



Environmental Impact Statement

SUMMARY REPORT





ACKNOWLEDGEMENT

We acknowledge the people of the Gunaikurnai nation as the Traditional Custodians of the country where Star of the South is proposed, and pay respect to their Elders past and present whose knowledge and wisdom has ensured the continuation of culture and traditional practices.

We are committed to working in partnership with First Nations people.

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Star of the South has also prepared a Victorian EES which assesses works in Victoria associated with the project's underground transmission cables.

Refer to the EES Summary Report





1. INTRODUCTION

Harnessing strong offshore winds to power Gippsland, Victoria and Australia

1.1 About the Star of the South project

Star of the South is Australia's most advanced offshore wind project.

Located off the coast of Gippsland, it will harness strong and consistent Bass Strait winds to deliver significant amounts of clean, reliable power to the grid from 2032.

With a capacity of up to 2.2 GW, the project can meet approximately 20% of Victoria's current electricity demand, enough to power more than 1.2 million homes annually.

It will help replace power supplied by Australia's ageing coal fleet, meet Commonwealth and Victorian emissions reduction targets, and create a more reliable and resilient energy system.

1.2 Project development

The project has been developed and refined over several years in consultation with Traditional Owners, government, local communities and other stakeholders.

The development process has involved identifying and evaluating a range of design options and alternatives, considering environmental, technical, stakeholder and commercial factors.

Scientific data, expert advice and feedback have shaped key aspects of the project, from site selection to the siting of infrastructure and approaches to avoiding and minimising potential impacts.

1.3 Project approvals

A range of Commonwealth and Victorian government approvals are required.

The project has undergone a comprehensive environmental assessment to help inform approval decisions.

This assessment is documented in an Environmental Impact Statement (EIS), which responds to Commonwealth requirements and applies to the entire project.

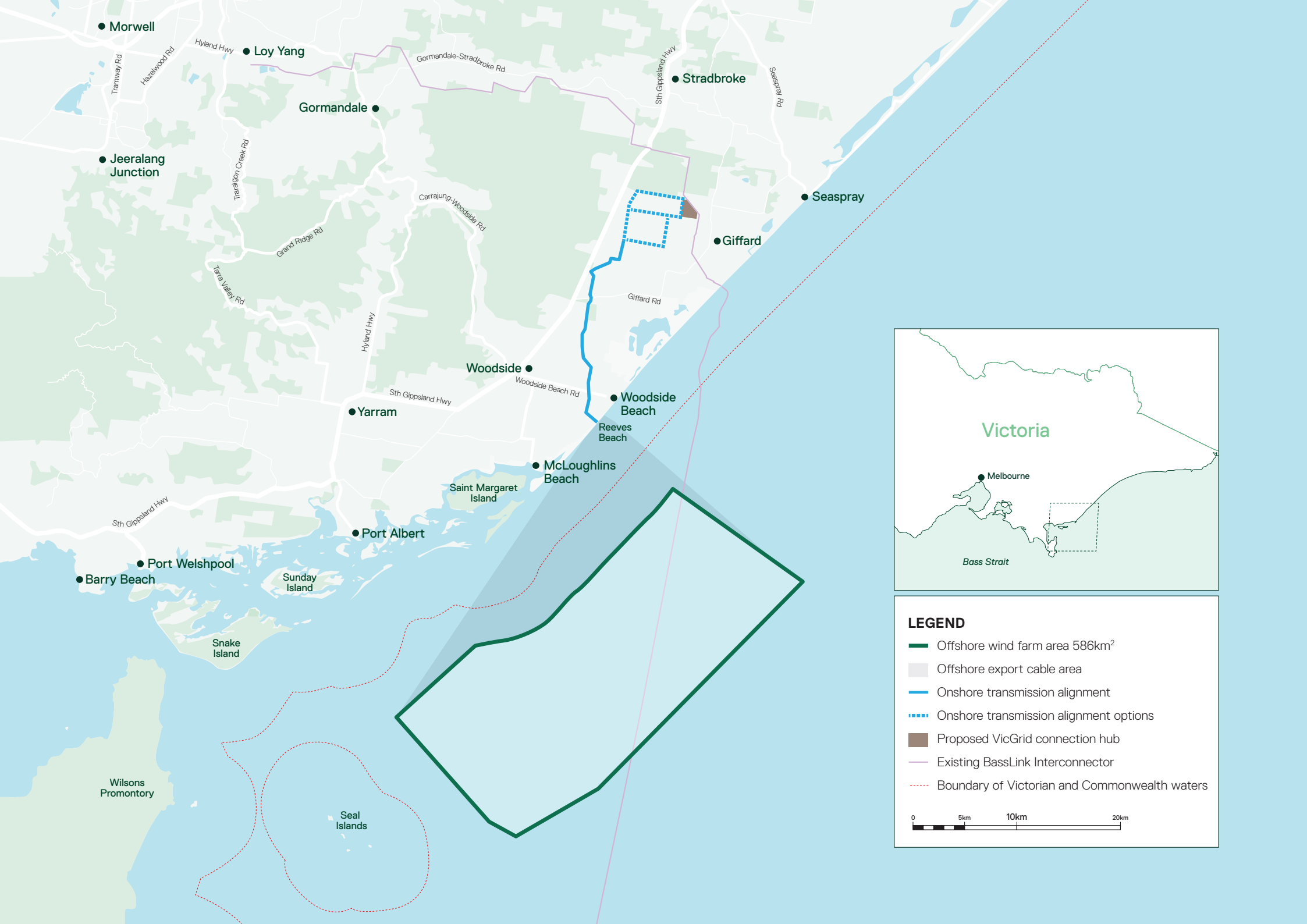
An assessment of works in Victoria for the project's underground transmission cables is documented in an Environment Effects Statement (EES) which responds to Victorian requirements.

This EIS Summary Report provides an overview of the entire project and findings from its Commonwealth EIS.

It includes information about how the project has been developed and what is involved in its construction, operation and decommissioning.

It also provides an overview of environmental impact assessment findings, including the existing environment, potential impacts identified, and how any adverse impacts will be addressed.

A separate **EES Summary Report** provides an overview of the Victorian EES. The EES is focused on works in Victoria associated with the project's underground transmission cables.



● Morwell

● Loy Yang

● Gormandale

● Stradbroke

● Jeeralang Junction

● Seaspray

● Giffard

● Woodside

● Woodside Beach

● Yarram

● McLoughlins Beach

● Port Albert

● Barry Beach

● Port Welshpool

Wilson's Promontory

Seal Islands

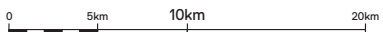
Victoria

Melbourne

Bass Strait

LEGEND

- Offshore wind farm area 586km²
- Offshore export cable area
- Onshore transmission alignment
- Onshore transmission alignment options
- Proposed VicGrid connection hub
- Existing BassLink Interconnector
- Boundary of Victorian and Commonwealth waters



2. WHY THE PROJECT IS NEEDED

Supporting a clean, reliable and resilient energy system for Australia's future prosperity

2.1 A clean energy future

Australia's electricity system is changing. Renewable energy is central to future supply and demand is rising as homes and businesses electrify.

Both the Commonwealth and Victorian governments have legislated targets to reduce emissions and increase renewable energy capacity, as shown in the table below.

Advanced in its development and backed by firm investment, the project is uniquely positioned to support these critical targets and timeframes.

Emissions targets

Target	
Commonwealth	
Net zero emissions	By 2050
Emissions reduction	62-70% below 2005 levels by 2035
Renewable electricity	82% by 2030
Victoria	
Net zero emissions	By 2045
Renewable electricity	65% by 2030, 95% by 2035
Offshore wind capacity	2 GW by 2032, 4 GW by 2035, 9 GW by 2040

2.2 The need to act now

Coal-fired power stations are retiring faster than initially expected, with 90% of capacity expected to close by 2035 and all by 2051.

This creates an urgent need for new energy sources to offset this loss. New capacity must be developed before coal-fired power stations close to avoid supply shortfalls and impacts to price and reliability.

The project will deliver large-scale and reliable generation to support a stable energy transition.

2.3 The role of offshore wind

Offshore wind farms harness strong and consistent ocean winds to generate electricity. Just one spin of a turbine's blades can power a home for 48 hours.

This mature energy technology has been in use since 1991, with more than 13,000 turbines now generating power in 20 countries worldwide.

In Australia, offshore wind will be critical to meet energy needs and climate targets. The Australian Energy Market Operator forecasts that offshore wind will contribute:

- 5% of generation by 2035
- 10% of generation by 2040.

It will complement solar and onshore wind energy by supplying power at different times and when those sources are less available.

Harnessing a world-class resource

Australia has extensive untapped offshore wind resources. Bass Strait winds are particularly strong and consistent, and match daily and seasonal peak demand for electricity. In recognition of this potential:

- The Commonwealth Government established a regulatory framework for the industry and declared an area off the coast of Gippsland as suitable for offshore wind development
- The Victorian Government legislated offshore wind targets and is developing supporting port and transmission infrastructure.

More energy, less impact

Offshore turbines are taller and more powerful than those on land. They catch stronger winds and produce more power, far from homes.

Gippsland is home to the largest available grid capacity in Victoria. Leveraging this existing infrastructure reduces the amount of new transmission needed, avoiding impacts and costs.

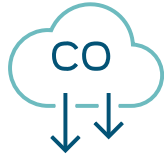
2.4 Alternatives considered

Different ways to meet Victoria's energy needs are considered in the EIS. Offshore wind provides a range of advantages, including:

- Delivers reliable, large-scale energy at the right time and place
- Furthers emissions reduction targets
- Creates long-term economic and social benefits.



Boosting capacity
by up to
2.2 GW



Saving **7 million**
tonnes of CO₂ emissions per year



Enough electricity to power
1.2 million
homes



Creating up to **6,000**
direct Australian jobs over the project's life



Adding **\$8 billion**
to the Australian economy

Key benefits

2.5 Regional jobs and investment

The project will contribute around \$8 billion to the Australian economy and create up to 6,000 Australian jobs over its lifetime, mostly in Victoria.

Gippsland has powered Victoria for generations. As its coal-fired power stations retire, offshore wind is an opportunity to continue the region's energy industry and jobs.

The project will create opportunities for Gippsland's economy, workforce and supply chain. Benefits for Gippsland include:

- \$3 billion direct investment in the region
- 800 direct local jobs across the project's life, including up to 200 long-term roles, and substantial indirect job opportunities

- Opportunities for local businesses to participate in the supply chain
- Investment in regional skills, training and community partnerships
- Support for workers transitioning from coal, oil and gas industries.

Detailed information on why the project is needed is available in:

EIS Chapter 2 – Project rationale



3. ABOUT THE PROJECT

Australia's most advanced offshore wind project

3.1 Overview

The project includes an offshore wind farm and a transmission system connecting to the grid.

Harnessing strong Bass Strait winds off the Gippsland coast, the project will generate enough electricity to power 1.2 million homes for approximately 30 years.

If approved, construction is targeted to start later this decade, to deliver on the Victorian Government's 2032 offshore wind target.

3.2 Location

The offshore wind farm is located within a 586 km² licence area, between 10 to 40 km off the Gippsland coast in Commonwealth waters.

Underground cables connecting the wind farm to the grid will cross Commonwealth and Victorian waters, cross under Reeves Beach and follow a defined route to the proposed VicGrid connection hub in Giffard.

Refer to the map on page 5.

3.3 Project objectives

The overall aim is to deliver an environmentally, economically and technologically viable project that provides clean and reliable electricity for Australians.

The project objectives guide decisions and a consistent approach to design and assessment:

1. Deliver a significant, secure and reliable source of large-scale renewable electricity to meet Victoria's legislated offshore wind target of 2 GW by 2032 and progress towards Australia's legislated net-zero emissions by 2050 target.
2. Adapt proven offshore wind technologies to local conditions while avoiding and minimising significant risks of harm to the environment, so far as reasonably practicable.
3. Develop and deliver the project in consultation with Traditional Owners and local communities.

3.4 Timeline

Typically, it takes 6 to 10 years to develop an offshore wind project. If the project is approved in the next few years, construction could start towards the end of the decade, with electricity generation from 2032.

The operational life of the project is approximately 30 years.

At the end of the project's operational life infrastructure will be decommissioned and removed.



Feasibility and development
6-10 years



Construction
4-7 years



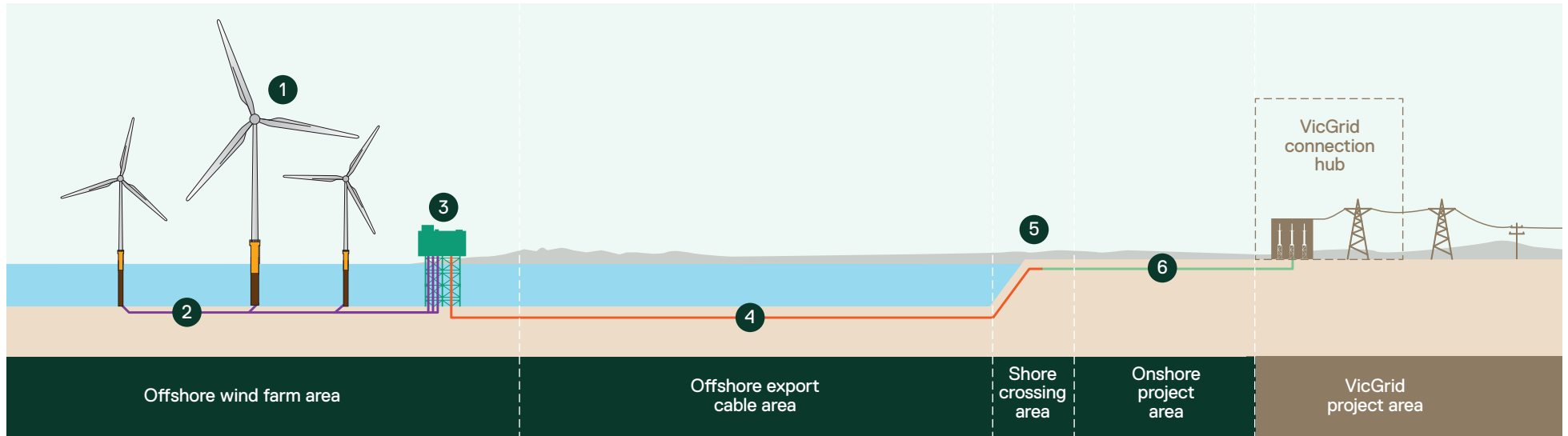
Operation and maintenance
30 years



Decommissioning
2-3 years



Typical offshore wind project timeline



Key project components

3.5 Components

- 1 Offshore wind turbines**
 Up to 147 turbines will be installed in the offshore wind farm area. Turbines consist of 3 blades, a nacelle and a tower installed on a monopile foundation. The maximum turbine height (from the water to the blade tip) is 350 m.
- 2 Inter-array and interlink cables**
 Inter-array cables connect each turbine to a substation. They transmit electricity at a lower voltage (66 kV) and are buried in the seabed at a target depth of between 0.6 and 2 m.

 Interlink cables connect the offshore substations to each other, providing backup power for the turbines and transmission redundancy in the event of an electrical failure.
- 3 Offshore substations**
 Up to 5 offshore substations will collect and transform electricity to a higher voltage so it can be exported to shore. Substations consist of a topside installed on a monopile or jacket foundation.
- 4 Offshore export cable**
 Up to 8 offshore export cables will transmit electricity from the offshore substations to the onshore transmission system. They transmit electricity at a higher voltage (up to 275 kV) and are buried in the seabed at a target depth of between one and 2 m.
- 5 Shore crossing**
 Up to 8 trenchless shore crossings, running below the beach and dunes, will connect offshore export cables to the onshore cables.
- 6 Onshore underground cable**
 Onshore cables will be installed underground within a 40-m-wide easement. A maximum of 8 circuits will be buried 1 m deep in up to 4 trenches.

 The cable route is approximately 30 km long and connects to the grid at the proposed VicGrid connection hub in Giffard. The connection hub is the responsibility of VicGrid and is subject to separate planning and approval processes.



3.6 Construction

Construction may take up to 7 years if the project is built to its maximum capacity.

Construction takes place in stages, starting onshore then moving onto offshore construction.

Offshore construction

Offshore construction is expected to take up to 4 years and 11 months and will involve:

1. Site preparation activities – including survey and clearing the seabed of obstacles or hazards.
2. Offshore export cable installation – starting from the shore crossing, cable laying vessels are used to install cables in the seabed using methods such as ploughing, jet trenching or mechanical trenching.
3. Foundation installation – foundations for the turbines and substations are piled or drilled into the seabed using equipment on large vessels.
4. Offshore substation installation – the substation topsides are pre-assembled at a port, transported to site and installed using a large installation vessel.
5. Inter-array and interlink cable installation – cable laying vessels travel from one position to the next laying cable, using methods similar to those used for export cable installation.
6. Offshore wind turbine installation – turbine components are pre-assembled at port, transported to site and installed using a specialised installation vessel. The tower is installed first, followed by the nacelle, hub and blades.

Left: Example offshore wind turbine installation



Example shore crossing work site

Shore crossing construction

Shore crossing construction is expected to take up to 2 years and 3 months.

A trenchless construction method will be used to install the shore crossings. This will avoid open-cut trenching in the sensitive nearshore and coastal environment. It involves drilling bores and installing ducts underground through which the cables are then pulled and housed.

A temporary construction compound on private land north of Reeves Beach will host the drilling and cable jointing activities and provide storage and worker facilities. Vessels offshore assist with cable pulling.

All construction areas will be rehabilitated as soon as possible after works are finished, leaving no permanent visible above ground infrastructure except ground-level pit lids and signage.

Onshore construction

Construction of the onshore transmission system is expected to take up to 2 years and 2 months, and will involve:

1. Site establishment – including setting up work sites, temporary facilities and installing environmental controls.
2. Cable system construction – sections of cable are installed in trenches, jointed and the trenches backfilled. In select sensitive locations, trenchless methods may be used.
3. Demobilisation and rehabilitation – all construction areas will be rehabilitated as soon as possible after works are finished, leaving no permanent visible above ground infrastructure except ground-level pit lids and signage.



Example cable system installation



Gippsland ports Barry Beach Marine Terminal (left) and Port Anthony (right)

3.7 Operation

The project is expected to operate for 30 years. During this time, project infrastructure will be monitored and operated remotely from local facilities.

Offshore, maintenance crews will travel via boat from a Gippsland-based port to site on a regular basis to conduct inspections and carry out repairs as needed. Vessels, drones and remotely operated underwater vehicles may be used for routine inspections, while larger vessels may be needed for any major repairs or component replacements.

Onshore, the underground transmission system and easement will be inspected once or twice a year and maintained as needed.

3.8 Decommissioning

At the end of the project's life, it will be decommissioned.

Decommissioning plans will be prepared in advance, in accordance with approval conditions, regulatory and other requirements current at the time. These plans will describe the proposed activities, methods, potential impacts and management measures.

3.9 Ports

Ports serve as a hub for construction and operation activities.

Multiple port options are being considered to support the project's construction. An operations base will be established at a Gippsland port. Port selection will depend on a range of design, environmental, commercial and supply chain factors, which are subject to ongoing investigation.

Any port development or upgrade is the responsibility of the port operator and is subject to separate planning and approval processes.

Detailed information about the project is available in:

EIS Chapter 4 – Project description



4. PROJECT DEVELOPMENT

Designing a feasible, effective, and responsible project that avoids and minimises impacts

4.1 The project's evolution

Offshore wind project development involves advancing project designs from a conceptual stage to detailed design over several years.

Since 2017, the project's design has undergone progressive review and refinement considering:

- Project objectives
- Site and environmental data
- Environmental assessment findings
- Feedback from stakeholders and communities
- Engineering and technical constraints
- Policy and regulations.

The project's environmental assessment considers a range of options rather than a single, fixed proposal. This ensures the impacts of all options are considered, while maintaining flexibility for ongoing refinement and innovation.

4.2 Offshore wind farm development

Site selection

Potential sites around Australia were considered, with early investigations finding that the project area offers some of the strongest fundamentals for offshore wind development in Australia.

A range of factors were considered during initial site selection, including several to help avoid and minimise potential impacts from the outset, including:

- High-quality offshore wind resource
- Shallow water depths and geotechnical conditions suitable for fixed foundations
- Proximity to strong grid connection points with adequate transmission capacity
- Avoidance of sensitive ecological features, such as marine national parks, Ramsar wetlands, marine mammal breeding grounds and critically endangered migratory bird paths
- Coexistence with other users and avoidance of shipping lanes, oil and gas fields, highly productive fishing grounds and popular recreational areas
- Access to a skilled energy workforce
- Access to ports with suitable facilities
- Visual impacts, such as avoiding major population centres and selecting a site where low-lying islands shield some views.

The project area was moved from 7 to 10 km from shore and its location confirmed through the Commonwealth offshore wind licencing process.

Wind farm layout

Star of the South has developed a set of principles to guide development of a wind farm layout. They consider technical, environmental, socio-economic, commercial and regulatory factors. The final layout will be determined in consultation with key stakeholders during the detailed design phase.

Turbines

The maximum number of turbines has been reduced from 400 to 147, based on technological advancements since the project's inception.

The 'air gap' (distance between the water level and the bottom blade tip) has increased from 25 m to 35 m after modelling found that this will significantly reduce collision risks for birds.

Foundation type

Several turbine foundation options were assessed through a comprehensive multi-criteria analysis. Monopile foundations were found to offer the best solution for the project, based on a range of factors including technical suitability, cost, logistics, and constructability.

Both jacket and monopile foundations are being considered for offshore substations.



Offshore wind farm in Germany

4.3 Offshore transmission development

Offshore substations

The maximum number of substations has increased from 4 to 5 to accommodate the potential use of smaller substations.

Offshore export cables

The maximum number of export cables has been reduced from 13 to 8 by ruling out an option to run cables directly from turbines to shore.

The initial offshore export cable area was narrowed down following selection of a shore crossing location. Assessment of the remaining area ensures that the impacts of all possible cable route options are considered.

The option of bundling cables together was explored to minimise the number of cable corridors. This option was ruled out due to technical and maintenance constraints.

4.4 Shore crossing development

Location

Two potential shore crossing locations were identified and assessed – Reeves Beach and McGaurans Beach. A multi-criteria analysis identified Reeves Beach as the preferred crossing site as it:

- Reduces the offshore export cable length and footprint
- Avoids complex design and construction challenges associated with existing infrastructure at McGaurans Beach
- Avoids a high-profile reef, registered Aboriginal cultural heritage sites, and Jack Smith Lake.

Construction method

A trenchless construction method was chosen over open trenching to avoid disturbance to the beach and dune system.

4.5 Onshore transmission development

Onshore cables

Underground cables were selected and overhead lines ruled out early in the project's development, based on regional precedents and landholder feedback.

The onshore cable alignment has undergone considerable study and evaluation to determine an appropriate, functional and commercially viable solution which avoids and minimises environmental, social, land use and Aboriginal cultural heritage impacts.

Site surveys and consultation on 3 alignment options informed a multi-criteria analysis and selection of a preferred alignment in 2021. This alignment has since been refined with advice from landholders, Traditional Owners and VicGrid.

Options remain open for connecting the project's onshore cables to the proposed VicGrid connection hub, pending confirmation of its final location.

Grid connection

Offshore wind projects must connect to the grid at the proposed VicGrid connection hub at Giffard.

The hub will include provisions for cable approach areas, substations and associated infrastructure, and is subject to a separate assessment and approvals process, led by VicGrid.

Detailed information on how the project was developed is available in:



EIS Chapter 3 – Project development

5. COMMUNICATION AND ENGAGEMENT

Consultation has played an important role in shaping the project and its assessment

5.1 Overview

As a major infrastructure project and the first of its kind in Australia, the project has attracted interest from a broad range of stakeholders, recording more than 16,000 interactions.

Community engagement has revealed a strong appetite for new, large-scale energy projects to continue Gippsland’s history of powering Victoria, provide continuity of energy jobs and economic opportunities in the region, and transition to clean energy sources.

There is also interest in how offshore wind farms are constructed and operated to avoid and minimise impacts to the local environment, heritage values, communities, and other uses of the ocean and land.

5.2 Engagement approach

Consultation helps identify potential issues, solutions and opportunities during the assessment process.

Star of the South published a Consultation Plan in 2021 which set out its commitment and approach to communication and engagement during preparation of the assessment.

Phases

Engagement was carried out in phases linked to project development and assessment milestones and will continue through construction and operation of the project.

This approach involves people at each stage of the project development process and ensures that the right feedback is obtained at the right times to inform project decisions and assessment.

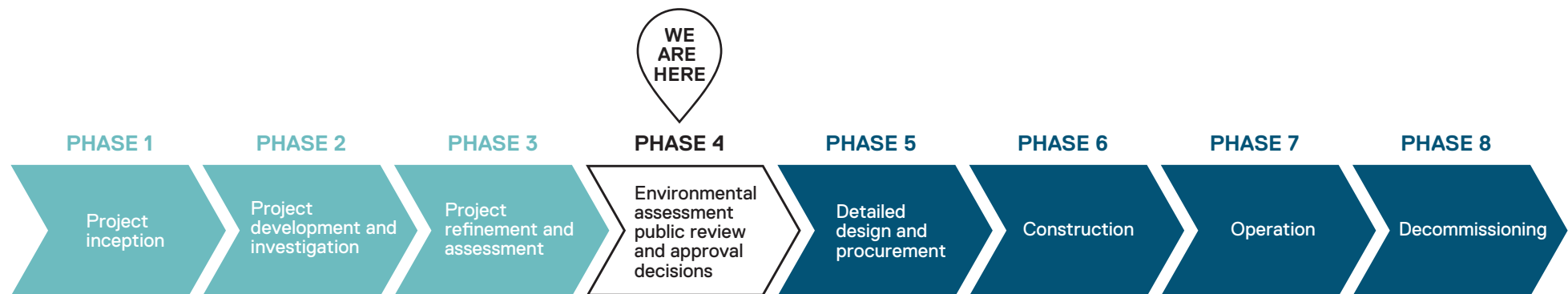
Targeted engagement at each phase has helped identify and understand issues for consideration in the assessment, as well as ideas for avoiding and reducing potential impacts.

Principles

Star of the South believes that involving people early and meaningfully leads to better project, community and environmental outcomes.

All engagement is underpinned by the following principles:

- Open and transparent – we listen with an open mind and are upfront about considerations, impacts and opportunities.
- Responsive – we respond promptly to feedback, no matter how big or small.
- Flexible and inclusive – we’re flexible about how things are done, so that feedback can shape the project.
- Act with integrity – we are respectful and honest in all interactions.
- Accountable – we take ownership of issues and provide access to decision makers.

