

To whom it may concern,

I wish to lodge my objection to the current submission by CWP. My objection focuses on the massive increase in the amount of trees that are expected to be removed from Aarons Pass Road from those initially identified in earlier documents submitted by the CWP.

My family have been part of the local area for the last 13 years, and were only aware of the extent of the tree removal when we saw the ear-marked trees in August 2018.

It was a few months ago that we noticed what appeared to be a massive amount of trees earmarked. Upon enquiry to local authorities, the wind-farm itself and other local authorities simply asking the question 'How many trees were approved to be destroyed along Aarons Pass Road' the question was only answered when I contacted the EPA, who had already received a number of complaints about the earmarked trees. It was found that approximately 50 trees were approved for removal, in an environmental impact assessment. The actual earmarking's identified provided evidence of many more set to be destroyed.

Destruction of the trees began nearest the highway as you turn into Aarons Pass Road and it was going at a fast pace, so it was quite frustrating that authorities lacked the information on how many trees were actually approved and why there seemed to be so many already destroyed. Almost all were removed in just this section.

As a result of lack of consent a \$15,000 fine was issued to CWP and work stopped immediately. We're glad it stopped so it can be revisited, however the current modification appears to mask what instigated it. It appears this modification highlights that a lesser amount of turbines are now set to be transported, however when CWF were actually asked by the EPA to revisit their submission because the sheer amount of trees they were removing, which far outweighed what everyone in the community had expected and was listed in the initial environmental impact assessment they submitted to gain approval. If I understand correctly, lesser turbines should see less impact, this submission is telling us that they should be given leeway for 17km worth of destruction of foliage (some 8,000 trees an foliage or so I think), not less. If this extent of tree removal wasn't required for the previous amount of turbines to 'just' be ferried along there, I can't see why they need to remove more than initially identified now; unless the first approved impact statement was completely wrong and the entire approved project was based on false information and findings.

I do understand this project is underway, however the blatant disregard for what was approved did get me wondering about other aspects of the CWP's original submission. In this light I contacted a few of the stakeholders listed in 6.3.3. One stakeholder replied a query and mentioned that they had no knowledge of the project at all. This should be further investigated and CWP asked to submit evidence that those stakeholders had been contacted and agreed to be listed if that acted as supporting their submission. This of course, may not be all that important, but it serves to highlight that maybe the CWP are not submitting accurate submissions, so any further ones may need to be checked more thoroughly. Being a federally approved project does not exclude the CWP from meeting with regulations, and one of those I believe is to assess, identify and make a submission that is accurate.

I also object to removing any more trees than initially approved and consented to for the following reasons;

a) The trees lining Aarons Pass Road act as a safety barrier - There appears to be no address to ensuring safety once trees are removed, mostly because removing only 50 or so trees wouldn't have impacted on the safety of road users as significantly. Before this submission is approved and any changes consented to, specifically in terms of allowing more trees to be removed than initially identified, I would ask that the safety of Aarons Pass Rd be assessed, as I would like to see barriers installed to ensure safety of road users. The reason I ask for this is that I was fortunate enough to have my 4WD prevented from going over into undulating fields (and probably rolling a few times over) by the trees that lined the road. If it wasn't for the trees that stopped the car, my 3 children and I would not be here today. Please ensure that the safety of the road is not compromised if trees are being removed. If that cannot be ensured, I vehemently object to approving any further trees being removed and CWP should find another way of carrying the turbines to the property on Aarons Pass Road. Nothing has been done so far, where the 297 trees have already been removed, so perhaps assessment should begin there.

b) The roads surface will be compromised - After 13 years of travel Aarons Pass Rd is often dry, slippery and doesn't have a very sure surface most of the time, being unsealed that is to be expected to some extent. However, Aarons Pass Road was on the Mid-Western Councils plans to be sealed some years ago, I'm not sure it's still on the agenda but it would benefit if the wind-farm attracts tourists.

