

Hills of Gold Wind farm

Presentation to the IPC Commission

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Class 1 Real Estate agent



Our property has escaped visual assessments

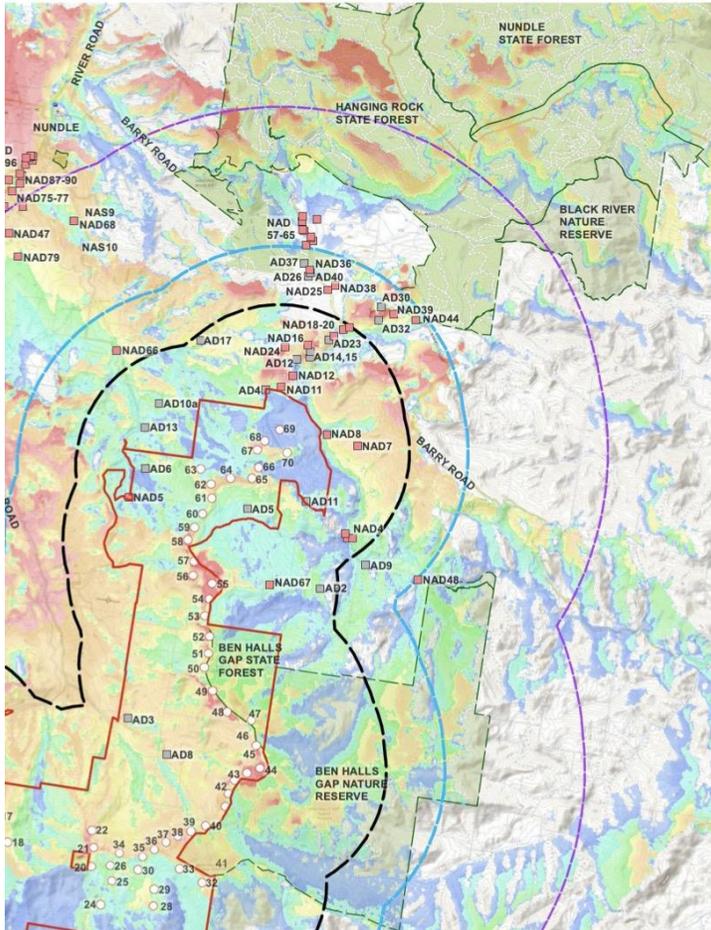
Lot 13 Morrisons Gap road is a small lifestyle acreage, with dwelling entitlement.

The Department has requested Additional Information – assessments of lots with Dwelling entitlements. Applicant has provided additional assessments in 2022. They were aware of the existence of this lot since May 2020 but have deliberately excluded it from the assessment.

The location of the proposed house site was communicated to the Department and the Applicant prior to the Recommendation.



I have repeatedly asked for a desk top visual data to assist in locating the dwelling on the block.

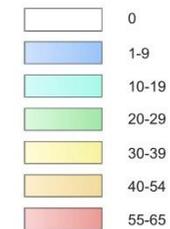


Zone of Visual Influence Blade Tip Height 230 m Hills of Gold Wind Farm (Previous Layout)

LEGEND

- Project boundary
- 3100 m from proposed turbine (black line of visual magnitude)
- 4550 m from proposed turbine (black line of visual magnitude)
- 8000 m from proposed turbine (black line of visual magnitude)
- ²⁵ Proposed Turbine Location (previous layout)
- Associated dwellings
- Non associated dwellings
- Nature Reserve
- State Forest

Number of visible turbines (at tip height)
(Based on topography alone):



All I have is this map

It seems we are orange (40-54 turbines) or red (55-65 turbines)

As a last minute solution the Department inserted paragraph 111 in the Assessment report. “the dwelling could be oriented with primary views away from the project”

