

MR P. DUNCAN: Thank you. Good morning. Before we begin I would like to acknowledge the traditional custodians of the land on which we variously meet today and as well as the traditional custodians of the site for the project, the Gundangara and the Tharawal people. I would like to pay my respects to their elders past, present
5 and emerging. Welcome to the virtual site inspection for the Hume Coal Project and Berrima Rail Project which are currently before the Commission for determination. My name is Peter Duncan. I am the chair of this Independent Planning Commission Panel. With me are fellow Commissioners Professor Alice Clark and Chris Wilson. We form the Commission Panel appointed to this application.

10 We are being assisted today by Lindsey Blecher and Casey Joshua from the Office of the Independent Planning Commission. Hume Coal Pty Limited is the applicant and is proposing to build a new underground coal mine in the Southern Highlands Region of New South Wales and develop-associated rail infrastructure to support the mining
15 operations. These two components are the subject of two separate development applications made to the Department of Planning, Industry and Environment but, for the purpose of this assessment the associate projects are located approximately 100 kilometres southwest of Sydney and seven kilometres northwest of Moss Vale in the Wingecarribee local government area.

20 The purpose of the virtual site tour is for the Commission to gain an understanding of the site including its location, layout, and physical attributes. The meeting is not an opportunity to make a submission to the Commissioners. Submissions should be made via our website or at the public meeting for this case. But, however, could I
25 also say, following the public hearing, the panel may still request an in-person site inspection if the health, sort of, restrictions allow that and, in fact, we will talk further about that once we have a bit more of a view of where the health restrictions are going.

30 The purpose – sorry, I’ve covered that. It is important for the Commission 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. In the interests of openness and transparency, and to
35 ensure the full capture of information, today’s virtual site inspection is being recorded and a complete transcript will be provided and made available on the Commission’s website along with the applicant’s presentation material.

40 I request that all members here today introduce themselves before speaking for the first time and for all members to ensure that they do not speak over the top of each other so that we can ensure the accuracy of the transcript. We will now begin and over to you, Rod. I am happy for you to introduce your team or take it from here. Thank you.

45 MR R. DOYLE: Thank you very much. Peter, and thank you, Commissioners, Lindsey and Casey as well. I have three people here from EMM, Brett McLennan,

Dylan Falconer and Nicole Armit, also the project director, Mark Lee, and Chris Kim, who is our legal counsel in-house as well. I will pass over to Dylan. Thanks for the opportunity to do this virtual tour. We – having put all this work together that we will provide detail, we feel that it is still quite a long way short of actually seeing
5 the whole thing in person and we look forward to actually meeting you at one stage face-to-face so we can present the project to you.

In the meantime I will pass over to Dylan. He has got a few words to say and explain about the process. I don't doubt that there will be hiccups today and I
10 apologise for those in advance, but we will do our best to make it as seamless as possible. There are a lot of videos to see. We did quite a bit of cull last night to try and reduce that and, I confess, I have to be one of the worst video-tapers known to man and some of them are rather appalling. So, again, apologies for that.

15 MR DUNCAN: Thanks, Rod, and we appreciate your perseverance with the process at the moment. So thank you.

MR DOYLE: You're welcome.

20 MR D. FALCONER: Thanks, Rod, and good morning, Commissioners. Yes. Further to Rod's introduction, I would just like to take a moment to outline what we have prepared for you today. Typically, the objective of a site tour would be – as you acknowledged, Peter, is to provide the attendees with an orientation of the project area and how the project sits within the surrounding landscape and land uses
25 of the project area. So we are going to do our best today to try and do that virtually given the current travel restrictions beneath the current COVID climate.

So this virtual site tour has been prepared using an online GIS to interrogate area features and attributes. It brings in numerous photographs captured around the
30 project area, photo montages from the visual impact assessment that was performed in response to the Commission's initial report, and we will be turning on a number of – on and off a number of layers in the web map throughout the site tour – virtual site tour. So while we have strived to make this as polished and as seamless as possible, due to the timeframe involved and this alternative method of viewing the site, we
35 may encounter some technical issues. So, if we do, I ask for your patience and understanding during those moments.

This virtual site tour will hopefully provide the Commissioners with an appreciation for the immediate and wider surrounding area. I know when I became involved in
40 the project in mid-2019 I read through the assessments and findings of the EIS, the RTS and the department's preliminary assessment report and it wasn't until I actually visited the project area and met with the Mereworth property, in particular, that it all kind of gelled mentally for me. So I think we can all agree that this virtual site tour isn't an ideal substitute for a physical one but we will carry on.

45 So to provide the site tour today we will strive to follow the route that Rod outlined in his – that was attached to the meeting agenda and, in doing so, will provide a high

level overview of the whole project area, videos and discussion around various points on the project site, and then we will zoom in some in-depth kind of interrogation around the Mereworth property, Medworth – Medway Road, sorry – and provide additional information to the north and to the south of the project area.

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So, prior to progressing, if anyone has got any questions or anything to outline, I welcome interjection and candid comments throughout, you know, typical as if we are on a tour bus. So please feel free to interrupt as I am clicking through various layers and Rod and I and others are discussing things. So just bear with me for a moment while I share my screen. All right. So has everyone got that up in front of them?

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MR DUNCAN: Yes. Yes.

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MR FALCONER: Yes. So you can see the project area outline and the – and the rail corridor alignment. All right.

MR DUNCAN: Dylan, can I just add too, we had a site visit map sent to us this morning which we have as well. Just so you know.

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MR FALCONER: Okay.

MR DUNCAN: red circles on it with letters and numbers.

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MR FALCONER: Yes. So we've plotted that - - -

MR DOYLE: Is that it?

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MR FALCONER: Yes, Rod. So we've got that plotted not quite verbatim but this yellow dotted line, effectively, outlines the public roads we would have driven if we were in the tour bus. So we are going to start here and Mereworth Homestead – Mereworth Property, sorry, and then we will go up along Medway Road to the north of the rail loadout infrastructure and then go along the Moss Vale Enterprise Corridor along Collins Road and, I think, Berrima Road, and then back down and, if time allows, we will virtually tour around to the south of the project area and off to Belanglo Forest. So just to provide you with a bit of orientation and context, there's some – I've just turned on a layer which outlines some surrounding notable land uses along the Moss Vale Enterprise – or as an extension of the Moss Vale Enterprise Corridor. So, as you can see, there's a number of industrial land uses along that corridor leading to the Berrima Cement Works just to the east of the project area.

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So I will turn on some layers here which is the surface infrastructure area for the project and bear with me with the rail layer. I know, when we were doing some test runs, it slowed things down a little bit but all that line work should now be visible.

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MR DUNCAN: Yes.

MR FALCONER: Yes. So it has – I will turn off the rail layer just because I think it does slow things down considerably for some reason. There we go. So, as you can see, here's the surface infrastructure area concentrated around the Mereworth property. The Mereworth property is a – is a one hundred per cent owned – owned
5 by Hume Coal and we've got a number of different features that we will turn on to try and provide a bit of an overview of the views from Mereworth. So I think I will start with a drone video which I'm – I've got that open on another screen. So just give me a moment and I will try and drag it across.

10 MR DOYLE: So a couple of points of observation for Mereworth there. The dark blue area is the primary water dam. To the northwest of there you can see a couple of orange lines with a purple centre which is the product stockpiles and there's an orange line that sort of goes to the south which is the surface conveyer and it goes to the portal or the drift in the south and in the northern portion there's a little
15 purple circle there which is the run-of-mine stockpile. Thanks, Dylan.

MR FALCONER: Sorry, Rod, it's just taking a little while to open.

MR DOYLE: You're right. So other features: that green square is roughly the
20 admin block and next to it will be sort of temporary accommodation for the construction crew. On my scale of drawing, I can't quite see the washer, it's a relatively small square where those dog legs are going from the run-of-mine stockpile. So I don't know if you've got a little mouse there that you can use or are you using it already, Dylan, for other things. It's in that vicinity.

25 MR B. McLENNAN: And, Dylan, while that's loading up – Commissioners, it's Brett McLennan – just one other thing to note is that: the site infrastructure located to the north of the project area has been sort of aligned with what was traditionally an existing transport or industrial corridor between the Berrima Colliery and the
30 Berrima Cement Works. So, historically, coal was railed between the Berrima Colliery to the Berrima Cement Works and, more recently, until the colliery went under care and maintenance it has been trucked by road. So that corridor that you can see to the north was a railway line that ran between the colliery and the cement works. So the rail loop links in at the northern part to that – to that railway line
35 which is still a corridor in existence and under maintenance.

MR FALCONER: So, unfortunately, I don't have the drone video operating but we've got some stills from the – that were extracted from the drone shots, which I will bring up, of Mereworth. So this is looking pretty – I would say due west over
40 the – the driveway into Mereworth and, Rod, would you say this is over the admin area and future - - -

MR DOYLE: Temporary stock - - -

45 MR FALCONER: Temporary stock - - -

MR DOYLE: sorry.

MR FALCONER: Yes.

MR DOYLE: That's correct in that area there. And some of the videos will have a couple of white spots out in that area and identify the various structures.

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MR FALCONER: So I will just toggle through some more of these stills as a bit of a workaround.

MR DOYLE: Did you want to see if I can run that video from here?

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MR FALCONER: If you want to try, that would be good, Rod. I think the drone video would be good for orientation for the Commissioners. So I will just toggle through some more of the – while you're doing that, Rod, some of the additional stills that we've got around Mereworth House and Garden. So this is the actual house itself. As you can see, it's quite a stately place and, in response to the Commission's initial report, there was a number of recommendations made directly for addressing impacts or identifying and mitigating impacts – potential impacts to Mereworth House and Garden and wider property.

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So a lot of the work that was undertaken, as part of the updated statement of heritage impact, the that was attached to the Hume Coal response report focused on providing a culture landscape assessment with an analysis of Sorensen's work across his whole pallet of works. There was an updated archaeological assessment undertaken for Mereworth House and Garden and then, also, the groundwater dependent ecosystem assessment for cultural landscapes and garden. So I will just jump - - -

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MR DOYLE: Now, I've got a video here. I'm just wondering where the share screen instructions might be hidden.

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MR FALCONER: So I will stop sharing mine, Rod - - -

MR DOYLE: All right.

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MR FALCONER: - - - and then there should be – on the video that has – on the screen that has got everyone's face there should be a little button that says – I think it's red.

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MR DUNCAN: If you go down to the bottom - - -

MR FALCONER: Three.

MR DOYLE: Yes. Share screen, yes.

45

MR FALCONER: Yes.

MR DOYLE: Okay.

VIDEO SHOWN

MR DOYLE: So – is that being viewed by everyone?

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MR DUNCAN: Yes.

MR DOYLE: So that's the drone taking off in the courtyard of Mereworth Homestead. The house was actually built in 1964. So, for your information, it's younger than I am. It looks quite historic. So we've just got a view there over the front lawn with Sorensen's trees that he has planted looking, effectively, north over the two – the two dams there. So they're the farm dams, looking north you can just see the – to the northeast the Hume Motorway with trucks passing over it.

