

# Church Communities Australia

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Attn: Independent Planning Commission  
NSW Government

**Re: Submission regarding White Rock Wind Farm MOD 6**

14 October 2019

Dear Sir / Madam

This submission is made on behalf of the 220 residents of the Danthonia Bruderhof community, located on the Gwydir Highway, approximately 40 kilometres west of the town of Glen Innes, NSW. Church Communities Australia is the charity that owns and operates Danthonia Bruderhof.

We write regarding the Commission's recommended condition of approval for White Rock Wind Farm MOD 6 that "The Proponent shall ensure any aviation hazard lighting installed utilises an aircraft detection lighting system unless otherwise agreed by the Civil Aviation Safety Authority" (*Recommended Consolidated Conditions of Approval*, section C29, Night Lighting).

We support the recommendation for an aircraft detection lighting system, given the reasonably remote location of the wind farm and the infrequency of night-time aircraft traffic. An aircraft detection lighting system balances the need to mitigate risk both to aviators and to the wind farm, while giving proper consideration to the adverse impacts of hazard lighting on area residents.

However, we are concerned that the recommendation may allow the proponent to agree to a CASA-approved alternative to an aircraft detection lighting system that could create adverse visual impacts for our community and its neighbours.

In terms of proximity, Danthonia Bruderhof is the second-largest population centre impacted by the White Rock Wind Farm (Glen Innes being the first).

Both White Rock Wind Farm and Sapphire Wind Farm are in Danthonia Bruderhof's view field, the former to our south-east, the latter to our east/north-east.

The adverse visual impact of the aviation lighting on specified turbines within Sapphire Wind Farm is an unfortunate reality for Danthonia Bruderhof's residents. We are on record in support of aircraft detection lighting for Sapphire Wind Farm, but to date such a system has not been implemented.

We mention Sapphire Wind Farm here because it is important to us that should White Rock Wind Farm's proponent negotiate with CASA for aviation hazard lighting other than an aircraft detection lighting system, consideration be given to the manner and luminosity of the hazard lights currently employed at Sapphire Wind Farm.

As both wind farms are in our view field, we would consider it extremely unfortunate if, for instance, White Rock Wind Farm were to be required to utilise flashing hazard lighting, or constant lighting at a brighter luminosity than the lighting utilised at Sapphire Wind Farm.

Again, we support the recommendation of an aircraft detection lighting system as the best means for White Rock Wind Farm to address all hazard lighting concerns.

Sincerely

A handwritten signature in black ink, appearing to read 'C. Voll'.

Christoph Voll

Chair