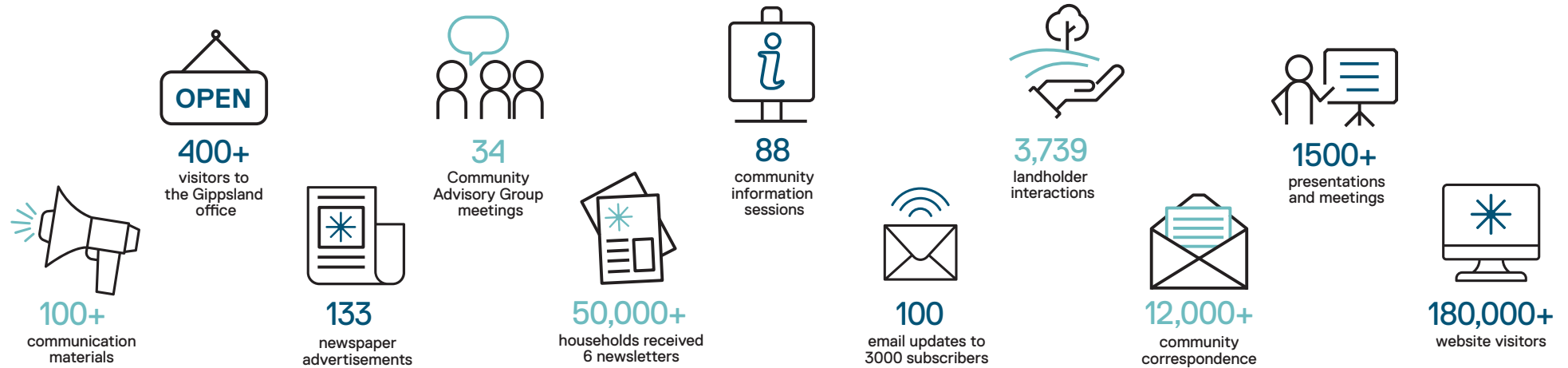


Consultation phases

Methods

A wide range of engagement and communication methods are used to build awareness and understanding of the project, to encourage participation in consultation and elicit informed feedback, including:

- Print and digital communication tools
- Community Advisory Group
- Technical Reference Group
- Briefings, meetings and workshops
- Presentations
- Information sessions and webinars
- Pop up stalls
- Website and online engagement tools
- Gippsland office staffed by locals
- Community research
- Youth and schools' engagement.



Engagement overview (to August 2025)



Smoking ceremony

5.3 First Nations

The project is located on Gunaikurnai Country.

As the Traditional Custodians of Country where the project is proposed, Star of the South has worked with Gunaikurnai Land and Waters Aboriginal Corporation (GLaWAC) since 2017, including on site investigations, cultural education for project personnel, future workforce and procurement planning and agreement-making.

Star of the South entered into an Engagement Agreement with GLaWAC in March 2025 which will support ongoing engagement, agreement-making and benefit sharing.

The project may also be of interest to other First Nations people outside the immediate project area. Star of the South is committed to open and meaningful engagement with individuals and First Nations representative bodies across Australia.

Left: Boat ramp surveys



Schools' engagement

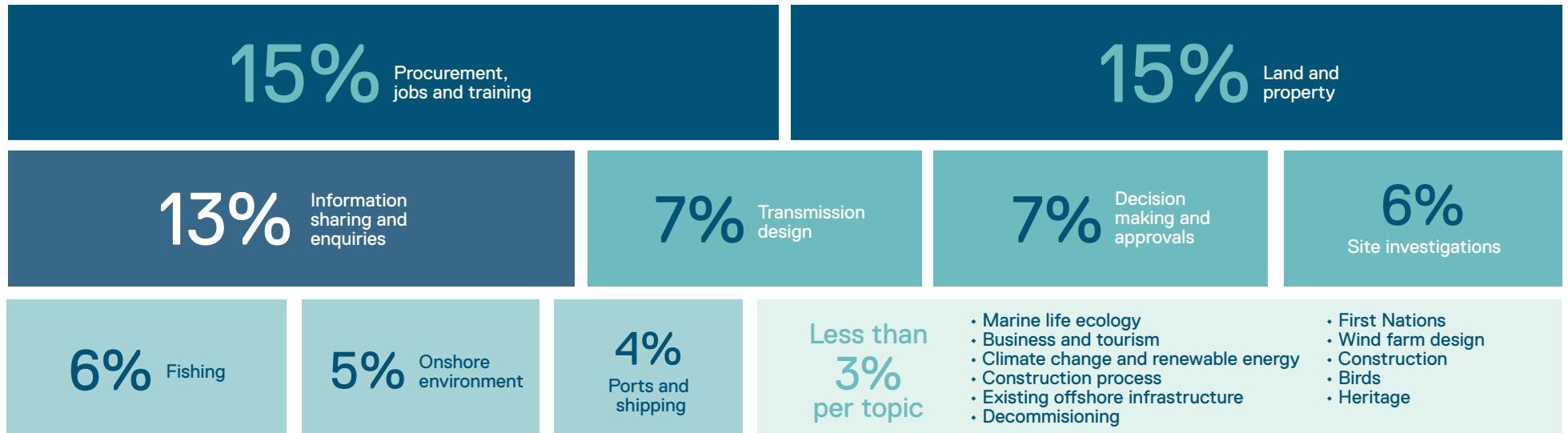
5.4 Key stakeholders

Stakeholder groups engaged in project development and assessment include:

- Government
- Landholders
- Commercial fishing industry
- Recreational fishers, boaters and divers
- Local communities and groups
- Environment and climate groups
- Other infrastructure and licence holders
- Peak bodies and associations
- Ports and shipping
- Education and training providers
- Energy industry stakeholders.

Star of the South appoints dedicated resources to provide a consistent point of contact and ensure appropriate engagement with key stakeholder cohorts, including a:

- Local community engagement team
- Local landholder engagement team
- Fishing Liaison Officer
- Indigenous Engagement Advisor.



Key topics of interest

5.5 Key topics of interest

Interest in job, procurement and training opportunities is the topic most frequently raised by Gippsland communities and stakeholders.

Extensive landholder engagement has also resulted in a range of discussions about land and property matters as the project investigated, consulted on and assessed its onshore transmission corridor.

There is also significant interest in general project information, particularly the timing of the project and its readiness to replace retiring coal-fired power generation, as well as funding and the project scope.

5.6 How feedback has shaped the project

Community and stakeholder feedback has helped shape the project’s development to date and has informed various aspects of the assessment, including:

- Selection of design options
- The design and delivery of site investigations and environmental surveys
- Understanding community values and concerns for assessment and mitigation
- Developing opportunities for local jobs and businesses
- Consultation planning and methods.


5.7 Ongoing engagement

Star of the South is committed to ongoing and comprehensive engagement with communities and stakeholders across all remaining phases of the project.

A Stakeholder Engagement Plan will be developed to guide continued communication and engagement, in line with best practices and government requirements.

Detailed information on communication and engagement is available in:

EIS Chapter 7 – Community engagement



6. PLANNING AND APPROVALS

A robust planning approach addressing environmental requirements

6.1 Requirement for an EIS

Star of the South referred the project under the EPBC Act in 2020. The project was determined to be a 'controlled action' as it may affect matters of national environmental significance:

- Threatened species and communities
- Migratory species
- Ramsar wetlands
- The environment in the Commonwealth marine area.

The EIS investigates and assesses the project's potential impacts on these matters and will enable the Australian Minister for the Environment to make a decision about whether to approve the project.

EIS assessment guidelines

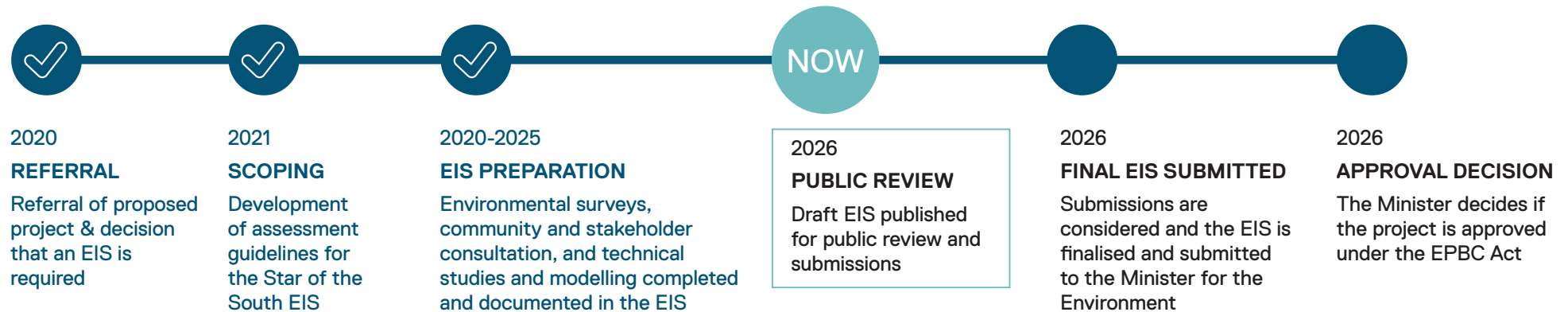
The EIS has been prepared in accordance with assessment guidelines issued by the Department of Climate Change, Energy, the Environment and Water (DCCEEW) in 2021 following public consultation. The guidelines:

- Set out requirements for assessing and reporting on potential impacts under the EPBC Act
- Outline the matters that must be addressed in the EIS
- Set expectations for the structure and content of the EIS
- Require the EIS to explain how alternatives were considered, how the community and stakeholders were consulted, and how feedback was considered.



Corner Inlet Ramsar site

Key steps



6.2 About the assessment process

The EIS brings together scientific research, consultation and technical studies to understand how the project could affect the environment, people and other important values.

Environmental impact assessments prepared by subject matter experts are documented in 26 technical reports and comprehensively summarised in EIS chapters. Each chapter:

- Describes the existing environment, as identified through field work, desktop studies and consultation
- Explains potential impacts that could result from the project's construction, operation and decommissioning, using defined methods to rate their consequence, magnitude and likelihood
- Identifies mitigation measures to address any unavoidable impacts or risks
- Documents the residual impact expected after mitigations have been applied.

The assessment process was iterative to reflect evolution of the project's design and new information which became available.

The EIS includes an Environmental Management Framework which outlines how environmental performance will be managed, monitored and reported if the project is approved.

6.3 Cumulative impacts

Cumulative impacts arise when the effects of a single project are considered alongside other projects or activities which may be undertaken in the same area or timeframe.

The potential for cumulative impacts from other proposed projects are considered in the EIS to identify where any combined impact needs extra management.

6.4 Other approvals

A range of Commonwealth and Victorian approvals are required.

If the project is approved under the EPBC Act, Star of the South will apply for other Commonwealth approvals under the *Offshore Electricity Infrastructure Act 2021* (OEI Act).

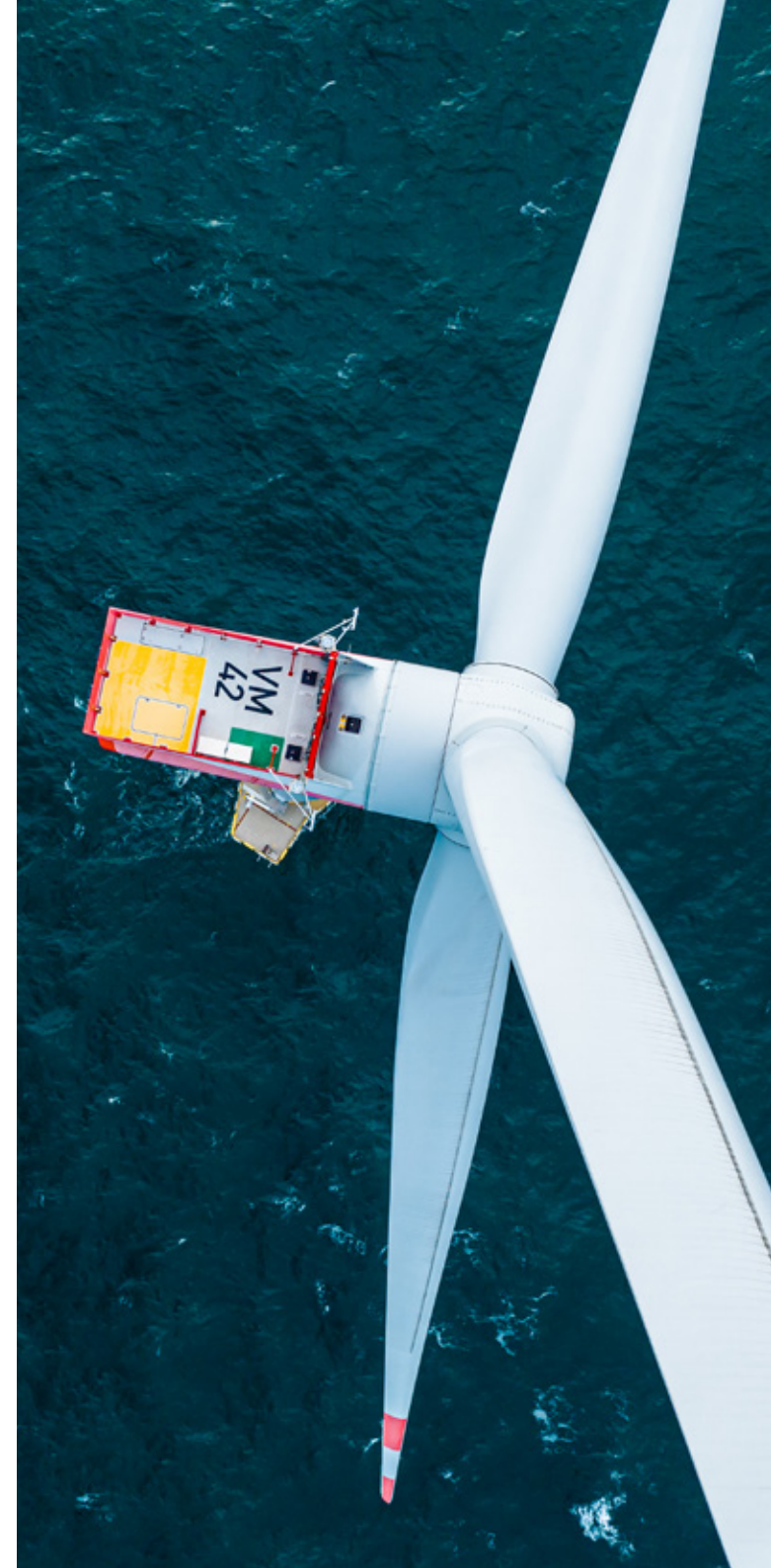
Conditions of the EPBC approval will be implemented through management or action plans. These plans must be approved by the Offshore Infrastructure Regulator.