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15 Turning to the Boral Cement Works there in the distance, that structure is approximately 100 metres high, then into Mount Gingenbullen. So we're looking, effectively, east or southeast now. Oldbury property is in amongst that. There's the main driveway which is in stunning colour at that time. We're looking, effectively, south down towards where the surface conveyer would be going. That area just in there, which I will just stop the video, I don't know if you can see my mouse but that's where the admin and the temporary accommodation structures would be and the run-of-mine stockpile would be just based there with the product stockpiles in the distance in here behind these trees and in front of those native trees.

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25 So doing a whole 360 here back to the dams, looking to the north again, what you can't see very clearly is Medway Road, which is off in this distance. And now we're going to zoom down and look at the home and the pool, etcetera.

MR C. WILSON: Rod, is the house - - -

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MR DOYLE:

MR WILSON: House on the – is the house on the State register or local?

35 MR DOYLE: Local council register.

MR WILSON: Okay. Yes.

MR DOYLE: There's a lot of consternation between Heritage New South Wales and ourselves. They've certainly called it may be of State significance.

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MR FALCONER: Because the updated provides a long narrative around – around – around that question. So - - -

45 MR WILSON: Thanks.

MR DOYLE: So Sorensen's garden, I think, possibly is a misname. It's more an arboretum, you know, magnificent trees set out there, very few flowering things, wisteria, hedge, but probably more – the really remarkable thing is the trees. And so that's, effectively, looking southeast. So I might just share one other while I've got
5 this going, Dylan.

MR FALCONER: Go for it.

MR DOYLE: So, again, looking at those two dams, we're looking from the north to
10 the south and that's the Mereworth footprint. And now this is the Medway Road, Zen Oasis has constructed a large building in this particular area and its focus is looking to the north. You've got existing native trees along both sides of the roadway here and it looks like a little bit of a stitch pattern but this was taken shortly after Hume Coal had planted their screening trees there in rows of five. So, all up,
15 there's about 4000 trees and shrubs that Hume have planted and the rail loop will, effectively, come around this dog leg of those trees.

MR B. McLENNAN: And - - -

MR DOYLE: So some of the videos I've taken more recently, this week, will
20 highlight that they've grown, sort of, three, four metres in height, generally speaking.

MR McLENNAN: Rod, it's Brett. You might want to point out the rail corridor
25 between the Berrima Colliery and the cement works.

MR DOYLE: So that's it actually there, those two - - -

MR McLENNAN: Yes.

MR DOYLE: - - - little dirt lines, and that goes right through – and I can't
30 remember the date, it's in the 1800s that that stems back to.

MR McLENNAN: That's right.

MR DOYLE: And so all of these trees have been planted on Hume property - - -

MR DUNCAN: And, Rod, that - - -

MR DOYLE: - - - on the Mereworth Farm.
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MR DUNCAN: - - - talked to over the right, you called it the Oasis?

MR DOYLE: The Zen Oasis is a – I will just go back a little bit. That this property
45 just here on the right-hand side.

MR DUNCAN: Yes.

MR DOYLE: They've built a convention centre. It was a vegetarian restaurant, I think. I hope I'm not belittling that by saying that but I think that's what it was originally and they've branched out to be quite a large and dominant building there.

5 MR WILSON: So, Rod, is that like a wellness centre, is it?

MR DOYLE: I'm not a hundred per cent certain, Chris. It has only just been finished in its capacity.

10 MR WILSON: Okay. Thanks.

MR DOYLE: There's some short shots of it from some of the videos I've taken on the Medway Road. And if you look down north of Berrima you can actually see it as well. They're doing a 180 degrees there. I think we sort of missed the – Mount
15 Gingenbullen on the right on the horizon, you can see this, your infrastructure over here, and in the background, I think that is the Ingham feed lot. So I hope they give you a bit of an idea. I've stopped screen – sharing that screen now, Dylan.

MR DUNCAN: No. That's useful. Very helpful.
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MR FALCONER: Thank you, Rod. Now, I've got some images that were extracted from the Sorensen garden aspect of the visual impact assessment which provides of the photo montages that were created to give you an appreciation for the proposed infrastructure when viewed from the Sorensen garden and Mereworth House. So if
25 you just – I will share my screen. It might take some toggling through a few windows but I will try and provide this as seamless as possible. So I'm assuming everyone can see a picture of a garden with an annotated image at the moment?

MR DOYLE: Yes.
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MR DUNCAN: Yes.

MR FALCONER: Okay. So that's viewed looking towards the train loadout area that Rod – that the most recent drone footage was centring in on. So I will just
35 toggle through a few – a few more of these images for everyone's benefit.

MR DOYLE: So that's, effectively, the front lawn of the Mereworth property.

MR FALCONER: Yes.
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MR WILSON: Dylan, it might be useful just to share – might be useful, if I just suggest, if that's looking north or southwest to - - -

MR FALCONER: Well - - -
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MR WILSON: - - - give us a bit of - - -

MR FALCONER: Yes. Sorry about that, Chris. Yes, due - - -

MR WILSON: That's all right.

5 MR FALCONER: Due north.

MR WILSON: Okay.

MR FALCONER: Pretty much due north.

10 MR WILSON: That's what I thought.

MR FALCONER: Yes.

15 MR WILSON: I - - -

MR FALCONER: Yes.

MR WILSON: Thanks.

20 MR FALCONER: Yes. So I will bring up a couple more just – so this is – so the next one is – there's – as if you walked through this row of trees and you're continuing to look on the same kind of northern orientation with the – the montage of the train loadout, balloon loop, rail loop, and then acoustic barriers, which is if you picture – from that last drone footage you would have – you've taken off from
25 around about this general location and gone up from there. The next image is of, essentially, the same location but looking to the east over towards the primary water dam.

30 PROF A. CLARK: Just before you go off that image - - -

MR FALCONER: Yes, Alice.

PROF CLARK: - - - may I ask a question of you?

35 MR FALCONER: Of course, yes.

PROF CLARK: Thanks. So the distance from where you were standing taking that photo to the acoustic barrier, and roughly the dimensions of it, could you make a
40 comment about that?

MR FALCONER: Distance - - -

45 MR DOYLE: About one and a half kilometres. It's nearly a mile, I think, from Mereworth to that corner.

PROF CLARK: And how high will – is that barrier, if you could remind me, will that be built?

5 MR FALCONER: Yes. So that – that’s facing the Medway Road alignment. The exact height of it I would have to go and check, Alice - - -

PROF CLARK: Yes.

10 MR FALCONER: - - - but I would imagine it would be roughly the same height as a train.

MR WILSON: It would be a would it?

15 MR FALCONER: Yes.

MR WILSON: It would?

MR FALCONER: Yes – no, it’s an actual physical barrier on top of the - - -

20 MR WILSON: Okay.

MR FALCONER: - - - formed rail corridor, yes. Yes.

25 MR DUNCAN: Where’s that in relation to the trees you just showed us in the existing rail? That barrier. Was it – which side of that?

MR FALCONER: So the tree – the planting of those trees that Rod pointed out is – see where my cursor is?

30 MR DUNCAN: Yes.

MR FALCONER: It’s where the – where the rail loop makes a left-hand turn to come around to the train – back around to the train loadout.

35 MR DUNCAN: Yes. Yes.

MR FALCONER: Yes. So those trees are approximately along that alignment - - -

40 MR DUNCAN: Right.

MR FALCONER: - - - up there, yes. And I’ve got – I will – when we bring the next video up, I will pull up an aerial of – or a proposed figure of where all those plantings are - - -

45 MR DUNCAN: Yes.

MR FALCONER: - - - if you give me a moment, yes, and we can come back to that one. So the - - -

5 MR DOYLE: The video from B or viewpoint 5 would probably highlight that a little bit better than looking from this distance.

MR FALCONER: Yes. And, actually, what I might do is – it's a little jump ahead in terms of where we are on the site tour but, I think, given the question, I will just bring it up - - -

10 MR DUNCAN: Okay. I'm there now.

MR FALCONER: Yes. Yes. So those trees – you can see that - - -

15 MR DUNCAN: Yes.

MR FALCONER: The dog leg of the trees.

MR DUNCAN: Yes.

20 MR FALCONER: Now - - -

MR DUNCAN: And where's the – so the acoustic barrier is on the property side of Medway Road?

25 MR FALCONER: Correct.

MR DUNCAN: I'm trying to work out where the acoustic - - -

30 MR FALCONER: The acoustic barrier is along there where my mouse is.

MR DUNCAN: Okay.

MR FALCONER: And, here, I will turn on the design file but, yes, bear with me if it slows things down for the line work of the rail. It does just seem to clog up the system for whatever reason.

MR DUNCAN: So that – okay.

40 MR FALCONER: There we go.

MR DUNCAN: Yes. I've got it now.

MR FALCONER: Yes. All right. And then – here, I will – while we're on this viewpoint, this is – I'm going to show you a montage from the – an extract from the visual impact assessment and it's looking back in a south-westerly direction towards

the surface infrastructure and the train loadout. So this is it at present. So here's your acoustic barrier, as you - - -

MR DUNCAN: Yes.

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MR FALCONER: As you can see. Yes. There's the rail loop going out and around and then coming back with the surface infrastructure and train loadout in the background there. And that's it with present conditions. And then the next image is going to be with the proposed compensatory planning or the visual screening at year 10 5. So a lot – quite some lengths we've gone to to come up with a visual screening planting plan that kept in the character of the wider Southern Highlands landscape and then also to reflect the pallet of the – both native and introduced species and then also to reflect the Sorensen garden.

15 MR DOYLE: It might be worth just point out there your run-of-mine stockpile and the product stockpiles while you've got the mouse - - -

MR FALCONER: Yes.

20 MR DOYLE:

MR FALCONER: There and the product stockpiles. And then also, Rod – and you can just see a stacker – a stacker/reclaimer sitting on top of that product - - -

25 MR DOYLE: Right.

MR FALCONER: - - - stockpile. And then it's also worth pointing out that the orientation and the layout of a lot of those stockpiles were to reflect the microclimatic conditions of the site to avoid windblown dust on surrounding 30 sensitive receptors.

MR DOYLE: And Mereworth is to the far left there, sorry.

MR FALCONER: Yes. Yes, so we were – on that, we were looking in this south, 35 south-westerly general direction, and Mereworth House is down here. So just to – just a little bit further to the left of that last – where was it? This one. Around – yes, around here.

MR DOYLE: Yes.

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MR C. KIM: Dylan, just to clarify, this is not shot on ground level; right?

MR FALCONER: No, this – this - - -

45 MR KIM: It's not visible from a human eye point of view.

MR FALCONER: Correct, Chris. This was taken from the embankment of – of the Hume motorway just to get that elevation, so you could see the features that we were trying to exemplify in this montage. And – and, yes, quite correct, Chris, in that human eye height would be, I assume, about as high as half of this visual screen here
5 on the bund. Yes.

MR McLENNAN: Yes, Medway Road is an underpass under the Hume motorway.

MR DOYLE: That's right. There's an additional underpass for the rail which has
10 been sitting there waiting for the project for, I'm guessing, 40 years or so. It's been there for a long time.

MR McLENNAN: Yes, since the motorway was constructed, that's right, Rod.

15 MR DOYLE: Yes.

MR McLENNAN: Yes.

