Name: Paul Elbourne

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Director – Energy Assessments
Planning and Assessment
Department of Planning, Industry and Environment
Locked Bag 5022
Parramatta. NSW 2124

Date:

TO WHOMIT MAY CONCERN

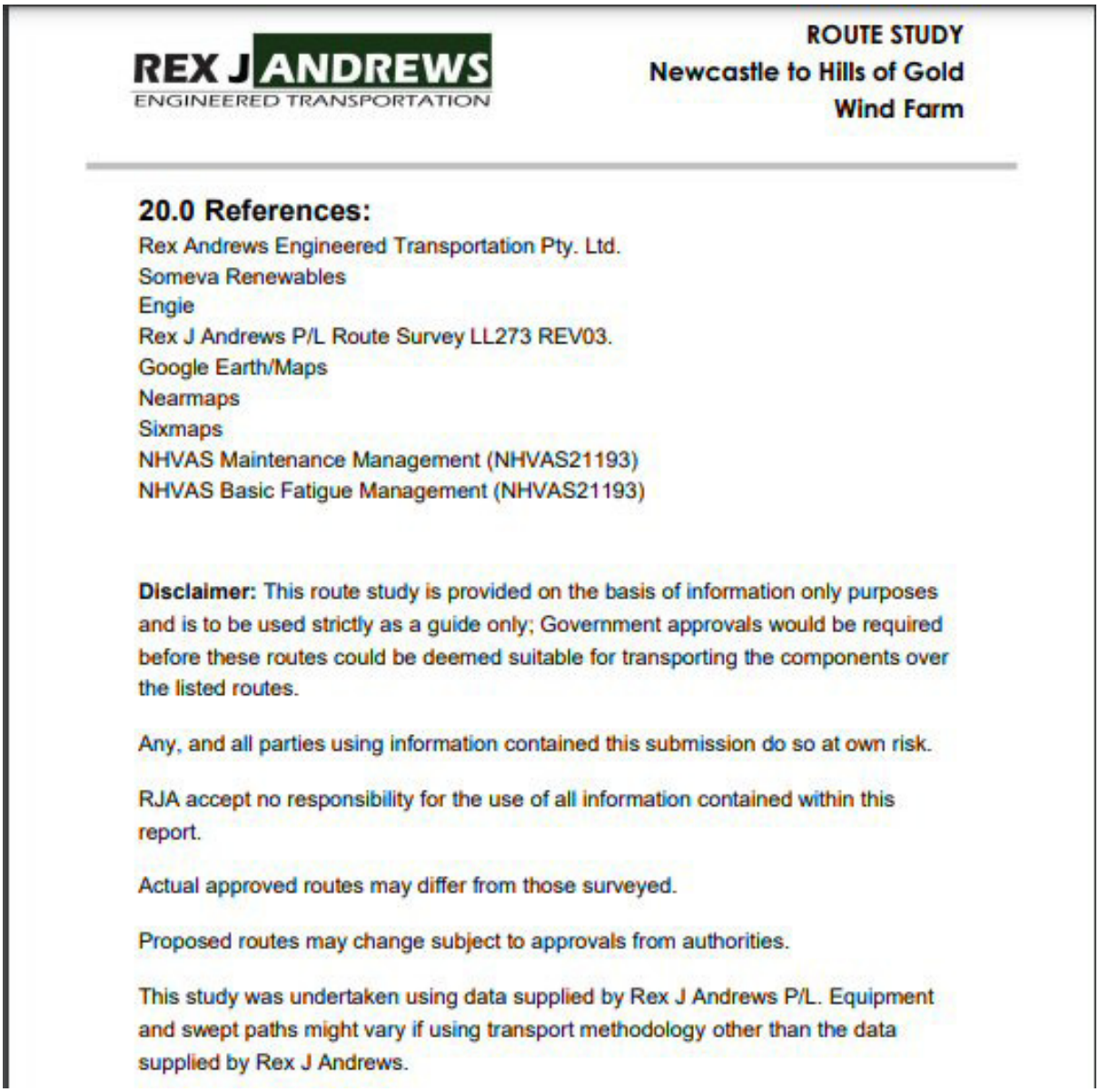
Re HILLS OF GOLD WIND FARM APPLICATION No. SSD 9679

**EPBC ID Number**
2019/8535
**Assessment Type**
State Significant Development
**Development Type**
Electricity Generation - Wind
**Local Government Areas**
Tamworth Regional, Liverpool Plains Shire, Upper Hunter Shire
**Exhibition Start-End Date**
16/11/2022 - 13/12/2022

- I am attaching my submission to the above mentioned development application during public Exhibition of Amendment Report November 2022
- I hereby declare that I object to the Hills of Gold Wind Farm Proposal ID No. SSD 9679
- I would like my personal details witheld
- I have not made any political donations
- I acknowledge and accept the Department discliamer and declaration.

