

Blayney Shire Council



19 December 2011

Attention: Tony Philp
The Director General
NSW Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001
toby.philp@planning.nsw.gov.au

Dear Sir

RE: Flyers Creek Wind Farm Proposal MP08 0252

Reference is made to the above project and your letter received by Council on 18 October 2011 inviting input into the Environmental Assessment (EA) for the above proposed development, which was placed on public exhibition from 21 October 2011 until 19 December 2011.

Council staff have undertaken an assessment of the ***“Environmental Assessment prepared by Aurecon, dated May 2011”*** in the limited time provided by the Department. Council now provides the following comments for your consideration and proposed conditions for the Flyers Creek Wind Farm Proposal

Issues identified by Council

The following issues have been identified as having an impact on the Blayney Shire Community:

- **Lack of Community Consultation by the Proponent**

Blayney Shire Council recognised this and at its Council meeting held on 14 November resolved to hold a Community Meeting on the proposal. Such Community Meeting was held in Blayney on 28 November attracting eighty eight (88) people to the meeting. The meeting was facilitated by an independent facilitator and aided Council on its submission to the proposal. Copy of outcome of Community Meeting is attached.

- **Scheduled Premises**

It is noted that the proposed Wind Farm whilst being a State Significant Development does not fall into the category of a Scheduled Premise under the provisions of either the Clean Air Act 1961 or the Noise Control Act 1975 and any regulatory requirements will have to be dealt with by Blayney Shire Council who will not be the consent authority for the proposed Wind Farm. Blayney Council would prefer that the Environmental

Protection Authority (EPA) be the regulatory authority for the proposed Wind Farm.

- **No specific detail on de commissioning of Wind Towers**

The applicant advises that scrap value will ensure speedy removal of decommissioned Wind Towers. Council would prefer a bond to ensure such Wind Towers are removed in a satisfactory state when de commissioned.

- **Cumulative Impacts**

The large Cadia Mine project (currently employing 3,000) is in close proximity to the Flyers Creek Wind Farm proposal and no comprehensive study has been provided on the cumulative effect of the proposed wind farm and Cadia Mine.

- **Fire Safety**

The proposal is in a rural area and no comprehensive Bushfire Management Plan has been provided in consultation with the Rural Fire Service for the proposed development.

- **Buffer Distance**

The applicant provides that a 1km buffer is provided to occupied house on adjoining lands, following the recent South Australian court case will this buffer be sufficient?

- **Tourist Facility**

The development will no doubt become a tourist facility as happened with the nearby Carcoar Wind Farm however the applicant has not addressed this in the EA, by considering road safety of 'sightseers' or providing for a 'lookout/visitors center'.

- **Community Benefit**

The applicant has hinted at a Community benefit but to date nothing concrete has been determined.

- **Roads and Transport**

The Environmental Assessment (EA) provides three transport route options (5.4.2).

- Route 1 – Errowanbang Road (Local) providing access from the Mid Western Highway (State) South of Carcoar to Gap Road (Local).
- Routes 2, 2A, 2B – Gap Road from Errowanbang Road to Beneree Road (Local), Halls Road (Local and Crown) from Gap Road to Errowanbang Road, providing access from Route 1.
- Routes 3, 3A, 3B – Burnt Yards Road (Local), Errowanbang Road from Burnt Yards Road to Halls Road and to the proposed site access for the substation location, providing access from the Mid Western Highway at Mandurama.
- Route 4 – Carcoar Road (Local) from Gap Road, Forest Reefs Road (Local) Tallwood Road (Local) from Forest Reefs to Beneree Road, Beneree Road from Tallwood Road, and Errowanbang Road from

Tallwood Road. These routes provide access from the North including Millthorpe.

- Route 5 – Providing access from Orange via Cadia to Forest Reefs.
- Route 6 – Providing access along Browns Creek Road from Blayney to Beneree Road.

The following schedule identifies road types, construction levels and present traffic loads. These details indicate the local road network shall be severely impacted by traffic loads proposed by this development, and the Blayney Shire community severely disadvantaged by the increased road deterioration should the project proceed as proposed in the EA.

