



## Office of the General Manager

RK | LAN900170

6 November 2023

Anthony Ko  
Energy Assessment  
Department of Planning and Environment  
Locked Bag 5022  
PARRAMATTA NSW 2124

Dear Anthony,

**SUBJECT: Advice on Environmental Impact Statement Paling Yards Wind Farm Transport Route (SSD-29064077).**

Thank you for providing Mid-Western Regional Council (Council) with the opportunity to comment on your preferred transport route for the Paling Yards Wind Farm (SSD-29064077). Council acknowledges the importance of renewable energy solutions and appreciates the efforts of Global Power Generation Australia. Nevertheless, Council have thoroughly reviewed the provided transport plan and raise **objection** to the route.

It is understood that it is intended for this project to transport Over-Size and Over-Mass (OSOM) wind turbine and transmission line elements from Port of Newcastle to Paling Yards Wind Farm, Abercrombie Road, Paling Yards NSW 2580, through the Mid-Western Regional Council Local Government Area via the Castlereagh Highway. This would see 618 trips over a 79-week period including, but not limited to, vehicles and loads measuring close to 72m in length and transport masses up to 98 tonnes.

### REASONS FOR THE OBJECTION

Many proposed development timeframes for the renewable energy projects appear to occur at the same time. There has been no cumulative assessment of the various impacts of many OSOM movements, resulting from planned and foreseeable future renewable energy projects that will have on the assets, resources, and community in the Mid-Western Region.

Council is concerned with the unsustainable use of roads, bridges and other associated road infrastructure that are not fit for purpose, by numerous large-scale projects.

There are no direct benefits to the ratepayers of the Mid-Western Region (e.g. employment opportunities), and yet ratepayers are at risk of funding or being negatively impacted as follows:

- Costs associated with the accelerated deterioration of the road network, and staff time required to create legal agreements and monitor impacts. Escorting OSOM and repair of any damage or removal and reinstallation of road furniture will come at great cost.
- Costs associated with Council staff undertaking regular dilapidation reports, so damage is identified within an appropriate timeframe and able to be apportioned to a particular proponent.
- Costs associated with repair of damage to public infrastructure, which may be difficult to attribute to the proponent due to the cumulative impacts of renewable energy projects in the region.
- Impact on local businesses: the transport plan could negatively affect some local businesses, as road closures, traffic disruptions, and reduced accessibility may deter customers and impact revenue.
- Detrimental impact on aesthetics and loss of enjoyment of key public areas, car parking and street landscaping in the localities of Gulgong and Mudgee, townships for which the local economy relies heavily on tourism.
- Loss of public amenity and detrimental impact to Theresa Lane Park in Gulgong, where modelling of turning paths shows that a section of this visually attractive park would be lost and graveled for the duration of the project.
- The inconvenience of temporary road closures and public parking during and potentially outside of business hours leading to increased traffic congestion: Concerns about the increased traffic flow through the region due to heavy vehicles transporting wind farm equipment. This could lead to congestion, longer commute times, and potential safety hazards.
- Other loss of amenity for residents, including traffic noise, flashing lights and other unfavourable impacts, particularly if night movements are proposed.
- Diversion of Police resources to escort duties.
- The noise generated by the large trucks, especially during late-night or early-morning transport, disrupting businesses and residents' peaceful living environment.
- Safety issues of encountering large numbers of OSOM vehicles on local roads, particularly potential accidents or incidents involving transport vehicles that could pose a risk to pedestrians, cyclists, and other road users, particularly in the school zones and at road intersections.
- Widened intersections with relocation of public utilities would need to be designed to minimise impact and damage of nature strips, kerb and drainage, street trees and landscaping.
- Emergency services accessibility: The transport plan could hinder or delay the response time of emergency services in case of accidents or emergencies.

The above reasoning presents some, but not an exhaustive list, of the negative impacts the transport proposal will have on the Mid-Western Region.

Should you have any further enquiries regarding this matter, please contact Mid-Western Regional Council on (02) 6378 2850.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'BRAD CAM', with a long horizontal flourish extending to the right.

**BRAD CAM**  
**GENERAL MANAGER**