**Reasons for my Objection:**

It is worthwhile to read the disclaimer by the authors of the proposed transport route (Amendment Report (Nov 2022) APP I Route Study). I suggest this about the only section one should take notice of, as it is closer to being factual than most of the rest of the proponents submission.



REX J ANDREWS
ENGINEERED TRANSPORTATION

ROUTE STUDY
Newcastle to Hills of Gold
Wind Farm

## 20.0 References:

Rex Andrews Engineered Transportation Pty. Ltd.
Someva Renewables
Engie
Rex J Andrews P/L Route Survey LL273 REV03.
Google Earth/Maps
Nearmaps
Sixmaps
NHVAS Maintenance Management (NHVAS21193)
NHVAS Basic Fatigue Management (NHVAS21193)

**Disclaimer:** This route study is provided on the basis of information only purposes and is to be used strictly as a guide only; Government approvals would be required before these routes could be deemed suitable for transporting the components over the listed routes.

Any, and all parties using information contained this submission do so at own risk.

RJA accept no responsibility for the use of all information contained within this report.

Actual approved routes may differ from those surveyed.

Proposed routes may change subject to approvals from authorities.

This study was undertaken using data supplied by Rex J Andrews P/L. Equipment and swept paths might vary if using transport methodology other than the data supplied by Rex J Andrews.

None of the following problems re the use of Barry road were raised in the proposed traffic route for non large component transport – the Barry Road access has been put forward to carry all other traffic, being an EXTRA 310 vehicles per day.

Table 4: Morning Peak Traffic Generation Estimate

| Table Heading | Units | Morning to Site (trips) | Morning from site (trips) | Morning total (trips) | Daily (trips) |
|---|---|---|---|---|---|
| Light vehicles | 174 workers | 70 | 15 | 85 | 155 |
| Buses | - | - | - | - | - |
| Water trucks | 15 per day | 3 | 3 | 6 | 30 |
| Trucks | 63 per day | 7 | 7 | 14 | 126 |
| Total | - | 80 | 25 | 105 | 311 |

This section is above the cemetery turn off and Hanging Rock. There will be additional heavy vehicle traffic on this road, turning from the proposed quarry via the cemetery turn-off to the site, carting aggregate for the turbine cement foundations.

The unsuitability of this road due to extreme geographical instability has not been addressed in this report. The current very steep dirt road bypass will never carry this extra load for the same reason.

***The following paragraphs are copies of comments I made in writing to you, the local minister and the Council 12 months ago:***

The road damage at the entrance to the Hanging Rock area where Engie propose to build a wind farm is getting out of control. This is the main route Engie propose to use for construction. Our Hills of Gold Preservation Inc geologist has proclaimed this area is not suitable for the construction of roads and this industrial wind farm. This article is in today's Tamworth newspaper – the Northern Daily Leader.

WRECKED: One lane of Barry Road may remain closed for months, after the Hanging Rock road slipped away during wet weather this week. Photo: Megan Trousdale

## Months' wait for road repairs

ONE lane of Barry Road may remain closed for months, after the Hanging Rock road slipped away during wet weather this week.

Tamworth Regional Council Manager of Operations and Construction Murray Russell blamed the road failure on a slip circle.

Tamworth council staff had already assessed the land slip in previous months.

Mr Russell said the area now shows the slip has extended down much further than they expected, with signs of movement as far as 75 metres away from the road.

Tamworth council staff have engaged specialist geotechnical staff to assess the slip, he said.

Mr Russell estimated the repairs could take "a couple of months", "given the timing".

"I'd be surprised if it cost less than $100,000 to fix," he said.

"I'd be also very surprised if it was a million."

