

<b>Attendees</b>	<b>Initials</b>	<b>Position</b>
Garry West	GW	Independent Chairperson
John Goodworth	JG	Community Representative
John Xuereb	JX	Community Representative
Heather Gough-Fuller	HGF	Community Representative
John Southwell	BB	Community Representative
Pip Smith	PS	Community Representative
Lindsay Hough	LH	Community Representative
Matt Flower	MB	CWP Renewables – Development Manager
Jessica Petersen	JP	CWP Renewables – Development Officer

**Apologies**

Brad Bliss Community Representative

<b>Item</b>	<b>Details and Actions</b>
<b>1.0 Welcome and Introductions</b>	<b>Meeting opened at 9:35am.</b> GW welcomed all present
<b>2.0 Apologies</b>	BB Dubbo Regional Council (DRC) have advised that they will not have a representative at this meeting. GW has been in contact with DRC regarding an appointee.
<b>3.0 Declarations of Interest</b>	No new declarations of pecuniary interest.
<b>4.0 CCC Guidelines</b>	Nothing new
<b>4.0 Minutes of meeting</b>	<ul style="list-style-type: none"> <li>Approved by all</li> </ul>
<b>6.0 Business Arising</b>	Nil
<b>7.0 Correspondence</b>	<ul style="list-style-type: none"> <li>GW's correspondence with DRC regarding representative.</li> </ul>
<b>8.0 Company reports</b>	<ul style="list-style-type: none"> <li>1. MF UWF presentation - <i>Hard copies of presentation provided to all attendees. Electronic version to be sent via email and made publicly available with minutes.</i></li> </ul>
<b>9.0 Project Update / Discussion</b>	<b>Project Status / actions from previous meeting</b> <ul style="list-style-type: none"> <li>Project design is largely the same as previous meeting</li> <li>Aiming to submit EIS by end of Q1 2020</li> </ul>

- Consultation with all residences along Twelve Mile Road (TMR) ongoing
- Tried to get in touch with RFS as per suggestion from last meeting. They have been difficult to get in touch with during this terrible fire season
- MF and JP had a meeting with Bryson Rees (DRC OH&S and Emergency Preparedness Officer) in late 2019. He had already heard about the project at through the RFS captains meeting. It was a good discussion on how our project can interact with the local emergency services. He shared some very positive experiences from the Bodangora Wind Farm and the importance of keeping open and regular communication about emergency procedures as things change throughout development, construction and into operations.
- MF and JP had a meeting with the Mayor and senior council staff, general project briefing. they spoke about their representation at CCC meetings, there was an indication that they are considering more holistically their approach to representation on all committees across the DRC area.

Discussion about Dubbo Regional Council (DRC) involvement in CCC:

- HGF question about what no DRC representatives mean for their commitment/interest in the project.
- GW – reason why the CCC guidelines recommend that someone from local Council be present at meetings is so that Council are able to understand the impact of the project and to understand the local community's ideas and issues with the project. DRC are provided the minutes of the meetings and CWP are in regular contact with staff at DRC, so they are informed about the project and provide feedback directly to CWP
- JS noted that he also distributes minutes to members of the Wellington Business Chamber and the Dubbo Chamber of Commerce and Industry
- HGF – questioned if the minutes might note that the members of the CCC welcome the opportunity to work with Dubbo Regional Council as we are stronger when we work together. Some disappointment was expressed that there were no DRC representatives available at this stage to attend the meeting.
- MF – Council have numerous interactions with the project through commitments in the project approval. Council will be required to approve aspects of the project where they interact with Council assets
- MF – previous meeting discussed concept of communications boosters on WTGs as EM described at the last meeting. MF has made enquiries through a communications advisor. This technology hasn't been used in Australia yet, though conceptually it may be possible. CWP will keep a running action to keep up to date with the options.

