



New South Wales Government
Independent Planning Commission

TRANSCRIPT OF MEETING

RE: WALLAROO SOLAR FARM (SSD-9261283)

COUNCIL MEETING

PANEL: MR ANDREW MILLS
DR BRONWYN EVANS AM
MR RICHARD PEARSON

OFFICE OF THE IPC: TAHLIA HUTCHINSON

YASS VALLEY COUNCIL: CHRIS BERRY
EDDIE KOBEISSI

LOCATION: Zoom Videoconference

DATE: 3:00PM – 4:00PM
THURSDAY, 11th JULY 2024

<THE MEETING COMMENCED

ANDREW MILLS: All right, terrific. Well, good afternoon, and welcome. Before I begin, or before we begin, I'd like to acknowledge that I'm speaking to you from Gadigal land, and I acknowledge the Traditional Owners of all the countries from which we virtually meet today, and pay my respects to Elders past and present.

Welcome to the to the meeting today to discuss the Wallaroo Solar Farm case, SSD-9261283, currently before the Commission for determination. The Applicant, Wallaroo Solar Farm Pty Limited, is seeking approval to develop a 100 megawatt solar farm with a battery energy storage system and associated infrastructure.

My name is Andrew Mills. I am the Chair of the Independent Planning Commission and of this panel. I am joined by my fellow Commissioners, Dr Bronwyn Evans and Mr Richard Pearson. We're also joined by Tahlia Hutchinson from the Office of the Independent Planning Commission.

In the interests of openness and transparency and to ensure the full capture of information, today's meeting is being recorded, and a complete transcript will be produced and made available on the Commission website. The meeting is one part of the Commission's considerations of this matter, and will form one of several sources of information upon which the Commission will base its determination.

It is important for the Commissioners to ask questions of attendees and to clarify issues whenever it is considered appropriate. If you are asked a question and are not in a position to answer, please feel free to take the question on notice and provide any additional information in writing, which we will then put on our website.

I request that all participants here today introduce themselves before speaking for the first time, and for all to ensure that they do not speak over the top of each other to ensure accuracy of the transcript. Thank you very much for your patience in putting those housekeeping matters in place. We will begin.

So are there any opening things that you – I mean, obviously we've read submissions that Council have put in. We're aware of the Yass Valley Settlement Strategy, and so on. But are there any initial things that you would like to perhaps comment on? In particular around the Department's assessment report that we've received and the recommended conditions, if you've had a chance to look at those.

CHRIS BERRY: Yes. Chris Berry, CEO of the Yass Valley Council. I'm happy to open up and talk about the assessment report. I mean, the assessment report is what it is. There's a couple of comments I'd probably just like to make in respect of a couple of matters. I just sketched some notes out the other day, so bear with me.

I think it's paragraph 53 on page 20, that talks about the Settlement Strategy, and,

5 “The project would maintain agricultural use of land through ongoing grazing, while limiting the potential for residential development or other conflicting land uses to occur in keeping with the Settlement Strategy.” Well, the principle of the of the area around the ACT border was to maintain the status quo in terms of protecting the rural and maintaining the rural landscape, and the biodiversity issues throughout that area.

10 A solar farm is going to look like a solar farm wherever it is. So that seemed to be a bit dismissive of the work that we had done in the Settlement Strategy, which was in turn endorsed by the Department of Planning. So I think it was a – yes, in my mind, it was a bit dismissive of the strategic work that we had done several years ago, which then formed the basis of our Local Strategic Planning Statement.

15 Just flicking through. The next comment was on Table 8 under ‘Traffic.’ There was a question in there that I’ve sort of got. The issue was that the third dot point down on page 35 talked about the heavy transport vehicle route during construction from Port Botany will be via the Hume, Federal and Barton Highways. The Federal Highway is not mentioned at all in the draft conditions. I presume that means they’re not going to be using the Federal Highway; is that the case?

20 **ANDREW MILLS:** Well, obviously, at this stage, the Commission is in examination and fact finding mode, and hasn’t finalised its view of the conditions. That’s why we’re trying to take all of that information in.

25 **CHRIS BERRY:** Sure, OK, it’s just that, I mean, both routes have got some particular problems on them. I mean, the Federal Highway and transport through Canberra is potentially problematic. It’s largely an urban area, although the Barton Highway there is actually duplicated. Coming through the Hume Highway to the site, it has to pass through the village of Murrumbateman, which is not duplicated, and is single lane. And there’s a school, there’s a school, a new school that’s just been built on that, on the highway. So it may be that if they’re using the Barton Highway from the Hume, that operating outside of school hours might be a way of dealing with the single line traffic in each direction through the village of Murrumbateman.

30 **ANDREW MILLS:** Out of school hours all together, Chris, or do you think ensuring that the school zone times, for example, when children are likely to be coming in and out of the school, is perhaps the key? Just interested in your views around them.

35 **CHRIS BERRY:** Look, the school zone times where the speed limit drops to 40 kilometres an hour are certainly in place prior to a lot of the children arriving at school, and the same in the afternoon. They start before they leave the school and then there is a generous time period there at the end of the day where the kids are leaving school.

40 Now they don’t exit the school onto the Barton Highway. They exit onto a side

road. But it's the flow of traffic around that area, which is the issue, as much as anything else, in terms of getting in and out and the traffic flows in that area. Many will be getting onto the Barton Highway, or endeavouring to get onto the Barton Highway, because if they're, especially if their children are coming from the eastern side, the residential areas on the eastern side of the road, because the primary school's now on the western side of the road.

ANDREW MILLS: So I guess what I asking is if you take the zones as being eight to 9:30, and 2:30 to four, that there's a view, I guess, that it's outside those times, in other words, that they could still operate between 9:30 and 2:30, or that they would need to operate prior to eight and after four. So I'm just trying to get a sense of where you're coming from.

CHRIS BERRY: Look, the Barton Highway has gone from having morning and afternoon and evening peaks, to be basically a lot more traffic consistently throughout the entire day. So it will be – and one of the things I know that we've had, and one of the reasons why we've been pushing for the duplication of the Barton Highway is people get frustrated with slow moving traffic. And certainly larger vehicles contribute to that frustration. And a number of accidents have occurred as a result, as a result of impatientness of drivers, backed up against that traffic.

So that's something that we live with at the present time. So ideally it would be better if those heavy, any heavy vehicle movements were – definitely should be clear of the school time zones, and ideally outside of the morning and evening peaks as well, if that could be organised. Now I know that's difficult, because Port Botany is a long way from Murrumbateman, and timing of vehicles travelling on the highway, it's not always going to be possible, I don't think, to miss some of those time periods. But school hours, I think we would say, would be a priority, that they shouldn't be driving through that area as the school zones are operating.

ANDREW MILLS: That's very helpful. Thank you.

RICHARD PEARSON: Chris, can I just ask, did you raise that with the Department during the assessment period? Was it a request that Council had previously made of the Department or the Applicant during the process?

CHRIS BERRY: My recollection was that, yes, we had pointed that out, and their traffic studies also mentioned the transport routes. So the way that the Hume works – sorry, the way the Barton works at the moment, from the Hume to just past Yass is duplicated. Then it drops back down to single lane in each direction, and there's a couple of passing lanes in some of those areas. And then through the village itself is a single lane, and then it expands out into a wider section with overtaking lanes, and then into the new duplication that's just been completed.

So I think one of the things is, is that everybody underestimates the traffic on that road throughout the day. Even when we were talking to Department of Education about the new school site, they were always thinking that there was only 400

people that lived in Murrumbateman. Well, there's 3,500 people that live in Murrumbateman, and all of them – well, anybody who works in Canberra is using that Barton Highway, trying to get out of the residential areas there and moving into Canberra.

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The school site was placed on the corner of Rose Street and at the Barton Highway. While there's no access from the Barton Highway, you've still got parents trying to get to the pickup and drop off areas. And it's that competition, if you like, between the heavy vehicles, and if we've got more heavy vehicles on the road, that becomes a further pressure on those people to try and move around that site and get their kids to and from school.

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RICHARD PEARSON: Sure, understood.

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CHRIS BERRY: Just on roads in general, I think our view has always been to ensure that local roads are fit for purpose prior to the construction starting. So making sure that the road pavements are suitable for the types, all types of vehicles, to access the site.

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Now, at this stage, my understanding is that there will be traffic on Wallaroo Road, Gooromon Ponds road and Southwell Road. There are some road upgrades on Southwell and Gooromon Ponds intersection, and some extra ceiling on Southwell Road. I think it's important to understand that Wallaroo Road is the only access in and out of that rural residential area. And there's a lot more people there than is apparent from just looking, looking around the area.