Route Number Road Name	Classification Surface Type	Width (m)	Condition
Route 1. Errowanbang Road	Local Sealed	5.5 - 7.5	2.6 km length including 1.9 km – 5.5m wide. Under strength pavement beyond Ashburtons Bridge School bus route
Route 2. Gap Road	Local – Unsealed	5.5 – 7	7.2 km – less than 6m wide, Under strength pavement Meandering alignment unsuited to some RAV access. Heavy loss of gravel due to frequent use. Remnant native vegetation remains along corridor length.
Route 2A. Halls Road	Local – Unsealed Crown - Unconstructed	3 - 4	Council section predominantly 3m wide. Current alignment unsuited to some RAV access and increased heavy vehicle usage. Lack of gravel Scattered remnant vegetation remains along corridor length.
Route 2B. Beneree Road	Local – Unsealed	5 - 6	7.3 km length Generally straight alignment with some sweeping curves and blind intersections Under strength pavement
Route 3. Burnt Yards Road	Local – Sealed	5 - 8	Access via local street (15m wide) within Village of Mandurama. 14.7km – 5m wide Meandering alignment with some sharp bends including

			a T-intersection at Ewins Lane, and Tight (hairpin) bend at Burnt Yards Deteriorated seal and under strength pavement. Existing B-Double Route
Route 3A Errowanbang Road North from Burnt Yards Road	Local – Sealed	5	Poor V/H alignment with some sight lines obscured by topography Under strength bridge and culverts Errowanbang School (40km/h zone) located on route School bus route
Route 3B. Errowanbang Road South from Burnt Yards Road	Local – Unsealed	5	Poor V/H alignment with sharp bends and with some sight lines obscured by topography Lack of gravel School bus route
Route 4. Forest Reefs Road	Local – Sealed	5 – 7	Rural residential development along this route. Under strength pavement. Some segments with poor V/H alignment Severely damaged from high usage associated with Cadia Mine traffic School bus route
Carcoar Road		5 - 6	Some segments with poor V/H alignment Under strength pavement not suited to increased heavy vehicle use. School bus route
Tallwood Road			Some segments with poor V/H alignment. Under strength pavement not suited to increased heavy vehicle use. School bus route
Route 5. From Orange Long Swamp Road	Local – Sealed within Blayney Shire	7	Under strength bridge on Cabonne LGA boundary Under strength pavement from boundary to Forest Reefs Steep V alignment School bus route

Route 6. Browns Creek Road	Local - Sealed	5 - 8	Rural residential development along this route. Severely damaged pavement associated with heavy vehicle traffic to Australian Native Landscapes (ANL). Poor V/H alignment with sharp approaches to bridge at entrance to ANL site. School bus route
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Council notes that the EA recommends that Route 1 – Errowanbang Road and Route 2 Gap Road be the sole Restricted Access Vehicle (RAV) route for the proposed development.

Council has concerns with each route based upon various factors. These factors include:-

- All routes – The establishment and development of the wind farm project will generate an increase in volume of heavy vehicles on Council local roads. In particular the necessary movement of significant volumes of gravel and other construction materials, from undefined sources, will have a devastating impact, unless provision is made for adequate strengthening and ongoing maintenance of affected roads and bridges.
- Errowanbang Road – from the Mid Western Highway to the northern side of Ashburtons Bridge over the Belubula River is generally of suitable width however does contain a poor alignment/width for RAVs that may require widening of the road pavement and surface to provide access to longer vehicles. Council considers the road to be under strength beyond the immediate approaches to the bridge. The proponent would also need to provide certification that Ashburtons Bridge was suitable for heavy vehicle loading. Local traffic along this road continues to increase with the road utilised by both workers attending Cadia Mine and local stock trucks moving stock to and from the Central Tablelands livestock Exchange (CTLX) at Carcoar. Any upgrade works would require substantial gravelling to provide for a pavement overlay and resealing to develop it into a suitable RAV route that has the capacity to cater for the proposed RAV movements.
- Gap Road – is predominantly less than 6m wide, providing poor width for heavy vehicles and RAVs. The alignment also contains significant remnant vegetation that impacts upon the alignment of the road, forcing its meandering nature. The road is considered generally unsuitable for heavy vehicles and any increase in other road traffic. Local traffic along this road continues to increase with the road utilised by local stock trucks moving stock to and from the Central Tablelands livestock Exchange (CTLX) at Carcoar. Upgrade works would require substantial gravelling to develop it into an all weather road that is suitable for RAVs, and would have an impact upon the remnant native flora and fauna that continues to exist within this road reserve.
- Halls Road – is predominantly a Crown Road Reserve that has been used by adjoining land owners for local access, Council does not maintain the

Crown Road section. The Crown Road would require negotiations between the project proponent and the Crown, prior to access or upgrade works being provided by the Crown.