Victorian approvals will be informed by the EES, which is available for public review at the same time as the EIS.

Detailed information on planning and approvals is available in:



EIS Chapter 5 –
Commonwealth legislative framework



7. ENVIRONMENTAL ASSESSMENT SUMMARIES

The EIS assesses potential impacts and risks from the project's construction, operation and decommissioning.



Marine environment

- Coastal processes and sediment transport
- Benthic ecology
- Fish and invertebrates
- Marine mammals and turtles
- Offshore ornithology and bats
- Marine protected areas



Onshore environment

- Onshore ecology



Social, economic and visual

- Social
- Business and tourism
- Fishing (commercial and recreational)
- Seascape, landscape and visual



Transport and infrastructure

- Shipping and navigation
- Infrastructure and coexistence with other users



Heritage

- Submerged Aboriginal cultural heritage
- Non-Aboriginal underwater cultural heritage

Common elements of each assessment and key terms used are explained below.

Study area

This is the geographic area in which the project's impacts have been assessed. The study area can vary depending on the topic being assessed to make sure all important aspects of the environment are included.

Receptors

Receptors are physical or biological resources or user groups that could be impacted by the project. Receptors can be people, communities, plants, animals, habitats, natural resources, industries or infrastructure.

Existing conditions

This is the environment or situation as it exists today, relevant to the assessment topic.

Impacts

Impacts refer to the consequences of planned project activities. Assessment of the magnitude, sensitivity and significance of the receptors produces a rating for each impact:

Negligible > Minor > Moderate > Major > Severe

Potential impacts are positive or negative effects that can be expected to occur if the project is delivered with no mitigations. **Residual impacts** are the final consequences after mitigations have been applied to avoid, minimise or manage a specific impact.

Risks

Risks refer to unplanned events (accidents). Assessment of the likelihood and consequence produces a rating for each risk:

Very low > Low > Medium > High > Very high

Potential risks are accidents that could occur if precautions are not taken. Residual risks are the final consequences after mitigations are applied to reduce the likelihood or severity of a risk.

Mitigation measures

Mitigations are protective measures applied to reduce the level of impact or risk. By applying mitigations, impacts or risks may be avoided, minimised or managed to achieve a better outcome.



Mitigation hierarchy

Project phases


Each assessment considers impacts and risks at each phase of the project's life - construction, operation and decommissioning.

Decommissioning activities are only discussed in this report where they are expected to have a different impact to construction.

To assess cumulative impacts, technical specialists identified proposed developments which may overlap with the project in terms of timing and location.

Cumulative impacts

Cumulative impacts are described in the EIS chapters.

Detailed information on the assessment process is available in: 

EIS Chapter 6 – Assessment framework



7.1 Coastal processes and sediment transport

This assessment considers how the project could affect the natural forces that shape the Gippsland coastline, such as waves, tides, currents and winds.

More detail:

- EIS Chapter 8 – Coastal processes and sediment transport

Study area and approach

The study area for this assessment spans the offshore project area and key locations along the Gippsland coastline between Wilsons Promontory and Golden Beach.

To study this topic, technical specialists:

- Reviewed existing literature and data
- Deployed underwater and floating monitors to collect data on waves, tides and currents
- Collected sediment samples at McLoughlins Beach and Woodside Beach
- Used hydrodynamic modelling to predict how waves and currents will behave in different conditions over the long-term.

Key receptors include areas of high conservation value such as the Corner Inlet Ramsar site, Wilsons Promontory Marine National Park, and Ninety Mile Beach.

Existing environment

Shorelines in the study area are highly dynamic, shaped by natural processes and high sediment supply. This sediment supports coastal systems that are broadly stable and resilient to climate change. There are isolated areas of existing localised erosion.

In Bass Strait, the main water movements are caused by the tides, which get stronger from east to

west as they flow into the offshore project area.

The wind, currents and tides mainly run parallel to the coast. Most waves come from the south-east and are usually less than 1.5 m high.

Impacts, risks and mitigations

Residual impacts range from **negligible to minor** at all phases and **no risks** have been identified.

Construction

The only potential construction impact is disturbance from cable trenching and shore crossing construction. As these activities are small-scale and short in duration, with no changes to wave energy or flow on effects anticipated, the residual impact is negligible.

Operation

The assessment found that any changes to coastal processes and

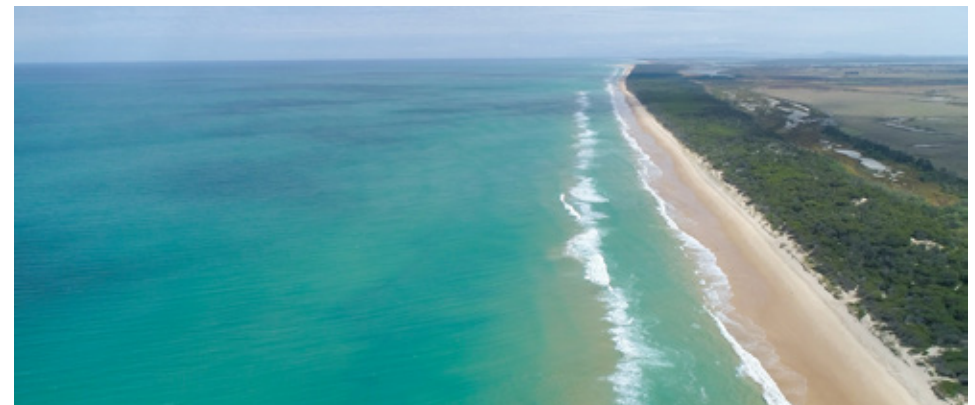
sediment transport due to the presence of project infrastructure would be small and localised. No mitigations are required. Residual impacts are negligible or minor.

Modelling comparing future operational conditions with current conditions at the coastline found:

- Less than 1% decrease in wind speeds
- Less than 3% reduction in peak wave heights
- No change to currents within 5 km of shore.

No changes to sand barrier islands or tidal deltas that could impact Corner Inlet are predicted.

Precautionary monitoring of coastal landforms will be undertaken from one year before construction through 10 years of operations to detect any changes.



Ninety Mile Beach



7.2 Benthic ecology

This assessment considers how the project could affect marine flora and fauna and their seafloor habitats, communities and environment.

More detail:

- **EIS Chapter 9 – Benthic ecology**

Study area and approach

The study area for this assessment includes the offshore project area and a surrounding 5 km buffer, as well as 2 reference areas along the northern and southern boundaries of the project area.

To study this topic, technical specialists:

- Reviewed existing literature and data
- Used underwater cameras to study seafloor habitats
- Collected sediment samples from the seafloor to understand physical, chemical and fauna communities.

Key receptors for this assessment include soft sediment habitat, rocky reef habitat and seagrass habitat.

Existing environment

Around 89% of the seafloor in the offshore project area is made up of soft sands, silt and gravels. This habitat supports communities of tiny organisms called 'infauna'.

There are some areas of rocky reef closer to shore, making up around 8% of the offshore project area. Reef provides important habitat for marine life such as sponges, crustaceans and seaweeds.

Sparse patches of Tasman Grass-wrack seagrass were identified at depths of 18 to 25 m, making up around 3% of the offshore project area.

Impacts, risks and mitigations

Residual impacts range from **negligible to minor** and residual risks are **low** at all phases.

Construction

Seabed disturbance and changes to water quality are negligible to minor residual impacts to benthic ecology.

Before construction starts, detailed seabed surveys will be undertaken to ensure that the exact location of valuable benthic habitats, like high-profile rocky reefs, are mapped and avoided.

Soft sediment habitat is most likely to be affected by construction as it is widespread in the project area. It is also less sensitive to disturbance compared to higher-value reef habitat.

There is potential for water quality to be affected by drilling, piling or trenching works and vessel discharges. Any impacts would be temporary and localised and will be managed with proven processes and procedures, including a Vessel Operations Framework.

Residual risks to benthic ecology are very low or low. The risks of introducing invasive marine species or an oil spill from a vessel collision will be managed by complying with biosecurity requirements and adopting procedures that regulate vessel activity.

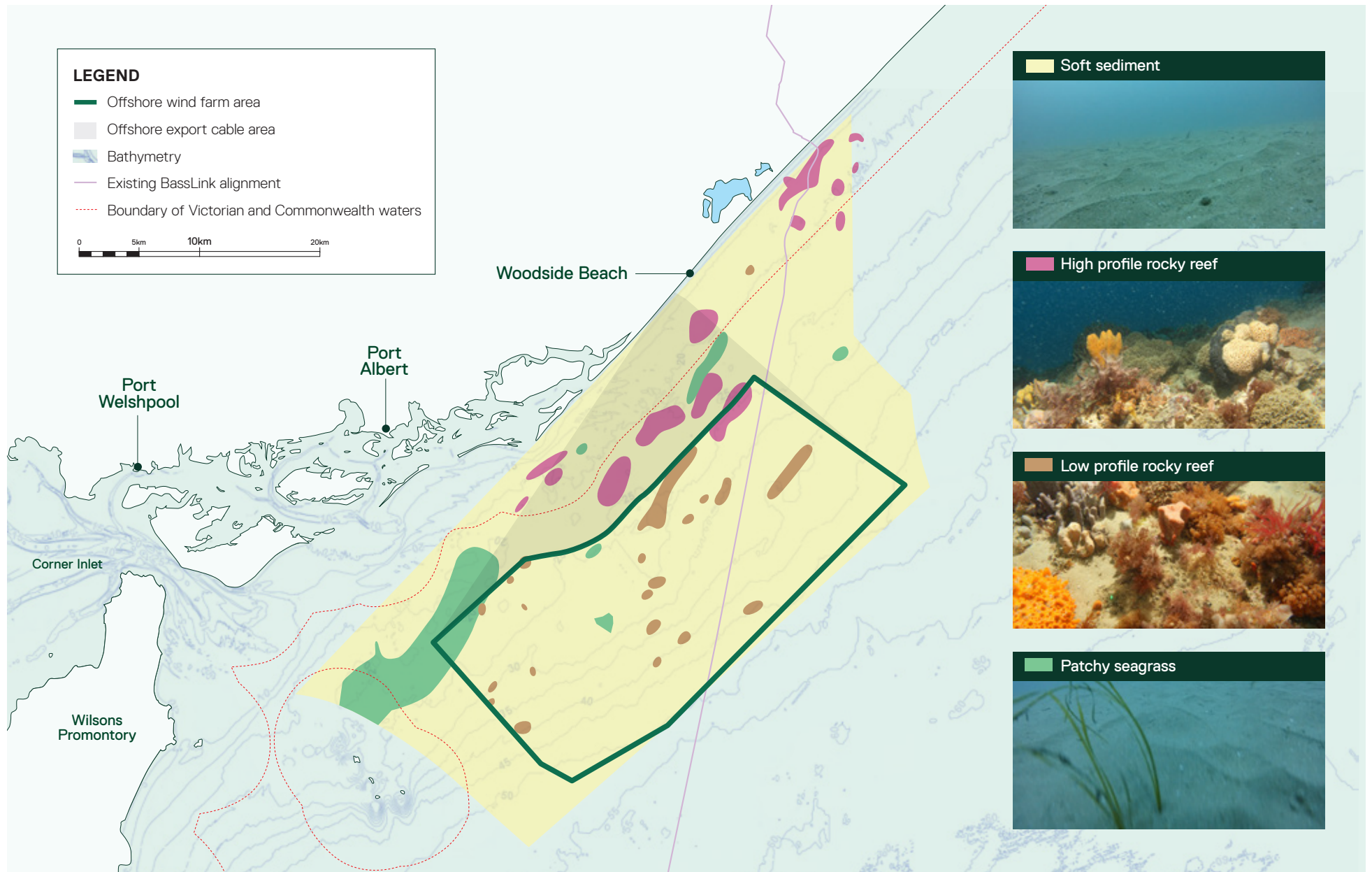
Operation

Residual impacts to benthic ecology during the operation phase, such as habitat loss, changes to water quality and seabed disturbance, have been assessed as negligible.

The potential for altered water flow around turbine foundations is a minor impact for reef and seagrass and a negligible impact for soft sediment.

Mitigations similar to those described for the construction phase will be implemented during operation, including complying with a Vessel Operations Framework to reduce risks from vessel collision, anchoring, spills and discharges.

Residual risks for the operation phase are conservatively assessed to be the same as for construction, although with less vessel activity during operations these risks are even more unlikely to occur.



Benthic habitat map



7.3 Fish and invertebrates

This assessment examines potential effects on fish and invertebrates, including from construction noise, seabed disturbance, electromagnetic fields, and habitat change.

More detail:

- EIS Chapter 10 – Fish and invertebrates

Study area and approach

The study area for this assessment includes the offshore project area and its surrounds.

To study this topic, technical specialists:

- Reviewed existing literature and data
- Used 5 field survey methods to collect data on species presence, abundance and seasonality
- Consulted local fishers.

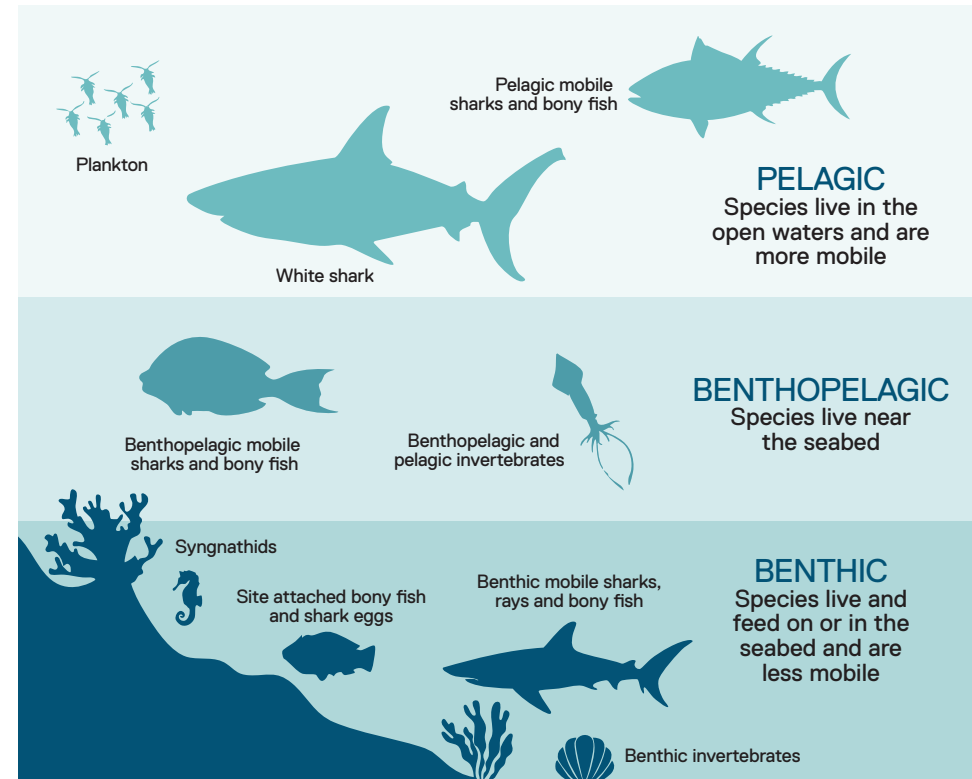
Receptor groups for this assessment are defined based on their fisheries importance, conservation significance, mobility and where they live and feed in the water column (see diagram). These factors are key determinants of sensitivity to impacts such as underwater noise and seabed disturbance.

Existing environment

Field surveys identified 163 species in the study area, including 29 sharks and rays, 103 bony fishes and 31 invertebrates.

Five species listed under the EPBC Act were either observed or are likely to occur in the area. These species are Australian Grayling, Blue Warehou, Syngnathids, School Shark and White Shark.

Species richness is highest in rocky reef habitats, while the soft sandy sediment that makes up 89% of the



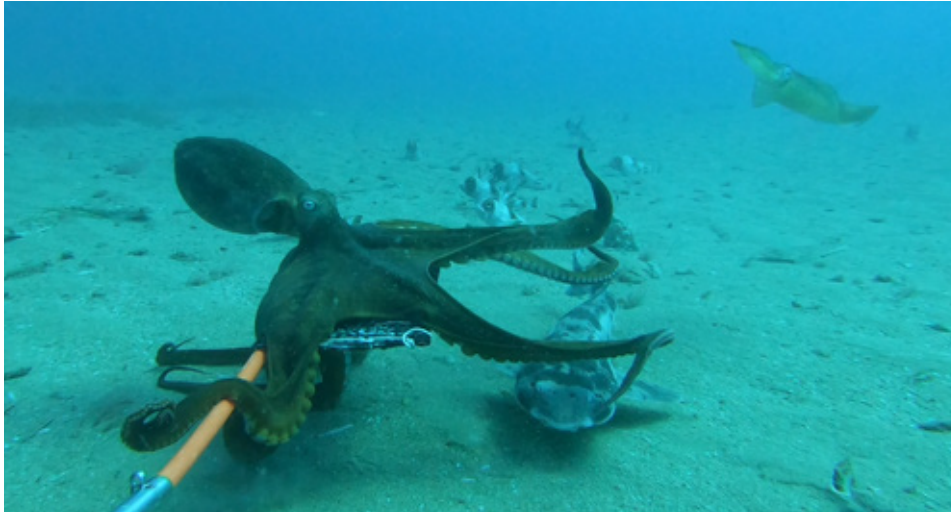
Fish and invertebrate receptor groups

study area supports low to moderate species diversity and abundance.

Tagged White Sharks were present in the study area during summer and largely absent in winter. The average time they remained in the area was 30 days.

Species of fisheries importance include Snapper, Blue-throat Wrasse,

various flathead species, Gummy Shark, Southern Sawshark, Southern Calamari and Gould’s Squid.



Fish surveys



Impacts, risks and mitigations

Residual impacts range from **negligible to minor** during construction and **negligible to moderate** during operation. Residual risks are **very low to low** across all phases.

Construction

Underwater noise emissions, habitat change, seabed disturbance and sediment plumes, light emissions and routine vessel discharge and electromagnetic fields are negligible to minor residual impacts for all fish and invertebrate receptor groups.

Mitigations will include sound attenuation systems and soft

start piling procedures to dampen construction noise, compliance with a Vessel Operations Framework to manage vessel emissions, and cable burial to reduce exposure to electromagnetic fields.

Residual risks to fish and invertebrates are very low or low. The risks of introducing invasive marine species or an oil spill from a vessel collision will be managed by complying with biosecurity requirements and adopting procedures that regulate vessel activity.

Operation

Habitat change from the presence of structure, such as turbine foundations, may benefit species that are attracted to structure for feeding and displace others that prefer soft sediment

habitat. As the vast majority of the offshore project area and broader region is made up of soft sandy sediment, there is ample alternative habitat for any displaced species.

The residual impact is minor for most receptor groups, and moderate for syngnathids and white sharks due to their conservation status. A monitoring program will be carried out to record any changes to key species.

While some shark and invertebrate species are sensitive to electromagnetic fields emitted by electrical cables, these fields weaken rapidly with distance from the source. By burying cables in the seabed, any exposure will be highly localised. Residual impacts from electromagnetic fields are negligible to minor.

All other residual impacts for the operation phase are negligible, including underwater noise, light emissions and routine vessel discharge, increased fishing activity and release of trace metals.

Residual risks for the operation phase are conservatively assessed to be the same as for construction, although with less vessel activity during operations these risks are even more unlikely to occur.



7.4 Marine mammals and turtles

This assessment considers how underwater noise, vessel traffic, lighting and electromagnetic fields could affect marine mammals and turtles.

More detail:

- EIS Chapter 11 – Marine mammals and turtles

Study area and approach

The study area for this assessment includes the offshore project area and a 100 km buffer, ensuring that both site-specific and broader regional data are considered.

To understand features of the offshore project area, including species present, Biologically Important Areas, key habitats and known or potential migratory routes, technical specialists:

- Reviewed existing literature and data
- Conducted field studies including visual aerial surveys, acoustic monitoring, satellite tracking and population counts
- Completed underwater noise modelling.

A Biologically Important Area (BIA) is a geographically defined area where a marine species protected under the EPBC Act is known to migrate, calve, breed or feed. BIAs are used to inform decision-making about managing impacts to these species.

Existing environment

The offshore wind farm area overlaps with with the Blue Whale foraging BIA and the Southern Right Whale migration BIA. The export cable area overlaps with the Southern Right Whale migration and reproduction BIA. A Humpback Whale migration BIA is

located further east, starting at Eden in New South Wales. There are no turtle BIAs in the area.

The assessment identified 18 marine mammal and turtle species that may use or migrate through the study area.

Nine marine mammal and one turtle species were observed during visual aerial surveys. Most sightings (87%) were outside the offshore project area. These species include the Common Dolphin, Bottlenose Dolphin, Humpback Whale, Southern Right Whale, Dwarf Minke Whale, Bryde's Whale, Pygmy Blue Whale, Killer Whale and a fur seal. A 'likely' single Leatherback Turtle was also sighted west of Wilsons Promontory.

Vocalisations from Humpback Whales, Dwarf Minke Whale, Antarctic Minke Whale, Australian Pygmy Blue Whale and New Zealand Pygmy Blue Whale were picked up with underwater acoustic recorders.

Impacts, risks and mitigations

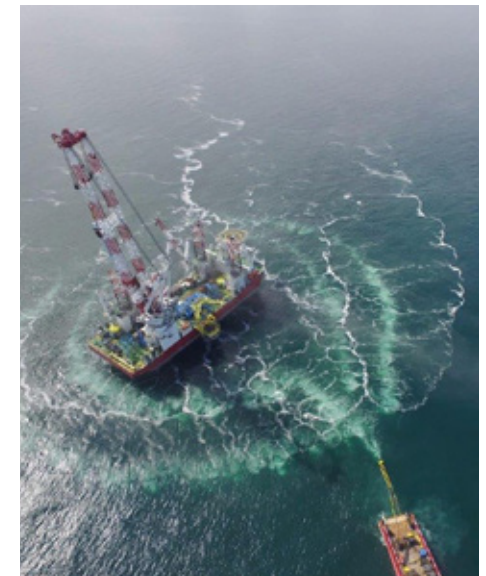
A comprehensive suite of mitigation measures will reduce residual impacts to **negligible to minor** and residual risks are **very low to low** across all phases.

Construction

Underwater noise from vessels and turbine foundation installation is the key potential impact during construction.

Mitigations to avoid and reduce exposure to underwater noise for all marine species include: sound attenuation systems, a soft-start piling procedure, noise level limits, visual and acoustic monitoring, stop work triggers and adaptive management procedures.

The best available sound attention system will be used. Currently, a double big bubble curtain is proposed. This system releases two rings of bubbles around a noisy activity, acting like a sound shield. When noise reaches the bubble walls it is scattered and reduced before it can travel further.



Bubble curtains in use



Humpback whales identified by aerial survey

These measures aim to prevent hearing impairment or changes to important biological behaviours for Blue Whales and Southern Right Whales. Any impact to other marine mammals and turtles will be limited to short-term behavioural disturbance, with no population level impacts.

With these mitigations in place, residual impacts are minor for whales and negligible for dolphins, seals

and turtles.

Routine discharges from vessels, seabed disturbance and sediment plumes, artificial light emissions and changes in prey distribution and abundance will have a residual negligible to minor impact on marine mammals and turtles.

Vessel management plans and procedures will be in place to manage

very low to low residual risks including vessel strikes, accidental hydrocarbon release, debris escape leading to entanglement or ingestion and accidental discharges.

The EIS includes a Construction Underwater Noise Management Framework setting out the key mitigations and how they will be applied.

Operation

All residual impacts are negligible or minor.

Low-level noise from operating turbines is typically indistinguishable from natural background noise beyond a few hundred meters. The residual impact is minor for noise sensitive whales and negligible for all other receptors.

Barrier effects are not expected due to the scale of whale movement and the distance between turbines. The offshore wind farm is not 'blocking' any migratory route. While residual impacts from the presence of infrastructure is negligible, monitoring will be conducted during maintenance activities to build scientific understanding of how different species adapt to the offshore wind farm.

Cables will be buried in the seabed, providing a protective distance between cables and marine life. The residual impact of electromagnetic interference on potentially sensitive turtles and seals is negligible.

Vessel management plans and procedures will manage low to very low residual risks including vessel strikes, accidental hydrocarbon release, debris escape leading to entanglement or ingestion and accidental discharges.



7.5 Offshore ornithology and bats

This assessment examines ways the project could affect seabirds, shorebirds and migrant birds and bats, including through collision risk, light attraction, vessel disturbance and changes to behaviour.

More detail:

- EIS Chapter 12 – Offshore ornithology and bats

Study area and approach

The study area for this assessment was extensive, incorporating the offshore project area and a 5 km buffer as well as targeted tagging, biologging and surveys along Ninety Mile Beach and well beyond the local area.

To study this topic, technical specialists reviewed existing literature and data and carried out field surveys including:

- Digital aerial surveys with LiDAR technology to quantify flight heights
- Boat-based visual surveys
- Biologging with GPS tags and altimeters to measure behaviour and flight heights
- Shore surveys
- Shorebird migration departure surveys within Corner Inlet

This assessment considers 3 groups of birds:

- **Seabirds** that are dependent on the marine environment and may use the offshore project area
- **Shorebirds** that may fly through and/or use habitat within the offshore project area
- **Bass Strait migrants** that routinely migrate between Tasmania and Victoria and may pass through the project area.

