rochester Road, Cornella Church Road, Plain Road, Myola Road and Davey Road. Overall, the Project is not predicted to have any glint and glare impacts on roads.

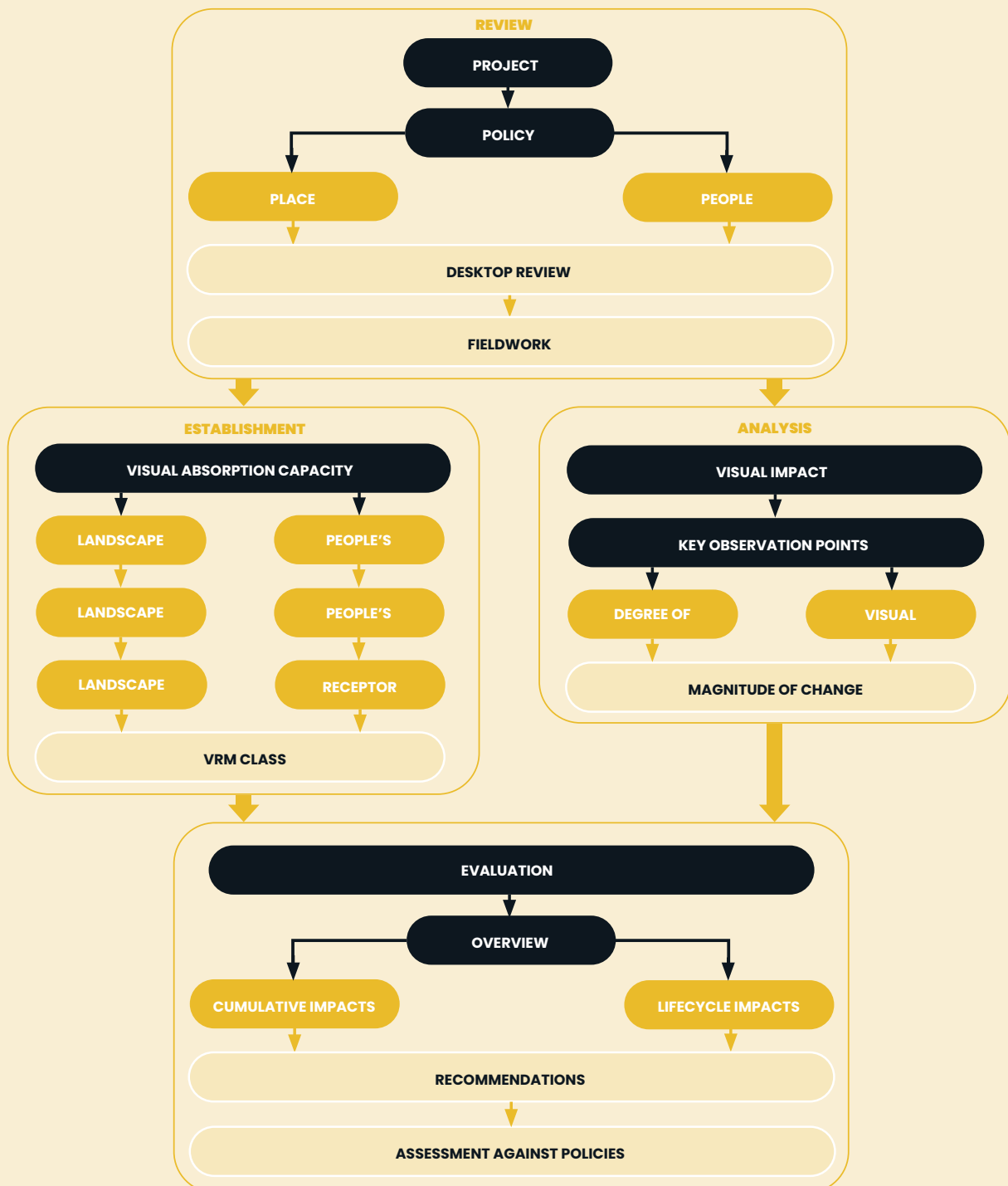
There are 16 buildings surrounding the Project site. The majority of buildings have significant vegetation that will act as a visual barrier from any geometrically possible reflection from the Project. Overall, the Project will have no glint and glare impacts on buildings in the locality.

