

Attendees	Initials	Position
Michael Silver OAM	MJS	Independent Chairperson
Owain Rowland-Jones	ORJ	Community Member
Andrew Hundy	AH	Community Member
Esme Martens	EM	Mid-Western Regional Council delegate
Tony Igo	TI	Construction Project Manager – CWP Renewables
Dallas Edwards	DE	Consortium Manager - GEZ
Observers		
Marie Hensley	MH	Community Liaison Officer – CWP Renewables
Apologies		
Ingrid Saywell	IS	Community Member
Max Price	MP	Community Member
Brendan McAvoy	BM	Project Director – CWP Renewables
Beth McCaffrey	BMc	Construction Manager - GEZ

Item	Details and Actions
1.0 Welcome and Introductions	Meeting opened at 10.13 am. MJS welcomed all present.
2.0 Apologies	As listed above.
3.0 Declarations of Interest	<ul style="list-style-type: none"> MJS declared that his expenses as Independent Chairperson are borne by the proponent.
4.0 Community Member Vacancy	<ul style="list-style-type: none"> MJS advised that due to Vera Tomlinson's previous resignation and Cr Esme Martens being recently appointed the Mid-Western Regional Council delegate to the CCC, there now existed two community member vacancies on the CCC. Given this situation, MJS advised that nominations for two community representatives would be publicly invited shortly.
5.0 Correspondence	<ul style="list-style-type: none"> Mid-Western Regional Council: Advising the appointment of Cr Esme Martens as Council's delegate to the CCC.
6.0 Minutes of Previous Meeting	<ul style="list-style-type: none"> It was noted that the minutes of the meeting held on 27 August 2019 had been approved on 7 October 2019. No business arising
7.0 Action Items	<ol style="list-style-type: none"> Confirmation of distance of nearest turbine to residence HER07 to be verified. Response subsequently provided: <i>The applicable provisions of the Development Consent are:</i> <i>Micro-siting Restrictions</i>

7. *The Applicant may micro-site the wind turbines and ancillary infrastructure without further approval provided:*

(a) they remain within the development corridor shown on the figure in Appendix 2;

(b) no wind turbine is moved more than 100 metres from the location shown on the figures in Appendix 2;

(c) no wind turbine is moved closer to residences CR28, CR34, CR41 or HER07 from the GIS locations in Appendix 2; and

(d) the revised location of the wind turbine and/or ancillary infrastructure would not result in any non-compliance with the conditions of this consent.

With regard to the particular residence discussed (HER07), condition (c) confirms that no WTG can be moved closer to the residence than the distance stated in Appendix 2.

Extracts from Location Map and Turbine Co-ordinates schedule in Appendix 2 attached.

2. Presentation of formal advice from Mid-Western Council regarding use of Council water for roadworks.

DE reported on the arrangements regarding sourcing of water for broader industry use from Mid-Western Regional Council. He advised that access to water from Council standpipes had ceased on 9 October 2019. EM commented that she did not believe there was a formal agreement with the contractor carting the water and Council. She noted it was potable water and questioned whether it should be used for roadworks. EM advised that Mid-Western Regional Council had now established raw water (untreated) standpipes at Windemere Dam and its Saleyards. EM also indicated that Level 2 water restrictions applied.

DE indicated that advice from its water consultant had been obtained and alternative water sources (not from Council supplies) have been arranged through a sub-contractor to provide water for the roadworks.

3. Report on transport of blades and other components along Aarons Pass Road to a future CCC meeting. To be presented to next meeting.

4. Report on traffic movements on Aarons Pass Road.

	<p>DE indicated that along Aarons Pass Road about 10 vehicles (non-project) per day with peaks up to 20 per day on weekends.</p> <p>In response to a question from AH as to who is using the roads (Sallys Flat Road and Aarons Pass Road), DE indicated that it was difficult to determine who all the users are, although project vehicles will have a flashing light.</p> <p>AH expressed concern regarding work vehicles using Sallys Flat Road, particularly vehicles travelling to a southern quarry. He highlighted a complaint regarding a V8 Land Cruiser. TI responded that the matter was not related to the wind farm project and CWP was not party to the complaint lodged with DPIE.</p> <p>TI also advised that surveyors and fencing contractors may use Sallys Flat Road in accordance with the consent. Also, TransGrid and Downer vehicles may use Sallys Flat Road and other roads in the area.</p> <p>MJS advised he would follow up on consents issued by Bathurst Regional Council and Mid-Western Regional Council in respect of quarry developments in the area that will support construction of the wind farm. It was noted that these consents are independent of the wind farm and the responsibility of the respective local government authorities to monitor. ACTION</p> <p>Traffic Count Schedule subsequently provided – copy attached.</p>
<p>8.0 Proponent's Report</p>	<ul style="list-style-type: none"> • DE presented the proponent's report (copy attached) • DE provided a status update on the project and provided information on clearing, roadworks, traffic management and environmental matters. • DE explained the soft felling of hollow bearing trees – excavator digs around roots and the tree is gently laid over. Where large trees are involved specialist tree fellers are engaged. • ORJ sought clarification on the works timeframe and works schedule. DE responded that roadworks would commence at both ends and meet in the centre. Currently about two weeks ahead of schedule, however there are some difficulty sections to be undertaken shortly. • DE advised that an additional water truck had been added to the works program to address dust issues. • DE advised that Mid-Western Regional Council raw water is currently not being sourced however approval has been sought for access to this water. • DE indicated that roadworks will likely to be completed in late February/early March 2020. • ORJ noted an area taped-out (white/yellow tape) west along Aarons Pass Road from the site entrance and requested advice as to what this represented. DE advised it to identify the area to be cleared to provide adequate site distance and ensure compliance of the site entrance intersection.

- ORJ noted that wood chip (100-150 mm thick) had been dispersed over much of the disturbed road shoulders and immediate surrounds of the initial 6 kilometres of realigned Aarons Pass Road. He expressed concern that the wood chip will washout in high rainfall and provides a potential fire hazard if placed along the whole 20 kilometres length of the road reconstruction as well as a high fire risk in stockpile situations. DE advised that the reason for the use of the wood chip is for effective erosion control on areas where there is disturbance and to manage the topsoil. Generally, a skim layer (less than 100 mm) is applied to control erosion. The process is undertaken under the guidance of the environmental consultant based in Newcastle.
- WRJ requested clarification of the removal of stumps within the areas delineated by the 'white pegs'. DE responded that some stumps will be removed, other will remain. Also, there may be some stump removal in isolated areas outside the 'white pegs'.
- ORJ sought clarification as to 'what will happen to the Acacia?' TI advised that these trees will be translocated in accordance with the Biodiversity Management Planned approved by the DPIE.
- ORJ highlighted potential issues with extent of likely cuts on sections of Aarons Pass Road and the potential implications for erosion and stabilization. DE advised that steep batters will be inspected by a certified geotechnical engineer to ensure appropriate stabilisation, indicating that a spray-on stabilization method would likely be employed on cut embankments which will also control erosion
- ORJ raised the issue of dust on Aarons Pass Road suggesting that the dust suppression was inadequate with houses in the vicinity of the road being severely compromised. He also noted some problems with soft areas which are a hazard for traffic and exacerbate the dust problem. He noted, when recently travelling the road, that the dust was so severe that he was forced to pull-off – it being a potentially serious safety issue. DE acknowledged that there had been an issue with "blow-outs' in some sections of the road, these are known to form quickly. This had been addressed late in the week prior to the meeting with a patrol grade. TI indicated that road watering was being undertaken on an assessment basis.
- TI advised that a third-party environmental audit on the project had recently been issued for review – it contained no adverse comments regarding the upgrade works on Aarons Pass Road.
- DE advised that the componentry for construction of the wind farm had now arrived at Newcastle Port. He presented various methods by which the componentry will be transferred to the site. TI indicated in response to several questions that transportation will be a complex

	<p>process involving significant planning and liaison with Roads and Maritime Services (RMS), local government authorities, Police and other government agencies.</p> <ul style="list-style-type: none"> • AH enquired as to the finalised delivery route. DE advised that the Southern Route via Katoomba, in accordance with the Transport Management Plan, would be utilized to transport the blades and other components to the site. The Northern Route (Golden Highway via Mudgee) would not be used for blade transport. DE confirmed that discussions are underway with RMS, Mid-Western Regional Council and all other authorities responsible for the road network. • EM sought clarification on the public notification process along the transportation route. DE advised that RMS is working on this advice and notification will take various forms. • ORJ questioned the logistics of the transportation process, particularly how vehicles will overtake. DE advised overtaking opportunities will be provided where it is safe. ORJ then question how traffic movements on Aarons Pass Road will be managed? DE indicated there will be provision for an initial pass at the intersection of the Castlereagh Highway and Aarons Pass Road and subsequently at safe locations, as required, along Aarons Pass Road. • ORJ question what time delays could be expected along the transportation route. DE indicated he did not expect this to exceed ten minutes. • AH enquired as to the overhaul size of the haul vehicles. DE advised each vehicle hauling a blade would have an overall length of 82 metres and a width of 4 metres. • TI confirmed that Police will be involved with the transport of the blades.
<p>9.0 Other Agenda Items</p>	<ul style="list-style-type: none"> • Nil
<p>10.0 General Business</p>	<ul style="list-style-type: none"> • ORJ noted that water for the roadworks was transported to a large site tank and then transferred to site transport water tankers for use on the road construction site. He requested advice as to how much water had been used on the site. DE indicated he did not have the quantities immediately available but will look into what information can be provided and advise by the end of next week. TAKEN ON NOTICE • ORJ sought clarification as to where water will be sourced from for the remainder of the construction program and whether this would be from a bore on Mr Tony Price's property. He expressed grave concern that his bore water supply may be impacted if water is drawn from this bore for construction purposes. • AH also raised concern at not only at the immediate impact on the existing stock and domestic bore water supplies in the vicinity but the long-term impact this

