

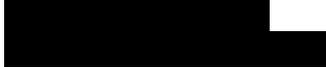
From: [Richard & Michele Longman](#)
To: [IPCN Enquiries Mailbox](#)
Subject: SUBMISSION TO IPC RE HILLS OF GOLD WIND FARM PROJECT REFERENCE NO SSD-9697
Date: Monday, 5 February 2024 11:54:35 AM
Attachments: [IPC submission M.pdf.pdf](#)

Dear Commissioner,

Attached is my Submission OBJECTING to the Hills of Gold Wind Farm Project.

Many thanks,

Michele Longman



The DPE Assessment Report states:

“Assessment Process has been protracted and very difficult”. This is an understatement! It is now almost 6 years since the Facilitators for the project arrived in Nundle and informed the Nundle/Hanging Rock community of their intended Development, with many residents to this day still not receiving satisfactory answers to their questions regarding the Development and how it might directly affect them.

TRAFFIC & TRANSPORT

The Developers still do not have an approved transport route for OSOM escorted vehicles to transport the turbine blades to the Project site. The latest proposed access route is via Crawney Road. This will involve building a new site access and creek crossing and requiring access to Crown Land. This access route will also involve building a Private road on land below the Peel Inn Hotel in the middle of Nundle. The Developer plans to rehabilitate this temporary access road post construction and reinstate the road whenever required. This all seems counterproductive. Surely the Private road would need to remain open permanently for the life of the project to enable transportation of replacement turbine blades and large components?

MORRISONS GAP ROAD ROUTE

My husband and I own a property on Morrisons Gap Road (NAD 16) and have lived on the road for over 35 years. We fear the detrimental effect this massive increase in traffic will have on the small holdings along this narrow and unsealed road. Dust and excessive traffic noise will be a major problem and the road will inevitably become very dangerous with increased traffic and heavy vehicles. The heaviest vehicles transporting the turbine nacelles will weigh close to 171 tonnes, all along our lovely scenic road on the Great Dividing Range. We are also concerned about the planned/unplanned tree removal and/or lopping that will inevitably occur along the road, especially the two magnificent eucalyptus viminalis trees at the corner of Morrisons Gap Road and Barry Road.

Initially the Developers were suggesting massive roadworks for MGR, but residents still have not been updated on the current plans for the road. MGR will be used as access for 65% general construction traffic coming up the mountain from Nundle. If the OSOM vehicles returning to Nundle from the Crawney site are counted in the mix, this could mean that on some days 100% of traffic will be using Morrisons Gap Road. The Development Consent allows the use of MGR by OSOM vehicles but provides no detail on the road widening that will be required. Trespass on private land by OSOM vehicles at the intersection of Barry and MGR is also acknowledged but no detail provided.

The Developers previously informed us that they would not be sealing MGR until completion of the project and would utilise dust suppressants in the interim. Dust would be a major problem as most dwellings are located close to the road. If the project is approved MGR needs to be sealed in front of residences, prior to construction.

OSOM LAY-BY MORRISONS GAP ROAD

This Lay-by is approximately 60 meters directly opposite our dwelling and will be 140M x 15M in size. If the project is approved this Lay-by MUST be relocated to a more suitable location, not in the middle of a small rural subdivision opposite a dwelling, exposing residents to dust and engine and braking noise. Engie never informed us that they planned to build an OSOM Lay-by in this location.

VISUAL ASSESSMENT - SCREENING WITH VEGETATION

The Developers are relying too heavily on existing vegetation for screening in order to increase the number of turbines. Loss of screening could occur as a result of bushfire, wind, storm and snow damage, lightning strike, neighbours clearing for a new dwelling or for fire safety. Even the loss of one large eucalyptus tree could eliminate any visual mitigation. Vegetation screening is only a temporary measure as resident of MGR found out in June 2021. A massive snowfall caused huge damage to native trees on properties along MGR, with limbs falling and flattening the understory, which then enabled views into the distance from below the tree canopy. The only true mitigation is distance and/or topography.

After 6 years the Developer still does not have an approved access route for OSOM vehicles to transport the long turbine blades to the Development site and therefore the IPC should reject the project. There are so many wind farms in the pipeline in more appropriate locations that do not have access problems.