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And again, it's a road that goes into the – from New South Wales, into the ACT, onto the Barton Highway. So we certainly need to make sure that Wallaroo Road, with larger vehicles, and there's been lots of complaints that we receive about larger vehicles traveling on rural roads; driver behaviour, things like speeding, driving in the centre of the road, rather than to the left, which is always, it's always intimidating for some drivers who are driving just a normal sedan vehicle. And with due respect to some of those people, they're elderly drivers, and they feel – and they've said this to us all the time – that they feel intimidated by the larger vehicles on their road network.

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So again, if we can make the roads fit for purpose before construction, have them maintained to that level throughout the construction period, and then at the end, make sure that they are, if you like, a lasting legacy for the community, then that will go a long way, I think, to resolving some of those concerns that are routinely expressed to us.

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RICHARD PEARSON: So Chris, the draft conditions, condition B5, does require that road upgrades be completed prior to commencing construction, as detailed in Appendix 6 of the consent –

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ANDREW MILLS: Which deals with Southwell Road and the Southwell Road/Gooromon Ponds Road intersection.

RICHARD PEARSON: Yes, so does that cover the suite of – sorry, go on Andrew.

5 **ANDREW MILLS:** You go, Chris, sorry.

CHRIS BERRY: Sorry. I think that's the thing is, is that to get to that intersection, you've got to travel up Wallaroo Road. So the local roads from the Barton Highway are Wallaroo Road, Gooromon Ponds Road, and Southwell Road. Southwell Road, there's talking about upgrading that road, that's fine. The intersection, that's fine. But it's pretty silent on Wallaroo Road. And that's where we get complaints about larger trucks on – well, all of those roads on that network, through that rural residential area. There's always complaints about trucks driving at speed down the middle of the road. And it's a concern to local residents about having to take evasive action, which is not always possible along a longer, a rural road that we have in that area.

RICHARD PEARSON: OK, so you want us to particularly look at Wallaroo Road, do you? Is that the request you're making?

20 **CHRIS BERRY:** Well, I think it should be. I think, from our perspective, it was making sure that Wallaroo Road meets the Council's road standards for that road, and ensuring that it is suitable for that increase in the larger vehicles using that road, when it's the only in and out for the local community.

25 **ANDREW MILLS:** OK, we understand the point.

CHRIS BERRY: But I think they were probably the main things that we wanted to stress. The community benefits policy was – sorry, the VPA and the community benefit scheme that was proposed, we're quite satisfied with that. That's consistent with our policy position. That's not a problem.

30 Just under the assessment report, under the cumulative impacts, they make reference to solar farms. I think for a number of those the assessment should be referring to the wind farms. I don't think they're solar farms, last time I drove past them.

ANDREW MILLS: Oh, yeah, OK. So Rye Park you mean, for example?

40 **CHRIS BERRY:** Well, on page, whatever it is – sorry, 42, under cumulative impacts, it talks about Springdale Solar Farm, which is not yet built, and there's no construction there at all at the present time. The Yass Solar Farm hasn't proceeded to EIS at this stage. It's been put down as the 'Gunning Solar Farm.' That's a wind farm. And the Rye Park Solar Farm is not a solar farm. It's a wind farm as well.

45 **BRONWYN EVANS:** We can ask the department to make that correction.

CHRIS BERRY: Yes, because they're all renewables, but they're not, Rye Park

and Gunning are not solar farms. The other solar farm that is – sorry, the other wind farm that is not mentioned is the Cullerin Wind Farm, which is the one right on the highway. If you’ve ever travelled down past – or travelled down towards Yass, you come over the Cullerin Range. Right on top of the Cullerin Range is the Cullerin Wind Farm. that’s in that area. The Gunning Wind Farm is actually further up the range, away from the highway.

ANDREW MILLS: That’s quite interesting, because in all correspondence, because obviously that is another potential matter that may come to the Commission, they’ve always referred to Gunning Solar. So I’m just wondering if there’s two things potentially happening; Gunning Solar as well as Gunning Wind.

TAHLIA HUTCHINSON: Yes, it looks like there is both.

ANDREW MILLS: There’s both?

TAHLIA HUTCHINSON: It’s a proposed, it’s not a current operating solar farm, but from a quick Google search it looks like there’s a proposed one.

ANDREW MILLS: Yeah, OK, thank you. There you go. We may end up with two, solar and wind.