	<p>may have on overall ground water availability in the area.</p> <ul style="list-style-type: none"> • DE responded that all parties need to respect the authorisation process and allocations made in respect of groundwater supplies. He indicated there was an understanding of local concerns and possible impacts. ORJ responded that CWP needs to go back to the Water Regulator and clearly outline the critical groundwater situation in this area. • AH stated that the community needs to know that the aquifer is not going to be depleted by the extraction of large quantities of water from Tony Price’s bore. ORJ supported this statement indicating there is extreme concern over any depletion of bores as much of the area is virtually down to last available drop of ground water. • AH asked when CWP is likely to take water from Tony Price’s bore. DE advised this will occur from now until the end of 2020. He noted the sensitivity of the matter but indicated that up to 65 megalitres could be drawn from the bores annually for construction purposes. He advised that extraction would be within existing allocations and occur within the required recharge period. • ORJ questioned whether there would be ongoing dust suppression on Aarons Pass Road after its reconstruction is completed. He suggested that because of the improved road conditions it may result in an increased traffic volume. ORJ referred to the need and responsibility of the proponent for dust suppression along Sallys Flat Road. He advised that throughout the on-site construction period, traffic movements along Sallys Flat Road are anticipated to be above normal due to project personnel travelling to and from the site. He suggested that CWP have a social obligation to manage dust generated on the road from project related traffic particularly where residences are within 40 to 100 metres of the road. TI advised these concerns are an issue for Mid-Western Regional Council to manage. He pointed out that the new pavement on Aarons Pass Road is of excellent quality producing reduced dust levels and the road has been designed for increased traffic volumes.
<p>11.0 Next Meeting</p>	<ul style="list-style-type: none"> • Tuesday, 3 March 2020 at Pyramul Hall commencing at 10.00 am.

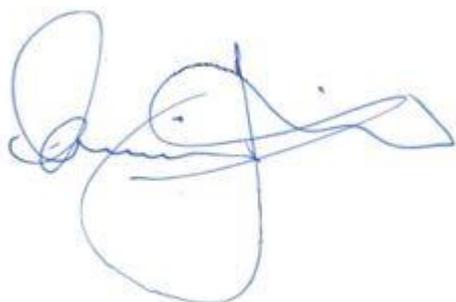
Meeting closed at 12.15pm.

MJS thanked all present for their attendance.

Action Items:

Item	Issue	Action By:
1	Provision of hydrology reports to the community <i>Note: It was confirmed at the meeting of 12 November 2019 that the hydrology reports would not be made publicly available.</i>	BM COMPLETED 27/08/19
2	Confirmation of distance of turbine HE07 to nearest residence to be verified. <i>Response provided post meeting.</i>	BM COMPLETED 21/11/19
3	Provision of noise level calculations and associated reports to the community.	BM COMPLETED 27/08/19
4	The Chair to approach DPE regarding approval for the appointment of additional alternate members for community members of the CCC.	MJS COMPLETED 27/08/19
5	Presentation of formal advice from Mid Western Council regarding use of Council water for roadworks.	DE COMPLETED 12/11/19
6	Report on transport of blades and other components along Aarons Pass Road to the next CCC meeting	BM
7	Report on traffic movements on Aarons Pass Road. <i>Details provided post meeting.</i>	DE COMPLETED 21/11/19
8	That details on the quantity of water used on the construction site be provided to the CCC by 22 November 2019. <i>Details provided post meeting</i>	BM COMPLETED 12/12/19
9	The Chair to follow up on consents issued by Bathurst Regional Council and Mid-Western Regional Council in respect of quarry developments in the area.	MJS COMPLETED 25/12/19

Meeting Minutes Approved:



Michael J Silver OAM
Independent Chair
Date: 12 December 2019