While the Project will have no adverse glint and glare impacts to aviation safety, roads, and nearby buildings, any apparent glare will be further mitigated by proposed landscape screening of the site.

Overall, the glint and glare assessment shows that the Project is consistent with the Campaspe Planning Scheme clause 13.07-1S 'Land use compatibility' which has the objective to protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.

LANDSCAPE AND VISUAL IMPACT ASSESSMENT (LVIA)

A Landscape and Visual Impact Assessment (LVIA) has been completed to determine if the Project satisfies visual compatibility requirements and should be approved. The methodology used to assess potential visual impacts in the LVIA is outlined below.



The LVIA examines the landscape characteristics of the area and identifies receptor types which may be impacted by the Project, including residential dwellings, commuters, workers and recreational users.

Following an initial assessment, six key observation points (KOPs) were selected. KOPs are viewpoints where there is public sensitivity and which provide representative views of the proposal from various directions. Photomontages were prepared to evaluate the proposal's potential impact to visual amenity in the area.

The analysis of visual impacts was undertaken with a numerical rating system that allows for consistent application to ensure a fair and objective assessment.

The analysis of the LVIA shows that the area can accept a strong magnitude of change, however the proposed magnitude of change (or visual impact) is low and is well within the acceptable level for the area. The Project was also evaluated to be satisfactory from the perspective of visual compatibility.

It is noted that the LVIA includes various mitigation measures that are already incorporated in the Project design. The report recommends additional measures to further minimise landscape and

visual impacts. If a planning permit is granted, it is expected that relevant permit conditions will be included in relation to these recommendations, including conditions around landscaping, material and surface treatments, reclamation, soil and vegetation management.

The LVIA assesses the ability of existing vegetation to screen views on and around the site, identifying areas where additional vegetation would provide effective visual mitigation while avoiding duplicating efforts in areas that are already adequately screened. A preliminary on-site landscaping plan is recommended to achieve optimal outcomes.

Overall, the Project was found to satisfy policy considerations under the Campaspe Planning Scheme, including the Municipal Planning Strategy and Planning Policy Framework, as well as zoning and overlay considerations.

Images below are taken from Key Observation Points (KOPs) as part of the LVIA report, showing projected views with the Project infrastructure in place.

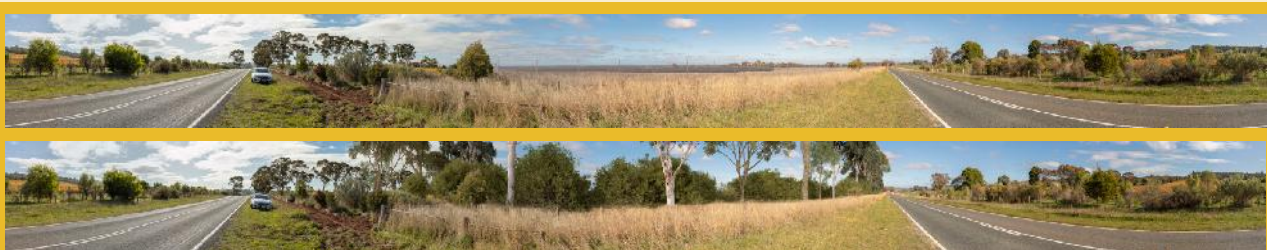
Note that the project design has been amended to reduce the maximum panel height from 8m to 5.5m, as a further measure to minimise visual impact on the community. The images below reflect this updated design.



KOP 2 - 518 Cornella Church Road on road shoulder, showing proposed infrastructure (5.5m panels) with no landscaping measures implemented.