One lane of Barry Road is currently open with traffic lights.

Text of the article (cant get a better copy above):

NOVEMBER 25 2021 - 6:00PM
Repairs to waterlogged Barry Road, near Nundle, will likely take months after major slip: Tamworth council
Andrew Messenger
WRECKED: One lane of Barry Road may remain closed for months, after the Hanging Rock road slipped away during wet weather this week.
.Tamworth Regional Council Manager of Operations and Construction Murray Russell blamed the road failure on a slip circle.
"I've been here 13 years, this is the most significant one that I've seen in the time I've been here," he said.

Tamworth council staff had already assessed the land slip in previous months.
Mr Russell said the area now shows the slip has extended down much further than they expected, with signs of movement as far as 75 metres away from the road.
"The extent of the slip is now much bigger," he said.
"It's extending a long way down the slope. The work that we've done is essentially only in the top half of what's moving now so obviously the repair is going to end up quite a bit bigger."
Tamworth council staff have engaged specialist geotechnical staff to assess the slip, he said.
He said the engineers road would likely recommend "a similar concept" of repairs, but bigger.
Mr Russell estimated the repairs could take "a couple of months", "given the timing".
"I'd be surprised if it cost less than $100,000 to fix," he said.
"I'd be also very surprised if it was a million."
Local business owner Russell Sydenham said the road restrictions wouldn't be too onerous "so long as the traffic lights are timed correctly".
Mr Sydenham drives the road at least once a day, often more than once.
"The traffic's not heavy on that stretch of the road," he said.
"They need to sort out so those traffic lights change when there's no risk of a another vehicle coming from the other side. I've sat there for minutes. That's just a waste of time."
Slip circle failures are caused by a combination of steep soil, with high moisture, during heavy rain.
It can be prevented through better drainage or by flattening the soil.
Tamworth's roads have seen more rain in the last 12 months than in several years prior.
Mr Russell said almost all of Tamworth roads have held up in the face of the extra moisture, with most of the biggest problems in the granite country above Moonbi.
One lane of Barry Road is currently open with traffic lights.

Please note that Russell Sydenham is a stakeholder in the Engie wind farm proposal and stands to earn considerable funds from this development if it goes ahead.

This photo taken 27/11’2021 with an adult in the picture gives a better perspective just how far this road has subsided.

Keep in mind no logging trucks use this section of road.

However the rest of the road carrying the logging trucks is a mess. From Hanging Rock to Quirindi via Lindsey  Gap Rd and the other Nundle road to Tamworth. Both are being destroyed, as they were never built to handle and heavy traffic.

***It is now one year later since I made those comments above*** in writing and the council still have not been able to fix the subsidence. In fact, it is now far worse. The entire road has now subsided and there is no indication when this will ever get repaired. Photo below taken last week showing how far this subsidence has increased in the last 12 months. The red arrow points to where the first photo above, the subsidence originally ended. This major access problem was never mentioned in this amended submission.

The road below this to The Devils Elbow was also badly damaged and the road was totally replaced. However, it has now badly deteriorated and is becoming a mess along much of it's length:

The road (Lindsy Gap Rd) to Nundle from The New England Hwy that Engie propose to use to carry all the large heavy equipment is also a mess. This logging truck rolled over after the road verge collapsed on Lindsays Gap Road a few weeks ago.


Much of this road is damaged with bad potholes and just cannot take these loads and traffic.Many sections have warning signs tio slow down due to road damage. Northern Leader April 2022


Lindsays Gap Road is the main road Engie will use to transport all major heavy and oversized components. Some, according to Engie, will weigh up to 175 tonnes. This road was never designed to carry this weight. As the headline above states, this road is a mess now with normal traffic and some timber trucks – whose average weight, I am told, is about 10 tonnes.

I just travelled Lindsays Gap Road this morning and it is in very bad shape with kilometre after kilometre marked with warning signs regarding the state of the road, broken edges, large potholes and seriously damaged sections. Many sections now have reduced speed wanings.