MR FALCONER: Do we want to – before going on to Medway Road, we'll keep
20 focused on Mereworth for the time being, and I'll bring up the previous photo montage or where we were pretending to stand at the end of approximately here. So the next image is looking to the almost due east or maybe even southeast, to look at the primary water dam, and then you'll also see the Berrima Cement Works in the background. Now, just give me one moment. I'm bringing up a couple more images
25 from around Mereworth House.

MR DOYLE: So I assume those things that look like infrastructure or houses on the left-hand side are actually trucks on the motorway.

MR FALCONER: They are, yes. Yes. Now, this last one that I'm bringing up – if
30 we just go back to here – we are standing approximately in this location at the corner – at that embankment above the Hume motorway and looking back towards Mereworth House with the surface infrastructure in the background. So this would be – yes, this isn't a representative view of what you'd see from the motorway
35 because you're at the top of that embankment but it does say that a lot of – yes. It just gives you a kind of a north-western context. So, Rod, do we want to maybe bring up some of your videos now? I've got them loaded up on another screen of around Mereworth House and garden.

40 MR DOYLE: Go for it.

MR FALCONER: Okay. So this one is titled Proposed Infrastructure. So, Rod, I'll let you narrate this.

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VIDEO SHOWN

MR DOYLE: So this is actually if you're looking at the map which has got a Google Earth image of it. It's from location A, and so it's right – from that location it's exactly, like, looking north. There's a board there that we can walk up to and it identifies where the different structures are going to be. Those trees right sort of
5 centre there, to the left of that is where the run-of-mine stockpile will be, in front of those trees in the background, but initially we're looking at the substation number 5. Should zoom in, in a minute, just to actually show where that is. It'll be around behind those trees.

10 The brickwork that you can see in the front there is what's known as the Ha-ha, which is part of Sorensen's design as well, looking at a coal conveyor going up towards the run-of-mine stockpile number 3, and we'll zoom in to see where that number 3 is. You can't really see it there at the moment but zooming in, little white spot becomes visible. With the naked eye you can actually see the number 3 on that
15 but for whatever reason the iPhone doesn't quite distinguish it. So that's where the run-of-mine will be. Those trees will remain in situ, and there's another white point there, which is where the wash plant will be next to that telegraph pole off in the distance and the product stockpiles will also be in that environment.

20 Now, turning to the north, trying to see where the rail loadout point is. Again, it's probably a kilometre away from where we're looking at the moment, where we're standing, and I'm hoping we're zooming in, in just a second. Pretty much in the middle where those – I can't actually see it myself looking at this but that's effectively where it is. We've got other videos of the location of that as well. We
25 actually got a video from the footprint of it. So scrolling back to the west, run-of-mine stockpile and in the distance there is where the admin – those two white dots are the admin and the temporary accommodation for the construction crew.

And if – yes, so that's where the substation will actually be addressed – built. And
30 looking out towards the dams, turning towards the east, some of the farm buildings, more of the Ha-ha, and I think this is just about the death of this video. Another 10 or 20 seconds. Turning around to look at the homestead, bit of a patio out there as well. So that's effectively from the northern part of the lawn looking out over where the surface infrastructure will be.

35 PROF CLARK: Chair, a question, please.

MR DUNCAN: Yes.

40 PROF CLARK: On decommissioning, with regards to that first sign that you had up with the montage of the infrastructure, what will that look like? You know, which areas are planning to come down at the end of the mine?

45 MR DOYLE: Which areas are planning to?

PROF CLARK: Which parts of that infrastructure that you pointed out at the start of the video would be decommissioned and will go - - -

MR DOYLE: Everything will be decommissioned and removed from site, and it will be returned - - -

PROF CLARK: Except - - -

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MR DOYLE: - - - back to its original state. I think of all of the footprint there's a few hectares that – because soil allotment won't be perfectly the same but it's pretty much going to be visually identical - - -

10 PROF CLARK: Rod, for the benefit of my understanding of your answer, would you – is it possible to just pull up that first one with that sign on it?

MR DOYLE: Yes.

15 PROF CLARK: Just so I can direct my question a little bit better. Okay.

MR DOYLE: So to start that, we zoom in a little bit closer.

20 PROF CLARK: That's right, yes. Could you stop there, please? So the stockpiles that appear to sit underneath what I think is the conveyor there, will they be gone as well?

MR DOYLE: Yes, that'll be completely cleared. It'll be returned to paddock.

25 PROF CLARK: Thank you.

MR DOYLE: So all of that infrastructure, the washery, product stockpiles, all of that will be removed and it'll return to cow paddock.

30 PROF CLARK: Thank you.

MR DOYLE: You're welcome.

MR FALCONER: Rod, would we like to - - -

35

MR DOYLE: So the next one would be D1 landscape, admin, number 2 view.

VIDEO SHOWN

40

MR DOYLE: So that is effectively looking southeast at the moment. You can start that whenever you like. The drift is – if you saw those three fenceposts - - -

45 MR FALCONER: It's a long - - -

MR DOYLE: Yes.

MR FALCONER: - - - road here and which - - -

MR DOYLE: So I think I'm standing in front of the run-of-mine stockpile on that road, looking southeast. If you just pull that screen up a little bit, might be able to
5 see – sorry, the other way – where the drift portal actually is. So currently in that image we're looking down towards that drift portal, the very bottom of that screen. So that is off in the distance, probably centre of that image at this stage, and we're rotating, essentially, south. Not sure if I'll zoom in but I certainly do in some other videos and you actually see the little white square off in the distance.

10 But this one is mainly again to show the admin buildings. There's 4 and 6, I think it is, or 3 and 6. We'll zoom in, so you can see that white dot front and centre, I think it's number 6, and the one to the right. So that's roughly where they're going to go, between that row of trees and the one to our right. So I think they go further to the
15 right here as well to show you the location of the run-of-mine. So the run-of-mine is there, number 3, so those trees will all stay in situ, and off in a distance you won't be able to see it very clearly but there is Medway Road. Looking to the north now, Berrima Cement Works off to the right just there, poked its head up.

20 You can just see a truck going over the Hume motorway there as well. Apologies for the videos. There's the cement works and there's farming sheds and whatnot over there. Used to have a piggery but we don't any longer. And I say "we", we never had a piggery. It was there prior to us. Mereworth Homestead is behind those trees. The whole homestead footprint and the gardens have been left out of the mining
25 lease applications specifically so that they wouldn't have any issues associated with the mine. So the next one is D2 washery and product stockpile.

MR FALCONER: Just give me a moment, Rod. Okay.

30

VIDEO SHOWN

MR DOYLE: So you can see the motorway there. It is – when you're standing
35 anywhere it, it's obviously very noisy but the distance – the noise actually carries quite well. So that item there, I think, is the rail loadout point. They're just cattle feedlots, those things. Bit of a dam. Looking west, effectively, there, coming around northwest, north. Now we've done a 360. I think I need to apologise, I told you that was the rail loadout but it wasn't. That was the washery location. So the next one, if
40 I'm not mistaken, is E, Oldbury and Golden Vale. Might have called it number 3.

VIDEO SHOWN

45

MR DOYLE: So it's the look down from just south of the primary water dam.

MR FALCONER: Just south in this area here, Rod?

MR DOYLE: Yes, very close to that point. So that's a high point on the property. As you're driving across the motorway, there's a big slice out of the countryside. So
5 looking at Mount Gingenbullen there and – sorry?

MR FALCONER: Gingenbullen's due east from where you're standing.

MR DOYLE: Yes. Sorry, what did I say?
10

MR FALCONER: No, just for context.

MR DOYLE: So that's where Oldbury is. Those trees there without the leaves, Oldbury Farm sits actually behind those, next to that green paddock, effectively.
15 Golden Vale property is over that rise or the slope of Gingenbullen off in the distance there. So we'll rotate to the south, get a view of the motorway, the exit to Berrima from there, looking at Evandale, and effectively running the eye over where the surface conveyor would run. So the point from this was basically to say from this point you look down to both those properties, Oldbury and Golden Vale.

20 So my guess is – and I don't know the exact distance but I think there's about 20 metres of elevation change from, say, Oldbury looking up to this hill. And then moving towards the north now, looking in the opposite direction, the land rolls over and the infrastructure is constructed, effectively, in the shadow of the hill from
25 Oldbury. In the first instance, the primary water dam is going to be constructed just here in front of me, near this – in this paddock.

MR FALCONER: I'll just pause it, just for a moment. So that montage that I presented earlier that was looking from the front of the Mereworth Homestead
30 towards the primary water dam, it was this stand of trees that you can see where my cursor is, was looking back generally towards where Rod's filming from right now.

MR DOYLE: So you can also see the farm dams off on the left, those two big ones, and I think I veered to the right now, off the screen, and you might be able to see the
35 Hume Highway and the motorway. So that truck that's actually stopped there is on the old Hume Highway and more vehicles just there moving on the motorway. Yes.

MR WILSON: But, Rod, is it just a basic cut and fill for the – well, not basic but is it a cut and fill for the dam?
40

MR DOYLE: Effectively, that's my understanding, yes, Chris. Excuse me. So there's Mereworth on the left and more farm sheds there, just to give you a bit of bearing of where we are. And so, again, just to – that's where we're roughly
45 standing, at that roadway point. It's probably worth just saying while we're on that slide, when Sorensen originally designed the entry, I think it was down now viewpoint 7 on the old Hume Highway, and it ran up the hill to the southwest there. And, of course, the Hume motorway wasn't there, so it went to the high ground and

then drove in, but when the motorway was constructed, that driveway was severed in two, obviously, and wasn't used, so Mereworth road is now in an underpass underneath the motorway, as you can see there.

5 MR FALCONER: I'll bring up the photo montage from roughly the old – like Rod said, the old entrance to Mereworth property.

MR DOYLE: One of Sorensen's claims to fame are these entrances. You know, sort of the grand drive in, and that's the old Hume Highway and you can see the
10 trucks just there in the foreground on the motorway. The primary water dam in the background as proposed, and you can see little green trees there, the main driveway, with the darker pine trees behind that going into Mereworth.

MR FALCONER: And then we've got it again with the year 5 growth of the screen
15 planting as well, so you can see the difference between the two. Sorry, there you go.

MR McLENNAN: And I suppose the other thing to point out is just due to the cut of the Hume motorway, the dam and the infrastructure wouldn't be seen from any
20 people travelling along the motorway.

MR DOYLE: Very unlikely. You don't see the – directly south of that primary water dam you can see a bit of a shadow under that purple line.

MR FALCONER: Sorry.
25

MR DOYLE: And that's actually the road cutting and it's a - - -

MR McLENNAN: Yes.

MR DOYLE: If you'll excuse the geologist's expression, it's a magnificent cutting of Wianamatta Shale, great exposure, but you don't see into the property at that
30 point. There's only two points that you actually sort of see and one's at Oldbury Creek, which is just a little bit to the – that's right there.

MR McLENNAN: Yes.
35

MR DOYLE: And so you don't see any infrastructure from that perspective but further north you will see where the rail loop is. Unfortunately, part of this process is that you really don't get a feel for just how undulating the landscape is when you're
40 here. It is part of the Great Dividing Range. Mount Gingenbullen is 797 metres high. Most of our exploration holes have got elevations of 650, 700 metres, so it's quite undulating in places.