KOP 5 - 2 Cornella Church Road, showing proposed infrastructure (5.5m panels) with no landscaping measures implemented.



KOP 6 - Approx. 2240 Heathcote-Rochester Road, showing proposed infrastructure (5.5m panels) with no landscaping (top) and with landscaping measures implemented (bottom).

NOISE

A Noise Impact Assessment (NIA) was undertaken for the Project. This predicts and assesses noise emissions from relevant Project components including inverters, solar panel tracker motors, BESS and generator. The inverters and BESS are expected to be the main sources of noise emissions.

The Project is required to comply with the Noise limit and assessment protocol (Environment Protection Authority Victoria, 2021). Key points relating to noise, including from the NIA, are summarised below:

- Construction noise mitigation from EPA 1834 section 4.3.3 – 4.3.5 should be followed and the no work should be conducted between 8 pm to 7 am (Monday to Friday); 8 pm to 9am on Saturdays, Sundays and public holidays.
- Noise levels will comply with the required night-time noise criteria of 36 dB(A) under the Noise Protocol for all nearby and non-involved noise sensitive receivers (dwellings).
- Compliance with the night-time noise limit means the Project will also comply with the day-time criteria of 46 dB(A) and evening criteria of 41dB(A) under the Noise Protocol.
- While compliance with night-time noise limit of 36 dB(A) is predicted for all nearby noise sensitive receivers, the predicted noise levels for two of these receivers have a relatively small margin of compliance. Due to the small margins of compliance, it is accepted that, if a permit is granted, conditions will be imposed requiring a further pre-construction predictive noise assessment based on the final Project layout and equipment. This will also require post-construction noise compliance reports at a relevant point in time, e.g. three months following commencement of Project operations. It is also expected that standard conditions for complaints investigation and response would form part of the planning permit conditions, if the Project is approved.
- Inverters will be distributed evenly throughout the Project to mitigate noise impacts, and where appropriate separation cannot be achieved, acoustic enclosures and inverter orientation will be considered.
- Once the Project layout is finalised, a further pre-construction predictive noise assessment will be undertaken, with the results used to identify the need for any additional design features and mitigation measures. All construction activities will be undertaken in accordance with EPA guidelines.

Overall, the Project is consistent EPA's Noise Protocol, which has the objective to assist the management of noise effects on sensitive land uses.

TRAFFIC AND TRANSPORT ASSESSMENT

A Traffic and Transport Assessment (TTA) was prepared for the Project. This provides details of predicted traffic generation during the construction and operational phases and examines the surrounding road network, assessing its suitability for the predicted traffic generation along the proposed vehicle access routes.

Construction

The majority of traffic, particularly heavy vehicle movements, will occur during the construction stage, which is expected to take between 12 to 18 months.

Traffic movements during the peak construction periods are expected to be up to 200 daily vehicle movements, consisting of:

- A daily peak of up to 100 two-way light vehicle movements.
- A daily peak of up to 100 two-way heavy vehicle movements.

It is expected that a maximum of 100 workers will be on-site during all stages of construction activity, accounting for the light vehicle movements. It is noted that buses may be utilised to transport workers to the site instead and if a 25-seater bus was to be utilised, this would generate up to four (4) vehicle movements per day rather than 100.

It is also noted that similar levels of traffic would be expected during upgrading or decommissioning activities.

It is expected that the majority of heavy-vehicle movements will utilise Heathcote-Rochester Road and Cornella Church Road/Myola Road/Davey Road/Plain Road to access the Project Site. The exact heavy vehicle transport routes for all work stages will be finalised as part of the Traffic Management Plan, which will be prepared post-approval.

The majority of light vehicles for construction staff would access the site via the Heathcote-Rochester Road and Cornella Church Road.

Operation

During the operational phase, it is expected that a total of five (5) workers will be on site at any given time. There would therefore be a daily peak of up to 10 two-way vehicle movements, with no heavy vehicle movements to occur during this phase of the Project. As such, traffic during operations will be minimal.