CHRIS BERRY: But other than that, I mean, as I say, they were the main things that were – obviously very protective of our Settlement Strategy and the strategic objectives we’re trying to achieve in terms of that urb – sorry, peri-urban area between Canberra and the rest of Yass Valley. And again, from our perspective, it was about protecting the environmental values and the rural landscape values in that area.

And the strategy was certainly endorsed by the Department of Planning at the time, as a strategic document for us to guide where development should and shouldn’t go. And it wasn’t just about residential development. It was about the idea was encompassing all development proposals. And certainly solar farms and energy generating works were not envisaged in that locality. And the other aspects are always, from a local Council perspective, is local roads are our biggest assets, and we certainly want them protected.

ANDREW MILLS: OK. Shall we move on from the Settlement Strategy itself, then? The community benefit fund and the Voluntary Planning Agreement, that’s been updated, I think, from the original proposal. Do you have views in relation to the Voluntary Planning Agreement proposal?

CHRIS BERRY: Yes. The discussions that we’ve had have been based on an upfront payment of, what is it, about \$150,000, from memory, and then an annual contribution while ever the solar farm operates. The contribution rates were based on the capital value of the project, 1% of the capital value of the project spread over an estimated asset life of the solar panels. That appears in the consent to be reflected as an agreement that we’d come to, in principle, with the proponent.

5 The way that we prefer the schemes to operate, is that Council runs the scheme, the company are involved on a committee with local represent – community representation, and Councillor representation. And the reason we prefer that approach to the company running the community scheme, is that our processes have to be much more transparent. So we've got to publish our budget every year, we've got to indicate what grants that we as a Council have awarded throughout the year. And that's not always the case with company schemes, the majority that I've seen, that have been run.

10 So we insist that they be administered by Council. A community and company and Councillor committee sets the priorities, calls for projects, and recommends to Council the projects that should receive funding. We also provide for projects that are not within the immediate proximity, because these are generally in isolated areas, that were the projects outside of that immediate environs elsewhere in the local government area, could be eligible for funding under the schemes. And the other option, of course, is the ability to potentially accumulate some funding over multiple years for a major project that the community identifies.

20 So, for instance, just on the Springdale Solar Farm that we looked at. One of the options might have been, what may be there once we get the agreement sorted out, could be that funds are accumulated for the design of a road bypass of the Sutton Village, because that's the number one traffic issue that that village has. There's a number of dog leg routes on a main road that connects Canberra all the way up to Gunning. And there's considerable amount of commuter traffic, forestry traffic, general heavy vehicle traffic through that area, and right in the middle of the village, is a cause – a low level crossing of a creek through there, which is not ideal. So the community would love a bypass there. And one option could be that that particular solar farm could contribute towards the design of that bypass for the community.

30 **ANDREW MILLS:** So in terms of what's been proposed, it sounds like you've got to a place that you're reasonably happy with, then?

35 **CHRIS BERRY:** Yes, I'm pretty comfortable with that. We've been to-ing and fro-ing with the company over that. I think they've come to the agreement that the VPA – and we've got basically a standard template VPA that establishes a Council committee with a membership, What the priorities are for the committee to do, which is identify project priorities for that locality, call for applications, and make recommendations to Council for worthy projects. So that seems to be pretty much exactly what our policies basically say.

40 **ANDREW MILLS:** OK, good. Have you had feedback directly from the community to Council?

45 **CHRIS BERRY:** Not a huge amount on this one. Normally on major projects, wind farms and solar farms, we often get a lot of submissions, or copies of submissions. We often say to the community, make sure that you lodge them with

5 the Department, because we're not the consent authority at the end of the day. But Council does, anything that comes through to Council, Council does consider the issues that are raised there. And in our submission, we often say, this is what the community said, make sure that these things are addressed as part of the assessment process.

10 So I think there's a lot of people in the community think that we've got more power than what we actually have on these projects. We're certainly not the consent authority. We make that clear every time. But it's rural communities think of their Council as the go-to organisation, and they continue to do so. But the Wallaroo one has been very, very quiet in comparison to other projects that we've had.

15 **BRONWYN EVANS:** And can I ask a follow on question, Chris? Bronwyn Evans here. Are you aware of the company's engagement with community? Do you have a sense of what they've done in terms of community engagement to date?