MR FALCONER: I'm just conscious of time, Rod. Should we move on to Medway
45 Road and hop on the virtual tour bus and head up to the north a bit? Or is there another video or two from Mereworth?

MR DOYLE: Well, I'm just wondering. Mereworth, there is one – number 5, garden 1.

MR FALCONER: I'll bring that up.

5

MR DOYLE: It's two minutes, so if you could show that, that's probably worthwhile, and then we can move on to Medway. If anyone's got any further questions about Mereworth, please don't hesitate to jump in.

10

VIDEO SHOWN

MR DOYLE: So this is the bit of the garden. The winter certainly doesn't help. So I think it's camelia hedge, these white flowers. Effectively, where – we're looking north at the moment but we'll zoom in and have a look. There's still a few flowers on this hedge on the protected side. We'll duck through that little hole and, again, we've seen the stills of those trees there and looking out towards the dams, the two surface dams. That's the board that we just went past looking at – I think I wander down towards there with this video. That's just the front lawn, turning around, grass and magnificent trees. That's the wisteria over the pergola.

Pergola, and I – you know, these trees are magnificent and Sorensen has done some very good work here. I think he actually had an apprentice, which is an unusual thing. He liked to do things himself. But when these trees are in bloom, trying to see through there and seeing any view to the north, you really have to make your way to the edge of the Ha-ha. So if you want to go to Medway.

MR FALCONER: I'll just zoom in and, just for context for everyone, that video was taken from – obviously internal to the house but it was taken out in this general – walking out to the north, northwest, and then out into this yard. That board that was previously looked at is along this section of the Ha-ha, and then a lot of those montages that I showed earlier were taken from approximately here and looking to the north and east. Okay. So well move on to Medway Road. This is the area that has been identified in the department's assessment report as the greatest potential amenity impacts, so we'll – I'll just turn on the tour route, and we're taking a – going up the old Hume, or going up the old Hume and making a left on the Medway.

Now, there's a number of these viewpoint locations are assessed in detail within the visual impact assessment, and there's a lot of work went into doing theoretical and actual visibility analysis of what could be seen from where in terms of what pieces of surface infrastructure. I won't dive into any of that detail now, I'll leave that for your own reading, but there is quite a comprehensive analysis of what pieces of surface infrastructure can be visible from what locations in that report. So I've got – I have extracted some montages from the VIA, so this one is taken from that end of Medway Road looking back in a south-easterly direction over the product coal stockpile.

And as you can see, it's just – this one was representative of eye height, human eye height, and you can see the product coal stockpile and a reclaimer just peeking over the top of the existing vegetation there.

5 MR DOYLE: That's Gingenbullen in the background.

MR FALCONER: Yes. So moving in a general easterly direction along Medway Road – actually before I pull up some more montages, I'll turn on some extra layers that we've got here. So these are the sensitive receptors that were identified as part of the noise impact assessment or the updated noise impact assessment. These ones
10 identified here in the light tan or light sand colour are afforded mitigation and attenuation beneath the VLAMP, and then these two here are the ones that are afforded acquisition beneath VLAMP.

15 MR DOYLE: It might be worth just to point out Zen Oasis are those white construction buildings.

MR FALCONER: Yes. And we did – and just on that, we did a supplementary or an addendum to the visual impact assessment. That was prepared in response to the commission's first report and it was as a result of this – Zen Oasis receiving
20 development consent after the response report was completed. So we did an addendum of sorts to the VIA, just to hone in on what could be viewed from where on that property, noting that they were – had an approved conference centre land use, and so that was provided to the department after the completion of the response to
25 the commission's initial report.

MR WILSON: Can I just ask a question in terms of who uses Medway Road, and where does it actually go, and does it actually – it's not a through road in a sense, is it, or is it?
30

MR FALCONER: No, it's not, Chris. It finishes at the Berrima Colliery and originally the township of Medway was workers accommodation for the Berrima Colliery. It's now more just a residential – a small hamlet village at the end. Brett, you could probably talk to that a bit better than me but, yes, it is – it's got a limited
35 catchment of these dwellings, what you're seeing in this view window right now, Chris.

MR WILSON: Okay. Thank you.

40 MR McLENNAN: Yes, that's right, no through road. The houses were originally workers' cottages held by the owners of Berrima Colliery, which is more recently Boral Cement, but mostly privately held now, Chris. Some are still held by Boral but the road was constructed originally to service the colliery.

45 MR WILSON: Thanks.

MR McLENNAN: And also Loch Catherine Colliery, which is another colliery. If you just zoom to the west, you can see that stockpiling area just there. That sits beneath the old Loch Catherine Colliery.

5 MR FALCONER: And I'll – while we're talking about it, I'll turn – we've got a layer here that shows you the underground workings of the Berrima Colliery. I'll just turn that on. So, as you can see, there's extensive bord and pillar extraction that's occurred to the north of the project site. And this is like – like Brett just mentioned, this is for the Berrima Colliery and doesn't actually have the workings of
10 the Loch Catherine Mine.

MR McLENNAN: Yes.

15 MR FALCONER: Yes. And as you can see, the underlying land use there is rural in nature. So back to Medway Road. I'll turn off these – these ones and I'll just jump to – so I'll bring up some more montages from the VIA and then also the – I made mention in our stakeholder briefing last week to an extract from the VIA which provided the – a screenshot out of the – the visibility analysis for private residents. So this is that – that figure in full. And as you can see in red are the – are the private
20 properties around the project area that have a direct line of sight based on the digital surface model. And of relevance to what we're talking about along Medway Road are these dwellings along to the north here indicated in red.

25 MS N. ARMIT: Dylan, it's Nicole Armit. Just to clarify, I think it was Alice who asked a question about the noise barrier height before. Sorry, I should have interjected, but that – just because it's relevant to mitigation for visual as well, it'll be that noise barrier – Dylan, if you want to point out where it is. It'll be around four metres high, so it will serve as a noise and a visual barrier and a tree screen is planted in front of that – that noise barrier, so that the trees will also – sort of like a double
30 barrier, if you like. The trees will also screen the – the – the noise screen also.

PROF CLARK: Thank you, Nicole. Do you have any information on what that noise barrier will be constructed out of?

35 MS ARMIT: It is – it is a wall. It's not an earth bund. It's going to be a – a wall. The actual material, we'll have to get back to you, Alice. Sorry, I can't remember what that is, but we'll get back to you.

40 PROF CLARK: But the point is is that the trees are planted in front of it from the perspective of those houses; yes?

MS ARMIT: That's correct.

45 PROF CLARK:

MR FALCONER: Yes.

MS ARMIT: That's correct, yes. Yes, and some of the – the montages that are in the visual impact assessment show that that tree screening in front of the noise wall, if I can point you to that – if you can have a look there.

5 PROF CLARK:

MS ARMIT: Thanks.

PROF CLARK: Thank you.

10

MR FALCONER: I'll just

MS ARMIT: This – this will show it, Dylan. Yes.

15 MR FALCONER: Yes.

MS ARMIT: You can see the acoustic barrier there in that montage.

MR FALCONER: And then the – so between those two – oops. Did I just close the
20 – sorry. Mis-click. There we go. I might bring that down a little bit. Yes. So there
you can see the acoustic barrier behind and then the proposed screening after year 5.
So they were planted in 2015/16. And they're established and – and growing and the
growth rate was assessed – there's a methodology for determining the growth rate
and it – it's outlined in the – the individual impact assessment. But it was done in
25 consultation with the ecologist that knew the species. Sorry. I can't remember off
the top of my head, so – so they're – I think that's – all right.

Then the last – I'll see if I've got any more along Medway Road. Just continuing
along in a general easterly direction along Medway Road, we've got – we showed
30 you the ones of the – the rail loadout earlier, so I won't – we won't dive into those
again. But we've added some additional viewpoints that – that again come out of the
visual impact assessment, but they – these now look at the – the rail – proposed rail
infrastructure and the – I – this one here is viewed generally to the – to the east.
Again, from the embankment on – on the side of the Hume Motorway, looking over
35 the – the – you know, the – the rail line that – coming towards.

If – if – if you can imagine that previous photo montage location where we were on
the other side of the Hume Motorway, we're directly on the opposite of that, as you –
as you can see here. So the rail's coming along in this general alignment and coming
40 in underneath the rail overpass to the – the rail loop. So that's with pre-screening or
present conditions and then with – with compensatory and – and visual screening
planted after year 5. And then there was another location again along Medway Road
and – and looking more to the south – southwest this time. And you can see in the
distance the run-of-mine conveyor, and then with year 5 screening, so between the
45 two.

Oops, I'll zoom out. Sorry. And then there's the – as you can see the – the young plants there. So, Rod, I'll – I'll bring up some Medway Road videos, if you could
- - -

5 MR DOYLE: All right.

MR FALCONER: - - - do some narrating again.

MR DOYLE: Not a drama.

10

MR FALCONER: You just let me know which one you'd like to start with.

MR DOYLE: Peter, I might just ask if anybody wants a break or we'll keep ploughing on.

15

MR DUNCAN: I'm fine, but what about Chris or Alice? Anybody – anybody else? I'm – I'm happy to keep going, Rod.

MR DOYLE: Good.

20

MR DUNCAN: What about anybody else?

MR WILSON: I'm fine.

25 MR DUNCAN: Okay. Let's – let's keep going, if you're happy with that.

MR DOYLE: Yes.

MR DUNCAN: Yes.

30

MR FALCONER: Shall we start with the overpass one, Rod, given that's where the last two - - -

MR DOYLE: Yes.

35

MR FALCONER: - - - montages were from. Yes.

MR DOYLE: 3 Medway, is it?

40 MR FALCONER: Yes.

MR DOYLE: Yes.

MR FALCONER: So can everyone – everyone see that playing?

45

UNIDENTIFIED MALE: No.

MR FALCONER: No? That's my – that one's sorry.

UNIDENTIFIED MALE: We've still got your screen, Dylan.

5 MR FALCONER: Okay. Gotcha. Sorry, everyone.

MR DOYLE: So you're showing this video, Dylan - - -

MR FALCONER: Yes.

10

MR DOYLE: - - - and I'll talk to it; is that right?

MR FALCONER: Correct, yes.

15 MR DOYLE: So that's the exit from Medway Road onto the Hume Motorway heading towards Sydney. So we're looking roughly northwest. We'll turn further to the west, see the sign for Medway Village. So the Hume Motorway is actually behind me. And now scrolling further, this property is all fenced off, doesn't belong to Hume. It's actually another company that want to build a solar farm in that
20 environment. To the other side of the fence at the back is where the rail loop goes. We'll zoom in in a minute, just to see where the underpass on the Hume Motorway. There it is there. That's already existing, so the rail will obviously come through there to the right or exit to the left. And we're effectively looking east now through the Medway underpass with vehicles on the motorway. The next one is 3A driving
25 west.

MR DUNCAN: Rod, just to clarify, the property you said where they want to build the solar plant farm, that's to the south of Medway Road.