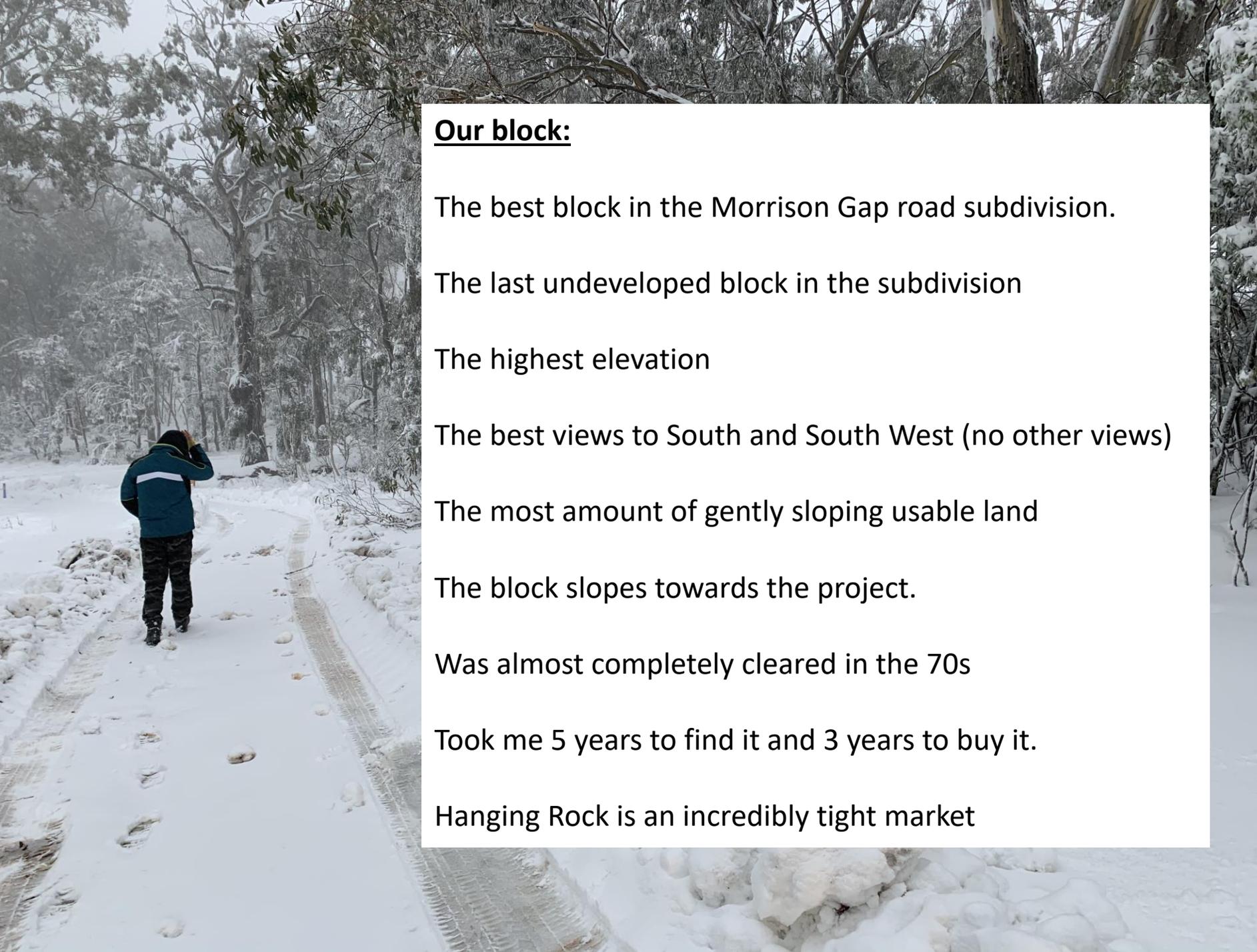
We don’t have any other views. Our primary view is towards the project.

Every property on Morrisons Gap road has views to the South

111. In addition, the Department considered the potential impacts for the dwelling entitlement for Lot 13 DP 249183 where the whole lot is located more than 2 km (closest is 2.39 km) and

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would be considered VIZ2. The Department considers that the visual performance objectives could be met for a dwelling on this lot as it could be oriented with primary views away from project.



Our block:

The best block in the Morrison Gap road subdivision.

The last undeveloped block in the subdivision

The highest elevation

The best views to South and South West (no other views)

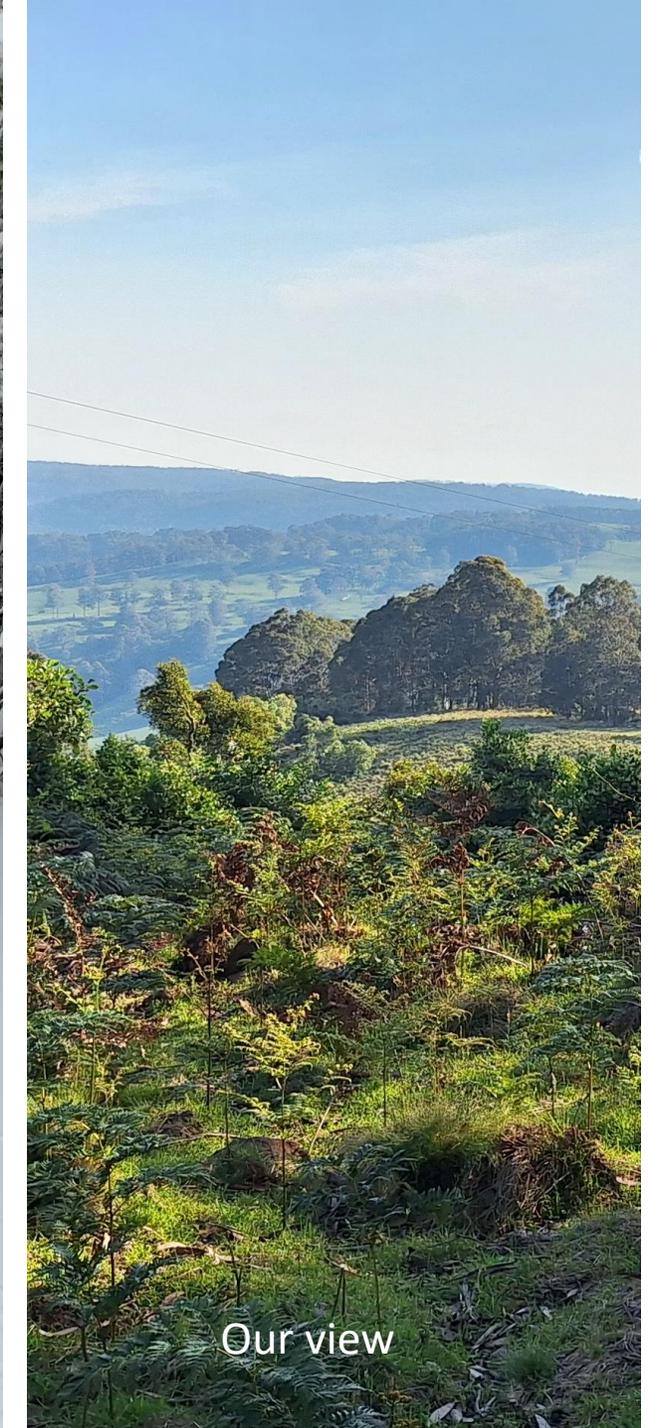
The most amount of gently sloping usable land

The block slopes towards the project.

Was almost completely cleared in the 70s

Took me 5 years to find it and 3 years to buy it.

Hanging Rock is an incredibly tight market



Our view

The department was quick to dismiss us as VIZ2

We have four turbines inside the black line and might potentially see the rest of the project

The 7 turbines on Morrisons Gap road are the closest. We might not see turbine 64

The removal of the 11 turbines alleviates some impact, but not the most immediate impact.

Bush Fire Consultant advice:
45 meter Asset Protection Zone to the West and South will be required.

Visual Influence Zone 2 Objectives:

Wind turbines should not cause more than a low level modification of the visual catchment. Turbines are seen as either very small and/ or faint, or as of a size and colour contrast (under clear, haze-free atmospheric conditions) that they would not compete with major elements of the existing visual catchment.

Visual Magnitude - Visual Performance Objectives

Visual Influence Zone 1 Objectives:

Avoid turbines or provide detailed justification of turbines below the blue line (4550m for Hills of Gold WF)

Visual Influence Zone 2 Objectives:

Manage impacts as far as practicable, justify residual impacts, and describe proposed mitigation measures below the black line (3100m for Hills of Gold WF). Consider screening between the blue line and the black line.

The new 7 star energy efficiency standard – the orientation of the dwelling is hardly negotiable.

To reduce heating requirements, especially in sub alpine climate, the dwelling must have unshaded windows on the Northern side.

Restricts to locating all weather undercover entertaining deck on the Southern side.

Location of the deck on the Southern side also allows the capture of the mountain vista views (with turbines in them)

The constraints of the dwelling orientation have been communicated to the Applicant and the Department and ignored by both.

What is changing?

One of the key changes to Basix is the introduction of new energy efficiency standards. From 1 October 2023, new homes will need to meet higher energy efficiency targets than ever before. This will include stricter requirements for insulation, glazing, and ventilation, as well as the installation of energy-efficient appliances and lighting.

Another important change is the introduction of a water conservation target. From 1 October 2023, new homes will need to meet a minimum target for water conservation. This will include the installation of water-efficient fixtures and fittings, such as low-flow showerheads and taps, as well as the use of rainwater tanks and other water-saving measures.

In addition to these changes, the NSW Government has also announced new requirements for thermal comfort and indoor air quality. From 1 October 2023, new homes will need to meet minimum standards for indoor temperature and air quality, to ensure that they are comfortable and healthy for occupants.

The Transport Route assessment

The confusing OSOM route

Extracts from the DPE Assessment report:

Page 3 – Barry and Morrisons Gap Road (MGR) for general construction traffic only. *This is what we thought we were getting.*

Page 47 – “the Applicant removed this option for blades only”, implying the rest of OSOM continue via Barry/MGR. “The Applicant consequently proposed a different route for blade transport along Crawney Road to the south and this amendment was exhibited”

This statement is utterly incorrect. The amendment “as exhibited” proposed all OSOM vehicles to proceed down Crawney road. Blades via private road behind the Peel Inn, tower sections and other loads via Herring St and Inness St. This is the story that was sold to the community.

Page 49 Table 14 - OSOM vehicles to proceed via Crawney road. *They got this one right.*