20 **CHRIS BERRY:** We do, because usually what happens with these major projects is that they will, as part of the development of the project proposal, they come to Council, they brief the Council, and it's one of those things that we always talk about. We always talk about making sure that there is good community engagement. And if there is like a community organisation, like a progress group or a community association, we'll often point them to those organisations that have strong connections into the community.

30 So yes, we work pretty hard on making sure that early in the process that they are well aware of our expectations of engaging with the community, and providing them direction about who to talk to, and who might be a useful contact for them.

BRONWYN EVANS: Thank you.

35 **ANDREW MILLS:** All right, so we do understand that Council was concerned around the construction commencement timing and completion.

40 **CHRIS BERRY:** Yes. This is one of the issues that's been raised with a number of the renewable energy projects around our region, is they get an approval, and for whatever reason, we know it takes a while to get the approval through the process, and then it seems to take a long time before that commencement of the project starts, and then a long time, a long lead time in terms of completing the project.

45 The way things are – and look, Council is guilty on our development consents that we issue is that we always talk about a commencement date, but we never talk about a completion date. And any delay with the start delays the finish, and some people in the community are very anxious about that. Because their plans, they get frustrated because they don't know whether what they're going to do in terms of managing their own properties, particularly in rural areas.

5 And that's a bit of strong feedback from a number of people on other renewable projects that we've had, is that, we've had this thing hanging over our head for 10 years. And once you got the approval, most people think, oh, well get on with it, build it, and then we can make our plans. But the delays that often happen post the issue of the DA, frustrates the community when they don't see anything happening for a while.

10 It's difficult, because I understand on big construction jobs, they don't take five minutes to build. There is a lengthy period. But it would be useful if we could tie the completion to at least a forward plan. Most of these companies that are building these facilities do have a timeframe. It will be useful for their consent to be tied to at least that timeframe and give the community some certainty.

15 **ANDREW MILLS:** Would it be of any assistance if Council was consulted on those commitment and timing – the construction management plan, I guess?

20 **CHRIS BERRY:** Well, look, from my perspective, I think if they've got a works program that says they're going to start on this date, and they're going to finish on whatever date into the future, if the consent conditions can be structured in such a way that reflect that construction period, that will give certainty to the community.

25 It also gives a bit of certainty to Council, because if anything goes pear shaped with anything on a major construction job, we're often the first port of call for the complaint. And then we become a referral of those complaints back to the Department, rather than – but communities don't see it that way. They often just see Council as the first port of call for dealing with the issues that they have with the major project.

30 **RICHARD PEARSON:** I mean, it's a bit hard through the consent for us to go beyond the five year time limit that everyone has to start a project. But we did discuss this issue with the Applicant yesterday, and they did give some assurances that they would commence within a – I think it was 18 months to two years, and complete within a similar time period, from memory. So there does appear to be a momentum there for them to start the project and complete the project.

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40 But it's very I think it's difficult for us, for the Commission as the consent authority, to go beyond the EP&A Act in terms of the five year commencement mandate that all consents have. But perhaps there's something we can say in our assessment report that might give some comfort to Council on that. Because we agree, we like to see these projects built and operate. Because what's the point otherwise? The renewable energy revolution doesn't occur if these projects don't happen. So it's in our interest too that anything we approve is built. But our ability to influence it is a bit limited, but I think we definitely get your point, and we agree with your point.

45 **CHRIS BERRY:** Well, I guess the Springdale Solar Farm over at Sutton is a classic example of one that's been hanging around for a considerable amount of

time, and nothing seems to have happened. And that creates a great deal of uncertainty in the minds of a lot of local residents, and they get frustrated. They get frustrated. I understand that. But yes, it's an issue that's been raised with us on a number of occasions by local communities, yep.

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ANDREW MILLS: OK, thank you. Concerns in relation to contamination?

CHRIS BERRY: Yes, I think this is more like the location is close to the Murrumbidgee. And the concern was, if there is a grass fire, bushfire through that location, followed by a rain event or something like that, the impact it might have on that, on those waterways, and the and the downstream users. So I guess the thing that we were looking for is the making sure that they have appropriate measures in place to minimise in certain events, contamination, or being able to contain that contamination before it hits the water courses, and before it spreads over the property itself and sterilises the property.

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So again, from our perspective, it was more about ensuring that the contamination didn't inadvertently get into water courses and sterilise the property, so that's the main thing. And I think it probably gets down to, OK, how are we going to manage something in particular emergencies? And how are we going to contain any potential contamination from any battery storage, or from any of the damaged panels? So they were the things that were concerned about.