**Traffic and Transport:**

- There has been a transport assessment completed for an 82m blade truck including blade overhang from Port of Newcastle to site in consultation RMS and DRC

	<ul style="list-style-type: none"> <li>• CWP received a letter from a resident on TMR regarding the Project's use of TMR and inviting us to present at a public meeting (organised by the resident through their involvement in the NSW Farmers Association) in Wellington in February</li> <li>• PS – as the minutes secretary for NSW Farmers Federation I'll send letter to all committee members.</li> <li>• MF – we will be in attendance and provide a presentation at the meeting. I would like to clarify that the suggestion that we would close the road for long periods of time is not true. The project would involve first upgrading parts of TMR in consultation with DRC and RMS. Though at this stage we do not know the specifics of the road upgrades required, the design would have to ensure that the road is safe and suitable for all road users. Detailed design of the road and a traffic management plan would deal with the management measures of how the project would use the road, mindful of how other road users use it. There may be some stop-go times for over-size over-mass (OSOM) vehicles (ie. rolling stoppage with escort vehicles). This would generally only be a few minutes of stoppage. Communications protocols will be put in place prior to construction, and methods decided in consultation with community members (eg. facebook updates, text messages, email updates and use of UHF radio)</li> <li>• JS – experience at Bodangora Wind Farm, haulage of turbine components was smooth and I didn't experience any issues.</li> <li>• JX – concern that TMR is currently pretty narrow, and not safe in some locations. Will be good once it is upgraded</li> <li>• MF – agreed. The Project will need to upgrade parts of the road prior to bringing in any large vehicles.</li> <li>• LH – what happens if emergency vehicles need to go through?</li> <li>• MF – emergency vehicles take priority over our project vehicles (it is the law), we would also have an agreed communications strategy such as use of radio communication between the Project contractors and emergency services</li> <li>• LH – what width does the road have to be for your vehicles?</li> <li>• MF – the trucks that we will use to haul large equipment require approximately 1 lane, approximately 4.5 metres minimum. The design would be engineered to ensure safety of road users and will need to follow the appropriate Australian standards and would be designed in close consultation with DRC and RMS.</li> <li>• LH – road needs to be wider to allow oncoming traffic</li> <li>• GW – agreed. as discussed, the design of the road would be in consultation with Council and RMS and the priority is to ensure safety for all road users.</li> <li>• JX – how long would trailer be?</li> <li>• MF – longest truck would be the trucks transporting the 83m blades (approximately 90m total) we will likely need to smooth out some bumps and culverts along the road. Some tower sections would be approximately 6.7m high, and there may need to be some tree clearing at sections along the road to accommodate. The Project will need permits to transport OSOM vehicles along the roads and would trigger procedures such as police escorts. There are also some very heavy components (100-200 tonne) such as</li> </ul>
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nacelles and substation components which would be transported using specifically designed trailers with many axles which reduces the weight per axle and weight per tyre loading.

- MF – we will be sharing experiences on how things have worked on other projects at the public meeting next month.

**Planning and approvals:**

- EIS is in prep, expected to be submitted to DPIE for review in the next few weeks, expected public comment in March
- explanation of the EIS studies which will answer everything in the Planning Secretary’s Environmental Assessment Requirements (SEARs)
- GW – the Independent Planning Commission only becomes involved at certain triggers - over 25 objections, council objection or proponent donation to a political party
- MF – the proponent will not be making any political donations to trigger the IPC. There is an indication that DRC are supportive of the project. They are generally supportive of renewable energy in the region. In a recent meeting with the executive team at council regarding community benefits and the project’s legacy, everyone in the room said they are keen to ensure benefits are provided to the local Wellington community.
- HGF – pleased to hear that DRC is supportive of ensuring local benefits
- LH – any money that the wind farm gives should be kept in the old shire area.
- MF – comments in the meeting were that they agree that benefits should be kept local
- discussion about PS’s good experience with DRC and the Bodangora wind farm Community Enhancement Fund committee. (ie. committee need to decide where funding ends up)

**EIS public meeting:**

- Public open day to be held soon in Wellington, MF asked for suggestions on suitable venues.
- PS – suggested St Mary’s school hall, good facility with kitchenette and can give contact details
- MF – suggested time midday to 7pm?
- All agreed that the venue needs to be accessible and friendly somewhere neutral and with parking available.