30 MR DOYLE: Correct. It's right on the corner there, just opposite the exit to the freeway.

MR DUNCAN: Okay. We've got - - -

35 MR DOYLE: So it's sort of a triangular block.

MR DUNCAN: Yes. I – I got you now. See on our map sort of – I think that the centre's - - -

40 MR DOYLE: At that scale, it's too hard to sort of see, but what Dylan's showing now at the moment - - -

MR DUNCAN: Yes, got you. Just that – that space there.

45 MR DOYLE: Yes.

MR DUNCAN: Okay.

MR FALCONER: So that gives you an idea – a bit of an idea for scale, Peter, just that – what was shown in that fenced area is that tiny little triangular allotment just there.

5 MR DUNCAN: Yes, yes.

MR FALCONER: So I'll go back to the – the video. You can see that?

10 MR KIM: Can I just check that the sound - - -

MR DUNCAN: Yes.

MR KIM: - - - for the video is on? Because that place should be very noisy.

15 MR FALCONER: No.

MR DOYLE: It's - - -

20 MR FALCONER: The audio for the video isn't on, just so Rod could narrate over the top.

25 MR DOYLE: So we're heading direct west. You can see the eucalypts there on both sides, pretty sparse in places. That's looking towards Zen Oasis on the right. Just open pasture land there. And on the left is Mereworth. What you can see is that intermediary level of trees. That's the trees that we've planted. Typically, they're sort of three to four metres. Some of the shrubs are a – a couple of metres as well. And a couple of these other videos, we'll highlight some of those growths. So this could be anywhere in New South Wales, I think, this sort of viewpoint going down the road with eucalypts on either side and – and a misty winter's morning.

30 And that's the entrance to Zen Oasis on the right-hand side just there. And maybe to the next slide, which will be BP3, a 360 view. So looking east down Medway Road and out of the vehicle, I hope it'll start to swing right in a moment, which will be looking towards the southeast. It was slow to start, wasn't it?

35 MR FALCONER: Right on cue.

MR DOYLE: So there's some of the growth, the recent growth.

40 MR FALCONER: And that, in the foreground, Rod, there is the old rail alignment to the - - -

MR DOYLE: Yes.

45 MR FALCONER: - - - the Berrima Coal

MR DOYLE: There's a bit of an embankment associated with that. So you can see there all the little protective plastic covers for the trees and shrubs and they are looking directly west on Medway Road, open paddocks. And I think we look at Zen – no, not in this one. So doing the 360 back looking effectively northeast there. So
5 the next one, VP4. So Zen Oasis is just over there. I'm not sure if it will show it at the end of this, but it should likely do. So we're heading looking southeast, now south. So we're beyond the rail loop here. We're to the west of the rail loop and we're looking back towards – if you just stop it there, you can see that that – those trees in the immediate – across the screen are part of Dogs Leg and it's been fenced
10 off and they're growing – you can see some of the shrubs are a good metre to a metre and a half and some of the trees three to four metres in height.

MR FALCONER: I'll just go to – back to the web map, just in case anyone's struggling with orientation. We're – would you say we're about here, Rod, on
15 Medway Road?

MR DOYLE: Correct.

MR FALCONER: Yes.
20

MR DOYLE: Yes.

MR FALCONER: Looking back in this south-westly direction.

25 MR DOYLE: Yes.

MR FALCONER: Yes.

MR DOYLE: Probably where that little bit of grass or – or creek comes in just – no,
30 to the right.

MR FALCONER: To the right, there.

MR DOYLE: So we're sort of, I think, directly opposite the entrance to Zen Oasis.
35 So we're looking at that little Dogs Leg of trees and shrubs to the southeast or east to southeast. So that hill sort of hides the motorway. There's Boral Cement Works, looking effectively east down the road, that boundary fence. So I think the trees are effectively five years old, the ones that have been planted. And that's effectively looking west down Medway Road and across the road to Zen Oasis in the
40 background; that's that big building there. VP5. So wombats are quite abundant at the moment and there's holes aplenty. So that's looking out at Mereworth and that little white thing in the middle there, I think, is the bell tower.

Ha-ha stands out quite clearly, reflecting the light. To the left you can see some of
45 the outer buildings and to the far left, where the trees are, that's the rise from where you look down the other side to Oldbury Farm and to Golden Vale.

PROF CLARK: So we're still on the – is it the Medway Road there looking to the south?

5 MR DOYLE: Correct. So you can see some of the trees in the foreground there.

MR FALCONER: Where would you say we are on Medway Road probably about more along here or - - -

10 MR DOYLE: I'd be thinking it's more to the right, but off the top of my head, I'm not 100 per cent certain, but it's roughly there, which is supposed to be from viewpoint 5.

MR FALCONER: Okay, so, yes, effectively along this stretch, Alice, of Medway Road.

15 MR DOYLE: So looking south towards Medway, if you pull it up a bit, you'd see where Medway Farm is. There it is. The homestead, sorry. That's right.

20 PROF CLARK: So that's roughly kilometres.

MR DOYLE: One and a half k. I think it was pretty much a mile when I measured it, so it was one and a half, 1.6 ks from the homestead to that corner - - -

25 PROF CLARK: Okay.

MR DOYLE: - - - intersection of Hume Motorway and Medway.

PROF CLARK: Okay.

30 MR DOYLE: So that's looking west down the road. I think that's it. And one final one for Medway, which was the point 6. So that's looking east down Medway Road. Very quiet at this time in the morning. That's looking to that shed which Dylan showed some stills from earlier. The fog and mist doesn't help a great deal, but when I zoom in you should be able to see Mount Gingenbullen just to the right.

35 MR FALCONER: So, Alice, and for everyone's benefit, this is for – it's further west along Medway Road.

40 MR DOYLE: So that's Gingenbullen just fleeting past there. You do actually see a – catch a glimpse of the product stockpile in one of those gaps from that work that Dylan showed you before.

MR FALCONER: So that – that video was taken from approximately this location - - -

45 MR DOYLE: Correct.

MR FALCONER: - - - back up here. Yes. So I think that's about it for Medway Road.

MR DOYLE: Yes.

5

MR FALCONER: So I'll pause here and just, you know, go around and see if anyone's got questions. If not, we can move on to – we'll travel out along Berrima Road and Collins Road and then have a look at some other viewpoints around – actually, before we do that, we'll have a look at some other viewpoints where we've got montages and then we can venture further afield.

10

MR DOYLE: I'm just mindful we've got about 40 minutes left of scheduled time. Is there any flexibility from the IPC. I'm just trying to figure which videos, particularly in the south, that we show or don't show.

15

MR DUNCAN: I don't have a problem with going over, but, Alice and Chris, any issues with you?

MR WILSON: No, all good.

20

MR DUNCAN: Okay.

PROF CLARK: No, I'm fine. Thanks.

MR DUNCAN: So, you know, an extra half hour is fine with me, Rod, if you want some more time.

25

MR DOYLE: Thank you very much, Peter.

MR FALCONER: Thank you, all. Yes, so before we venture further afield, I'll – I'll bring up some more montages that have – that focus in back on – on the surface infrastructure around – and looking back from various viewpoints or publicly accessible vantage points back towards Mereworth House. So we had one – we – we had a – exhibited one earlier from the approximate entrance of the old Mereworth entrance prior to the Hume Motorway being constructed. So there was some additional similar locations, but just for a bit of a context and different angle. And then that's the screening planning that was proposed. So I think one of these ones that I click on, we'll get a – we'll get a – a landscape view or a top-down view of – of it.

35

40

So this one's taken from the Mereworth Road or the Mereworth driveway, you could say, taken looking towards the portal and the drift and the overlaying conveyor. And then again with some – with planting to screen, so the difference between those two.

MR WILSON: Can you just point out where the conveyor is or would be or - - -

45

MR FALCONER: Yes, so you can see - - -

MR WILSON:

MR FALCONER: - - - it – it's on the ground - - -

5 MR WILSON: Right.

MR FALCONER: - - - or near enough to the ground, so the – the – the drift is there, so it - - -

10 MR WILSON: Got you, yes.

MR FALCONER: - - - it's coming out there. So if we're looking at – at this here, Chris, it – it's this linear line

15 MR WILSON: No, I understand where it is on the map. I'm just trying to locate it on the - - -

MR FALCONER: Got you. Yes.

20 MR WILSON: - - - on the visual.

MR FALCONER: No worries.

MR WILSON: Okay, so it's coming out there. Yes.

25

MR FALCONER: Yes.

MR WILSON: So, I think, effectively you don't see it on that right-hand side.

30 MR FALCONER: Because it's – yes, because it's following the contours of the land.

MR WILSON: Just because of the undulation of the paddocks.

35 MR FALCONER: Yes. That's Mereworth looking back at the other way. Sorry, we've looked at that one. I'm just wondering – so we've got a – a couple more viewpoints. Just looking – this one here is – is from off the side of the Hume Motorway and it – it's taken looking back up towards the surface infrastructure in a general northerly direction.

40

PROF CLARK: Just on that map that you – sorry to interrupt.

MR FALCONER: That's all right.

45 PROF CLARK: On the map that you've got there, is it possible to pull up the underground schematic of the layout.

MR FALCONER: Most certainly, and I was meaning to do that once we went further south, because that's where the – the concentration of that is, but I – I can bring that up now.

5 PROF CLARK: Thank you.

MR FALCONER: No worries.

PROF CLARK: Okay.

10

MR FALCONER: I'll – I'll stay at this - - -

MR DOYLE: And the initial plan for the mining section is to mine that northern section of the – the top there that heads out the west underneath the forest. And there is a diagram. I can't remember the figure number, but there's a diagram in the EIS and RTS showing five-year mine plans of each of those horizons and the different areas we go into.

MR FALCONER: And then you'll note that it also – the – it avoids a lot of works underneath the Hume Motorway.

MR DOYLE: Yes, so we had proposed 150-metre wide solid barrier of coal underneath the Hume Highway – Hume Motorway, and what the principal subsidence engineers come back with was a 35-degree angle of draw and we're happy to work with that.

MR WILSON: Rod, what does look out at

PROF CLARK: Rod, does it go – sorry.

30

MR DOYLE: So and if you actually pull the map up slightly, there is two gas pipelines unearthed on the - - -

PROF CLARK: That was my question.

35

MR DOYLE: - - - Warragamba property. And if you zoom into that bottom part of the mining area – so you'll see that the proposed mine actually stops against the Hume – the Illawarra Highway, I beg your pardon. And, again, if it – what we would propose to do is go back to the – M. Lee and talk to him about, you know, doing monitoring, establishing the ride distance, rather than just the static 35 and a half – 35 degree of angle of draw, to actually prove that we could come closer to the Hume Highway and be completely safe. And therefore by the time we are actually down the Hume – the Illawarra Highway do the same thing there.

45 But, at this moment, we'd be happy to sign off on 35-degree angle of draw for that. If you turn the workings off for a moment, Dylan, and zoom in slightly, I don't know if you can see Mr McKenzie's house. Go down, sorry.

MR FALCONER: On - - -

MR DOYLE: a little bit further.

5 MR FALCONER: On Golden Vale or the Illawarra Highway? Sorry.

MR DOYLE: It's right sort of near the centre of – you can see a very large-scale
that's it. And just to the south of that, the gas pipelines actually run effectively north,
east, south, west at that point. So I don't know if you have a layer to highlight where
10 that is.

