

Kristin Old

From: Terry Cooper <Terry.Cooper@yass.nsw.gov.au>
Sent: Thursday, 4 May 2017 5:01 PM
To: Kristin Old; Simon Cassidy (simon.cassidy@hilltops.nsw.gov.au)
Subject: RE: Bango - Site access roads

Hi
These changes generally address the concerns raised

Terry Cooper
Engineering Services Manager
Yass Valley Council
(02) 6226-9274

From: Kristin Old [mailto:Kristin.Old@cwpm.com.au]
Sent: Monday, 1 May 2017 3:00 PM
To: Terry Cooper; Simon Cassidy (simon.cassidy@hilltops.nsw.gov.au)
Subject: Bango - Site access roads

Good afternoon Terry and Simon,

Please find attached the amended table as discussed last week. If you could let me know if you are happy for us to include this table in our response to submissions, or provide feedback if you have any issues with it, it would be much appreciated.

If we could get this feedback by Wednesday COB it would be great, as we are trying to submit the response by the end of this week.

Regards,

Kristy Old

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Kristin Old

From: Simon Cassidy <simon.cassidy@hilltops.nsw.gov.au>
Sent: Friday, 5 May 2017 8:01 AM
To: Kristin Old
Cc: Cooper Terry
Subject: Fwd: Site Access roads.docx
Attachments: Site Access roads.docx; ATT00001.htm

Kirsty

I added one comment under the construction timing section. Otherwise I am happy that it reflects our recent discussions.

Regards

Simon Cassidy

Begin forwarded message:

From: Simon Cassidy <simon.cassidy@genium.com.au>
Date: 5 May 2017 at 7:58:10 am AEST
To: "simon.cassidy@hilltops.nsw.gov.au" <simon.cassidy@hilltops.nsw.gov.au>
Subject: Site Access roads.docx

Site Access - Balance of Plant and Resources: The Proponent acknowledges the feedback provided by Hilltops and Yass Valley Councils through the public exhibition of the EIS. In particular, the commentary regarding the impacts to the local Council road network pavements and associated safety concerns with the use of heavy vehicles (“truck-and-dog” arrangements) hauling balance of plant and resources to the Project Site. In response to this, a range of proposed solutions have been discussed with both Councils (summarised in [Table 1](#)~~Table 1~~ below), to address the uncertainty and risks identified by each, while retaining flexibility in the Project.

Table 1: Proposed solutions to Council road concerns

Aspect	Response
<p>The location and source (and the associated road routes) required for the delivery of resources (water, sand, gravel, cement, etc.) to the Project Site.</p>	<p>The Proponent requests that the location of these resource requirements is determined through a competitive tender process, however in doing so acknowledges Councils’ concern that only appropriately licenced suppliers of resources will be used, unless materials are otherwise won within the Project site (for instance the use of material excavated from the wind turbine foundation sites).</p> <p>Nonetheless, it is proposed that the locations of known sources are identified and addressed in the Project Transport Management Plan (TMP), which is to be prepared to the satisfaction of the relevant Council, prior to the commencement of the relevant stage of works.</p> <p>It is also requested that additional TMPs be allowable to accommodate the introduction of new sources should they be identified during the construction period. All TMPs are to be prepared in consultation with the relevant Council.</p> <p>It is noted that the location of currently known and potential quarry sites were identified in the EIS Figure 3.9, however in accordance with the comments above, consideration of their licence status will be undertaken prior to use.</p>
<p>Maintenance of roads during construction</p>	<p>The Proponent acknowledges and accepts that maintenance of the local Council road network (to the extent that impacts are caused by Project vehicles) is a requirement of the Project during the construction period, and that the associated costs are to be borne by the Project.</p> <p>The Proponent also acknowledges the current low levels of local traffic users on the known Project roads (Wargeila, Tanmangaroo, and Harry’s Creek roads), and that speed (or the perception of speed) for construction vehicles is a concern for residents.</p> <p>To address this matter, and in consideration of identifying the source of resource requirements as outlined above, the Proponent proposes to enter a Road Dilapidation Deed with each Council, prior to the commencement of the relevant stage of works. The Road Dilapidation Deed will clearly outline the responsibility of each party for the identification, prioritization, rectification of any defects, and the apportionment of costs of such works, and has been utilised by the Proponent on other projects - most recently at the Sapphire wind farm in</p>