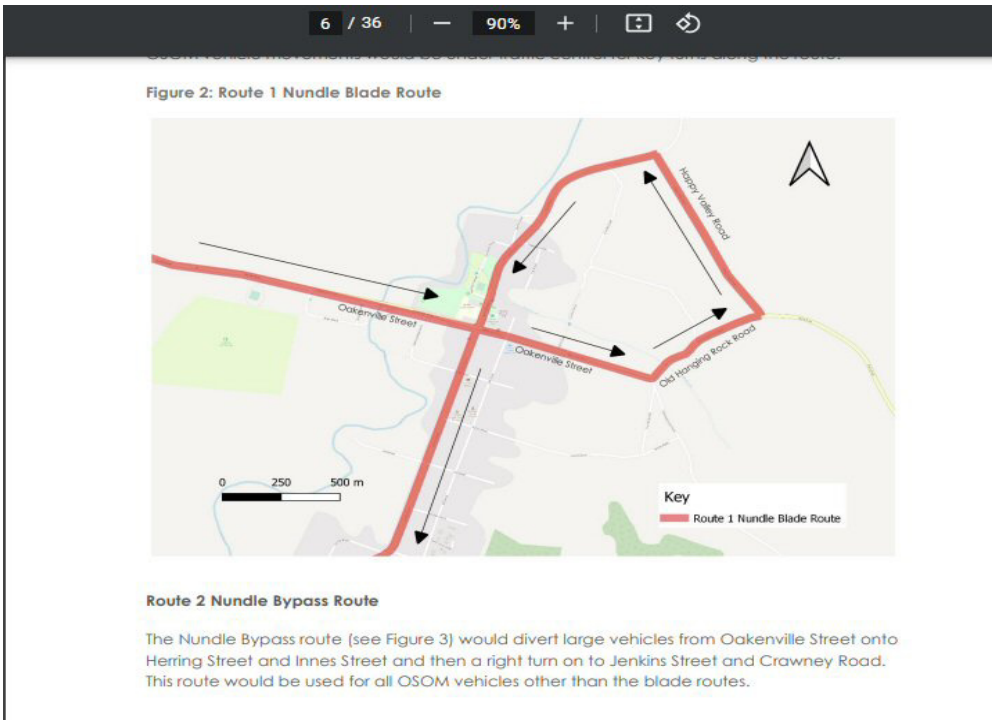


I also question the safety aspect for emergency vehicles, especially ambulance and fire vehicles being caught up with only one road access from Hanging Rock and Nundle during the slow progress of these oversize vehicles blocking the only roads to Tamworth Base Hospital and/or Quirindi Hospital. I have had to be rushed by Ambulance to Tamworth Hospital on three occasions (Heart condition) and my wife to Quirindi Hospital (Serious infection after biopsy) once. Which hospital you go to depends on the hospital that has a ambulance available and the reason for the emergency.

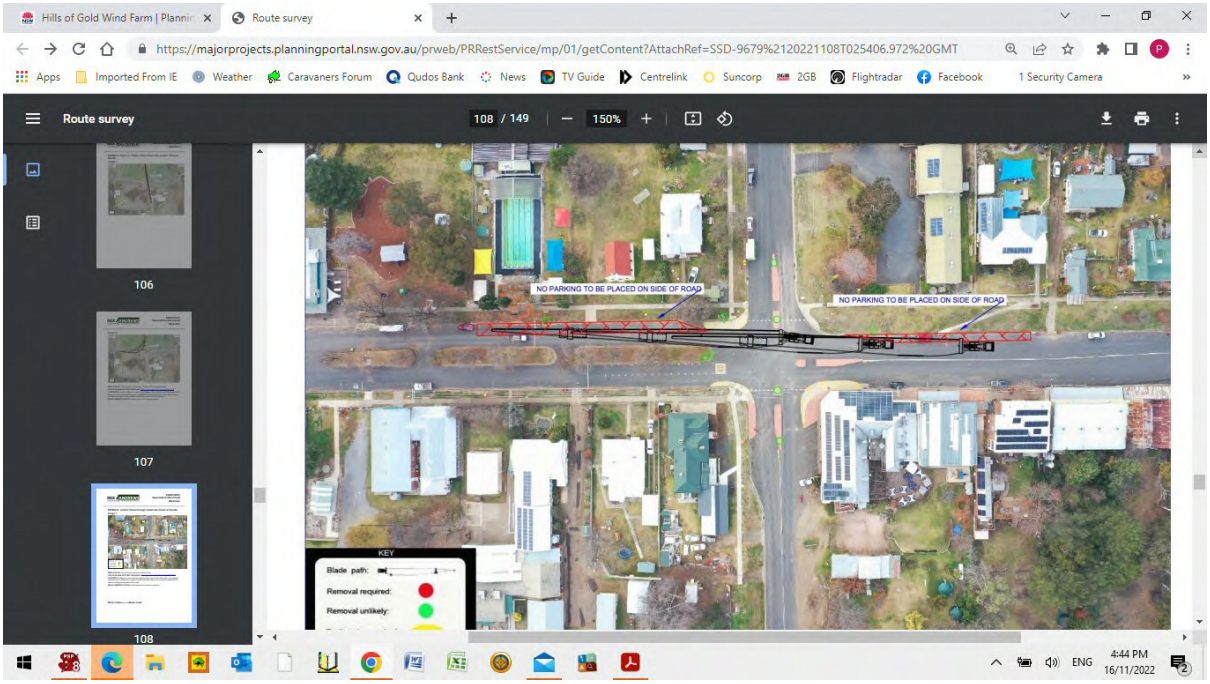
I must point out that the Tamworth Regional Council has been working hard to fix these roads but it has been a never ending saga trying to keep up with the speed of the damage. These roads were built to service a population of 400 – not massive loads and an extra 311 vehicles per day.