Access routes	<ul style="list-style-type: none"> Access from the Port of Newcastle via New England Highway, Lindsays Gap Road, Nundle Road, Barry Road and Morrisons Gap Road (for general construction traffic) and via Nundle and Crawney Road for heavy vehicles requiring escort
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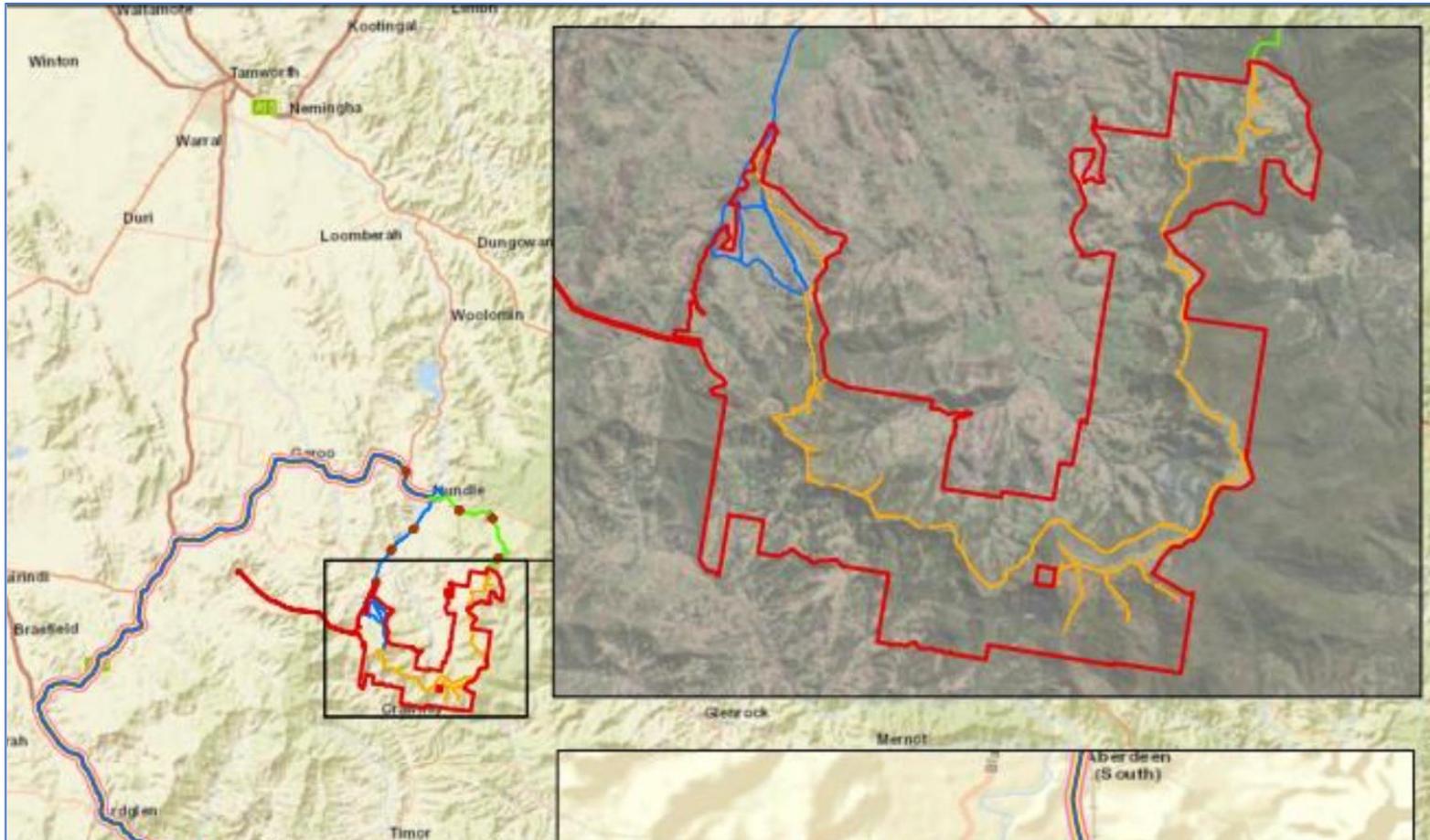
<p>166. As part of the original development application, the Applicant proposed to transport blades to the site from the north through Nundle via Barry Road and Morrisons Gap Road. This option would require extensive upgrades to the Devils Elbow on Barry Road, including a haulage road through Crown reserve and the locally listed heritage item, the Black Snake Gold Mine. The Applicant has removed this option for blade transport only, in response to significant concerns raised by the Department, Tamworth Regional Council, Crown lands and the community on this matter.</p>	<p>Hills of Gold Wind Farm (SSD 9679) Assessment Report 47</p>
<p>167. The Applicant consequently proposed a different route for blade transport along Crawney Road to the south and this amendment was exhibited.</p>	

	Department has recommended conditions to this effect.
<ul style="list-style-type: none"> Route 2 – vehicles carrying loads up to 5.2 m in height: Bell Street, Victoria Street, Market Street, New England Highway, Lindsays Gap Road, Nundle Road, Herring Street, Innes Street, Jenkins Street and Crawney Road. 	The Department considers that the proposed transport should, to the fullest extent possible adhere to the road network to be upgraded by EnergyCo. As such, the Department recommends conditions restricting the movement of over-dimensional vehicles to Route 1, as described above.
<ul style="list-style-type: none"> Route 3 – vehicles carrying loads over 5.2 m in height: Golden Highway, Denman Road, Thomas Mitchell Drive, New England Highway, Bell Street, Victoria Street, Market Street, New England Highway, Lindsays Gap Road, Nundle Road, Herring Street, Innes Street, Jenkins Street and Crawney Road. 	The Department considers that the proposed transport should, to the fullest extent possible adhere to the road network to be upgraded by EnergyCo. As such, the Department recommends conditions restricting the movement of over-dimensional vehicles to Route 1, as described above.

The confusing OSOM route – continued

Extract from the DPE Assessment report:

The legend attached to the map states – ALL COMPONENTS



The confusing OSOM route - Rex Andrews version

as presented in the most up to date route study May 2023

ROUTE SELECTION:

After studying all options and undertaking a route survey, it was observed that the components would need to be transported on several different routes through to the Hill of Gold project as listed in the report.