**Economics of renewables:**

- MF – we often get common questions about the economics of renewables so we wanted to provide some general information to the group. The CSIRO GenCost report analyses relative predicted costs of electricity generation and found “The inaugural GenCost report, prepared collaboratively with a range of industry stakeholders, updates estimates of the cost to generate electricity from new power plants in Australia; GenCost 2018 found solar and wind technologies to be lowest cost.” (Levelised Cost of Electricity (LCOE))

	<ul style="list-style-type: none"> <li>• MF - other common questions we get are regarding government subsidies for renewable projects. The Renewable Energy Target (RET) established through the <i>Renewable Energy (Electricity) Act 2000</i> was not a subsidy, but a way to encourage renewables into the generation mix by mandating energy retailers to source renewable electricity. The target is now fulfilled and there is nothing currently announced that will replace it.</li> <li>• MF – CWP are entering the market as a producer and it is an economic market decision and we are not counting on any subsidies.</li> <li>• Discussion about supply and demand in the National Electricity Market and managing demand</li> <li>• GW – key concept is about a battery being proposed in EIS (grid is built to handle constant flow of energy, peak demands morning and evening, aluminium smelter uses 10% of energy use in NSW, balancing act to match demand.</li> <li>• MF – generators bid into a market 5 min spot market, facilitated by the Australian Energy Market Operator (AEMO)</li> <li>• MF – economics of batteries not quite there yet, though we have included it in our EIS so we have the option. The biggest battery proposed in the grid is Snowy 2.0.</li> <li>• JX – question about capacity of grid</li> <li>• MF – we know the current line has capacity for the project size we are proposing.</li> <li>• LH – can there be a guaranteed source of renewable energy at all times?</li> <li>• MF – right now no, so there is a need for a transition to renewables and it would take time. Snowy 2.0 for example is a big demand response mechanism</li> <li>• MF – it’s also important to note that wind is variable across state</li> </ul> <p><b>Next steps:</b></p> <ul style="list-style-type: none"> <li>• Public Open Day to be held early 2020. Date TBC</li> <li>• EIS is in preparation – expected to be with DPIE February and on exhibition in March.</li> <li>• Consultation with local community ongoing</li> <li>• Ongoing engagement with Council and RMS regarding road upgrades</li> </ul>
<p><b>10.0 Matters, which Community Representatives wish to raise.</b></p>	<p>JS – the explanation has been really clear  GW – industry is moving on as time goes forward  HGF – wondering about how the project would manage a response to bushfires, particularly aerial firefighting near the project.  LH – pilots would have to decide if they would fly close to the turbines.  JP – Turbines can be stopped very quickly and can be stopped in a Y shape that pilots can fly safely between the turbines. We also provide GPS coordinates of turbines to aviation authorities, which can be used for navigation etc.  MF – we would put in place protocols and procedures to communicate with local brigades and manage emergency situations  GW – approval will have conditions to have emergency management plans  LH – each brigade has their own protocols in place</p>

	<p>JG – example of pre incident plan for the jails as part of the Wuuluman brigade</p> <p>LH – question about communications protocols and the suggestion of facebook being used to communicate.</p> <p>MF – we suggested facebook as an example of a way we had communicated with the local community on a different project (which worked well in that particular circumstance) we welcome thoughts on how locals would prefer to be consulted with and would ensure there are multiple options in place to suit everyone.</p> <p>PS – Reminder about the NSW Farmers Association meeting in February (details provided in letter) everyone is welcome to attend.</p>
<b>11.0 Community Engagement Opportunities</b>	Nothing new
<b>12.0 Meeting Dates</b>	Proposed 24 <sup>th</sup> April at 930am
<b>13.0 General Business</b>	Nil
<b>14.0 Next Meeting</b>	24 <sup>th</sup> April at 930am at WINS centre

**Meeting closed at 10:56am.**

***GW thanked all present for their attendance and noted that all input has been great***

**Action Items:**

<b>Item</b>	<b>Issue</b>	<b>Action By:</b>
1	CWP to circulate NEM watch – public sources of electricity generation in the NEM.	JP/MF