The remaining section of Halls Road is an unsealed, low volume, Council local Road providing local property access. The road is considered unsuitable for heavy vehicles and any increase in other road traffic. Any upgrade works would require substantial gravelling to develop it into an all weather road, and would have an impact upon the remnant native flora and fauna that continues to exist within this road reserve.

- Beneree Road – Serves as a link from the southern part of the Shire to Orange. It is predominantly of good alignment however does have some blind corners located at intersections that would be unsuitable to increased levels of traffic. Upgrade works would require substantial gravelling to provide for increased pavement strength to cater for increased heavy vehicle usage and widening.
- Burnt Yards Road – is a low class sealed road that is predominantly only 5m wide. The current alignment includes two sharp bends that are unsuitable for RAV's other than B-Doubles that are currently approved to operate over this route. The approval was issued for a currently non-operational feedlot that has been acquired by the Newcrest Mining group of companies. The route includes two upgraded bridges that the proponent would also need to be certified for heavy vehicle loading. The road surface and pavement is under strength, and currently presents significant deterioration due to age and the inability to cater for the historical increase in heavy vehicle loadings. . Any upgrade works would require substantial gravelling to provide for a pavement overlay and resealing to develop it into a suitable heavy vehicle route that has the capacity to cater for any proposed movements, including those that may be RAVs.
- Errowanbang Road from Gap Road to the proposed substation site – This road is of both unsealed and sealed formation and only 5m wide. The section from Gap Road to Errowanbang is unsealed, and sealed beyond Errowanbang. The current alignment includes bends that are currently considered unsuitable for RAV's. The route includes various bridges and culverts that the proponent would also need to be certified for heavy vehicle loading. The road surface and pavement is under strength, and currently presents significant deterioration due to age, inundation damage and the inability to cater for the historical and Cadia Mine related increase in light vehicle usage and heavy vehicle loadings. The route also directly passes the Errowanbang School that includes a 40 km/h zone. The school population has recently increased significantly with the improvement in family numbers located in the district. Any upgrade works would require substantial gravelling to provide for a pavement overlay and resealing to develop it into a suitable heavy vehicle route that has the capacity to cater for any proposed movements, including those that may be RAVs.
- Forest Reefs Road – currently serves as a link between Bathurst (Millthorpe) and Cadia Mine, providing access to high levels of traffic from the Bathurst district and the Village of Millthorpe, and also the expanding rural residential development within the area. The existing road alignment is generally suitable with some modifications required to improve

alignment at curves and sight distances. The road is experiencing extensive distress and deterioration with the increased loadings, and is not suitable for further loadings until such time as upgrade works are undertaken to provide improved drainage, increase the overall pavement depth and width, and provide for a new wider seal. Council has previously refused a B-Double application on this route due to the high levels of traffic and general unsuitability for B-Doubles.

- Carcoar and Tallwood Roads – provide links between the north of the Shire and the Village of Carcoar and other southern locations. The identified sections currently include some segments of poor V/H alignment that would not suit increased heavy vehicle usage due to potential for vehicular conflict and most notably the use as school bus routes. The road is experiencing deterioration from increased loadings, and is not considered suitable for increases in traffic until such time as upgrade works are undertaken to provide improved pavement strength, increase the overall pavement depth and width, and provide for a new wider seal.
- Long Swamp Road – is an extension of Forest Reefs Road from Forest Reefs to the Cabonne LGA boundary at Flyers Creek, and provides the extension of the access from Forest Reefs to the Cadia Mine. It currently includes a poor alignment onto a sub standard, under strength timber bridge, with a steep climb to Forest Reefs. The overall width is considered adequate for general access vehicles, however requires upgrades to provide for improved drainage, increase the overall pavement depth, and provide for a new seal. Construction of a new bridge with improved alignment at the approaches would also be required to provide suitable access for heavy vehicles.
- Browns Creek Road – provides a link between Blayney and the Browns Creek/Beneree district, and also the expanding rural residential development along a proportion of the route. The existing road alignment is generally suitable with some modifications required to improve alignment at curves, and sight distances. There is a under strength timber bridge located in the vicinity of the ANL site, that also has poorly aligned approaches that do not support heavy vehicle access. The road is experiencing extensive distress and deterioration with the increased loadings, and is not suitable for further loadings until such time as upgrade works are undertaken to provide improved drainage, increase the overall pavement depth and width, and provide for a new wider seal.