Existing Road Network Capacity

As detailed above, apart from the initial construction phase, the proposal is anticipated to have a negligible impact upon traffic on the local road network. The TTA determined that traffic generated by the Project can be comfortably accommodated by the existing road network without any material impacts on road infrastructure or operational safety and efficiency, however road pavements may require upgrade or maintenance works.

The TTA outlines design considerations for site access, turning lanes, and sight distances, but does not raise any concerns with these matters, including that available sight distances from all site access points exceed the minimum requirement.

The Project will provide ample space for on-site parking through the construction and operation of the facility. Detailed designs have not yet been drafted for car parking, however it is expected that staff vehicles will be accommodated in an area located adjacent to the site office during operation of the facility.

A detailed Traffic Management Plan (TMP) will be developed prior to commencement of construction, outlining any mitigation measures and works required, based on final design considerations.

BUSHFIRE

The Project has been designed with consideration to the Country Fire Authority's Design Guidelines and Model Requirements.

Measures to be implemented to minimise the risk of ignition and spread of fire from the site include a fire break around the entire perimeter of the site, multiple site access points and several water storage tanks distributed throughout the site. As the detailed design progresses, all-weather access tracks will be provided for the Project site, while the layout will achieve some separation between the solar panel banks. During operation, fuel loads will also be maintained at appropriate levels, through maintenance of grass below the panels.

All cables and materials to be used as part of Project construction will be fire and heat resistant, and monitoring and alarm systems built at the site will also alert if any high heat is detected in any components of the solar arrays and BESS.

Overall, the Project is unlikely to lead to an increase in bushfire risk to adjacent land. Rather, it will reduce and manage risks at the site to an acceptable level through the implementation of a range of design and management features.

It is observed that the CFA Guidelines explicitly seek that renewable energy facility operators develop a Risk Management Plan, Fire Management Plan, and Emergency Management Plan before development starts. If a planning permit is granted, it is expected and accepted that these plans will be required to be submitted for approval via relevant permit conditions.



HERITAGE

A Cultural Heritage Management Plan (CHMP) is required for the Project in accordance with the requirements of the *Aboriginal Heritage Act 2006*. This is currently underway, having commenced in early 2022.

Surveys for standard and complex assessments have been completed. Any artefacts found on site are currently being registered with the Victorian Aboriginal Heritage Register (VAHR). The preparation of the draft CHMP is in the final stages and once completed, the draft will be reviewed for approval by the Registered Aboriginal Parties (Taungurung Land and Waters Council).

It is expected that the CHMP will be finalised in December 2024.

STAKEHOLDER ENGAGEMENT

Venn Energy has been actively engaging with the community and key stakeholders to ensure benefits are maximised for everyone involved, while minimising potential environmental and social impacts. The Project team are dedicated to meaningful and transparent engagement with both stakeholders and the local community, seeking feedback to refine the Project design and shape mitigation measures.

A broad range of stakeholders have been engaged and will continue to be consulted as the Project progresses, including State & Commonwealth Government agencies, local Council, First Nations parties, associated and neighbouring landowners, and the broader community.

Engagement with these stakeholders has been conducted via multiple channels including face-to-face and virtual meetings, phone and email interactions, the Project website, newsletters and site visits.

Community engagement has been undertaken with the purpose to inform the community about the Project, and gain feedback from neighbours to understand any concerns which will inform mitigation measures, where possible. Community engagement has also included consultation with the wider Colbinabbin community regarding the potential socio-economic benefits of the Project through the proposed Community Benefit Fund (CBF). Venn is also committed to consulting and engaging with First Nations communities to develop and implement benefit sharing measures for these communities in an impactful and meaningful way.

Feedback obtained through the engagement with key stakeholders has provided the opportunity to identify issues of concern or interest, and for Venn Energy to either respond to these issues or consider them in the Project design. Some of the concerns raised and the actions implemented are provided below:

Agricultural land use:

Solar arrays are designed to allow continuation of grazing beneath the panels alongside Project operations, minimising loss of grazing and maintaining vegetation.