**PROPOSED ROUTE THROUGH NUNDLE AND UP TO THE WIND FARM SITE**

**Proposed Route 2**




This appears to be a photo-shopped representation of this proposed route. Notice there are no trees in Jenkins Street and no mention of having to remove them:



This photo is the reality of the trees in Jenkins Street looking in the direction of travel:


There is no way these trees can stay and transport such large loads down this street. Why didn't Engie mention this in their report? Looks like the transport route disclaimer was correct… "Any and all parties using information in this submission do so at their own risk." AND "RJA accept no responsibility for the use of information contained within this report".

**The above route through Nundle via Barry Rd, Happy Valley Rd and Jenkins St.**

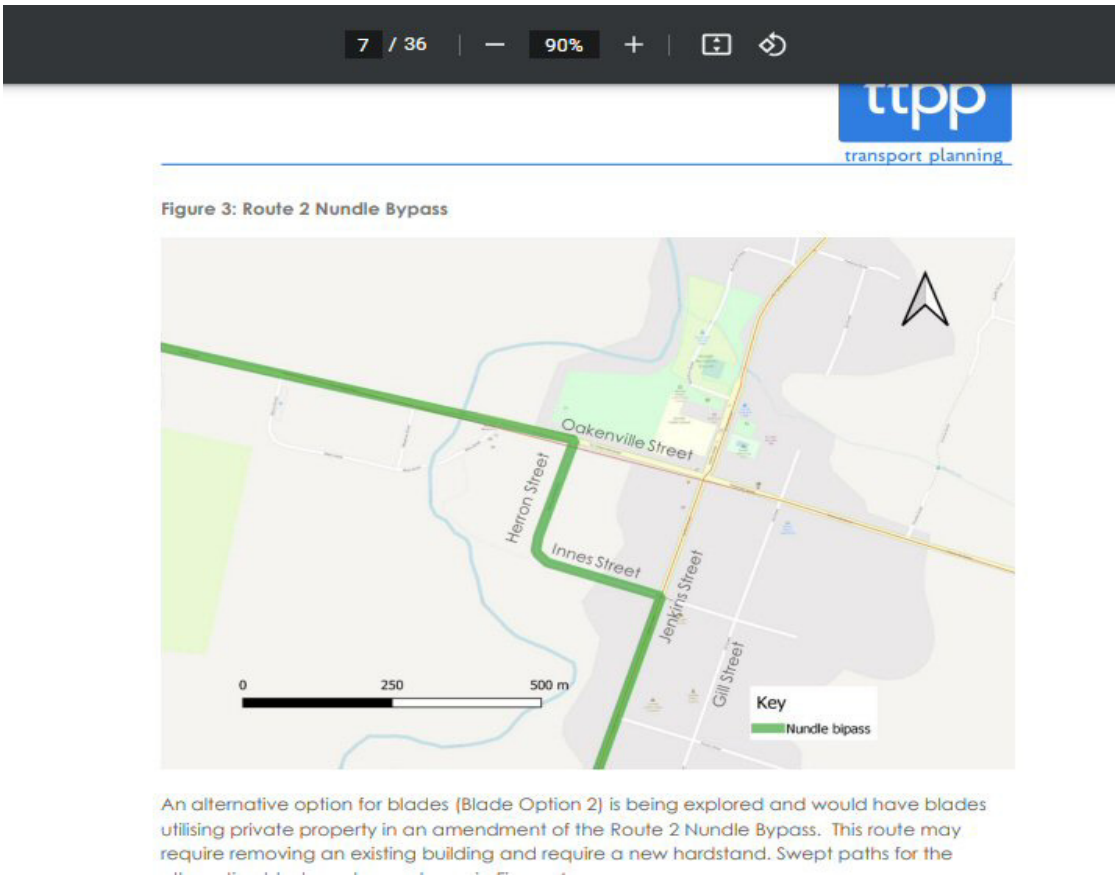
On the left is the latest Google Earth shot of the corner of Jenkins St and Barry Rd. This aerial taken April 2022. Note the tree growth and the new white concrete road ('U' shaped) into the Community Centre. This built about 2 years ago.