	<p>northern NSW in consultation with Glen Innes Severn and Inverell Shire, Councils.</p> <p>The Road Dilapidation Deed will incorporate the requirements of pre- and post-dilapidation surveys, any necessary road upgrades and methods deemed appropriate for control of speed limits by construction vehicles.</p>
Upgrades to roads	<p>The Proponent acknowledges Council's responsibilities under the Roads Act 1993, and therefore the Proponent's own responsibilities in committing to appropriate upgrades and traffic management protocols to the local Council road network to ensure safe passage of vehicles during the construction period.</p> <p>In this regard, and as recommended above, the Proponent proposes to enter a Road Dilapidation Deed with each Council with respect to the required works.</p>
Timing of road upgrades	<p>The Proponent requests that consideration is given to construction works that can occur in parallel to road upgrades.</p> <p>This request goes beyond the typical allowance of activities within the definition of "Pre-construction works" within recent planning approvals. It should be an "Early works" construction package that could be commenced prior to the completion of all required road upgrades, and would include the following activities:</p> <ul style="list-style-type: none"> - Commencement of construction of site access roads from the site entrances to the site facilities (site compound, substation, operations and maintenance facility, batching plant and crushing facility); - Activities required to bench, install hardstand and temporary office facilities and amenities for temporary and permanent facilities across the Project; and, - Onsite extraction and stockpiling of pavement materials in preparation for the commencement of construction. <p>These works would typically require plant and equipment to be brought to site once, to be left within the Project Site to undertake works without consequential ongoing impacts to the local Council road network, other than those of light vehicles which are generally permitted under the recent standard definition of "Pre-construction works". The works would generally not require delivery of significant quantities of materials to or from the site using the public road network.</p> <p>It is proposed that final vehicle numbers and movements are to be determined through the finalisation of the TMP and Road Dilapidation Deeds, at which point the known construction partner will be on-board to advise on the construction program and preferred work fronts.</p> <p>Ultimately, this requested solution will drive efficacy in the construction program, which in turn will reduce construction program and impacts of</p>

	the project to local residents and road users with little additional impacts to the local Council road network.
Impacts on local sources of water, in particular potable and agricultural waters supplies.	<p>This concern is noted and the scope provided to tendering construction contractors will include a directive that liaison with each Council and/or Department of Primary Industries (DPI) is required in relation to sourcing water for the Project.</p> <p>It is acknowledged that this is a particular concern for the Hilltops Council in the Boorowa area.</p>
Decommissioning	The Proponent's approach to provisioning funds for decommissioning is outlined in Chapter 18 of the EIS which will incorporate the costs associated with impacts to the local Council road network.

Kristin Old

From: Simon Cassidy <simon.cassidy@hilltops.nsw.gov.au>
Sent: Wednesday, 12 April 2017 3:40 PM
To: Kristin Old
Cc: Deidre Johnson
Subject: Bango Windfarm - Road suitability study

Kristin

Both myself and terry have previously conveyed the message that it is not the oversize vehicles that are of concern. They are relatively few in number, will follow a consistent route, and can generally be managed by implementing a traffic management plan, notifying residents, etc. The primary concern is the other heavy vehicle construction traffic which has potential to do significant damage to the road networks and create major safety issues.

Your email of 7/4/17 indicated that there will be no heavy vehicle access using Hopefield Lane, or Hillview lane but. This would alleviate Councils main concern which is the condition of Rye Park Road and limit any heavy vehicle access to a short section of Wargeila Road in the Hilltops LGA. The email below though now brings Harrys creek road into play which has never been discussed before as an access road so I am now confused as to what is intended. Not sure if we are using the same terminology in terms of oversize vehicles versus general heavy vehicles (gravel trucks, deliveries, etc)?

Council has previously stated that our preferred road standards are for sealed roads 8.5m formation with minimum 7m seal, and for unsealed roads minimum 6m wide. Any roads that are proposed for use by heavy vehicles that are currently outside these standards we would be looking closely at whether upgrades are required. In addition a major concern is the structural capacity of roads which is generally not addressed in transport assessment which focus on road width. Most of the roads in question were never built to withstand large numbers of heavy vehicles and will quickly deteriorate causing safety issues. Council as the road authority cannot transfer its liability to maintain a safe road and as such we wont be placed in a position where a road has deteriorated to a point where it is unsafe. Where these roads are identified eg. Rye park Road, we expect them to be upgraded prior to any significant use as opposed to the stuff it and fix approach. Council is open to discussions about some pre construction use of the road network in advance of the main construction but this needs to be quantified and we would need to be satisfied that it will not result in safety issues.

One of our biggest concerns is where materials such as gravel will come from as this has not been defined. We will want to assess these routes once they are defined and depending on the outcome we may require additional upgrades. I understand these sources are difficult to define at this early stage and you want to keep your options open but the earlier we know these routes the more certainty we both have. I will try and track down a map of local gravel pits that the Council uses in the area which may assist. Council doesn't have any record of bores as these are managed by DPI Water.

I would be interested in meeting at some stage when you are in the area but will need to plan it in advance as I am only part time. I am interested to better understand what is currently proposed for heavy vehicle (not just oversize vehicle) access routes.

Regards

Simon Cassidy
Project Engineer



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From: Kristin Old [mailto:Kristin.Old@cwpm.com.au]

Sent: Wednesday, 12 April 2017 10:14 AM

To: Simon Cassidy <simon.cassidy@hilltops.nsw.gov.au>; 'terry.cooper@yass.nsw.gov.au' <terry.cooper@yass.nsw.gov.au>

Subject: RE: Bango - Road suitability study

Hi Simon and Terry,

As I mentioned previously, we will not be bringing oversized vehicles for the construction of the Bango wind farm in via Tangmangaroo, Wargeila and Harry's Creek Roads. However these roads will be used for construction vehicles and will require some upgrade and maintenance.

- In the pre-construction phase, there will be a need to bring a limited amount of plant and equipment in via these routes, in order to keep a timely construction schedule. This is something we brought up in the meetings we had with your colleagues in Yass and Boorowa recently, and will require consent from Council.
- We believe the roads are sufficiently wide for regular construction vehicles, but we wish to identify
 - bridges and culverts that require upgrades,
 - any particularly narrow sections, and
 - sections of road that have already been cleared and would be suitable for passing bays

Accordingly, we plan to have a closer look along these roads.

I will be on site next week (days to be confirmed) with an environmental consultant doing a study of Tangmangaroo, Wargeila and Harry's Creek Roads. We will be focusing on the roadside vegetation surrounding bridges and culverts that will require upgrades, any particularly narrow sections, and sections of road that have already been widened.

Part of this study will be identifying upgrades required, but also an assessment of the suitability of each route for construction vehicles prior to completion of upgrades. Your input on this would be extremely valuable. I propose that the best use of your time could be to meet up once our study is complete (or at least substantially completed) and drive the roads with me pointing out the areas of interest identified. Alternatively I could share the results with you for your verification at another time. You would also be welcome to join us at any time during the study.

I will be in touch once we have locked in dates for the trip. Let me know your thoughts.

Thanks,

Kristy

From: Kristin Old
Sent: Friday, 7 April 2017 4:58 PM
To: Simon Cassidy <simon.cassidy@hilltops.nsw.gov.au>
Cc: terry.cooper@yass.nsw.gov.au
Subject: RE: Bango - Road suitability study

Thanks Simon.

To elaborate on site access routes, the revised layout has removed the entire Lang's Creek Cluster and the 5 turbines that were to be accessed via Hillview Lane. This completely removes the need for construction and maintenance vehicles to use Hillview or Hopefield Lanes.

In terms of other access routes, the Lachlan Valley Way will be used in preference to other access routes for all oversized movements and others where practicable. It is likely that Tangmangaroo and Wargeila roads will be used for light and probably some heavy vehicles, at least from the south. In which case we are aware that some upgrades and maintenance will be required on these routes.

Depending on where raw materials are to be sourced, there may well be site access requirements from the north, but we will have a much better idea of this after a contractor has been appointed. Raw materials would be sourced onsite as much as possible, but in order to get an idea of where additional raw materials may come from, it would be helpful if YVC and HC could send a list of quarries and bores in the local area, if you have one.

I will be in the area for a few days during the week after Easter, and then again for at least 2 days the following week if there is value in meeting up.

Regards,

Kristy Old

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From: Simon Cassidy [<mailto:simon.cassidy@hilltops.nsw.gov.au>]
Sent: Wednesday, 5 April 2017 2:54 PM
To: Kristin Old <Kristin.Old@cwpm.com.au>
Cc: terry.cooper@yass.nsw.gov.au
Subject: RE: Bango - Road suitability study

Kristy

I note in your previous email a comment about revising/limiting the number of site accesses. Can you elaborate on this please? Do you still intend to take heavy vehicles and oversize vehicles via Boorowa & Rye Park Road? Any changes to the proposed routes will obviously impact our expectations with regard to road upgrades.

In terms of where we were up to, I provided the road suitability assessment that you attached and I know a similar one was done for the Yass Valley Roads. The intent was to provide a starting point for discussion with a view to reaching agreement on what upgrades would be required.

Both myself and Terry met with Siobhan (and another person whose name I can't recall) and did a drive through of the roads. Discussion was basically around explaining the content of the road suitability assessment and pointing out any issues of concern as we drove along so we could all get an appreciation of the issues. My understanding was that Siobhan generally agreed with our expectation of road upgrades but I don't think we ever received a response that indicated agreement or otherwise. Based on my involvement with the Rye Park windfarm, NSW Planning will expect us to reach agreement before approval is given.

Siobhan also sent through a copy of a road management agreement from another windfarm (possibly sapphire windfarm?) for us to have a look at. It was a good start but I did have a few issues that I think could be better addressed. Ideally we would like to work on getting an agreement on road upgrades and how road maintenance and dilapidation will be managed, in place up front so there is certainty for all parties.

That's my understanding of where we were up to in the process. Happy to discuss further.

Regards

Simon Cassidy
Project Engineer



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From: Kristin Old [<mailto:Kristin.Old@cwpam.com.au>]

Sent: Monday, 3 April 2017 4:21 PM

To: Simon Cassidy <simon.cassidy@hilltops.nsw.gov.au>; terry.cooper@yass.nsw.gov.au

Subject: Bango - Road suitability study

Hi Simon and Terry,

I guess you are aware that Ed and I had a chat with some of your colleagues last week about the Bango wind farm. In addition to my previous email, I am hoping you can help me get up to speed with where you and Siobhan got to in terms of road suitability for the Bango wind farm. I believe Siobhan did the attached 'walk-through' with Simon, but I can't locate a similar study for the length of Tangmangaroo road and the southern part of Wargeila Road.

As mentioned, these routes will be used for light vehicles, and possibly a few select heavy vehicles during pre-construction (there would be some conditions imposed if used prior to completion of upgrades). I look forward to hearing from you. Feel free to call my mobile if it helps.

Regards,

Kristy Old

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