Route 1: Suitable for all loads if modifications are undertaken.

Route 1a: Suitable for blades only if modifications are undertaken.

Route 1b: Suitable for blades only if modifications are undertaken.

Route 2: Suitable for Loads up to 5.2 metres in height, but not blades.

Route 3: Suitable for Loads over 5.2 and less than 5.5m metres in height, but not blades.

Route 4: Suitable for standard loads up to 3.5 metres wide, and no higher than 5.2 metres in overall height.

Route 5: To be used for all loads from Nundle through to site.

Route 6: To be used for heavy vehicles and potentially Hubs as described in this document. May serve as egress for other OSOM loads packed down where this is feasible and as considered in the OSOM traffic management plan.

ROUTE 6: NUNDLE TO HILLS OF GOLD WINDFARM VIA BARRY ROAD:

Components: Heavy Vehicles and Hubs.

Distance: 14.5 Kilometres

Route: Oakenville Street, Old Hanging Rock Road, Barry Road, Morrisons Gap Road.

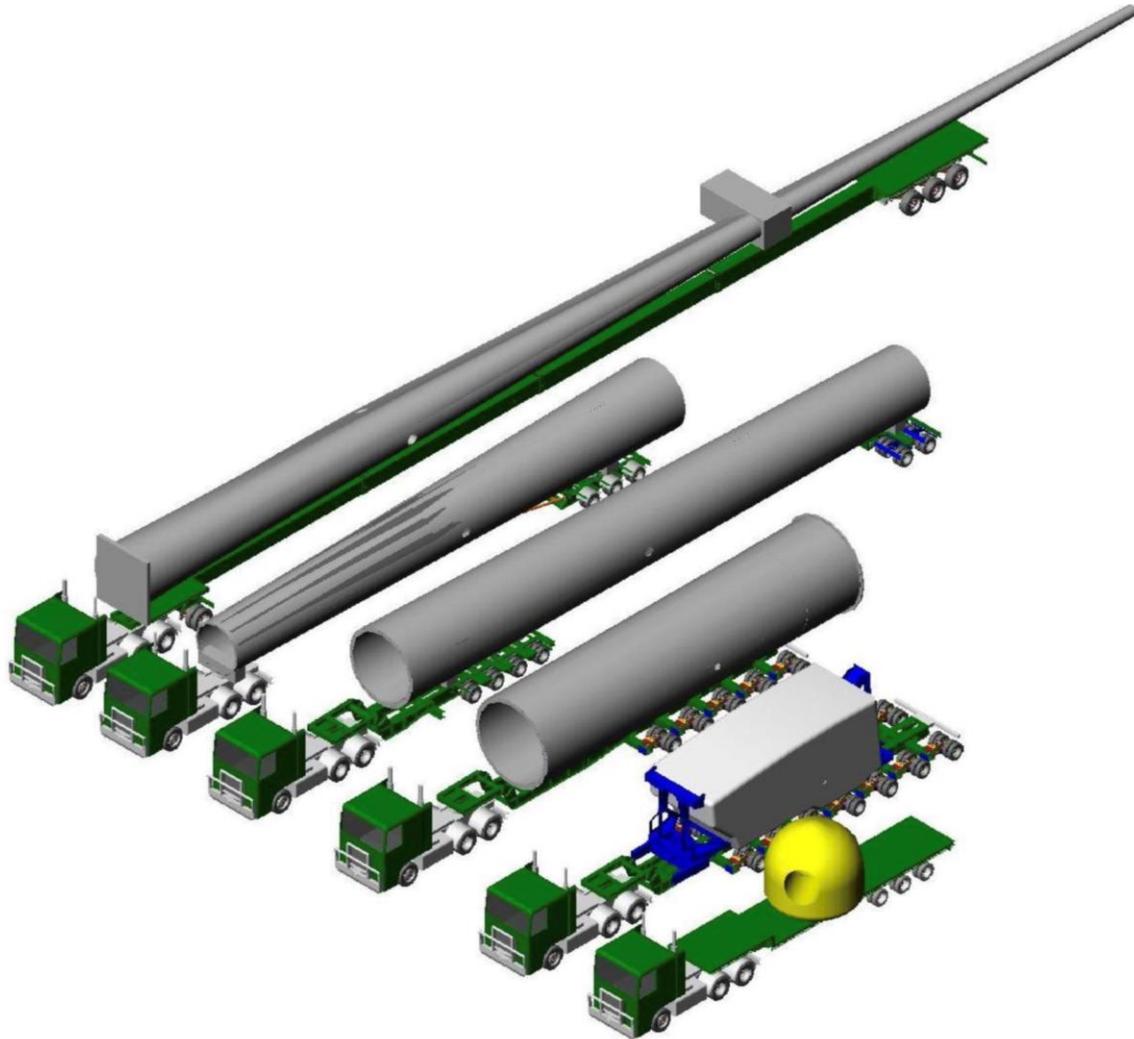
GPS Link for section of route: <https://goo.gl/maps/Kbcy7porEGb5dUWm6>



Image from Rex Andrews Facebook page – substation transformer

General construction traffic, potentially hubs, and **heavy** vehicles. How heavy is **heavy**?

How heavy is heavy?



Top Towers (37.0l x 4.7 x 4.0 x 70T)
Configuration. Prime mover with 3x8 dolly 4x8 platform trailer.
Overall dimensions without push truck: 45.9l x 4.7w x 5.7h x 130.5T
Overall dimensions with push truck: 56.9l x 4.7w x 5.7h x 155T

Tower Section C (21.8l x 4.3 x 4.3 x 77T)
Configuration. Prime mover with 8x8 Low platform.
Overall dimension: 34.0l x 4.3w x 5.3h x 125.5T

Tower Base (10.9l x 5.3 x 5.0 x 73T)
Configuration. Prime mover with 4x8-4x8 Bookend.
Overall dimension: 40.0l x 5.3w x 5.9h x 140.5T (+ Push truck)

Tower Section B (23.8l x 4.3 x 4.3 x 72T)
Configuration. Prime mover with 4x8-4x8 platform trailer.
Overall dimension: 37.0l x 4.3w x 5.3h x 136.5T

Nacelles (18.3l x 4.2 w x 4.35h x 86.0T)
Configuration. Prime mover with 4x8-4x8 extending platform
Overall dimensions without push truck: 34.9l x 4.3w x 5.6h x 146.5T
Overall dimensions with push truck: 44.9l x 4.3w x 5.6h x 171.0T

The confusing OSOM route – Standard Instrument of Consent version

Since nobody knows which way the components are delivered, they may as well proceed as they please.
 Except for blades – we have some clarity here.

(vi) ongoing consultation with Aboriginal stakeholders and Heritage NSW during the implementation of the plan; and

(f) include a program to monitor and report on the effectiveness of these measures and any heritage impacts of the project.

Following the Planning Secretary's approval, the Applicant must implement the Heritage Management Plan.

TRANSPORT

Heavy Vehicles Requiring Escort and Heavy Vehicles Routes

B30. The Applicant must ensure that all heavy vehicles associated with the development access to and from the site is via Selwyn Street, George Street, Industrial Drive, Maitland Road, New England Highway and:

(a) for vehicles transporting turbine blades, the Golden Highway, Denman Road, Bengalla Road, Wybong Road, Kayuga Road, Invermein Street, Stair Street, New England Highway, Lindsays Gap Road, Nundle Road, Crosby Street, Oakenville Street, Innes Street bypass, Jenkins Street and Crawney Road;

(b) for vehicles with loads exceeding 5.2 m in height, the Golden Highway, Denman Road, Bengalla Road, Wybong Road, Kayuga Road, Invermein Street, Stair Street, New England Highway, Lindsays Gap Road, Nundle Road and either;

(i) Old Hanging Rock Road, Barry Road and Morrisons Gap Road; or

(ii) Herring Street, Innes Street, Jenkins Street and Crawney Road;

(c) for vehicles with loads up to 5.2 m in height, Lindsays Gap Road, Nundle Road, Crosby Street, Oakenville Street and either:

(i) Old Hanging Rock Road, Barry Road and Morrisons Gap Road; or

(ii) Herring Street, Innes Street, Jenkins Street and Crawney Road; and

(d) only vehicles constructing or accessing the switching station can use Old Wallabadah Road, Wallabadah Creek Road and Basin Creek Road;

as identified in the figure in Appendix 7, unless the Planning Secretary agrees otherwise.

- The Applicant is required to obtain relevant permits under the Heavy Vehicle National Law (NSW) for the use of over-dimensional vehicles on the road network;
- To avoid any doubt, this consent does not allow the use of Thomas Mitchell Drive.

Road Upgrades

Road/Intersection	Chainage	Treatment	Timing
Lindsays Gap Road intersection with Nundle Road	306.8 ✓	Upgrade as necessary within road reserve to allow access for OSOM vehicles.	Prior to use by heavy vehicles
Barry Road (at Devils Elbow)	316.3	Upgrades required to allow access for heavy and OSOM vehicles.	Prior to use by heavy vehicles
Barry Road intersection with Morrisons Gap Road	322.7 ✓	Upgrades required to allow for access for heavy and OSOM vehicles	Prior to use by heavy vehicles
Morrisons Gap Road	From 332.7	Upgrade as necessary to proposed sealed standard	Prior to use by heavy vehicles
Oakenville Street intersection with Herron Street	310.8 ✓	Upgrade as necessary to allow access for heavy and OSOM vehicles	Prior to use by heavy and OSOM vehicles
Herron Street intersection with Innes Street	311.1 ✓	Upgrade as necessary to allow access for OSOM vehicles	Prior to use by OSOM vehicles
Innes Street intersection with Jenkins Street	311.4 ✓	Upgrade as necessary to allow access for heavy and OSOM vehicles	Prior to use by heavy vehicles
Crawney Road	From 312.3 ✓	Upgrade as necessary Point/Crawney	Prior to use by heavy vehicles
	From 320.4 ✓	Upgrade as necessary to proposed sealed standard end of tar	Prior to commencement of construction
Crawney Road Site Access Access A	322.2	Widening of site access intersection and appropriate treatment on Crawney Road	Prior to commencement of construction
Crawney Road – Back Creek Bridge	328.2	Upgrade/Replace bridge as necessary to provide access for	Prior to use by OSOM vehicles

		BYtQSz5			
1.3-11.6	Nundle to Hangin g Rock	Barrys Road GPS Link: https://goo.gl/maps/BUBe2MCfoQ215qKE6	25.0 metres length clearance	Travel directly ahead through multiple tight turns and steep terrain	As per the heavy vehicles, Barrys Road has a section of road known as the Devils Elbows. The existing hairpin corners are impassable for 2 way access for hubs and 25m B-doubles. Traffic management will be required if this option is used unless widening of corner is made as per proposed modifications.
11.6	Hangin g Rock	Barrys Road onto Morrisons Gap Road GPS link: https://goo.gl/maps/CLZDJSjENx8rjfAg7	35.0 metres length clearance	Right hand turn	Loads to turn right from the correct side to the correct side of the road.
11.6-14.5	Hangin g Rock	Morrisons Gap Road GPS link: https://goo.gl/maps/kLYYnmhTgvE6ZPFA	25.0 metres length clearance	Travel around several sweeping bends on a gravel road	This section of road is gravel for the entirety. The road will need to be widened for the majority of the road. Typically, the road will need to be widened to 5.5 meters in all straight sections and made wider on the corners depending on the radius. A swept path analysis of this section of road, shows that the corridor would be able to stay within the road reserve. Additionally, there will need to be trees removed. The vertical curve will also need to be checked for the entirety of this road.

Unspecified amounts of road works

- at Devils Elbow
- Barry Rd/Morrisons Gap Rd intersection
- The entirety of Morrison Gap road

KEY	
SIGNIFICANT AMOUNTS OF MODIFICATIONS REQUIRED	
MODERATE AMOUNTS OF MODIFICATIONS REQUIRED	
MINOR WORKS OR CAUTION	
PARKING	

11.6-14.5 KM: Morrisons Gap Road to Hills of Gold Wind Farm

Image 1: Passing Semi-Trailer – Dual Access

11.6 KM: Barry Road onto Morrisons Gap Road

Image 1: Barry road onto Morrisons Gap Road -Enroach onto adjacent land



The Department has recommended the use of Morrisons Gap for unspecified traffic (general, heavy, OSOM?)

The diagram shows intersection with bidirectional B double movements.

Encroachment on private land is noted. This land is ours.

The encroachment increases with larger vehicles.

To clarify, we have not given consent. **This is TRESPASS**

This image speaks for itself



Morrisons Gap Road
layby vs NAD_16

It is unfair to locate an
industrial layby outside
a non associated
property

They have chosen not to
accept the Neighbor
Agreement and
associated impacts

The layby is a form of
impact

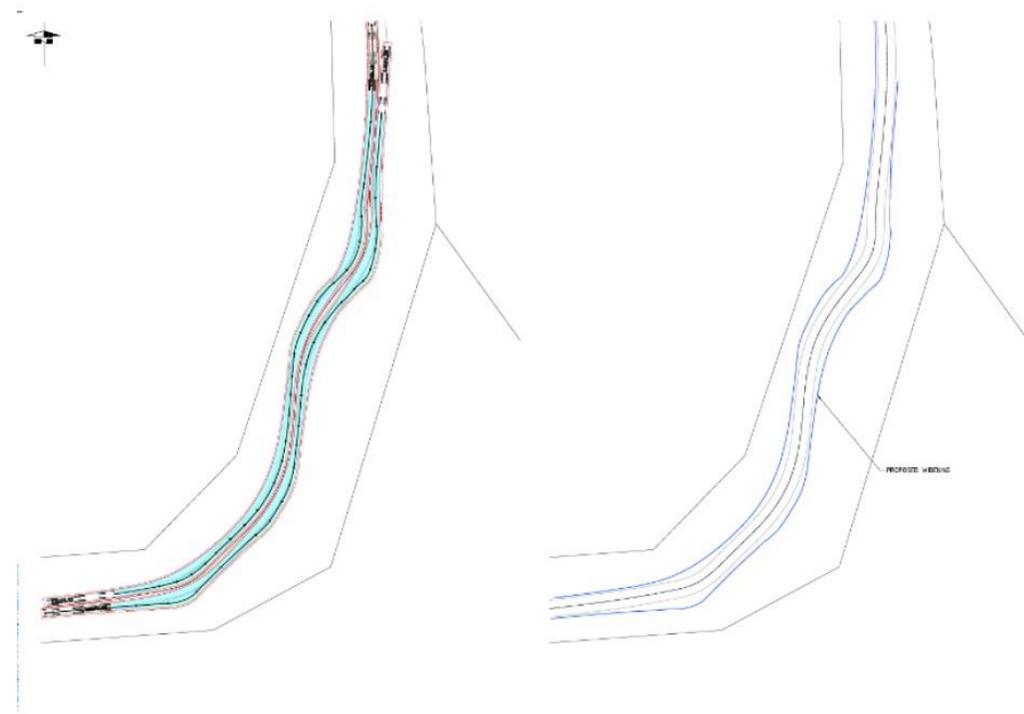


Further about Morrisons Gap road

the radius. A swept path analysis of this section of road, shows that the corridor would be able to stay within the road reserve. The vertical curve will also need to be checked for the entirety of this road.

