



Action Items

Community Consultative Committee – Meeting No 3.

Date	26 March 2014	Time	7.30pm – Taralga War Memorial Hall
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Attendees

Ian Colley (IC) - Chair	Ken McAlpine (KM) Vestas	Mary Mooney (MM)
Brian Moloney (BM)	Karyn Bennett (KB)	Moira Sharp (MS)
Rosey Stronach (RS)	Phil Newham (PN) (ULSC)	Brett Yandall (BY)
Scott Craig (SC)	Stuart Liddell (SL)	

Apologies

Laura Besley (LB)	Neil Bennett (NB)	Tony Grieve(TG) Vestas
Joyce Nelson (JN)	Frank Nelson (FN)	

No.	Action	Responsibility	Due Date
1	Welcome and apologies	Note	
2	Introductions and minutes from the last meeting Guest – Phil Newham – Upper Lachlan Shire Council	Note	
3	Actions outstanding <ul style="list-style-type: none">Letterbox drop regarding Bannaby Road had been distributed.	Note	
4	Phil Newman (ULSC) <ul style="list-style-type: none">Road works on Taralga Road being funded by TWF and being delivered by Upper Lachlan Shire Council (ULSC)80kph speed limit initiated by ULSC to ensure motorist safety for cars meeting slow heavy vehicles on Taralga Road between Taralga and Goulburn.Sealing of Taralga Road due this week – but rain delayedTruck speeds being monitored by TWF with <i>techographs</i> and also monitored by GPS tracking to check speed and weight limit, with regular reports provided to the RMS to ensure compliance		

	<ul style="list-style-type: none"> • PN advised that there had already been some drivers booked on Taralga Road and that a police presence should always be anticipated, with police enforcing the 80kph speed limits at non-regular intervals • PN confirmed there had been consideration by Council for leaving one section of the road at 100kph – but it is only an 800 metre stretch so it was decided it would be unsafe. PN also advised that 5 minutes of travel time added from Taralga to Tarlo Bridge, if drivers maintained the 80 kph speed limit • Speed limit proved to reduce accidents on the roads around the Gullen Range project. • RS mentioned concern that the lower speed limit may have been tempting drivers to overtake in areas where it’s not safe to do so – PN noted this was driver responsibility. RS acknowledged that most of the truck drivers behaved courteously, pulling over to allow traffic to pass where there was a build-up. • KB identified that the lack of notification to the community about the introduction of the lower speed limit by Council, was the most contentious issue in Taralga. PN agreed that while notification may have been better handled, information about the change had been in compliance with requirements of the Local Government Act, by way of paid advertising and press releases issued to both the Goulburn and Crookwell newspapers. • BM noted that a letterbox notification would have been much better to directly advise the community, as not everyone reads/gets the papers. • PN advised the speed limit would stay in place until the Taralga wind farm construction was completed – SL advised this was currently scheduled for August 2014. • SL also advised that delivery of turbine columns and blades using oversized vehicles would be scheduled after 9.30am and before 3.30pm – as mandated by approvals - to avoid school bus route times. • BY asked why there was a delay between grading and sealing – PN reiterated delays have been due to rain. • KB also said guide posts were missing – making it difficult to see the edge of the road, PN said they would be re-installed when the road is sealed. 		
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6	<p>Construction update</p> <p>SL provided an update on TWF construction progress</p> <ul style="list-style-type: none"> • On site road works almost complete, and explained to the CCC using a map to identify road locations • 8 turbine foundations poured to date • Substation hardstand complete – transformer to be delivered within the next month. Environmental approvals still to be signed off ahead of route approval and sub-station component delivery scheduling. • Some areas on site have been identified with basalt ridge forest habitat, therefore replacement areas are being sought/agreed/approved at present. • Aboriginal heritage consultants had been brought in to ensure important local indigenous heritage areas are identified and protected • Rain has now delayed works (by approx. 3 days) • RS mentioned she had noted an isolated area protected by bunting – requested information about what heritage item/location might be there that needs protecting. • Power line construction ahead of schedule. Working from Marulan end – should be ready towards 31 May. • Length of blades has dictated the approved route through Goulburn – running from the M5, parallel to the railway, then turning left and across the main road into Union Street, turning right turn at t-intersection, and onto Taralga Road • Employment opportunities – SL advised that all CVs should be set to the TWF info email and MS confirmed that all submitted CVs are forwarded to TG for consideration. 	SL to advise	
7	<p>General business</p> <ul style="list-style-type: none"> • BM – raised the issue of what’s happening at Gullen Ridge wind farm as highlighted in recent media. SL advised that the TWF DA allows for movement of turbine locations, within a 50m radius of the DA approved location. To date – two TWF turbines had to be moved due to difficult topography of the area. • BM asked how the positions had been determined and were then identified/pinpointed – was there a GPS location provided? SL advised it wasn’t that exact, however there were strict guidelines, so there was little room for error. SL also advised that there had been several modifications required on TWF turbine locations to date, but this happened with the full rounds of approval from landowners and DoP. 	Note	

	<ul style="list-style-type: none"> • BY asked about timing of the first blade delivery – SL advised it should be first/second week of April. PN advised road works would not be complete in time for first delivery. • BY was curious about how the regular traffic would navigate the road when the turbines are being delivered. PN advised the blades should cause minimal disruption as they are long, but not relatively heavy. Tower sections are wider and may cause some inconvenience. All over-sized vehicle deliveries travel under escort and in compliance with RMS, police and Council approvals • PN advised that on other projects, heavy haulage companies had provided bus companies with 2-way radios to ensure constant communication • BY asked whether the project team had offered to provide electronic updates – as well as signs in the local shop- and via additional notifications the school P&C, the Progress Assoc. and other community organisations, to ensure greater awareness of project related activities. • MS advised the success of the Taralga Show and noted the donation by Vestas to support the show had been acknowledged and appreciated. 	<p>SL to investigate</p> <p>MS to prepare notification and posters for local circulation</p> <p>Note</p>	
8	<p>Next meeting</p> <ul style="list-style-type: none"> • <u>7pm,</u> Wednesday 30 April 2014 at Taralga War Memorial Hall CWA Room. <p><u>(Please note earlier start time)</u></p>		

Meeting action items endorsed by:

Signature:

Name: Ian Colley, Independent Chairperson – Make Stuff Happen.

Date: