

Wednesday 6th May 2020 via Microsoft Teams
teleconference

Attendees	Initials	Position
Garry West	GW	Independent Chairperson
John Goodworth	JG	Community Representative
Brad Bliss	BB	Community Representative
John Southwell	JS	Community Representative
Pip Smith	PS	Community Representative
Lindsay Hough	LH	Community Representative
Matt Flower	MF	CWP Renewables – Development Manager
Jessica Petersen	JP	CWP Renewables – Development Officer

Apologies

Heather Gough-Fuller	Community Representative
John Xuereb	Community Representative

Item	Details and Actions
1.0 Welcome and Introductions	Meeting opened at 9:35am via Teams teleconference GW welcomed all present and thanked everyone for flexibility in changing the date for the meeting and for their participation in this different meeting format.
2.0 Apologies	HGF, JX
3.0 Declarations of Interest	No new declarations of pecuniary interest.
4.0 CCC Guidelines	Nothing new
4.0 Minutes of meeting	<ul style="list-style-type: none"> Approved by all
6.0 Business Arising	Nil
7.0 Correspondence	<ul style="list-style-type: none"> GW's correspondence with DRC regarding representative GW call with CEO they have a number of CCC's in the council area now and have decided to have one committee. GW sends the minutes from each meeting to DRC. GW notes that there is an advantage to having DRC representative present to hear the concern of the community regarding the project and encouraged anyone to voice their concerns directly to council if they choose.
8.0 Company reports	<ul style="list-style-type: none"> 1. MF UWF presentation - <i>Electronic version sent via email and will be made publicly available with minutes. Hard copy to be sent by post to all CCC members</i>

<p>9.0 Project Update / Discussion</p>	<p>Project Status / actions since previous meeting</p> <ul style="list-style-type: none"> • Layout alteration with reduction of turbines from 109 to 97 – reduction in the south eastern end of the project. • EIS drafted and submitted to DPIE for a pre-exhibition check on 24/4/20 • Participated in a Q&A session at NSW Farmers Federation (Wellington Branch) meeting regarding Twelve Mile Road. • Twelve Mile Road preliminary upgrade design completed and will be available in the EIS. • Neighbour consultation ongoing (including face to face meetings, letters and emails to residents regarding project impacts). • CWP staff working from home and heeding government advice to reduce the spread of Covid-19, so recent discussions have been via email or phone. • Continued engagement with Council stakeholders: Infrastructure and Planning teams. <p>Planning and Approvals:</p> <ul style="list-style-type: none"> • EIS in draft form now and with the DPIE for their pre-exhibition check (check that the EIS addresses everything in the Project SEARs) • There will be a two week lead time for public exhibition. DPIE will advertise in local newspapers • CWPR will put out a newsletter notifying the public about the EIS and relevant details about the public exhibition. • Due to COVID-19 legislation and NSW Gov Public Health Orders – the EIS will be available online only and there will not be a public open day. • The Project newsletter will be more detailed than usual to get the information out there. <p><u>Questions:</u></p> <p>LH – how long is going to be exhibited for?</p> <p>MF – 30 calendar days. It will be available on the NSW Major Projects website (we will also provide a link to the Major Projects website via the UWF Project website)</p> <p>PS – can you please send email with link to major projects site when the EIS will be publicly exhibited?</p> <p>MF – Yes we will send a link to all CCC members when public exhibition opens.</p> <ul style="list-style-type: none"> • The EIS was prepared by an external consultant Eco Logical Australia on behalf of the project • Until DPIE confirm that we have answered everything in the SEARs, the EIS is in draft form, so this meeting won't go into specific finding of the EIS. • Project description as per the EIS: The Development Application for the Project is to install, operate and maintain up to 97 Wind Turbine Generators (WTGs), an Energy Storage Facility (ESF), associated Ancillary Infrastructure and Temporary Facilities. • Page 7 of the presentation gives a sense of the history of the Project, a spatial representation of the reduction in size of the
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	<p>project, two and demonstrates reduction in visual and transport route impacts.</p> <p>Traffic and Transport:</p> <ul style="list-style-type: none"> • The Project does not intend to close Twelve Mile Road • it is intended that most traffic will access the Project site entry from a westerly direction (from Goolma road along Twelve Mile Road), except to allow local service and/or resource suppliers located east of the primary Project Site entry along Twelve Mile Road the opportunity to participate in the Project. • Some sections of the minor road network, will only be used by the project (post-development consent) for activities such as site establishment or pre-construction minor works to facilitate construction prior to the construction of the project access roads <p>Questions:</p> <p>LH – I believe you will be sourcing water from Burrendong dam?</p> <p>MF – the water will be obtained via a licenced source, we have not yet decided where the water would be drawn from. Resources such as water may be obtained where minor roads might be used. If resources are sourced outside of project, they would access via Twelve Mile Road</p> <p>LH – I got the impression from other presentations that water would be sourced from the dam</p> <p>MF – it might have been discussed as a possibility in previous meetings but hasn't been decided yet. We would procure water from licenced sources.</p> <p>Traffic:</p> <ul style="list-style-type: none"> • predicted traffic generation on TMR includes: 120 light vehicles to and from the project which may increase up to 200 vehicles at peak construction; 45 heavy vehicles (distributed throughout the day dependent on scheduling); and 5 OSOM vehicles to and from the project during WTG deliveries (distributed throughout the day dependent on scheduling). • Civil engineers have looked at the Goolma Road and TMR intersection and provided a preliminary concept design based on the additional traffic numbers and consideration of OSOM vehicles • any modification will be in consultation with road authorities and the changes would remain for everyone, not just during construction. • The concept design is provided in the EIS and open to community consultation • OSOM equipment such as the blade trailers would drive straight from Goolma Road to TMR, but would be under escort. <p><u>Questions:</u></p> <p>JG – concern from previous discussions about the camber of the road for trucks turning right from TMR towards Mudgee</p> <p>MF –The turn right towards Mudgee would be similar to what is currently there, but the design would be engineered to consider things such as road camber.</p>
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	<p>JG – council were going to block the straight from TMR to Goolma road, are you going to block that straight?</p> <p>MF – the advice we received from the engineers is to allow access to Goolma road to continue straight as it is currently, though drivers accessing TMR from Goolma Road would turn right further up the road. The concept design will be available in the EIS.</p> <ul style="list-style-type: none"> • TMR will be upgraded prior to construction on site. • We engaged civil engineers to conduct a preliminary concept design for TMR, a series of engineering drawings will be out for public comment in the EIS • We have discussed design parameters with DRC, 3.1m lane each way (6.2m total bitumen width) • We have proposed temporary gravel passing bays approximately every 1.5-2km to help manage traffic during construction • There is no proposal, or intention, to close the road. Only temporary restrictions while the road is upgraded. • During our upgrade of the road there may be some stop/go controls on the road (as with any road which is upgraded) • We will propose that all the over-size over-mass equipment will have escort vehicles and oncoming traffic will be free to pass where the road is wide enough, or would need to slow down or stop for a very short period of time while the vehicles pass • DRC have reserved their comment on the preliminary design until the EIS has gone on public exhibition. The design is based on the current road conditions and designed to a road speed that is not sign posted (currently 100 km/hr) <p><u>Questions:</u></p> <p>LH – what is the road width going to be? bitumen will be 6.2m wide total.</p> <p>LH – I’m not convinced that this will be wide enough for your equipment</p> <p>MF – we are confident these are wide enough for our equipment</p> <p>LH – all construction will be a danger to the locals heading in and out of the area. What is the widest piece of equipment?</p> <p>MF - approx. 5.5m wide tower sections. These would be brought in by escort to ensure safety. We will implement management and communication measures so that the local community is aware of the timing of these activities.</p> <p>GW – I am hearing a lot of local knowledge of roads – don’t miss the opportunity to comment during the public exhibition period</p> <p><u>Economic benefits:</u></p> <ul style="list-style-type: none"> • Economic Benefits Assessment conducted by Ethos Urban predicted the direct and flow on effects on jobs in the local community: expect a direct workforce of 250 (not during the entire construction period) estimated 400 indirect full time equivalent (FTE) positions during construction; 12 direct jobs while operational, 35 indirect jobs