My primary concern with regards to the surface, is that without the trees to provide a barrier and coverage from elements, erosion and degradation will likely be evidenced more frequently. The existing council maintenance plan may not be adequate to cope with those effects. I would ask Aarons Pass Road's surface be assessed for impact of a significant amount of trees being removed, prior to approval of this submission.

c) Wildlife impact - I know this has been addressed to some extent but after 13 years of travel we've seen countless Koala's, kangaroos, goanna's, snakes, foxes, possums, birds and wombats on that road with high frequency, as in every time we have travelled along there (which is quite a bit!). This concerns me with the removal of the trees. You are impacting adversely on the ecology of the area, and that's most likely why the initial submission allowed for only 53 or so trees to be removed. As far as I'm concerned, CWP should not be allowed to remove any more trees than the initial submission and should be made to regenerate what they have already destroyed (297 trees) to combat the impact on the wildlife who frequent the trees lining Aarons Pass Road.

d) CWP history of working without consent - Clearly the removal of the 297 trees was done without consent and no upgrades to the road happened before that destruction took place. This brings into question whether CWP can be trusted to comply with their own submissions. I vehemently object to any future submission that impacts the environment by CWP based on this. I know that government authorities had knowledge of the works being undertaken in August 2018, but whether they had power to stop it is unclear. Regardless, it was left to individuals and the EPA initiating action to identify the lack of compliance, which has been proven.

The trees that have been removed up to now, has already had a significant visual impact on the environment, ecology and scenery of Aarons Pass Road. I believe it would be best if CWP be made to comply with the initial environmental impact report. If it was accurate, the original finding that saw only 50 or so trees needing removal, should more than meet their needs in terms of upgrades to Aarons Pass Road. Considering this submission calls for approval of carrying 'less' turbines on Aarons

Pass Road, I believe there is no need for approval to be given to clear more trees as part of this submission.

I ask that this submission be decided by an independent third party, preferably a third party that has no political, personal or commercial, or other association with this project. I believe this modification would not have been required at all had entities responsible for ensuring compliance taken action, this includes some local government entities who knew what was happening when the 297 trees were removed.

The removal of a significant amount of trees, over and above that initially approved and identified as being approximately 50, brings up further concerns as to the safety of Aarons Pass rd considering the terrain and surface.

My objection to allowing this modified submission is that CWP will remove trees unnecessarily as they have proven to have already done this... to do nothing more than to carry turbines on Aarons Pass Road. Those include safety and environmental concerns as mentioned.

My belief is that already approved environmental plans identified only 50 or so trees needed to be removed. This should be enforced and no modification is seen as necessary. Lesser turbines should mean less environmental damage to Aarons Pass Road, not incur more.

It is of serious concern that CWP is project based on providing renewable energy which essentially garners its support based on the perception of being 'green' and 'environmentally friendly'. Removing the trees as they already have, and then furthering their destruction by giving them leeway to impact on the 17KM of Aarons Pass Road, goes against the fundamental premise of this project.

I feel that CWF and those who approved this project in the first instance should feel obliged to make good on it being compliant, honest and ensuring the area is protected, which hasn't been happening when it comes to Aarons Pass Road; until the EPA stepped in and individuals were burdened to speak up about what was actually happening.

I ask that consideration be given to requesting separate submissions be made by CWP for 1. lesser turbines to be transported and 2. any work required to Aarons Pass Rd, including tree removal and impact. The reason I ask for this is that I believe that it is only as a result of the EPA getting involved, that this submission modification even exists and it appears to still mask the real concerns of the community and environmental impact. Technological advances would have been known prior to work started on Aarons Pass rd. It's not the number of turbines that will impact on Aarons Pass Rd, it's that CWP are destroying the environment of Aarons Pass Road, far more than initially agreed and approved, to simply ferry the turbines along the road.

I understand some upgrades may need to be made to accommodate, but CWP's existing management of tree removal from Aarons Pass Rd has already been excessive and I object to CWP being given approval to undertake anything further, without further, separate, and third party consultation focusing on the impact and safety of Aarons Pass Rd. It would be best that CWP clearly identify how many trees will be removed as so far 297, approximately 5 times more than approved have been removed to date from Aarons Pass Rd by CWP.

19/12/2018