After consideration of the proposed routes, Council would consider that the proposed RAV route from the Mid Western Highway, along Errowanbang, Gap and Beneree Roads is the most suitable route following upgrades, to access the development site and minimises the impact by route length on Council Local roads.

Council requests that access to the development site be restricted to the use of Routes 1, 2, 2A and 2B following the upgrading of these routes, with all other proposed routes being refused. It is important for the company to consult directly with Council to ensure Routes 1, 2, 2A and 2B are upgraded to ensure they are safe for the increased traffic movements demanded by the

project proposal, including the extensive range of RAVs proposed to be used to develop the project.

Council remains concerned that the movement of volumes of construction and development materials and assets through the area will present an increased risk to the community.

The EA proposed transport route options all present individual intersection issues. Traffic generated by the project will be required to negotiate various intersections that may not be suitable to cater for the increased traffic. It is imperative that intersections be assessed against the predicted traffic growth and RTA guidelines to identify any intersection upgrades (to RTA standards) that may be required to be undertaken by the proponent.

Council requests this advice as it remains concerned that the traffic generated by the project through various intersections will present an increased risk to the motoring community.

Council requests that an appropriate funding stream be established from the applicant to ensure safety and serviceability of roads, during construction, and restoration to at least pre-development condition at completion of the project.

Council requests that the proponent undertake consultation with Transport for NSW and local bus operators to identify existing and proposed (school) bus routes surrounding the development site to ensure that the traffic associated with the development does not conflict with existing users.

- Site Entry and access tracks – the EA identifies a number of site access points from the local public road network onto private land, and the existing and proposed access track network.

Council notes that preliminary discussions have been held with the proponent on the location of these access points, and council staff have identified some issues related to sight distances and turning room for heavy vehicles, including RAVs.

Council requests that further advice on the final locations, proposed upgrade works and other traffic safety infrastructure for these access points is provided to Council for final approval and to allow a review of probable impacts upon Council roads and motorist safety.

The EA describes on site access tracks as requiring *“formations generally five to six metres wide but in the order of eight to ten metres wide during the construction phase”*.

Council notes that if the proponent requires such large on site access tracks, such a standard would be considered even more of an imperative for local roads, due to potential conflict between development construction traffic and local traffic. It is Council's opinion that such evidence further reinforces the need for the proponent to upgrade local council roads to a standard that allows for the safe movement of plant and materials associated with the development of the project.

Council requests that an appropriate funding stream be established from the applicant to ensure safety and serviceability of roads at site entry

points, during construction, and restoration to at least pre-development condition at completion of the project.

- Site establishment – the EA provides recommended locations for the development site office, those being:-
 - An area of cleared land at the north east of the project area beside the access to the Calvert group of turbines.
 - A site adjacent to the proposed substation site
 - A location toward the central eastern part of the development
 - An area at the southern part of the wind farm.

Council requests that the site office be established at the southern end of the development in order to minimise the distance travelled across the local council road network, and reduce the potential conflict with Cadia mine traffic.

The EA provides comment on the idea of utilising a mobile concrete batching plant on site, as an alternative to delivery of concrete from other locations such as Bathurst or Orange. Table 13.4 with the predicted traffic data associated with the two options identifies a reduced number of total vehicle movements associated with a batching plant, due primarily to the larger vehicle types being used for material supply. The net tonnage is also marginally less for a mobile batching plant; however this could also be improved by the use of locally sourced, on site water.

Council considers that the net reduction in traffic movements associated with a mobile batching plant is a positive outcome toward reducing potential conflict between development traffic and other motorists.

The EA does not indicate the location and volumes of gravel materials that would be required to supply construction pads, road and track access development/upgrades or maintenance. As the location(s) of source material will dictate road damage from transportation it is important for the company to consult directly with Council to ensure that adequate provision is made to address road maintenance, upgrade and new construction requirements. Council requests this advice as it remains concerned that the movement of volumes of construction materials in the Blayney Shire, shall destroy the rural road network.

As no details are available of gravel quarry location(s), a separate development application should be made for the use of all gravel sources, including existing small rural quarries due to large volumes that would be expected to be extracted. Council and the community can then make a detailed assessment as to the local road and community impacts at that time. Due to the volumes of materials that would be expected to be moved by road transport, the Blayney Shire community should not be disadvantaged by the destruction of its assets, as a result of this project.

- Earthworks for footings – the EA identifies the potential need to utilise controlled blasting techniques to undertake excavation for footing construction, should mechanical equipment be unable to complete the task due to local geology. It is noted that surrounding the development site are numerous residential dwellings and the Cadia Mine.