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ANDREW MILLS: OK, there are some conditions in place in relation to some of those things, like bushfire management plans and so on. Have you seen those?

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CHRIS BERRY: Yes, yeah, I've seen that. I mean, there is a bushfire unit in Wallaroo, off Wallaroo Road. So there is a location there. There is talk about units from the ACT, but I'm not sure how they how they operate. Again, the ACT is a bit like New South Wales. You have town brigades, and you have rural volunteer firefighting services. So again, it depends on how and who is deployed in the event of a bushfire. I'm presuming that the RFS and the ACT fire services have got arrangements in place. But it's certainly something that I'm not aware of what the exact arrangements are, but I'm sure that there are some arrangements in place.

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ANDREW MILLS: Yes, OK, we'll certainly look at that as well. You probably have had the opportunity to see the amendments that have been made to the project from its original incarnation, in particular things like the reduction of the number of panels and so on, and the footprint. Are there any particular views that Council has on the various amendments that have been made?

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CHRIS BERRY: No, not really. I mean, anything that – it's like anything, with the initial proposals put in there, and then as further information becomes available, amendments are made. And that seems to be the normal part of the planning process from our perspective. If they've reduced the footprint, OK, that's understandable. Because we know that all these big projects, there are competing criteria.

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5 I think our major concern with the panels is the proximity to the proposed Ginninderry development, which is on our side of the border, which we're trying to deal with at the moment. Whether – it didn't appear apparent to us that that development had been taken into account as part of the initial assessment that we saw. We couldn't see any reference to it. So we're talking about 5,000 houses on a peninsula of land that pokes into New South Wales, that, unfortunately, we can't get to from New South Wales. We've got to drive into the ACT.

10 But yeah, I think in the amendments that I've seen, my understanding is, is that the Ginninderry estate has been, or the future Ginninderry Estate has taken into account, has been taken into account as part of the assessments.

ANDREW MILLS: Yes.

15 **CHRIS BERRY:** Because the whole project is called Ginninderry; our bit's called the Parkwood area. So we usually refer to it as Parkwood, and that's the bit that's in New South Wales.

20 **RICHARD PEARSON:** So, Chris, are you saying you don't think it's been adequately considered, or you're not sure?

25 **CHRIS BERRY:** Well, initially it didn't look as though it had been looked at, at all. And I must admit, I'm probably a little bit unsure, but my understanding is, is that they have, in their response to our submission, indicated that they have taken it into account. And the area that we're concerned about is the area in New South Wales that is not developed at this stage, but it's going to have 5,000 houses there. So it's that future community that we were more concerned about, rather than the parts that have been developed in the ACT at the present time.

30 **ANDREW MILLS:** And this is mainly west/southwest, effectively, of the farm, the proposed solar farm?

CHRIS BERRY: I thought it might have been southeast, but you could be right.

35 **ANDREW MILLS:** Southeast would be in Canberra itself, I think.

40 **CHRIS BERRY:** Well, that's where it's – the development comes out of Canberra into New South Wales. So it's a parcel of land that's bordered by the Murrumbidgee and Ginninderra Creek.

RICHARD PEARSON: It's the bottom left hand corner of the footprint, yes.

ANDREW MILLS: Yeah. That's why I thought southwest then, yeah.

45 **RICHARD PEARSON:** Yeah, I think it is.

ANDREW MILLS: Southwest of the solar farm, at least, anyway, yeah.

CHRIS BERRY: Well, as I say, that little peninsula of land poking into New South Wales is the bit that's going to have 5,000 houses on it.

5 **ANDREW MILLS:** Yes. So amongst other things, I mean, they did reduce the footprint, and took away anything that was on the higher areas, in particular, the knolls and things like that. And there is some screening that's been added. It seems to be part of the way in which they've dealt with it. OK, did you have any views in relation to the glint and glare? We have spoken about traffic impacts already, of course, in some detail.

10 **CHRIS BERRY:** No. Look, no. It certainly wasn't raised as an issue without with our Councillors, glint and glare. Yeah, it wasn't an issue. The Councillors were more focused about if this was to be approved, it was all about the community benefit scheme. It was all about protecting local roads, managing the construction traffic, managing any potential contamination from a disaster, such as a bushfire on the site. They were probably the key things that Council identified as areas that they had concerns with, yeah.

