

SUBMISSION TO DEPARTMENT OF PLANNING & ENVIRONMENT Hills of Gold Wind Farm Amended Application (SSD-9679)

Traffic & Transport Assessment

In early 2018 the facilitators representing the Hills of Gold Wind Farm arrived at our property on Morrisons Gap Road, Hanging Rock, and informed us of the plans to develop a major industrial wind farm on the ridge above Nundle and that Morrisons Gap Road would be the preferred route to access the wind farm site. Our thoughts then turned to how the long OSOM vehicles transporting the massive wind turbine blades could ever negotiate the Devil's Elbow hairpin bend on the mountain range to Hanging Rock. At that stage both those against the project and supporters were all asking the same question. The developers eventually presented a plan to build a private road up the mountain which was totally rejected by Tamworth Regional Council. The Developers reluctantly accepted Council's decision and were forced to find an alternative route to access the project site.

The current Amendment Report shows 3 new routes proposed to access the site from Crawney Road, South of Nundle village. These routes involve building new access roads, crossing incredibly steep and potentially dangerous country. The developers also plan to build another road from the ridge site that will eventually connect to Morrisons Gap Road and have advised this will enable some traffic, including returning 'packed down' OSOM vehicles, to use this road as an alternative route to return to Nundle.

Another major problem for the developers is the difficulty finding a route through Nundle village for the large OSOM vehicles transporting the long turbine blades. One option the developers are currently proposing is building a private road below the Peel Inn Hotel, right in the village, and immediately visible to tourists as they approach Nundle. This route is known as Blade Route Option 2. Another option proposed by the developers for transportation of turbine blades through the village is the reinstatement of their formerly proposed loop route, Blade Route Option 1. This route passes along Jenkins Street, the beautiful tree lined street in the centre of Nundle and would require extensive lopping of these trees. This would totally change the atmosphere in the main street. Trees of this age will never fully recover from the major lopping that would be required. Ask any arborist!

Morrisons Gap Road Upgrades

Appendix G - 7.0 Morrisons Gap Road Upgrade P30 states: "The area to be upgraded has been reduced and new transport-upgrade areas have been added". Figure 17

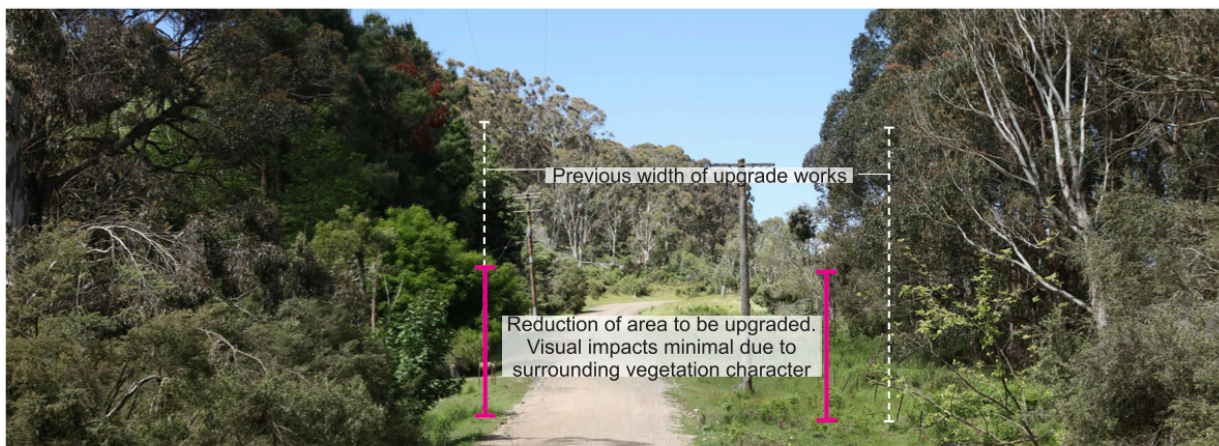


Image 03. View of Morrisons Gap Road near NAD_15

depicts the areas that are proposed to be upgraded but shows minimal detail. **Image 03 “View of Morrisons Gap Road near NAD-15”** shows a section of road in front of our dwelling (NAD-16) and a reduction of the road area to be upgraded.

Engie’s Amendment Plan still shows an OSOM Layover opposite our dwelling. If the road upgrade width has been reduced how can there still be enough space to accommodate the OSOM Layover? Does this mean the developers will be utilising private land on Lot 6 (NAD-15), directly opposite our dwelling? Morrisons Gap Road is a rural residential subdivision. An OSOM Layover should NOT be located so close to a dwelling. We would be exposed to excessive dust and engine/brake noise, with trucks arriving and departing.

Verden Road Quarry

If the Verden Road Quarry is utilised during the construction period, this would substantially increase the number of traffic movements along Morrisons Gap Road. The Amendment Report states during peak operation **14 gravel trucks per hour** would be required to transport the enormous amounts of gravel required for construction. Residents of Morrisons Gap Road Rural Subdivision will be subjected to more dust if this route is chosen, with subsequent road deterioration and safety concerns. The developers are planning on using suppressants to control the inevitable dust problem. How efficient these suppressants would be remains to be seen.

Conclusion

Nundle/Hanging Rock is not a suitable location for an industrial wind farm. Industrial wind farms should be located in the NSW designated Renewable Energy Zones and close to transmission lines. Hills of Gold Wind Farm does not meet this criteria.

Nundle is a tourist village with increasing numbers of people visiting each year. It is also one of the few villages in NSW where children walk and ride bicycles unescorted to school. The roads around the village will become unsafe with the huge increase in traffic, especially large truck movements. As the original ‘Response to Submissions’ revealed, the absolute majority of the local residents do not want an industrial wind farm sitting on the top of our beautiful mountain range and adjacent to 2 National Parks. Let’s keep the koalas and other threatened species and preserve the unique high country vegetation for future generations.

I **OBJECT** to this development for all the reasons outlined above and those outlined in my previous submission in January 2021.

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