Council requests that in the event that controlled blasting is required to be used, the proponent is required to provide advanced notification to Cadia Mine, neighbouring residents, and Council, of the need to undertake blasting; and the work is controlled in accordance with appropriate statutory requirements.

The EA provides no advice on possible damage associated with blasting, and Council remains concerned that such methods may result in damage to neighbouring residences.

Council requests that in the event that blasting is to be undertaken, the proponent is required to prepare a dilapidation report of those affected properties prior to blasting.

- The proposed substation is identified to be located on private property on Errowanbang Road approximately 2-3km from the Panuara Road intersection at Flyers Creek. The construction of the facility will necessitate an increase in vehicular movements, including heavy vehicles.

Council remains concerned that the movement of volumes of construction and development materials and assets to the site cannot be provided for via the identified site access track network and approved routes, and will present an increased risk to the community, via alternate routes.

- Council notes that in proximity of the northern end of Route 2A – Halls Road, the route to turbine numbers 17, 18, 19, and 20 is identified as a track upgrade and new access track. This is factually incorrect and the segment currently identified as a track upgrade is actually a Council Local Road, known as Dunstaffanage Lane.

Council requests that the proponent be required to amend this information and upgrade the road in accordance with the requirements for other council Local roads.

- Construction Noise – is referred to in Chapter 12, and specifically in Table 12.11. Council considers the identified construction phase working hours as suitable, and acknowledges that should work outside of these hours be required due to extenuating construction circumstances, separate approval will be sought prior to work occurring.

- Contributions – the EA provides limited advice on economic benefit derived from the project by the Blayney community. Chapter 7.9.4 notes economic benefit in the form of increased income to local suppliers and services, and increased employment.

Council acknowledges this will occur however it is expected this will be as a *“result of increased commercial activity”* associated with the development phase of the project.

- The EA also notes that *“a small number of on-site staff will be required during the operations phase”*. Experience from the operations phase of the Carcoar Wind Farm is that the operations will be managed remotely from an out of region location, dependent upon ownership and operational management of the development in the future. With the mining and wind farm heritage of the Blayney Shire and the immediate region, Council would expect that many of the construction phase positions could be sourced from the local area if available.

Chapter 7.9.4 of the EA also refers to *“Payments to Blayney Shire Council associated with contribution to local infrastructure”*.

The EA does not indicate, and Council would consider that the project will not generate a large amount of additional community infrastructure requirements, and the development may benefit the Blayney Shire community by the construction of additional housing, increased school numbers and other social membership areas.

Council considers that there will be a general need to assist in community development projects, and these should be based over the life of the project as opposed to a large up front contribution.

Council has not made any application for contributions for roads at this point in time, until a preferred heavy vehicle transport route has been determined, a detailed roads assessment/dilapidation report prepared and consultation occurred with Council.

There are areas that would be of a community benefit that this project could support for the benefit of the overall community and in the development of the project. These include:

○ Sponsorship of Community Environmental Program	\$20,000
○ Economic Development employee	\$90,000
○ Community Grants and Facilities funding	\$80,000
○ Community Education Grant Fund	\$20,000
TOTAL CONTRIBUTION (per annum) + CPI	\$220,000

This contribution would be paid annually adjusted for CPI (Sydney) and will be payable for the life of the proposed project, including the rehabilitation phase.

The funding of the Community Environmental Program would allow Council to attract Federal and State Government environmental program funding to undertake waterway rehabilitation works, in school environmental education projects, tree planting and other on ground environmental projects.

The funding of the Economic Development employee shall have benefits to Infigen Energy in the establishment of, and assistance in attracting new support businesses to the Shire, to seek and attract staff, establish training for staff and flow on benefits to the community generally.

The Community Grants and Facilities funding would be administered by a Council committee to assess community projects put forward by local sporting associations, environmental groups, Council or other agencies. Examples of projects that may be funded could include tennis court upgrades, community amenities, and school environmental projects.

The Community Education Grant Fund will make contributions towards education, as assessed by a community committee for local people who undertake apprenticeships, cadetships, TAFE or University study and other personal or community development. Such a program can support the project, as Council recognises that many young people acquire skills and undertake

training in electrical related fields, before finding themselves full time employment within the energy industry.