Compare this to the route aerial shot on the right. This shows very few trees and there is no mention of having to remove 'vegetation' to get the oversize equipment through.

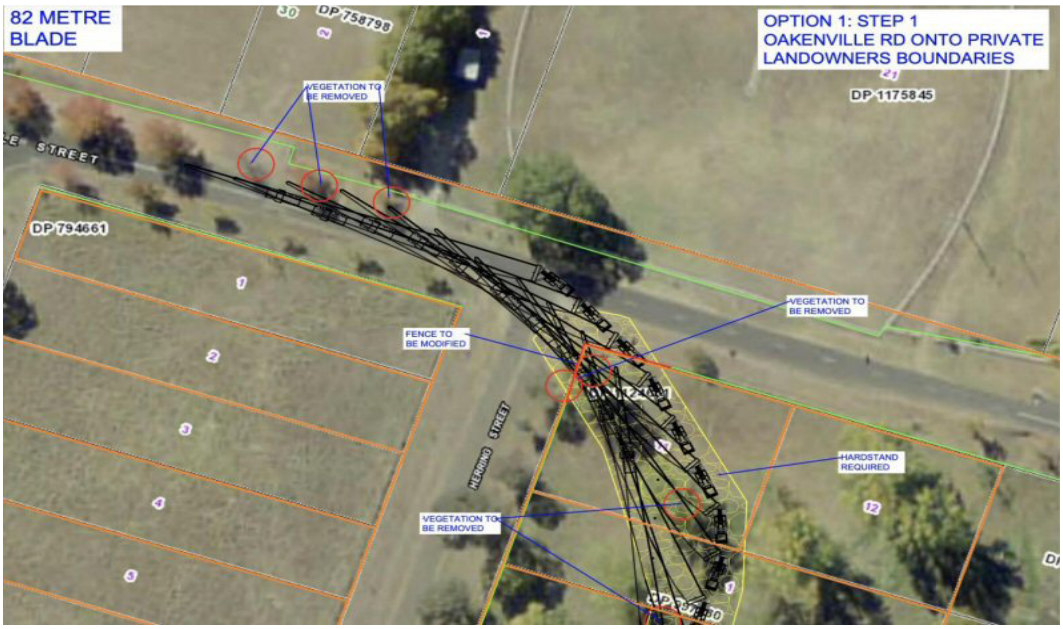
This is very deceptive and misleading. Something the community have experienced all too often from this company.