ROAD MODIFICATIONS: Vegetation and trees will require removal. Additionally, the road will require widening along the majority of its length.

Image 3: 25m B_Double Dual Access



PROCEDURE: Travel around several sweeping bends on gravel road

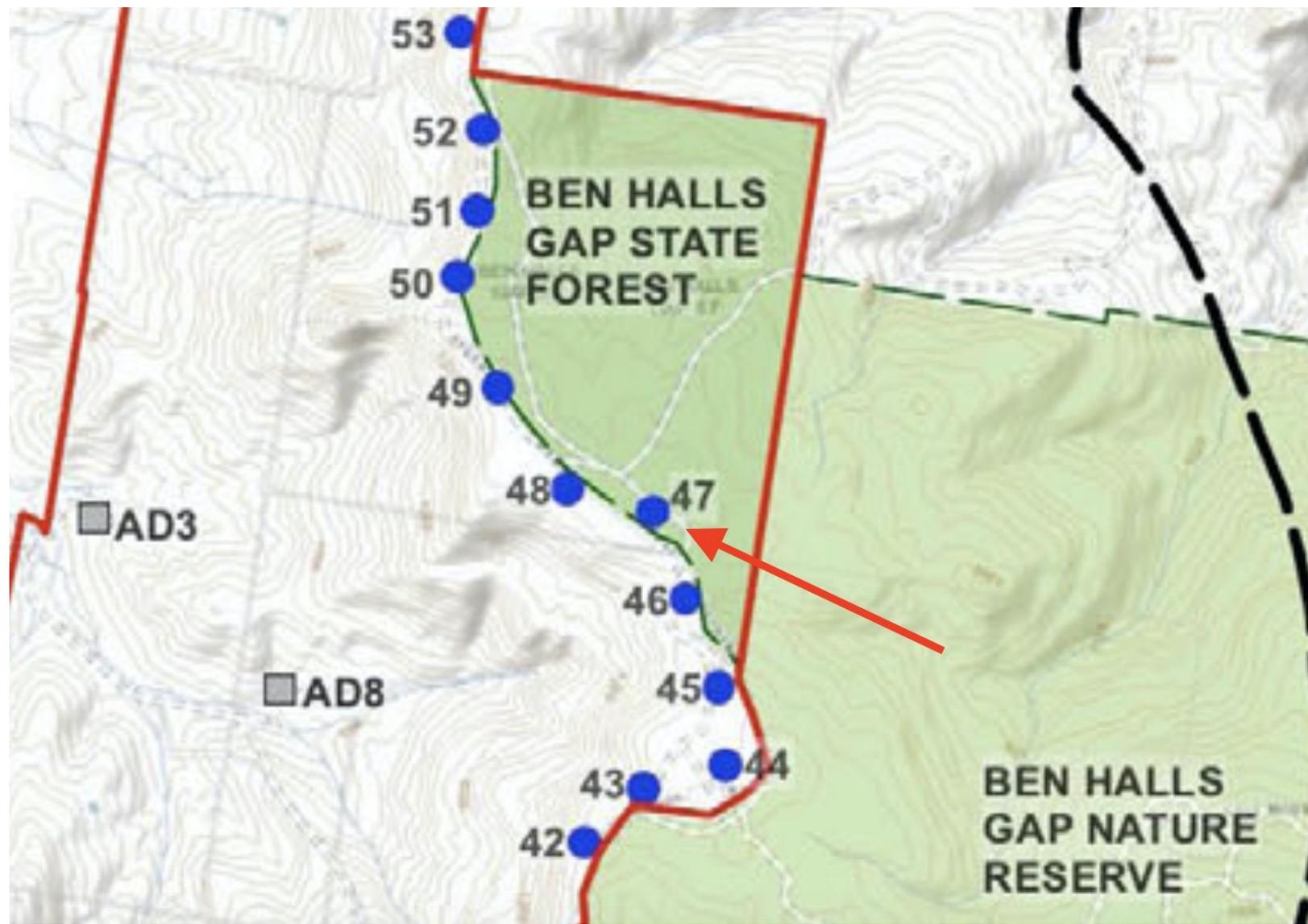
GPS LINK FOR SECTION OF ROAD: <https://goo.gl/maps/kLYYnmhTgvE6ZPFA>

COMMENTS: This section of road is gravel for the entirety. The road will need to be widened for most its length. Typically, the road will need to be widened to 5.5 meters in all straight sections and made wider on the corners depending on

Road widening and unspecified amount of roadside vegetation clearing proposed on Morrisons Gap road

A recipe to wreck a beautiful road and hand over a maintenance risk to the Council





The Western end of the Project

Location of the Substation, BESS, Batching complex



Plate 28. View to north from southern end of study area, alternative western substation. Slopes are moderate to steep. Forested ridge is upslope to right.