Conditions Proposed

1. That the proponent prepare a Traffic and Transport Issues paper for consideration and comment by Council and Road and Maritime Services (RTA).
(Reason: To ensure the approval process allows for public participation, and that the community impact issues are identified and addressed).
2. That a dilapidation report be prepared and approved by Council, over roads proposed to be used as transportation routes, prior to commencement of, and at completion of construction, and that the proponent fully fund any works identified to rectify damage incurred.
(Reason: The roads in the Council area have not been designed to carry continuous heavy loads and Council should not suffer additional costs due to this development).
3. That the proponent prepare Traffic Management Plans (TMP) and Pavement Management Plans (PMP) for approval by Council detailing probable impacts on Blayney Shire Council roads and bridges, and provide full funding for the works issuing from the approved plans.
(Reason: The roads in the Council area have not been designed to carry continuous heavy loads and Council should not suffer additional costs due to this development).
4. That the applicant supply details of all gravel sources and that a separate development application(s) is made for all gravel quarries to allow the community to assess the impacts of traffic generation on community infrastructure (roads and bridges) and the environment (air, water, noise and visual amenity).
(Reason: To ensure that the approval process allows for public participation and that the community impact issues are identified and addressed).
5. That a site specific impact assessment be undertaken prior to any road upgrades along the approved routes, that include native remnant vegetation, to determine the method of protection to native flora and fauna during the construction phase.
(Reason: To protect the biodiversity of, and within the remnant vegetation along the approved route corridors).
6. That the proponent supply details of the proposed works required to upgrade site entry locations to provide access to the development site, to allow the community to assess the impacts on traffic movement and safety.
(Reason: The site entry locations have been identified as a safety issue, and upgrade works are required to address accessibility and the risk to the community at these locations).

7. That the proponent utilise a mobile concrete batching plant, for all concrete deliveries, and provide details on the proposed location of the batching plant, to allow the community to assess the impacts on traffic movement and safety.
(Reason: The roads in the Council area have not been designed to carry continuous heavy loads and development traffic should be minimised wherever possible. Council should not suffer additional costs due to this development).
8. That the proponent be required to provide advanced notification of any blasting required in the construction process, to Cadia Mine, neighbouring residents, and Council.
(Reason: Any blasting works present a risk to the operations of Cadia Mine, the structural integrity of neighbouring residences and local amenity).
9. That the proponent be required to prepare dilapidation reports of neighbouring properties, to a pre-determined distance as defined by the Department of Planning, prior to and in the event that blasting techniques must be used.
(Reason: Any blasting works present a risk to the operations of Cadia Mine, the structural integrity of neighbouring residences and local amenity).
10. That the proponent be required to identify existing and future (school) bus routes surrounding the development site, and program heavy vehicle and RAV movements outside of these times.
(Reason: Potential conflict between heavy vehicles and local traffic is a risk to the community).
11. That the proponent be restricted to undertaking construction activities as follows:
- | | |
|------------------|--|
| Monday to Friday | 7:00am to 6:00pm |
| Saturday | 7:00am to 1:00pm (if inaudible)
8:00am to 1:00pm (if audible) |
| Sunday | NIL |
- Work outside of these hours shall be upon prior approval from the consent authority.
12. That an annual contribution be paid to Blayney Shire Council to support and develop community infrastructure, business development, environmental projects, and community training. Council shall collaborate with the proponent to establish criteria for, and develop a plan of expenditure to include the following items:
- | | |
|--|----------|
| ○ Sponsorship of Community Environmental Program | \$20,000 |
| ○ Economic Development employee | \$90,000 |
| ○ Community Grants and Facilities funding | \$80,000 |
| ○ Community Education Grant Fund | \$20,000 |

TOTAL CONTRIBUTION (per annum) + CPI

\$220,000

This contribution is to be paid annually adjusted for CPI (Sydney) and will be payable for the life of the proposed project, including the rehabilitation phase.

(Reason: to provide for environmental improvements, the development of community infrastructure, employment and education/training in the Blayney Shire area).

Blayney Shire would like to thank NSW Planning & Infrastructure for the opportunity to submit conditions for the Flyers Creek Wind Farm Proposal and would like to support the project in principle subject to the applicant providing future clarification of issues as raised in this submission.

If you have any queries in relation to this submission or require further advice please do not hesitate to contact Mr Alan Lindsay, Acting Director of Environmental Services, on (02) 6368 2104 during normal office hours.

Yours faithfully



Alan Lindsay
Acting Director Environmental Services
For the General Manager

Attachments: Submissions received from the Community