**There is no way these oversize loads can navigate down Jenkins St. without removing these magnificent trees.**

**Proposed Route 2 – 1**




This route has been very poorly planned and has serious defects. This is part of the planned route:



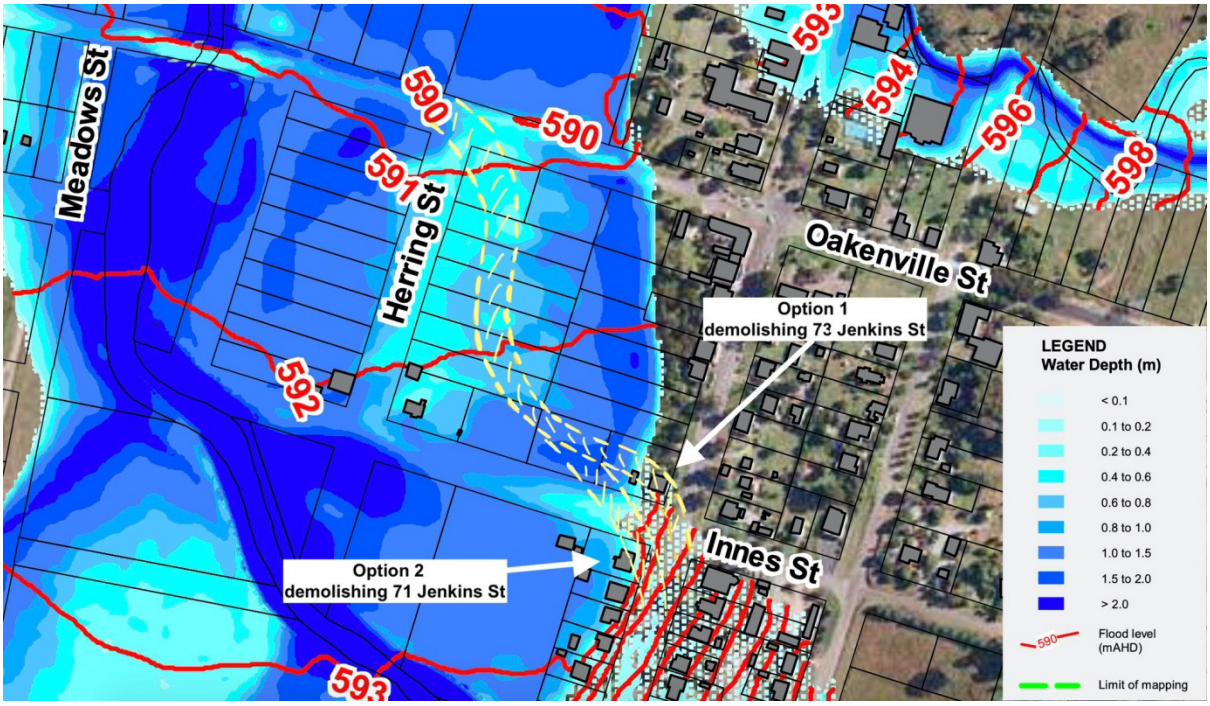
The first corner through private land (The Peel Inn – hotel – which is Heritage listed and this fact ignored by Engie) is a serious health hazard. This is the dispersal area for the waste water from the large septic tank system at the hotel.

Plus getting rid of our trees coming into Nundle – these are Nundle's Signature trees used in most adverting to promote the beauty of Nundle in Autumn. This will destroy our tourism.

**Second and third sections of this proposed bypass through Nundle**

Once again we have very poor planning…or the usual lack of it. This built up road cuts straight through a flood area and would prevent the northern part of the  flood from draining.

Picture of flood area:




Where is Engie's hydrology report that attempts to address impact on flooding for any aspect? There isn't one.

**Tourism:**

All businesses in Nundle rely on tourism to survive. This is often up to 80% of their turnover.

The heavy haulage of oversize components will destroy most of this tourist industry and the very efficient word of mouth by the caravan and RV travellers will warn all travellers not to come to Nundle during the construction period. Apart from road damage, the main roads to Nundle carrying these long wide loads will prevent caravaners and RV's from safely travelling into or out of Nundle. Before buying a home in Nundle I spent 9 years travelling around Australia in a 4WD and caravan and know what I am advising. These tourists will give Nundle a wide berth. Loss of these businesses will destroy the Nundle community.

**Aggregate Quarry:**

This is just virtue signalling by Engie. The industrial requirements for industrial concrete demand the following per cubic metre of cement: 1 cubic metre concrete requires- water 150k, Cement 250k Sand 700k Steel 120kAggregate 1200k TOTAL: 2420 k. So where does Engie get the rest of the ingredients – aggregate  is only half of the equation. How many more truckloads are required to make the apprx. 128,000 tonnes (3,763 Cubic meters) of concrete this development requires?

Paul Elbourne

Nundle. December 2, 2022.