Collision risk modelling has been used to quantify the likelihood of birds colliding with turbines. This model used species-specific data including total annual flights over the offshore wind farm area, flight heights, avoidance rates, body size, flight speed, the proportion of time spent flying per day and site-specific population estimates.



Black-faced Cormorant

Existing environment

Seabirds

Field surveys identified 50 seabird species, of which 35 were present in the offshore wind farm area and 44 in the Bass Canyon reference site.

Key seabird species of interest include rare species and those which breed locally or were recorded in the offshore project area. This includes albatross, petrel, prion, shearwater, gannet, tern, cormorant, gull, jaeger and skua species.

Relatively low numbers of conservation important species were recorded in the offshore project area, suggesting it is of lower importance for them.

Locally breeding coastal species include the Australian Gannet, Black-faced Cormorant and Little Penguin.

Shorebirds

Of the resident and migratory shorebirds recorded in field surveys, the Hooded Plover, Red-capped Plover and Masked Lapwing were most commonly seen but all present in small numbers.

Bass Strait migrants

The offshore wind farm area does not fall within the main migratory routes between Tasmania and Victoria for conservation important species such as the Orange Bellied Parrot, Swift Parrot and Tasmanian Boobook.

Bats

No evidence of bats was detected in the project area.

Impacts, risks and mitigations

Residual impacts range from **negligible to minor** across all phases and residual risks are **very low** during construction and **very low to medium** during operation.

Construction

A suite of proven processes and procedures will be put in place to mitigate potential impacts from artificial light emissions, the physical presence of construction activities, underwater noise, seabed disturbance and sediment plumes, and routine discharges. All residual impacts are negligible to minor.

Residual risks of propellor injury, hydrocarbon release, and marine debris leading to entanglement or ingestion are very low and will be managed by implementing vessel management plans and procedures.

Operation

With vessel and lighting management plans in place, residual impacts from artificial light emissions, vessel activity, underwater noise and routine discharges are negligible to minor.

Turbine density is low and individual turbines will be positioned at least 1 km apart, providing space for continued



Seabird survey

use of the site by birds. As such, residual impacts from displacement and barrier effects are negligible to minor.

A design change increasing the 'air gap' (space between the water and the turbine blade) from 25 m to 35 m will provide more space for seabirds to fly and forage. This is expected to reduce collision risk by 40% on average across all species and up to 70% for the Shy Albatross.

Residual collision risk is very low to low for all species and medium for the Shy Albatross given its conservation status.

A Seabird Monitoring and Management Plan will include monitoring and adaptive management measures to minimise impacts and risks and ensure that unacceptable impacts do not occur.



7.6 Marine protected areas

This assessment considers how the project could affect areas of the marine environment protected by law for their environmental, cultural, biodiversity or natural resource value.

More detail:

- ♦ **EIS Chapter 13 – Marine protected areas**

Study area and approach

While the project does not directly overlap with any Commonwealth marine protected areas, two nearby areas are examined in the EIS:

- Corner Inlet Ramsar site
- Beagle Australian Marine Park.

Specialists reviewed legislation, identified existing values of these areas, and evaluated potential impacts from the project's construction, operation and decommissioning.

Existing environment

The Corner Inlet Ramsar site is located 7 km west of the offshore wind farm. It has a range of wetland habitats supporting indigenous flora, fauna and marine species. The site also supports 9 species listed under the EPBC Act, including 5 vulnerable, one endangered and 3 critically endangered.

The Beagle Australian Marine Park is located 20 km south of the offshore wind farm. Its values include rocky reefs, habitat for threatened species, fur seal foraging, fish, fishing and heritage.

Impacts, risks and mitigations

Residual impacts range from **negligible to minor** and residual risks are **very low to low** across all phases.

Construction

While no construction will take place within Commonwealth marine protected areas, project vessels are expected to transit through them.

By complying with vessel passage and operations plans, designated vessel routes and relevant regulations, physical disturbance, artificial lighting or underwater noise from transiting vessels will have a negligible to minor impact.

Very low to low risks from invasive marine species, accidental hydrocarbon spill, contaminated surface water will be managed with operational management plans and oversight from a marine coordination centre.

Operations

There are no impacts to the Beagle Marine Park during operations, as project vessels will not transit this area.

In Corner Inlet, changes to coastal processes from the project would be nil or indistinguishable from natural variation and climate-change effects. Residual impacts from physical disturbance from transiting vessels range from minor for seagrass and negligible for shallow marine areas.

Vessels will use defined routes and follow a Vessel Passage Plan that manages safe navigation to ports.

With mitigations, there are very low to low residual risks from invasive marine species, accidental hydrocarbon spill and bird collision with turbines.



Corner Inlet



7.7 Onshore ecology

This assessment considers how the project could affect native vegetation, threatened flora (plants) and fauna (animal) species and ecological communities.

More detail:

- EIS Chapter 18 – Onshore ecology (EPBC matters)

Study area and approach

The study area for this assessment covers the onshore transmission alignment between Reeves Beach and the proposed VicGrid connection hub in Giffard, plus a surrounding buffer.

To study this topic, ecologists reviewed existing literature and data and carried out field surveys to identify native vegetation, ecological communities, protected species, and habitat features like hollow-bearing trees and ephemeral waterways.

The assessment considers threatened species listed under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), areas of potential groundwater-dependent ecosystems, conservation reserves and weeds and pests.

Existing environment

The existing environment includes agricultural land, roadside vegetation, waterways, private properties, McLoughlins Beach–Seaspray Coastal Reserve and Woodside Bushland Reserve, coastal and near-coastal zones and lowland plains. The Corner Inlet Ramsar site is located 6 km south.

The onshore environment has been highly modified due to historic clearing, with native vegetation mainly found in isolated patches along creeks, road reserves, property boundaries and conservation land. Vegetation is generally in better condition near and within conservation reserves.

Two endangered native vegetation types (Mapped Wetland and Swamp Scrub) and up to 496 scattered or large trees were identified in the study area.



Tree survey

Flora and fauna species that were either identified or which have the potential to be found in the study area include:

EPBC Act-listed threatened flora

- None recorded.

EPBC Act-listed threatened fauna

- Blue-winged Parrot
- Fork-tailed Swift
- Gang-gang Cockatoo
- Latham's Snipe
- Swift Parrot
- White-throated Needle-tail
- Grey-headed Flying-Fox
- New Holland Mouse Grass
- Martin's Toadlet.

Impacts, risks and mitigations

Residual impacts range from **negligible to moderate** during construction, with no direct impacts during operation. Residual risks are low to medium across all phases.

Construction

The project is not expected to have any significant impacts on EPBC Act-listed threatened species.

Flora

Early in the project's development, other transmission alignment options with more vegetation were discounted, reducing impacts to native vegetation from the outset. As the alignment is

further refined, priority will be given to further reducing the project's footprint and vegetation removal.

Mitigations to protect native flora include:

- Positioning cables in already cleared agricultural land where possible
- Using trenchless construction methods in select locations to avoid sensitive ecological areas
- Establishing 'no-go zones' to prevent construction around high-value vegetation
- Implementing a suite of management plans to guide sustainable work practices.

These measures reduce the area of potentially affected native vegetation from between 22.53 ha and 26.97 ha to between 15.01 ha to 16.14 ha and reduce the number of trees which may need to be removed from between 265 and 387 to between 82 and 119. These figures conservatively include the buffer zone, where no direct construction will occur.

All unavoidable vegetation loss will be offset in accordance with Victorian guidelines for the removal, destruction or lopping of native vegetation.

With these mitigation measures in place, the residual impacts are negligible to moderate for EPBC Act-listed flora and fauna

Strict procedures will be in place to avoid biosecurity risks, potential indirect impacts to vegetation and habitat fragmentation. All residual risks are low to medium.

Fauna

Mitigations such as route refinement, pre-clearance surveys, fauna relocation and a Flora and Fauna Management Plan will reduce habitat loss. Residual impacts to EPBC Act-listed fauna is negligible to moderate.

Pre-clearance surveys, fauna relocation, speed restrictions, and a Flora and Fauna Management plan will ensure the risk of injury to fauna from vehicles or machinery is low.

Waterways

Residual risks from construction around waterways are low and will be managed with procedures to manage sediment and erosion, a Designated Waterway Crossing Management Plan and revegetation to restore connectivity.

Operation

There are no direct onshore ecology impacts associated with the operation phase.

Implementing an Operation Environmental Management Plan will minimise the potential for indirect impacts to biodiversity values.

Potential risks include indirect impacts from maintenance activities on retained vegetation and habitat, habitat fragmentation and injury to fauna by maintenance vehicles.

With mitigations in place, all onshore ecology residual risks during operation are low to medium.



Skink survey

Decommissioning

The removal of infrastructure may result in vegetation removal and typical construction impacts. This activity will be managed through a Decommissioning Management Plan prepared in accordance with regulatory requirements. Native vegetation and fauna habitats will ultimately regenerate.



7.8 Social

This assessment considers how the project could affect or benefit communities, including housing, services, amenity and recreational use of coastal areas.

More detail:

- EIS Chapter 20 – Social

Study area and approach

The study area for this assessment covers coastal areas from Wilsons Promontory to Seaspray, offshore waters used for recreation and regional towns where the project workforce may live.

To study this topic, a specialist:

- Reviewed existing socioeconomic and population data
- Reviewed community feedback and attended local events
- Surveyed and interviewed community members
- Considered relevant assessments relating to visual amenity, noise and fishing.

The assessment evaluates the significance of changes resulting from the offshore wind farm on:

- Workforce and social profile
- Recreational boating, fishing and diving
- Coastal character and amenity
- Rural character and amenity

Existing environment

The study area is lightly populated with a limited housing market and services. Outmigration (people moving away from the area) is a challenge for the viability of local towns, driven by distance to education and career opportunities.

Coastal areas near the project accommodate small settlements and camping areas. These settlements have small permanent, aging populations and limited or no services.

The region features the natural coastline of the Ninety Mile Beach, Wilsons Promontory National Park and rural and coastal towns. Recreational opportunities centered around the marine environment include fishing, boating and camping.

Impacts and mitigations

Residual impacts range from **major positive to major negative** depending on the phase, location and receptor group.

Construction

Workforce and social profile

Local job creation will have a major positive impact. A Workforce Development Strategy will maximise the number of workers recruited locally. Project activities and its workforce will also generate economic activity, supporting local businesses such as accommodation, hospitality and retail, and support the retention and development of services for the community.

The project will implement a Workforce Accommodation Strategy to manage potential impacts on housing availability and community services. With this mitigation in place, the residual impact

on workforce and social profile ranges from major positive to minor negative.

Coastal character and amenity

The process of construction, such as the addition of infrastructure to the seascape and noise from the shore crossing works, could impact the amenity and character of coastal settlements such as Woodside Beach, McLoughlins Beach and the Reeves Beach Campground at times.

With mitigations, such as a Stakeholder Engagement Plan to provide advance notification about construction periods, the residual impacts range from minor negative to major-moderate negative, depending on the location.

Recreational fishing and boating

Construction has the potential to alter amenity and accessibility for fishing activities within discrete areas of the offshore project area at times. This may include temporary access restrictions around vessels and infrastructure, noise and visual changes. Any one location is only expected to be affected for a short period (less than three months) as construction is progressive. The residual impact is negligible to minor negative.

A Communications and Stakeholder Engagement Plan will be implemented to provide early notice and real-time information to support fishers and boaters to plan ahead and stay safe on the water.

Rural land and amenity

The onshore cable alignment will be installed underground and has been developed in consultation with landholders to avoid sensitive land uses. Major construction areas have been located as far from homes as possible.

Eight dwellings are located within 500 m of construction, with a further 38 dwellings within 2 km. Residents may experience short periods of construction noise (up to 4 weeks) during normal working hours.

With mitigations, such as individual Property Management Plans, the residual impact is minor negative for nearby residents and landholders and negligible to minor negative impact for the broader community.

Operation

Workforce and social profile

Ongoing jobs during the operation phase (approximately 200) will provide a major positive impact, helping retain existing residents, attract new residents, sustain local services and add to the social vitality of the region.

Housing needs will continue to be managed through the Workforce Accommodation Strategy. Overall, the project's social impacts on housing, accommodation, service providers and the broader community range from minor to negligible negative.



Port Albert

Recreational boating and fishing

Recreational fishing and boating can continue in the offshore project area during operation of the wind farm. Introducing structure in the water may cause localised changes to fish habitat and species, such as an increase in reef species like kingfish. This is a moderate positive residual impact for offshore fishers.

The presence of turbines or increased navigation complexity may deter some fishers and boaters from the area.

The residual impacts for recreational fishing range from minor negative to moderate positive and negligible to minor negative for boating.

Coastal character and amenity

The presence of offshore wind farm infrastructure will alter the coastal character and amenity of Ninety Mile Beach and the small coastal settlements nearby, most noticeably at Woodside Beach. This infrastructure will also be visible at a distance from certain locations within Wilsons Promontory. Overall, residual impacts range from minor negative to major negative depending on the location.

Rural land and amenity

Transmission infrastructure will be underground, with minimal visual or land use impacts. A 40 m easement will remain during operation, with

some restrictions for landholders around land uses.