15 **ANDREW MILLS:** OK, so yes, we are conscious of all of those things. So thank you. Are there any other questions from the Commissioners?

20 **BRONWYN EVANS:** Not from me.

25 **RICHARD PEARSON:** I don't think so. No, I'm pretty clear on Council's range of concerns and current views.

BRONWYN EVANS: Yes, thank you for that discussion.

30 **ANDREW MILLS:** Yes. Are there any other things that you would like to make sure that the Commission's aware of?

CHRIS BERRY: No, I think we're, I guess that we're at the pointy end. A decision is good, then we know where we stand.

35 **RICHARD PEARSON:** Was Council going to make a submission to the Commission, Chris? We always call for submissions. I mean, obviously it's not mandatory, but I was just interested if you're planning on putting anything further in writing, or are you regarding this as the opportunity to let us know what you're thinking?

40 **CHRIS BERRY:** Look, I was regarding this as an opportunity to let you know how we're thinking and what our issues are. I don't think it's necessary to repeat myself in another forum. Look, if you've got any further questions of us, as your hearings unfold, I mean, and that might impact on us here, look, give us a bell, and we'll try and respond accordingly.

45 **RICHARD PEARSON:** Sure.

CHRIS BERRY: Yes, you're busy. I'm busy. I don't think you need to hear it twice from me.

5 **ANDREW MILLS:** No, that's all good. Thank you, and thank you for the offer of further discussions if we need.

CHRIS BERRY: Yep, no worries.

10 **ANDREW MILLS:** We really appreciate your time today, and the input you've been able to give us, the detail of the concerns that you had have.

RICHARD PEARSON: I think Eddie, Eddie may have been raising his hand.

15 **ANDREW MILLS:** Oh, sorry, Eddie.

20 **EDDIE KOBEISSI:** I raised my hand because honestly, I don't want to add much to what Chris was saying, but the expectation is that any private contractor carrying out activities within our road reserves would have to have authority from us, pursuant to Section 138 of the Roads Act. I don't think that was stipulated in the conditions as such, to remind them that they can't just go ahead and open up the road, or put up signs without our approvals. So can we make sure that they understand that?

25 **ANDREW MILLS:** Yes.

30 **EDDIE KOBEISSI:** In condition B7, talking about the operating conditions there, they're talking about the car parking on site and all this. But there's no mechanism for us to control how many car parking spaces are required to do, or they're proposing to provide, to make sure that this is actually enforced, that they don't overflow into the public areas. Can we make sure that B7 elaborates more on us knowing what they're planning of them to do?

35 **ANDREW MILLS:** Sorry, are you saying B7, Eddie? Because I can't see anything about car parking in that condition.

TAHLIA HUTCHINSON: I think B8 is what he's referring to.

EDDIE KOBEISSI: It's B7. Under the operating conditions.

40 **ANDREW MILLS:** Yeah, B8(b).

EDDIE KOBEISSI: Oh, yes.

45 **ANDREW MILLS:** B8(b).

EDDIE KOBEISSI: That the onus is put on the Applicant to ensure that there is sufficient parking onsite for all vehicles, and no parking occurs on the public road network in the vicinity of the site. Is there any mechanism for us to enforce that, or

to know about it, or endorse it before they go ahead and start on this? Is that clear, what we're talking about?

5 **ANDREW MILLS:** Yes, I understand what you're saying, yes. We'll examine that.

10 **RICHARD PEARSON:** There is a Traffic Management Plan required under condition B9, which is to be developed in consultation with Yass Valley Council. So maybe that's the opportunity for you, Eddie, and Council to have some direct input into those issues, I think, condition B9.

15 **ANDREW MILLS:** So if you look at B9(d), in particular, there is mention of the temporary traffic controls and things like that as well that you've mentioned, and that would be part of what you would need to be consulted on.

EDDIE KOBEISSI: Right, OK, that's fine.

20 **ANDREW MILLS:** OK, well, terrific. Thank you again. Appreciate your time today. That's been valuable for us.

BRONWYN EVANS: Thank you very much.

RICHARD PEARSON: Thank you very much, Council, thank you.

25 **CHRIS BERRY:** Thanks very much.

BRONWYN EVANS: Bye.

30 **CHRIS BERRY:** Bye.

RICHARD PEARSON: See you.

>THE MEETING CONCLUDED