Visual impacts:

Revised concept design to reduce maximum panel height by over 30% from 8m to 5.5m. Vegetation screening will also be adopted to avoid visual impacts on sensitive dwellings.

Heat island effect:

A 30-metre set back from agricultural land is proposed as part of the Project design, in accordance with the *Solar Energy Facilities Design and Development Guideline (DELWP 2022)*.

Noise:

Implementation of a noise buffer zone in the preliminary Project design map. Additional noise assessments will be carried out pre-construction to prescribe detailed mitigation measures where required.

Rehabilitation:

Progressive rehabilitation will be carried out over the life of the Project.

Impact to insurance premiums:

Advice has been sought from top tier firms in the insurance industry and it has been determined that there is no requirement for neighbouring landowners to increase the cover amount of their public liability insurance due to the construction of a renewable energy development on a neighbouring property.

PROJECT BENEFITS

The Project represents a crucial step in replacing traditional energy sources with renewable alternatives and meeting the clean energy targets set by both the Commonwealth Government and Victoria Government. This transition is essential to reduce carbon emissions and the impacts of climate change on future generations.

Key Project benefits will include:

- Reducing the cost of electricity for consumers in comparison to traditional fossil fuel-based energy sources.
- Employment opportunities for up to 250 employees and contractors during the construction phase, five permanent positions for the ongoing maintenance of the site, with further contractor opportunities available.
- Opportunity for procurement of goods and services from local businesses – such as accommodation, meals, machinery contractors, construction trades, surveyors, cleaning services, security services, training service providers, building supplies, and waste contractors. Strong preference will be given to local and First Nations suppliers.
- Neighbour agreements offered to landowners with a dwelling adjoining the Project, and a Neighbour Benefit Sharing Program will be offered to residents within 1 kilometre of the Project Boundary.
- The establishment of a Community Benefit Fund (CBF), which will see the provision of \$200,000 per year to the Colbinabbin community and surrounds throughout the Project life, delivering positive social, economic and environmental outcomes.
- The project is committed to providing long-term benefits to First Nations communities through a First Nations Benefit Sharing Program and ensuring First Nations participation in the Project workforce.
- Continued agricultural activity on the land, with sheep grazing to occur throughout the site during the Project life.
- Significant reduction of greenhouse gas emissions by 733,333 tonnes of CO₂ annually.

COMMUNITY BENEFIT FUND

The Cooba Solar Project has committed to an annual Community Benefit Fund (CBF) of \$200,000 per year. This equates to \$6 million over the 30-year operational life of the project.

The CBF will directly fund local community projects through community grants, long-term community investments, or scholarships for local residents. The structure and governance of the CBF will be developed through cooperation and consultation with the local community.

The allocation of the fund will be informed by a Community Reference Group (CRG), which will be primarily made up of local community members. It is intended that the CRG will have direct input into the allocation of funds across priority initiatives, programs, and projects that demonstrate broad community benefits for the Colbinabbin and surrounding community.

The establishment of the CBF will guarantee long-term financial support for the wider Colbinabbin region. The CBF is designed to evolve with the community's needs over time, and is intended to create a positive legacy to benefit the broader community. Examples of projects which could be funded through the CBF are outlined to the right:

PROJECT EXAMPLES

ENVIRONMENTAL

- Solar panels and battery projects
- Climate change education
- Tree planting projects
- Community gardens

YOUTH

- Education programs
- Traineeships and mentorship pathways
- Partnerships with organisations such as Scouts or similar

INFRASTRUCTURE

- New or upgraded community facilities e.g. Aged care, emergency services, schools
- Community transportation programs
- Playgrounds, parks and gardens

SOCIAL

- Community led events
- Community notice boards
- Health and wellbeing programs
- Mental health programs

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