With mitigations in place, including compensation for landholders hosting the infrastructure, the residual impact is negligible.



7.9 Business and tourism

This assessment examines employment, workforce supply, housing availability, tourism activity and visitor experience and considers how the project could affect businesses and the tourism industry.

More detail:

- EIS Chapter 21 – Business and tourism

Study area and approach

The study area for this assessment includes:

- A local area comprising the Foster, Longford-Loch Sport, Wilsons Promontory and Yarram Statistical Areas
- A broader regional area covering the Latrobe-Gippsland Statistical Area.

To study this topic, specialists reviewed existing data and statistics, community feedback and other relevant technical assessments including fishing, social, visual and traffic.

Receptor groups for this assessment include small to medium businesses, accommodation providers, tourism operators and users of recreational assets.



Yarram

Existing environment

The population in the local study area was 20,068 in 2021, with 307,807 in the regional study area.

The top local industries (by jobs) are agriculture, public administration and safety, health care, construction, education and training. Small businesses make up 92% of business types in the local study area and 89% in the regional study area.

The Gippsland tourism industry contributes \$855 million to the regional economy (5.2%), supporting 12,100 direct and indirect jobs. The local study area includes key attractions Wilsons Promontory and Gippsland Lakes and is estimated to account for 20% of the region's visitors, supporting 10% to 15% of direct and indirect jobs.

Around 32% of dwellings in the local area are unoccupied, with many used as holiday homes.

Ninety Mile Beach, Wilsons Promontory and Nooramunga are key attractions close to the project area.

Impacts, risks and mitigations

Residual impacts range from **major negative to major positive** and residual risks are **low** for all phases.

Construction

The project will create between 215 and 683 annual full-time construction jobs in Gippsland, with a further 76 to 204 indirect jobs created in services, trades, and logistics.

Opportunities exist for retraining workers from the fossil fuel sector and developing worker capacity in the renewable energy industry.

A Workforce Development Strategy will be implemented to maximise regional participation, leading to a major positive residual impact.

Occasional construction noise could temporarily affect accommodation providers and campers in certain locations, with a potential moderate impact. This will be most prominent at the Reeves Beach campground.

The significant number of workers required to construct the project could disrupt local housing and labour

markets. These potential minor to moderate impacts will be mitigated through collaborative planning and consultation with councils, the implementation of a Workforce Accommodation Strategy and Workforce Development Strategy.

Mitigations will include:

- Noise monitoring at key locations with action taken if thresholds are exceeded
- A Stakeholder Engagement Plan to inform businesses and visitors of upcoming and current works
- A Complaints Management Procedure to ensure any issues are appropriately managed and addressed
- A Workforce Accommodation Strategy to manage and monitor demand on local housing and support workforce development and retention
- A Community Benefit Program to be designed in consultation with the local community.

Construction of the offshore wind farm has the potential to disrupt fishing, boating, diving and marine tourism, with flow on effects to local businesses reliant on tourism.

With mitigations in place, including accommodating workers locally to offset any visitor loss, the residual impacts range from negligible to minor.

Temporary traffic disruptions and potential loss of primary production

due to construction of the onshore cable system will have a negligible to minor impact.

Operation

Operation of the project will support around 200 ongoing Gippsland-based jobs. Employment will support local economies and provide career development opportunities, leading to a major positive impact.

This benefit will be maximised through the Workforce Development Strategy which will identify labour needs and maximise participation by Gippsland businesses and workers.

Depending on weather conditions, offshore turbines will be visible during the day from some vantage points along the coast and at night due to aviation lighting on the turbines. This may deter some visitors and attract others, resulting in a minor to major residual impact.

Most of the long-term workforce will be based at a Gippsland port. More housing may be needed in areas close to the port, with Foster and Yarram likely to be favoured locations.

With a Workforce Accommodation Strategy to meet the accommodation needs of workers and mitigate potential impacts, the residual impact on housing is moderate.





7.10 Fishing (commercial and recreational)

This assessment considers how the project could affect commercial and recreational fishing.

More detail:

- ♦ EIS Chapter 15 – Commercial and recreational fisheries

Study area and approach

The study area for this assessment covers the offshore project area and its surrounds.

To assess this topic, specialists reviewed fisheries data and carried out field surveys, industry consultation, recreational boating surveys, underwater noise modelling, and a risk assessment.

Receptors include all commercial fisheries with the right to fish in the study area, charter operators and recreational fishers.

Existing environment

There are 21 commercial fisheries that can legally fish in the offshore project area. Of these, 9 have not fished there in the 20 years up to 2021.

Fishing intensity within the study area is generally relatively low compared to more productive areas closer to Lakes Entrance.

Commercial fishing is a generational industry facing multiple pressures from competition for ocean space, conservation protections and climate change.

Recreational fishing is widespread throughout Gippsland's lakes, rivers, inlets and offshore waters. Recreational fishing in the study area is constrained by its distance from boat ramps, boat size and weather conditions. As such, recreational and charter fishing there



is seasonal and less common than in nearby areas, such as Corner Inlet and Clifty Island.

Field surveys in the study area identified the presence of 50 unique fish and invertebrate species targeted by commercial or recreational fisheries.

Impacts, risks and mitigations

Residual impacts are **negligible** and risks are **very low or low** across all phases.

Construction

With mitigation measures in place, all construction impacts have been assessed as negligible.

Offshore infrastructure will be installed progressively using large vessels. For safety, non-project vessels will be asked to avoid construction areas and vessels, displacing fishing activities from parts of the offshore project area at times. The level of impact will vary across the construction phase; being minimal at the start when no infrastructure is installed and progressively increasing as construction progresses and more infrastructure is installed.

This impact will be mitigated by providing advanced notification of construction activities and locations so fishers can plan ahead, compensation for impacted commercial fishers and work opportunities on the project. Sections of the offshore project area

will be re-opened to other users as soon as possible after construction activity is completed and the area is made safe.

A temporary redistribution of fish species in and around the study area may be experienced at times as mobile fish move away from underwater noise sources. This is expected to be a temporary and localised, with a negligible residual impact.

A Spill Response Plan will be developed to address the highly unlikely, very low to low residual risk of an oil spill impacting on fisheries.

Operation

The offshore project area will be open to other users including commercial and recreational fishers. Minimal (if any) access restrictions are anticipated.

Commercial fishers using methods which restrict vessel movement, such as gillnet, octopus mainline and purse-seine, are most likely to experience challenges fishing within the wind farm due to the presence of project infrastructure.

Star of the South will work with all potentially impacted commercial fishers through the project's detailed design to address potential barriers

to fishing, in line with its commitment to coexistence.

Other negligible residual impacts are reduced availability of fish and increased fishing interest.

Mitigation measures include:

- Burial of subsea cables and ongoing monitoring of the burial depth
- A lost gear claims process
- Compensation for impacted commercial fishers and work opportunities on the project
- A Communications and Stakeholder Engagement Plan to consult and share information

- Safety measures around maintenance activities
- Charting of installed infrastructure to support safe navigation.

Very low or low residual risks related to oil spill or the introduction of invasive species will be managed with a Spill Response Plan, vessel controls and biosecurity plans.





7.11 Seascape, landscape and visual

This assessment considers how the project could affect or alter seascape, landscape and visual values when viewed from key locations.

More detail:

- EIS Chapter 22 – Seascape, landscape and visual

Study area and approach

The study area for this assessment extends across both offshore and onshore areas and includes all locations where the offshore wind turbines or transmission infrastructure may be visible.

To study this topic, specialists completed desktop assessments, site inspections, modelling of views at sensitive locations and developed photomontages.

Receptors include:

Landscape character areas

- Wilsons Promontory Granite Coast
- Coastal islands
- South Gippsland coastal plains
- Ninety Mile coast
- Settlements
- Timber plantation forest
- Strzelecki ranges and foothills
- Forest foothills

Seascape character areas

- Wilsons Promontory
- Corner Inlet
- Gippsland coast
- Seal Islands
- Bass Strait offshore waters

The assessment considers the landscape value, the extent to which turbines are visible, and the sensitivity of the viewpoint. The sensitivity of a viewpoint considers how often people visit and how long they stay.

Existing environment

The study area contains both modified landscapes and significant natural areas. Land use is a mix of agriculture, forestry, settlements, tourism and recreation.

Seascape features are limited, with the Seal Islands Group the main feature off the coast of Wilsons Promontory National Park.

There is limited existing infrastructure onshore, and none is visible offshore except the lighthouse on Clifty Island.

Impacts, risks and mitigations

Residual impacts are **negligible** during construction and **negligible to high** during operation. **No risks** have been identified.

Construction

Onshore and offshore construction activities will be visible and will result in temporary visual changes. All construction equipment will be removed once works are complete and so there will be no residual visual impact.

Operation

Undergrounding of the cable system avoids landscape and visual impacts along the onshore transmission corridor and at the shore crossing.

With turbines located between 10 km to 40 km offshore, high impacts will be confined to a small number of specific locations.

Mitigations include site selection away from major population centres, selecting turbine colours that blend into the environment, using only the minimum lighting required for safety and revegetating the onshore transmission alignment.

Residual impacts will be experienced from the following local townships:

- High – McLoughlins Beach (Ninety Mile Beach), Manns Beach, Robertsons Beach and Port Albert
- Moderate – Woodside Beach, Seaspray and McLoughlins Beach (town)

Turbines will be visible from several locations within Wilsons Promontory National Park, including Johnny Souey Cove (23.2 km away) and Vereker Outlook (36.9 km away). Residual visual impacts at these locations are moderate.



McLoughlins Beach – 350 m tip height (daytime)



McLoughlins Beach – 350 m tip height (nighttime)

Based on indicative wind farm layout, subject to change pending government approvals and final design.



Woodside Beach – 350 m tip height (daytime)



Woodside Beach – 350 m tip height (nighttime)

Based on indicative wind farm layout, subject to change pending government approvals and final design.



Port Albert – 350 m tip height (daytime)



Port Albert – 350 m tip height (nighttime)

Based on indicative wind farm layout, subject to change pending government approvals and final design.



7.12 Shipping and navigation

This assessment considers how the project could affect shipping and navigation activities in the Bass Strait off the coast of Gippsland.

More detail:

- EIS Chapter 17 – Shipping and navigation

Study area and approach

The study area for this assessment includes the offshore project area, Bass Strait shipping channels and Corner Inlet and Port Albert ports.

The assessment considers existing marine traffic, metocean conditions, navigational infrastructure, and vessel incidents with data collected through desktop studies, consultation with maritime authorities and navigational simulations.

Receptors include commercial vessels, commercial and recreational fishers and boaters, and emergency response vessels.

Existing environment

Existing vessel activity within the offshore project area is low. Most large commercial ships use a shipping lane located further south and smaller ports in Corner Inlet and Port Albert have low daily vessel movements.

Recreational boating and fishing in the offshore project area is limited and highly dependent on weather.

Impacts, risks and mitigations

Residual impacts range from **negligible to minor** across all phases. **No risks** have been identified.

Construction

The potential for increased travel time and distance, and interaction with project vessels and infrastructure will be managed with:

- Temporary exclusion zones
- A marine coordination centre and escort vessels
- A vessel passage plan
- Advance stakeholder notification and consultation
- Navigational aids and lighting on turbines and substations
- Charting of cables on official nautical maps.

Modelling shows travel time increases to avoid the offshore wind farm area will be no more than seven minutes. Large commercial ships using nearby shipping lanes will not be affected.

Operation

During operation, non project vessels will be able to access and transit the offshore wind farm area.

The project will consult with maritime stakeholders on the final wind farm layout to support safe navigation. An 'Area To Be Avoided' is proposed for large commercial vessels to direct them around the wind farm.

With these mitigations in place, there is negligible residual impact for commercial fishing and emergency response vessels and minor residual impacts to recreational fishers and boaters.

Recreational fishers and boaters will not experience travel time impacts and other residual impacts are minor.



7.13 Infrastructure and co-existence with other users

This assessment considers how the project could affect other users of the offshore project area such as petroleum operations, aviation, radar and communications systems, submarine power cables, research activities, and vessel-based users.

More detail:

- ♦ **EIS Chapter 16 – Infrastructure and co-existence with other users**

Study area and approach

The assessment assesses indirect impacts across the aviation area, communication area, ensonified area and transiting vessel area.

The assessment includes desktop reviews, GIS mapping, aviation impact modelling, underwater noise modelling, and consultation with relevant stakeholders.

Receptors include civil aviation, Defence aviation and radar, weather services, petroleum exploration and production activity as well as subsea infrastructure and maintenance divers, submarine power cable operators, recreational and commercial vessel operators, and research institutions.

Existing environment

The offshore project area in the Gippsland Basin overlaps with:

- The restricted airspace for three aerodromes, including RAAF Base East Sale
- Abandoned wells, exploration or prospecting permits, and nearby operational assets
- The Basslink interconnector.

The surrounding area is also used for scientific diving and vessel-based activities, including Defence operations and research.

Impacts, risks and mitigations

Residual impacts range from **negligible to minor** during construction and **negligible to moderate** during operations. **No risks** have been identified.

Construction

Construction activities may result in temporary minimal interactions with Defence or cable maintenance vessels. The impact of these interactions is minor for cable operators and negligible for others.

Cable interference from works near the Basslink Interconnector will be managed through exclusion buffers, reduced cable crossings, and agreement with the cable operator. This residual impact is minor.

