

Project: Crudine Ridge Wind Farm

Phone: [REDACTED]

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13 June 2019

David Koppers  
Independent Planning Commission NSW  
Level 3, 201 Elizabeth Street  
Sydney NSW 2000  
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Dear Mr. Koppers,

**RE: Crudine Ridge Wind Farm MOD 1**

This letter serves to correct an aspect of the Applicants Transcript recorded during the IPC briefing meeting, which was restated in the Public Meeting Transcript.

The transcript from the applicant's IPC briefing meeting incorrectly recorded that the applicant had cleared 3.6 hectares of vegetation along Aarons Pass Road, to date. This should have been recorded at 0.36 hectares, as outlined in the modification documentation and the slides spoken to during the IPC briefing (see attached).

This is relevant as the transcript is incorrect, but moreover as it this reference is also restated in the public meeting transcript.

Please ensure this clarification is shared with the IPC Commissioners if the reference to 3.6 hectares has caused any confusion.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Ed Mounsey', written in a cursive style.

Ed Mounsey  
Chief Operating Officer & Head of Development  
**CWP Renewables Pty Ltd**

*Enc. IPC Briefing Slides*



# Independent Planning Commission Briefing

- Crudine Ride Wind Farm – Mod #1
- 5<sup>th</sup> June 2019



# Contents

- Introductions
- Project Background
- Modification
- Addressing the Recommended Conditions

# Introductions

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- CWP Renewables / Partners Group - partnership
  - Developer, owner, asset manager
  - NSW focus
    - 383 MW in operation\* ;
    - 134 MW in construction;
    - 240 MW in financing;
    - > 1 GW of advanced developments
    - > 2.3 GW of next phase developments



# The Project - Rationale and Context

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- 134 MW wind farm project, fully financed and in construction;
- Located 40 km south of Mudgee, NSW;
- Developed:
  - To contribute towards the national Renewable Energy Target;
  - In line with NSW Renewable Energy Action Plan;
  - In accordance with NSW and Commonwealth assessment frameworks;
  - By sponsors with a proven track record of delivery.

## - Timeline

- Mid 2007 Site identified
- Early 2011 Planning commenced in 2011
- May 2016 NSW Development Consent
- April 2017 EPBC Act Approval
- Dec 2017 APR upgrade design / Management plan approval
- Dec 2017 PPA with Meridian Energy
- May 2018 Financial close  
\$272.3mil total investment
- Aug 2018 Construction commencement

# The Project - Issue and Consequences

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- August 2018
  - Works cease over community concern / DPE compliance action;
  - 0.36 ha cleared;
  - Concern total clearing associated with APR upgrades would exceed those permitted.
- Discussions with DPE compliance and Council
  - Interpretation of extent of impacts;
  - Interpretation of concurrent works;
  - Safety – paramount.
- Evaluation of options
  - Technical (Javelin trailer);
  - Revised design – Modification.
- Commercial consequence as of 5<sup>th</sup> June 2019
  - \$190mil funded;
  - 294 delay days;
  - \$22mil cost of delay and increasing.
- Ongoing stakeholder management
  - Landowners
  - Community
  - Council
  - Contractors
  - TNSP
  - Equity
  - Lenders

# The Modification

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- Reduced number of wind turbines
  - Administrative to align with EPBC Act Approval (77 to 37)
- Revised road design to permit works while avoiding and minimising significant impacts
  - Civil contractor design
  - Engagement with community and Council
  - Engagement with OEH / Commonwealth
  - Impact assessment – BDAR central to the assessment
- Submissions
  - 233 individual submissions (131 support, 99 object, 3 comment)
  - 10 Aarons Pass Road residents (eight support, one object (dust), one comment)
  - MWRC LGA 72% support, citing focus on local economic stimulus and safer roads
  - BRC LGA 86% support, citing economic and environmental reasons
  - 75% of opposition submission from >50km of project (core from Sydney and Southern Highlands)

# Recommended Conditions

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- Updated Biodiversity Management Plan (BMP)
  - Adherence to clearing limits;
  - Minimise impacts to threatened species and limb-lopping to HBTs;
  - Inclusion of a Translocation Plan;
  - Detailed reporting methodology to report of effectiveness of measures;
  - Clear methodology to calculate, verify and report the clearing required for APR.
- Update the Transport Management Plan (TMP)
  - Sequence or works;
  - Safety.
- Updates for the Community
  - Reporting methodology for works on Aarons Pass Road;
  - Rebuild distrust cited in objector submissions.
- Additional offsets

## Summary

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- Unintended circumstance
- Costly delay
- Consensus that the upgrade to Aarons Pass Road will improve road safety
- Construction of project will bring wider economic benefits to the region
- Preparedness for recommencement