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	<ul style="list-style-type: none"> • Local business participation is encouraged, though it is quite a specialised construction project, so not all jobs will be available locally. • Local wage spending stimulus from non-local construction workers living in the region further supports local spending and employment. Increases in Council rates caused by the Project • We will be providing community benefit contributions and a community co-investment opportunity. On the Sapphire Wind Farm project near Inverell we rolled out an opportunity for locals within a certain radius to invest in the project and gain dividends from their investment, with a guaranteed rate of return (6% for Sapphire). A similar model would be considered for this project, subject to market testing. <p>Visual Assessment:</p> <ul style="list-style-type: none"> • The topic of visual impacts comes up a lot with people we talk to about the project. • A consultant completed the assessment based on the SEARs and the NSW Wind Energy: Visual Assessment Bulletin • An assessment from every residence within a certain distance, what that impact would be and recommended mitigation measures. • Page 13 of the presentation includes a map showing the viewpoint analysis locations and a flowchart of the Viewpoint Assessment process required to address the Bulletin and understand how sensitive the viewpoint is to change based on the project • It is a very detailed report, as required by the bulletin in order to make a subjective idea more objective. • the presentation includes photomontages from public roads • example of blue sky comparison - required by the bulletin to photoshop in a blue sky if the photo montage has grey skies. • these images are on public roads and selected to for this presentation show a range of views from around the project. More photomontages will be available in the EIS. • Page 19 of the presentation shows an example of the assessment methodology and viewpoint characterisation. • according to the assessment: 11 residences have the potential to be impacted by the project which have recommended mitigation measures, including planting, supplementary planting surrounding, and we would have discussions with residents to understand if they would be interested in these. <p>JG – very clear thank you</p> <p>Noise:</p> <ul style="list-style-type: none"> • A noise and vibration assessment was undertaken in accordance with the SEARs • modelling indicates that the project is able to comply with the relevant guidelines and criteria <p>Heritage:</p>
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	<ul style="list-style-type: none"> Results included identification across the site of scattered artefacts and three potential archaeological deposits. A range of mitigations are recommended including excavations and salvage which we will be working through over the next couple of months <p>Biodiversity:</p> <ul style="list-style-type: none"> Assessment prepared based on the SEARs. A Biodiversity Assessment Report (BAR) and Biodiversity Offset Strategy (BOS) have been developed in accordance with the NSW Framework for Biodiversity Assessment in response to the Project SEARs. This also included consideration of EPBC Act listed species and communities. The Project will need to obtain a number of credits - land for conservation purposes eg biobanks or conservation agreements. This is a very detailed process which will take time to work through <p>EIS:</p> <ul style="list-style-type: none"> The EIS is a 500pg document with 1300 pages of technical reports, which each go into the technical aspects of the Project. The EIS has recommended the impacts of the project can be managed through a standard range of mitigation measures. These are outlined in the EIS content as the project's Statement of Commitments. We will prepare an Environmental Management System (EMS), then contractors must prepare their Environmental Management Plans (EMP) and demonstrate how the plans how to meet the Project's EMS A Traffic management Plan will be prepared in consultation with relevant roads authorities, and will include strategies for communication, rolling stoppages, times that intersections can be used (eg. school bus times) prior to commissioning any WTGS the Project will prepare a Bird and Bat Adaptive Management Plan (BBAMP) Within two years after construction commencement the Proponent will retire the required biodiversity offset credits <p>GW – each of the individual EMPs – do they have to be signed off by the DPIE? MF – the EMS will be, and we would have to demonstrate compliance with all of the conditions and external audits.</p> <p>Project timeline:</p> <ul style="list-style-type: none"> EIS soon to be on public exhibition, though timing sits with DPIE ongoing consultation We are looking to install a 160m monitoring mast to increase certainty of wind speeds. This will be through a separate development application to DRC. <p>GW - thank you for the presentation any questions? JS – reminder to put it into perspective that impacts might seem like a lot, but construction doesn't go on forever.</p>
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10.0 Matters, which Community Representatives wish to raise.	Nothing new
11.0 Community Engagement Opportunities	GW – difficult to find new community engagement opportunities at this time. JS – I'll continue with my role disseminating minutes to the chamber of commerce GW – send copy of minutes to DRC and State Member's office
12.0 General Business	Nil
13.0 Next Meeting	Proposed 24 th July at 930am (location to be determined)

Meeting closed at 10:53am.

GW thanked all present for their attendance and patience with the different type of meeting.

Action Items:

Item	Issue	Action By:
1	CWP to send hardcopy of presentation to all CCC members	JP/MF
2	CWP to send email to all CCC members with link to EIS when Public Exhibition period opens	JP/MF