MR FALCONER: Yes, apologies, everyone, that I should have had that one turned
– added to the web map and I didn't. But, yes, as – as Rod's pointed out, it's
generally – is it a – yes, north, east, south, west kind of alignment more or less.
15

MR DOYLE: Can – can you just zoom in slightly. You can actually see the
footprint of them.

MR FALCONER: I can.
20

MR DOYLE: You can see the smaller dam.

MR FALCONER: Yes, I think – well, there's the pumping – there's a pigging
station
25

MR DOYLE: Okay, yes.

MR FALCONER: - - - or a pumping station up there at Golden Vale Road

30 MR DOYLE: And at the end of the purple line, you can sort of see a shadow on the
surface there where it is.

MR FALCONER: Yes, so it's actually – you can kind of see the alignment of the
easement - - -
35

MR DOYLE: That's exactly right.

MR FALCONER: - - - yes, where my mouse is going. So if we keep that
orientation, as we zoom out, and then we turn the – keeping in mind it's along there
40 and then – and then we turn the underground workings back on.

MR DOYLE: So the orientation of those panels is effectively so they're – the
majority, the vast majority of them actually, down dip, so water will run to the down-
dip end and be sealed in with bulkheads. But you'll notice in some of those locations
45 there's proposed identified structure from our – our exploration work and we've left
gaps for that as well. We're not showing on that particular map the gap for the – for
the gas pipelines.

MR FALCONER: So I'll – I'll just go back to the last couple of photo montage locations, just looking back over the surface infrastructure. Now, this one is taken from just off to the side of the Hume Motorway looking in a – a general northerly direction. So the Hume Motorway is off to the – the right of this image. The
5 Mereworth Road and entrance and where one of Rod's earlier videos was that stand of trees just there for – for a bit of context and orientation. And then you can see the – a – a couple of pieces of infrastructure just poking up above the – the existing vegetation. So that is done with present conditions, and then I think we do a year 5 montage as well. I think from this – this angle, the screening is probably not as
10 effective as – just given that you're only getting glimpses, but it – it was, yes, assessed and – and spelled out in full in the updated VIA.

And then final montage location or – or view location that we've got for today is from an elevated piece of land up on Oldbury Road. And this is one I mentioned
15 earlier at the start of the meeting, where I had my kind of aha moment when I was – did a physical site inspection. This is where I – it all kind of came together for me and how everything laid out – was laid out. So – so, Chris, before when we were looking at that earlier – when we were asked whether the conveyor and drift and – and portal were, so that – that was taken – it's behind this piece of elevated terrain just here. And then you'll see the motorway where my cursor is. So it was looking –
20 if you're on the – on the far side of that motorway in approximately this location and you were looking down towards the – the coal conveyer.

MR DOYLE: You lose all sense of elevation where you are from that viewpoint
25 looking down towards the motorway.

MR FALCONER: Yes. And - - -

MR DOYLE: It'd be at least 20 metres elevation change, if not more.
30

MR FALCONER: And then we've got it again with integration planting, so – and then I'll just see – I think I put one other attachment here. I wanted to highlight this one, because it gives it a bit more of a context of – of how you sit in the landscape. And – and so we're over right now from this viewpoint. We're – this is Mount
35 Gingenbullen and this oblique view is probably – it's taken from up here, looking back in this direction. But if you – if you get a bit – it – it gives you a bit more of a – an appreciation for how it sits, how the surface infrastructure and rail loadout sits within Gingenbullen and – and this area that we've been kind of looking and examining from back in – in various different angles. So, sorry, I'll leave that one up
40 if anyone wants to have a bit more of an interrogation on it.

MR WILSON: Sorry. Can I just – I can read the writing, but where's the conveyor in here?

45 MR FALCONER: The conveyor is running along – along the ground here.

MR WILSON: Okay.

MR FALCONER: Yes. So I'd – yes, I invite you to have a look at the visual impact assessment. This one's at figure 4.2, so I won't – won't leave that up for now. We'll – we'll keep marching on, because we've got a bit more to cover. So if we now – Rod, do we want to head off to this - - -

5

MR DOYLE: Just before we look at those videos, if you go back to that viewpoint you were just last on and zoom in, it's probably worth just pointing out on Google there where Oldbury Farm homestead is. And so that little circle that you can see there, in the 1800s or so, there was a tree-lined avenue going to the northwest from there and there's still remnants of that. I think the two brothers, the Atkinsons or – had adjoining farms and they had that roadway that was there at one stage. But Oldbury Farm is to the - - -

10

MR FALCONER: That - - -

15

MR DOYLE: - - - Gingenbullen side and there's a – a mass of beautiful trees down in that area as well.

MR FALCONER: Yes.

20

MR DOYLE: So - - -

MR FALCONER: And it – it'd be worth here – I'll turn on a layer that shows the Wianamatta Shale, and just because – just – just to exemplify where that impervious layer is between the groundwater resources and – and – and the surface infrastructure or the – the surface geology around here. So I'll bring this up. Oops. So the grey's the Wianamatta – the Wianamatta Shale and – and the – Oldbury Farm is a listed heritage place. So I think there's – in our archaeological assessment, there's a – a – a detailed appreciation for the historic relationship between a number of Oldbury and – and Mereworth and – and some other historic properties in this general area. So I – I'd invite you guys to read that.

25

30

MR DOYLE: So just the yellow there is effectively the – the outcrop of the Hawkesbury Sandstone.

35

MR FALCONER: Yes. And the grey being the – the Wianamatta Shale layer.

MR DOYLE: Yes. So shall we get onto those videos in the north?

40

MR FALCONER: Yes. So we'll head back here. So just for context, again, for everyone, we – if we picture we're heading out now, driving along from – from the project area towards - - -

45

MR DOYLE: So I think the first one will actually be from Berrima, up that back road.

MR FALCONER: Up here?

MR DOYLE: A bit of an overview, yes.

MR FALCONER: Yes.

5 MR DOYLE: Going the other way; that's right.

MR FALCONER: Yes. We'll come to this one.

10 MR DOYLE: So from Berrima, you'll get an overview of the town briefly before we go into the trees there, go past the – the brick quarry and then past Boral Cement Works, past the Ingham's feed and then this area to the right of your mouse now that is being opened up quite extensively for industrial capacity. So that black area outlined, I assume to be the industrial zone.

15 MR FALCONER: It is. It's the Moss Vale Enterprise Corridor from the Wingecarribee LEP.

MR DOYLE: Yes, I – I don't know why Boral isn't part of it, but anyway - - -

20 MR FALCONER: So if you just let me know which one, Rod.

MR DOYLE: 4A.

25 MR FALCONER: 4A? Yes.

MR DOYLE: So this goes for about four minutes. It's a bit of different countryside. There's a lovely church on your immediate left, so we're just leaving Berrima. So there are some lovely buildings in Berrima made from the Hawkesbury. They farmed it. There was a quarry right next to the Wingecarribee River at Berrima
30 where they quarried the source of the stone. So just climbing out. So Berrima's actually in a hollow. All roads go down into it and all roads climb out of it. And that's just looking back down towards the village and some of the houses to give you a sense of – that it is down. So Wingecarribee River runs through the middle of Berrima.

35 And so it's obviously a low point in terms of elevation. So there's a bit of a council yard just there on the right with pipework and other bits and pieces. Going through this native forest, on the left, there's a carpark that you can't quite see yet, but it has a road that goes down to the Wingecarribee River, which a lot of people take a walk
40 down there. And in a second, we'll be turning right around past the cemetery. And we're effectively heading south or southeast slightly at this stage. In a moment, there'll be some roadworks and they're putting in a road into the brick quarry on the left-hand side in here. So I think that quarry's shown on that map – mud map that I've put together, the Austral Brick Quarry and you'll see the road going into it at
45 that point.

They would be trucking all of their product out from there. And now we're looking at the cement works on our right, coming down to the railway crossing. The importance of that is that that will be the railway that we join into. And there will be some earthworks associated with that to basically get rid of this railway crossing. So

5 - - -

MR WILSON: So, Rod, the rail line will go over it, will it?

10 MR DOYLE: The rail will remain over the road. Council's actually started on a portion of it and it's been interrupted for a couple of years for finance reasons, I believe.

MR FALCONER: It won't use this level crossing, Chris, if that's what you're asking.

15

MR WILSON: Yes.

MR FALCONER: Yes.

20 MR WILSON: So – but how many trains movements per week or per day or – would there be?

25 MR DOYLE: You're looking at four round trips per day, so that'll be a trip from site, down to the port and back again. So you can look at that at eight trips or four round trips.

MR WILSON: So but the – but the crossing's not grade separated, is it? It won't – won't be grade separated.

30 MR DOYLE: In future, we're committed to actually making sure that the – there'll be separation of road and rail.

MR FALCONER: Yes, the – the - - -

35 MR WILSON: Right.

40 MR FALCONER: It doesn't utilise that existing level crossing. That goes into the Berrima Cement Works. It actually – I'll just pause this video and I'll try and pause it around where the – the line will branch off and it will be grade separated from the road we're on right now.

MR WILSON: Okay, that's okay.

45 MR FALCONER: Yes. I'll just - - -

MS ARMIT: Sorry, I didn't understand the question.

MR FALCONER: I'll just – you can – so we've crossed over the level crossing into the cement works and we're approaching Moss Vale around the left-hand bend and it's not the best to take a screengrab out of, but it's generally – just on the low side, about here would be where it branches off. And there's actually – I think
5 you can just see it to the – to – to the left of the image there's some urban fill. And it – it was where the – the actual realignment of the road and the road overpass would go over the – the – the rail crossing.

MR WILSON: Railroad.
10

MR FALCONER: Yes.

MR WILSON: Okay.

15 MR FALCONER: Yes.

MR WILSON: So the road's going over the rail as opposed to the rail going over the road. All right.

20 MR DOYLE: Correct.

MR FALCONER: Correct, yes.

MR WILSON: Thank you.
25

MR FALCONER: No worries.

MR DOYLE: So one thing about the Boral Cement Works also is that Sorensen was also involved with the – the gardens there. He, in fact, had a long career in the
30 southern area in Wollongong, in Bowral as well.

MR FALCONER: Are they the saleyards you're zooming in on there, Rod?

MR DOYLE: They were. They didn't come up as well I'd hoped on this screen,
35 but – so this building on the left is the Ingham chicken feed lot. I don't – unfortunately, I don't know the exact height, but I'm thinking it's about 30 metres in – in elevation.

MR FALCONER: In that oblique view that I've pulled up earlier in the figure 4.2 in
40 VIA, it has all those figures – elevations of all those structures.

MR DOYLE: Okay. So the next one, 4B.

MR FALCONER: I'll just show everyone on the map where we're are. So we've
45 just travelled down along this road. We've crossed the rail alignment. That's where the – I'll turn the line work back on. Hopefully it doesn't freeze everything, but where the – Chris, just to give you a bit more context, see, that's where that - - -

MR WILSON: Okay, yes.