Sound attenuation systems will manage construction underwater noise to divers, and this residual impact is minor. Any impact to research data quality is negligible.

With consultation with aviation stakeholders and potential changes to airspace design residual impacts to airspace from project construction equipment are minor or negligible.

Stakeholder consultation, safe diving protocols, cable operator agreements, marine coordination, and turbine layout submissions will be implemented before and during construction.

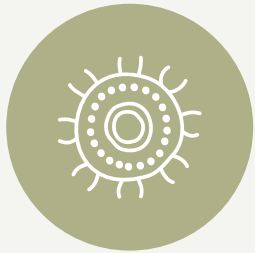
Operation

Offshore wind turbine operations could interfere with civil, weather and Defence radar.

This interference takes the form of radar signal reflection which can cause false radar returns, impair radar performance for air traffic control, impact collision avoidance for civil aircraft or affect weather detection and forecasting.

By raising the height of the overlapping lowest safe altitude at which it is safe to fly, altering runway approaches and continuing to work with potentially affected stakeholders throughout the detailed design phase to avoid or reduce impacts, the residual impact is moderate.

All other operational residual impacts, including airspace infringements, vessel interactions and maintenance access for the Basslink Interconnector are negligible or minor.



7.14 Submerged Aboriginal cultural heritage

This assessment how the project could affect Aboriginal cultural heritage on or under the seafloor.

More detail:

- **EIS Chapter 19 – Submerged Aboriginal cultural heritage**

Study area and approach

This study examined the offshore project area, which was once dry land connected to Tasmania between 71,000 and 11,000 years ago. This area may have been occupied by Aboriginal people and could preserve archaeological or cultural heritage beneath the seafloor.

Specialists carried out:

- Geophysical and geotechnical surveys of the seabed
- A terrestrial archaeological sensitivity model using landscape features and known Aboriginal places
- A submerged palaeolandscape assessment to identify ancient landforms such as river channels, wetlands, and dune systems
- Analysis of sediment samples and seismic data
- Consultation with GLaWAC.

All potential submerged Aboriginal cultural heritage features are assumed to be of high cultural significance.

Existing environment

The study area lies within the Gippsland Basin and contains ancient landscape features now buried under marine sediments.

Submerged landscape features in the offshore project area have been classified as either P1 or P2 receptors based on their potential to preserve Aboriginal cultural heritage.

P1 receptors are features such as ancient river channels, wetlands, and dunes that date to around 70,000 to 11,000 years ago – a time when the area was above sea level and potentially inhabited.

These features are considered to have high archaeological sensitivity due to their association with known periods of human activity and the presence of organic-rich, fine-grained sediments, often found at depths of around 15 to 20 m below the seabed.

In contrast, P2 receptors include older or more disturbed features that may still hold archaeological or palaeoenvironmental value, but with lower confidence, either because of uncertain age, unclear formation processes, or less favourable conditions for preservation.

Although no submerged Aboriginal cultural heritage sites have been confirmed in the area, the landscape features and environmental conditions indicate potential for such sites to exist.

Impacts, risks and mitigations

Residual impacts range from **minor to moderate** and residual risks are **medium** across all phases.

Construction

The primary impact to submerged Aboriginal cultural heritage is disturbance of the P1 and P2 receptors during activities such as foundation piling and cable trenching.

Mitigations will include updating submerged palaeolandscape assessments with further pre-construction surveys and an Underwater Cultural Heritage Management Plan.

With these mitigations, the residual impact is moderate for P1 receptors and minor for P2 receptors.

With pre-construction briefings in place, the residual risk of construction equipment accidentally damaging P1 or P2 receptors is low and very low.

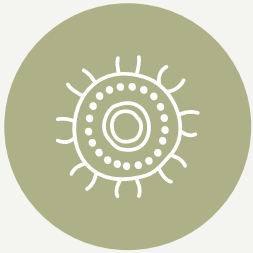
Operation

The presence of wind turbines and associated infrastructure could reduce sediment on the seafloor, potentially leading to negligible to minor indirect physical impacts to submerged Aboriginal cultural heritage.

Anchoring of maintenance vessels could impact submerged Aboriginal archaeological material occurring in shallower sediment layers.

These impacts are expected to be small in scale and highly localised, with a minor residual impact for P1 receptors and negligible for P2.

The risk of accidental damage due to emergency anchoring or navigational error is low for P1 receptors and very low for P2 receptors.



7.15 Non-Aboriginal underwater cultural heritage

This assessment considers how the project could affect non-Aboriginal underwater cultural heritage such as shipwrecks, historical ordnance and potential human remains.

More detail:

- ♦ EIS Chapter 14 – Non-Aboriginal underwater cultural heritage

Study area and approach

The study covered the offshore project area which overlaps with parts of the Gippsland coast that have a long history of shipping and maritime activity, including coastal traders, whaling and sealing vessels, and World War II training ranges.

Specialists reviewed existing data and literature, consulted with Heritage Victoria and a maritime archaeologist and completed preliminary geophysical surveys to identify known and potential underwater cultural heritage items. Shipwreck databases and historical records were used to identify the location of vessels lost in or near the study area, while geophysical data identified seabed anomalies that may represent wrecks or other heritage material.

Existing environment

Maritime activity along the Gippsland coast dates to the late 18th century, with sealing and whaling vessels, trading schooners and steamships using the coastline. Numerous shipwrecks occurred due to shifting sandbars, weather and navigational challenges.

A total of 17 shipwrecks were identified as confirmed or potentially occurring within or near the study area, including the colonial schooner *Sarah* (1838), which is thought to lie within the proposed cable corridor and may contain human remains. Four confirmed wrecks are located within 5

km of the project area, and 3 additional unconfirmed wrecks may also lie nearby. A further 8 vessels were lost while travelling along the Gippsland coast, with their exact locations unknown.

The study area also overlaps with a World War II air weapons range in Giffard, where historical ordnance may remain on the seabed.

Sixteen seabed anomalies were identified through geophysical surveys, which may represent shipwrecks, objects, or other cultural heritage items.

Impacts, risks and mitigations

Residual impacts range from **negligible to minor** and residual risks are **very low to low** across all phases.

Construction

Physical disturbance from turbine and cable installation, vessel anchoring, and seabed preparation will be minimised by undertaking surveys and inspections in the project area and establishing exclusion zones if heritage items are discovered.

An Underwater Cultural Heritage Management Plan will guide assessment, management and reporting.

With these mitigations, residual impacts on seabed anomalies are negligible to minor depending on their sensitivity and proximity to construction activities.

The precise location and condition of the colonial schooner *Sarah* is not known. Detailed seabed studies will confirm if the wreck is present within the final project footprint. Exclusion zones will be established to prevent disturbance, and all works will avoid the site. These measures are expected to prevent physical impact and the residual impact on the *Sarah* is minor.

Operation

The residual impacts of physical disturbance from vessel anchoring, cable maintenance or seabed disturbance to seabed anomalies are negligible to minor, while the residual impacts to the wreck of the colonial schooner *Sarah* are minor.

Exclusion zones will remain in place to protect confirmed sites such as the colonial schooner *Sarah* and other anomalies. The Underwater Cultural Heritage Management Plan will manage maintenance activities such as cable works or vessel anchoring.



8. ENVIRONMENTAL MANAGEMENT FRAMEWORK

A transparent governance framework for managing environmental impact during construction, operation and decommissioning

8.1 About the Framework

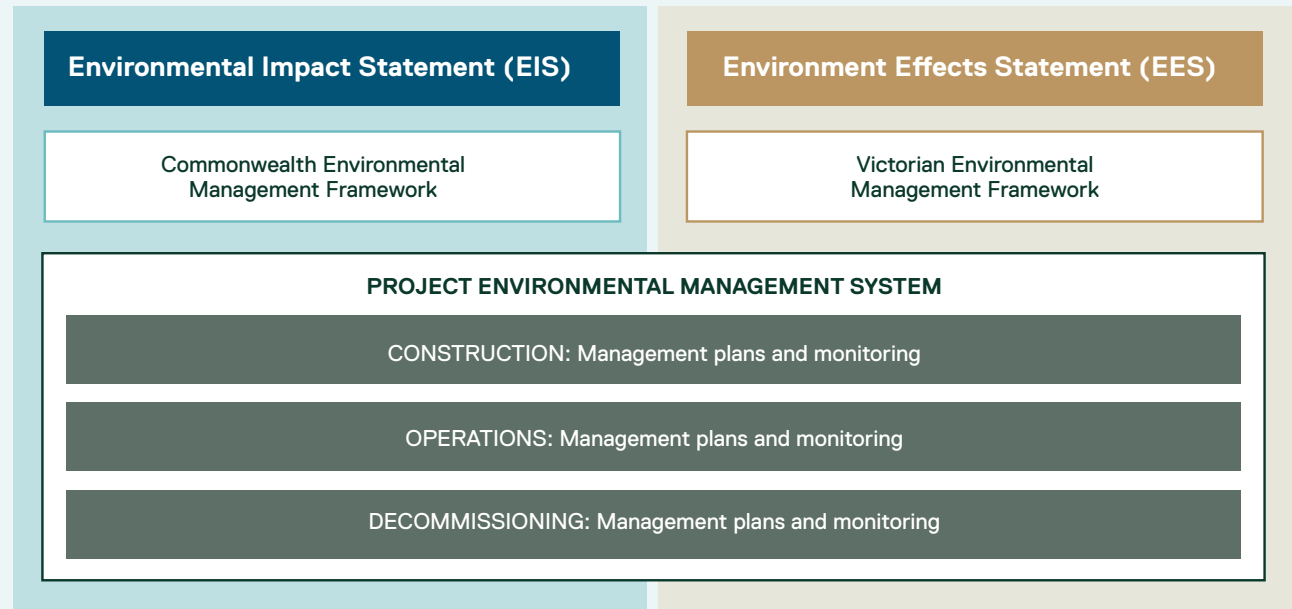
The project will be constructed, operated and maintained by Star of the South in accordance with its Commonwealth Environmental Management Framework (EMF).

The EMF sets out a governance framework for achieving statutory requirements and provides a structure for how the project will avoid, minimise and manage impacts at each phase of the project.

This document is informed by the EIS technical reports and reflects the requirements of relevant legislation, policies and guidelines. It includes a detailed list of mitigation and monitoring measures and outlines:

- Which approvals govern project activities
- Roles and responsibilities
- Required management plans
- How compliance is monitored and reported.

A Victorian EMF has also been prepared to manage the project’s responsibilities under Victorian legislation. For more information about the Victorian EMF, refer to the Star of the South EES.



8.2 How is it applied?

Star of the South is responsible for compliance with approval requirements and conditions.

An environmental management system will be implemented to manage compliance with environmental approvals and drive continuous improvement.

An environmental compliance plan will be in place for construction and operation. This will bring together both the Commonwealth and Victorian EMFs to ensure the entire project meets all relevant approval conditions and legislative requirements.

Detailed information on environmental management is available in:



EIS Chapter 23 – Commonwealth Environmental Management Framework

9. NEXT STEPS

Have your say

9.1 Review the EIS

Star of the South's EIS is available to read and download at starofthesouth.com.au

A full set of documents is available to view in hard copy at the following locations during the public review period:

- ♦ **Star of the South office** – 310 Commercial Rd, Yarram
- ♦ **Sale Library** – 70 Foster St, Sale
- ♦ **Foster Library** – 9 Main St, Foster
- ♦ **Lakes Entrance Library** – 2 Mechanics St, Lakes Entrance
- ♦ **Yarram Library** – 156 Grant St, Yarram
- ♦ **Seaspray General Store** – 37 Foreshore Rd, Seaspray.

Printed copies of this Summary Report will be available to view at these community venues during the public review period:

- ♦ **Port Albert Maritime Museum** – 78 Tarraville Rd, Port Albert
- ♦ **Traralgon Library** – 34-38 Kay St, Traralgon
- ♦ **Bairnsdale Library** – 22 Service St, Bairnsdale
- ♦ **Leongatha Library** – 2 Smith St, Leongatha.

If you're unable to access the online or hard-copies of the EIS, contact Star of the South to arrange alternative access.

9.2 Making a submission

Anyone can make a submission on the EIS.

Submissions must be made in writing during the public review period.

Submissions on the EIS can be lodged via an online form at starofthesouth.com.au.

By submitting through this online form you are only making a submission on the Commonwealth EIS. If you are also looking to make a submission on the Victorian EES, these need to be lodged via the Victorian Government's Engage Victoria website.

If you are unable to lodge your EIS submission online, contact Star of the South and request a hard copy submission coversheet.

Submissions will be treated as public documents and may be published.

9.3 Concluding the assessment process

After the public review period, Star of the South will consider all submissions and finalise the EIS for submission to the Minister for the Environment.

The Minister will consider the EIS, public submissions and other relevant information to decide if the project is approved, approved with conditions or not approved under the EPBC Act.

9.4 Questions

For questions about the project, the EIS documents, and how to make a submission on the EIS, contact Star of the South on 1800 340 340 or info@starofthesouth.com.au.

For questions about the EIS process under the EPBC Act, contact DCCEEW on 1800 920 528 or EPBC.Vic.Tas@dcceew.gov.au.



Star of the South has also prepared a Victorian EES which assesses works in Victoria associated with the project's underground transmission cables. It is available for review and comment at the same time as the EIS.

Refer to the EES Summary Report





A PROJECT BY



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We acknowledge the people of the Gunaikurnai nation as the original custodians of Country and pay respect to Elders past and present.