MR FALCONER: That embankment is the pink shading there, and then the – then the rail alignment coming – the blue coming through there. Now, do I have – I'll just
5 see if I can get those heights, if I left it. No, I don't think I left it open. Anyway, I
invite everyone to have a look at figure 4.2, because it has – has the height –
comparative height of the kiln from the cement works, the – the Berrima feed mill
and these other, yes, industrial land uses along here. So I'll just back to your video,
sorry, Rod.

10 MR DOYLE: So 4C it should have been. I beg your pardon.

MR FALCONER: 4C, okay.

15 MR DOYLE: So we're in Carribee Road. So we're on the road to Moss Vale now
- - -

MR FALCONER: Yes.

20 MR DOYLE: - - - looking at some of the infrastructure that's currently existing.
Obviously, it's quite a mix of paddocks and industry, pipe yards.

MR KIM: Chris Kim here. Chris Wilson, just to clarify your question, you – the
four movements, four return trips was a maximum. The typical average movements
25 will be two or three each way, so between four to six; not eight. That's a maximum.

MR WILSON: Thank you.

MR DOYLE: So, again, this is the same rail line that we'd be taking. There's some
30 minor works that have to be done in this location to allow trains to pass. And just
looking to the – the north there, travelling roughly east here, we're about to turn –
veer right around this corner and we'll be parallel to the main north-south rail line.
Now, I suggest we can effectively stop it there. There's plenty of industrial further
down there, but in this point we're almost in Moss Vale, so that if we have a look at
35 5A, we'll be exiting Moss Vale on the southern side. So I don't know whether you'd
want to show where this is.

MR FALCONER: So we've travelled down, we've made a left at the feed mill on
that last video and we've travelled down that

40 MR DOYLE: looked into that industrial area and right south, yes.

MR FALCONER:

45 MR DOYLE: and we're effectively over near the resource recovery centre now,
coming out there.

MR FALCONER: Coming back in a – towards Berrima.

MR DOYLE: Yes, we'll go through that sort of industry area with the different bits and pieces there and then into the open paddocks.

5

MR FALCONER: Is this the one I just paused? It's all right. Leaving Moss Vale. That's the one you want

MR DOYLE: That's it, yes.

10

MR FALCONER: Yes.

MR DOYLE: So just trying to get a glimpse and feel for the different infrastructure that is present there. We'll be going past a Mitre-10, I think, shortly. There's a cement-batching unit on the right-hand side behind these trees further down. That's the cement-batching unit. The resource recovery centre in the left-hand side in there. It does seem, having used it several times, it seems to be a very effective centre in there. And on the left-hand side there, the saleyards. It's quite large a complex - - -

15

20 MR FALCONER: And - - -

MR DOYLE: - - - and also has associated yards with it as well.

MR FALCONER: And well lit-up of an evening.

25

MR DOYLE: Yes. So we're now heading back towards Ingham's and Boral. Apologies, it – it wasn't a nicer day, but it is what we were dealt. So you can just see the cement works off there in the distance; a bit hard to really identify what that is, but there's nothing else that stands that tall.

30

MR FALCONER: It's 87 metres, I think.

MR DOYLE: 87, is it?

35 MR FALCONER: Yes, 87 or 89.

MR DOYLE: I beg your pardon.

MR FALCONER: And that's the Ingham's feed mill.

40

MR DOYLE: It is.

MR FALCONER: Yes.

45 MR DOYLE: So you can see the – many of these industries have actually planted screens. You may get a better view here, Dylan – I honestly don't know – of that bypass that the council had started. Maybe I'm focusing on the cement works a bit

too much. So that's looking back towards Gingenbullen in the south. There were mining operations on there and that's the rail line remnant just going there as well.

5 MR FALCONER: Is that historic, for everyone's benefit? It was a – was a historic rail line that – that ran to – is it a quarry or a mine right on Gingenbullen?

MR DOYLE: A quarry.

10 MR FALCONER: A quarry, yes.

MR DOYLE: was – was at – it was Blue Metal. So back at the crossroads in front of the cement works. If we went straight ahead, we'd be going back into Berrima, the same way we came out. And the next one, we'll turn left onto Taylor Avenue and just drive past New Berrima. So Taylor Avenue runs into Medway Road at the big roundabout outside of Berrima. So, again, some nice screening there for the – the cement works, but it – it still sticks out. So this is coming into the village of New Berrima. To my knowledge, and I can be corrected here if I'm wrong, but I understand it was originally set up to actually allow employees to live close to the cement works.

20 Now, the main focal point of the village is a little general shop, post office – a general store called Karen's, and they're just constructing a new petrol station there on the opposite corner. We're still going past Boral land on the left. Another item on this left-hand side is the council sewage works. Sewage works are in behind 25 there. And this is the main roundabout. Berrima to the right, Medway Road straight ahead, and we'll turn left going down the old Hume Highway, so we're effectively heading south at this stage. So alongside this road on both sides there are sections of Remembrance Driveway and trees that have been put in and maintained over the years by the various companies. I think ANZ, Anthony Hordern, CBC, amongst 30 many others put stones, unveiled stones, in regards to the service of the employees.

MR KIM: Just to clarify, this is Chris Kim here, the Remembrance - - -

35 MR DOYLE: Sorry, Chris. Can you speak up.

MR KIM: Is this better?

MR DOYLE: That's much better.

40 MR KIM: Just to clarify, the Remembrance Driveway was rejected by the Remembrance Driveway Committee and now being called Remembrance Grove, because of the Hume Highway superseding the old Hume Highway.

45 MR DOYLE: So this remnant of land on the left – the right-hand side, I beg your pardon, is part of Mereworth. It's the part that was severed when the motorway went in, and I think we've gone past the gate where the original entrance to Mereworth was. We're climbing towards the top of the hill.

MR FALCONER: I think it's actually just there. Anyway, a bit hard to tell from a moving vehicle.

5 MR DOYLE: Yes, I know I saw it in one of the videos, but you might be right.

MR FALCONER: And this is where - - -

MR DOYLE:

10 MR FALCONER: Yes.

MR DOYLE: Coming to the crest of the hill, so we're heading down the other side. We've got a view to the south there, but I'm focusing into the east to show – try and see where Oldbury Farm is from here, but it's a – with all the trees things it – it's just
15 obscured unfortunately. So that was looking briefly back at it in a clear spot. And this ends up going underneath the Hume Motorway along Medway – sorry, Mereworth Road.

MR WILSON: So now you're heading west towards the site are you or - - -

20

MR DOYLE: Correct.

MR FALCONER: Correct, Chris. Yes. So for - - -

25 MR DOYLE:

MR FALCONER: - - - context, everyone, that was just – we - - -

MR DOYLE: Last - - -

30

MR FALCONER: - - - we turn left after the rail overpass and we – oop, sorry – and then we made another left at the roundabout. And then we travelled down the old Hume and then we've just turned right underneath it.

35 MR DOYLE: So the next one for the northern part is the Hume Motorway. So this is – that's a view that Dylan was shown before. It is quite a steep hill in that background there looking at Mereworth. So the property on our immediate left there is Evandale, which is also owned by Hume and the drift would be located on it. In a moment, I'll be just turning back onto the Hume Motorway and driving north,
40 primarily to go past the Mereworth property and see what we can see looking – looking over the side, so to speak. So that's Golden Vale Road straight ahead.

MR FALCONER: The – I'll just pause and let it buffer for a moment. Sorry, everyone.

45

MR DOYLE: Right. If – we will be pausing again in a minute, because there's a couple of trucks bearing down on me. I'm staying snug and warm on the Evandale entrance.

5 MR FALCONER: So while this is loading, we are about - - -

MR DOYLE: Just opposite Golden Vale Road, yes. Right there.

MR FALCONER: Yes, right there. Yes.

10

MR DOYLE: VP11 or whatever.

MR FALCONER: Right there.

15 MR DOYLE: So we'll come onto the motorway and drive up to the overpass on Medway Road. Just waiting for these trucks. There's one of them. There's the other. I don't know why, but this particular video footage seemed to slow down and start going faster. I don't think that's your computer, Dylan. I think that's the original screenshot.

20

MR FALCONER: Okay.

MR DOYLE: So Three Legs of Man Bridge is something we're just about to cross over. You'd normally take this exit to go to Mereworth or to drive into Berrima.

25 And that's the - - -

MR FALCONER:

30 MR DOYLE: - - - Mereworth Road underpass we're just going to come over, just in a second. This is this outcrop of Wianamatta Shale that I mentioned previously. It is quite a dark rock. The slope's a little bit laid back because it is shale. It's weaker than the Hawkesbury. So Mereworth is on both sides, but the – the area of the infrastructure will be on our left. And I think just looking in there is where the primary water dam would be located. And we should be coming up to Oldbury
35 Creek in a moment. Again, you can sort of this hill and gully and undulating nature through the trees, et cetera. You can see the tree screen that we've planted on that side as well.

40 So you – I don't believe you'll see any infrastructure from that point. There's Oldbury Creek. But in this next sort of – there's another outcrop here of – of Wianamatta Shales, quite dark. And from here you will see glimpses across the infrastructure area. And maybe if you want to pause it there, sorry, Dylan, where we've got a better view. You certainly will see the – the rail loadout, the rail circle. If you're – if you're looking in that direction at the right moment, you'll see that.
45 You can also see on the left-hand side sort of in the foreground there there's a couple of trucks or vehicles on Medway Road. Thank you.

MR WILSON: So have we already passed the dam?

MR DOYLE: sorry?

5 MR WILSON: Have we already passed the dam?

MR DOYLE: Well and truly passed the primary water dam.

MR WILSON: Yes.

10

MR DOYLE: Yes. You won't see it from the motorway.

MR WILSON: Okay.

15 MR DOYLE: You can see here we're actually gaining elevation. We're probably right in the middle of those words "Hume Motorway".

MR FALCONER: Yes.

20 MR DOYLE: Okay. So just going back while you're there, Dylan - - -

MR FALCONER: Sorry, Rod.

MR DOYLE: You're right. You can see that little dam on the left-hand side.
25 That's sort of the Oldbury Creek area. But the way the land is undulating there, I – I don't think you'd get a glimpse of anything. It's not until you get further up. So the primary water dam was right back effectively once we got past that hill over the Mereworth Road overpass.

30 MR FALCONER: So, Chris, in – in the visual impact assessment, there's theoretical visibility from all the – all the roads surrounding the project area.

MR WILSON: Yes.

35 MR DOYLE: So if you wanted to continue with that video. So that's basically where the infrastructure is sited in – in and around there. I was about to say that we've gained that elevation, so that we can climb over the top of the rail pass and also Medway Road, so that's the rail pass just there. And on the left there, you can see that solar farm is – got a couple of storage sheds, etcetera. And one's a truck –
40 one's a storage shed.

MR FALCONER: There we go, yes.

MR DOYLE: And a ute or something. And so that's Medway Road and the exit
45 going back to the Hume Motorway. So I don't know if there are any further questions on that or whether you'd like to see that bit of that again or - - -

MR WILSON: I'm fine, thanks.

MR DUNCAN: Yes, I'm fine too. And, Rod, while we're there, I know we said half an hour, but I think one of us has got to go about 11.20. How – how are we –
5 that's about 15 minutes. How are we going for time then for

MR DOYLE: We've – we've only got the southern section left.

MR DUNCAN: Okay.
10

MR DOYLE: And it's about 30 minutes of different videos. Some of them we can sort of skip through quickly, sort of jump - - -

MR DUNCAN: Yes. Maybe about 10 minutes more and then we can have a wrap
15 for five minutes, if we need to. How's that?

MR DOYLE: Okay, that sounds good. So the – the southern part is really looking at the Illawarra Highway.

MR FALCONER: I'll just give everyone a bit of context again. So the southern end of the tour is along this part of Golden Vale Road down – down the Illawarra Highway and up – back up the Hume.
20

PROF CLARK: sorry. I'm mute.
25

MR DOYLE: I think we should see all of number 6, which is the Golden Vale Road, and then try and rush through 7A, which is the Illawarra Highway.

MR FALCONER: I'll just – sorry. Give me a moment.
30

MR DOYLE: You're right. So the Golden Vale Road's four and a half minutes in length. It's that yellow-dotted line there that runs past another – the southern side of Gingenbullen, past Golden Vale, past the turnoff to Oldbury and other farms in the location as well and – and it'll stop at the intersection into Sutton Forest.
35

MR FALCONER: Can everyone see the video just about to start?

MR DOYLE: Yes.

MR FALCONER: Yes.
40

MR DOYLE: So we're about to turn left onto Golden Vale Road. That's a bit of the Dogs Leg.

MR FALCONER: Just before we go over to that, just there – so we – where Rod turned out before was going north on the motorway and now we're coming in and making a left-hand turn onto Golden Vale Road.
45

MR DOYLE: So we'll do another left in a moment, and then we'll basically be on Golden Vale Road proper. And from here it's almost effectively a straight road all the way to Sutton Forest. So you'll notice on the left-hand side you do have strands of pine trees, rather unfortunately they've been slashed to protect the electrical wires.
5 Right-hand side typically has eucalypts and other native species. I think the Oldbury turnoff is just here on our left, that dirt road just there. Going past it. Properties in either direction. Looking at Mount Gingenbullen to the north. One point I would make, I guess, at this stage is this land has been denuded of the original Southern Highlands Shale Woodlands.

10 There's only two remnant areas left. One is on this property we're just passing on the right, and another one on another property, which I will actually sort of try to glimpse as well. But unfortunately the – the – the Shale Woodlands are rather unique habitat. And there's very little of it left in this – in our authorisation. So on
15 top of the hill on the right there was a – a – a remnant of it. So quite clearly all of these paddocks are for grazing have been cleared of their native trees to a large extent to allow the cattle to graze. So I think where we're coming up to or just passing the drive Golden Vale.

20 PROF CLARK: Sorry, Rod.

MR DOYLE: Yes?

25 PROF CLARK: Sorry to interrupt. Could you take the video back a bit, where you just spanned through the trees and we could see the nature of that grazing land there and – and perhaps just hold it there for a – yes, something like that. Thank you. Okay. Thank you.

30 MR DOYLE: But it's a northern view. It possibly is Golden Vale property or the one adjacent to it looking towards Gingenbullen. You can see on the right hand there's a bit of a similar sort of view. Cattle there. You do get a bit of a vista here off towards the east. So generally speaking, this is sort of travelling in a southeast direction down this road.

35 MR FALCONER: And we're coming up to the gas pipelines where they intersect the road.

40 MR DOYLE: All right. And that was – we took some photographs from there for the reports as well. They were a little bit more open on the left, just there. So we're just coming into Sutton Forest now. Where this stops, it may show just to the left is Hilltop or Hillview. I've forgotten which one it is now. I think it's Hillview – which were the government mansions of historic age.

45 MR FALCONER: Hillview.

MR DOYLE: Hillview, thank you.

MR WILSON: I think Hillview is on the state register also. Isn't it owned by the government?

5 MR FALCONER: Correct, Chris, it is. And – and we've got some – sorry – some – some content around that in the

MR WILSON: Yes, thanks.

10 MR DOYLE: So it is just off to the left there. I thought we might survive a minute longer, but if we go to Illawarra Highway, 7A, and I'd suggest we – for the interests of saving time, if you try and skip things, it's actually six minutes long. But if you sort of get a general gist, you just watch that first 30 seconds of it.

15 MR FALCONER: Right.

MR DOYLE: So I think we're actually starting a little bit to the east. And you may see a bit of Hillview to the right. Maybe not.

20 MR FALCONER: It – it'd be on your left, wouldn't it?

MR DOYLE: Left. I beg your pardon. You're right. Well spotted. That was Medway Rivulet, so we won't see anything. So just coming in. So if you want to sort of jump five or 10 seconds at a time or something like that, I – again, you can see that sharp edge of those trees in the distance there that have been cut for the power lines. Sutton Forest Pub just behind there. There's a lovely garden in here. If you want to keep jumping – so that's the road to Exeter and Bundanoon. Going through the village. Again, large paddocks on both sides. Very productive farm to the – to the right. A little church on the left-hand side there.

30 MR FALCONER: Chris, I'll just add, while the video's going, that there – the underground mine plan avoids Hillview. There's nothing proposed underneath it.

MR WILSON: Yes, thanks.

35 MR DOYLE: A horse-riding academy in there. I'd jump ahead another 20 seconds or so and – I guess just thinking out aloud, the – some of these videos that we won't see today are of Belanglo State Forest, but in all honesty you tend to get a bit of a feel when you're looking at Google Earth and seeing the huge footprint of the – the trees that are planted for harvest in there. So a winery on the left-hand side, a vineyard. Cow paddock and sheep paddocks on – on both sides. And jump forward again, I think. I think we're coming up to Wells Creek, which generally has a trickle going through it all year round, but when it rains it certainly floods in a big – a big way.

45 So that's it there, Wells Creek. I'm trying to get a feel for both sides. And now we're a couple of minutes out from the motorway, so I think you can sort of jump and jump and jump. So plenty of black wattle trees, which is a little bit unusual, I

suppose, in – in the general area. They don't have much of a lifespan. They might live for 20 years or so and then fall over. So heading towards Black Bobs Creek. And it effectively runs to the west outside of the lease, effectively not having any workings underneath it. And where it outcrops here, it – it's basically in the
5 Hawkesbury Sandstone. So you can see the signs off in the distance to the – the Hume Motorway going left or south to Goulburn and north to Sydney.

So I think we might leave it there. We've obviously missed a – a lot of the Hume Motorway and a couple of the viewpoints along the way there and all of the – the
10 forest. There was one view pointing in the forest area as well. But for the sake of wrapping it up, I don't know if you have any questions you'd like to ask at this time, rather than listen to me.

MR DUNCAN: I – I've got a comment, Rod. It's been very helpful and, you know, we – as I said at the start of the discussion, health considerations and regulations
15 allowing, we will – I think we will try to get to site at some stage during the next few weeks post the public meeting. I – I guess what it raised with me, I – I wouldn't mind – and it's something Lindsey might be able to follow up – getting a – a copy of a – a map at about A0 size that actually shows, I guess, what you've shown on the
20 is quite – it's quite informative. And I was thinking maybe, without putting in a lot of work, but showing existing with aerial, existing without aerial – and when I say "existing", you know, the roads, infrastructure and your sort of footprint.

But then finally the one existing maybe without the aerial, but showing your – your
25 footprint and underground workings, because it – these diagrams are really quite informative and I – it would be useful, if it was at all possible, to have it by Monday. But it doesn't have to be. Just personally a map helps me a lot, and the ones in the – that we see online, you know in the documents, are quite small.

30 MR DOYLE: Yes.

MR DUNCAN: You sort of lose some detail. And I was just thinking that A0 or A1 size paper

35 MR DOYLE: I don't think that would be a problem at all.

MR DUNCAN: Yes.

MR DOYLE: Can – can I ask you to actually put your request and have a bit of
40 think about what you want shown on it - - -

MR DUNCAN: Yes.

MR DOYLE: - - - in an email, so that we can cater everything that you want, rather
45 than send something that we - - -

MR DUNCAN: Yes.

MR DOYLE: - - - interpreted that you wanted and you end up thinking, “I didn’t get what – what I asked for or what I wanted”? So if we can sort of eliminate that potential error - - -

5 MR DUNCAN: That – that’s – that’s good and Chris and Alice and I will have a talk about it. I’ve got some ideas, but we’ll talk about it and confirm later today or early tomorrow.

MR DOYLE: Right.

10

MR DUNCAN: If that’s okay?

MR DOYLE: Not a drama.

15 MR DUNCAN: Yes. Chris or Alice, have you got any comments or questions at this stage?

MR WILSON: No, that’s good. Thank you.

20 PROF CLARK: It was great. Thank you, and I agree with Peter, having those maps would be very, very helpful. Yes. Thank you. It was very good.

MR DOYLE: Thank you.

25 MR DUNCAN: In principal, Rod, it’s what you – what’s on that overview you’ve been showing. It’s quite – it actually helps position everything. It’s very helpful.

MR WILSON: Certainly having the gas pipelines would be helpful as well.

30

MR DOYLE: Right.

MR DUNCAN: Yes, the major infrastructure. Obviously, the Hume Highway, you can see quite clearly, but the – any of the other transmission or gas pipelines and things would be helpful. So I think that was the idea of getting existing and then a separate one showing all proposed with the existing on it.

35

MR DOYLE: Yes.

40 MR DUNCAN: All right. We’ll confirm that.

MR DOYLE: And I’ll expect an email today.

MR DUNCAN: Yes

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MR DOYLE: And I’ll try and get this arranged, so that we’ve got something in the mail for you either tomorrow, if possible, or Friday.

MR DUNCAN: Yes, even – even if we could get it by Dropbox, we might be able to print it anyway ourselves. But whatever’s easiest for – for you. Casey or Lindsey, have you got any questions at this stage?

5 MS C. JOSHUA: None from me, thanks.

MR DUNCAN: Okay.

MR L. BLECHER: Nor from me, thanks, Peter.

10

MR DUNCAN: All right.

MR DOYLE: Do you have printing facilities, Lindsey or Casey? A0, A1?

15

MS JOSHUA: We can arrange that.

MR DUNCAN: We’ll be able to get that.

MS JOSHUA: I think it probably - - -

20

MR DUNCAN: That’s not a problem.

MR DOYLE: All right.

25

MR DUNCAN: So that might be the easiest way to do it, transferring

MR DOYLE: Create a PDF, yes.

MR DUNCAN: Yes, yes.

30

MS JOSHUA: Yes, something high quality that we can arrange for printing at a large scale and distribute.

MR DUNCAN: Yes.

35

MR DOYLE: Good.

MR DUNCAN: All right. Well, I think in closing, I’d just like to thank you for that. Thank you for all the effort you’ve gone to, because it really does help enormously, particularly before the public meeting, for us to have that overview and, as I said, we will do what we can, health issues allowing.

40

MR DOYLE: Great. Thank you very much for your attention and listening and questions. We look forward to talking to you again on Monday.

45

MR DUNCAN: Thanks, Rod, and thanks to all - - -

MR WILSON: Thank you.

MR DUNCAN: - - - you too and we'll close - - -

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