

Proposed Hills of Gold Wind Farm. I object to this project.

I am a resident in Nundle and as my house is on Oakenville Street, the majority of the traffic for this project will pass a few metres from my front door. I've never been contacted about the extra noise and inconvenience this will create.

Additionally I have the following comments and questions.

The page numbers below refer to the document "Department of Planning and Environment State Significant Development Assessment Report (SSD 9679)"

On page 49 it is stated: "Route Option 1a would require that over-dimensional vehicles bypass the intersection at Oakenville Street and Jenkins Street, via the construction of a private road as proposed in Figure 11, which would be decommissioned following the completion of construction."

Comment: *There is no Figure 11, possibly Figure 14 on p. 52 is meant.*

On page 52 is presented: "Figure 14 Transport route- Nundle (blades/loads over 5.2m) Option 1a"

Comment: *This figure shows a street named Herron Street North. The correct street name is Herring Street North. This street has trees on the southern side where the "Optional Temporary Layby" is proposed.*

Question: *Will these trees be removed and if so, when will the layby be rehabilitated with trees of equal maturity?*

On page 74 it is stated: "The turbine blade proposed transport route would traverse the rear of the Peel Inn property which is locally listed. Tamworth Regional Council expressed concern that the access route would need to remain for the life of the project and cause ongoing impacts on the heritage curtilage of the Peel Inn"

Question: *Do the concerns of the Tamworth Regional Council carry no weight in this project?*

On page 74 it is also stated: "Prepare and implement a Traffic Management Plan with measures to rehabilitate the access road through the curtilage of the Peel Inn and reinstate and rehabilitate as required during operation and decommissioning."

Comment: *The private road may need to be re-instated and rehabilitated over the life of the project thus restricting any future development of this area until after de-commissioning.*

On page 53 it is stated: "...The Applicant has committed to sealing the unsealed portion of Crawney Road up to the proposed site access point."

Questions: *Will any trees on Crawney Road be removed to accommodate the over-dimensional vehicles which will use this route?*

Is the road immediately before and after the Pearly Gates Bridge suitable for all the vehicles which are proposed to use it?

Will any bridges need modification and/or rebuilding to accommodate heavy and/or wide vehicles?

On page 53 it is stated: "...the Applicant will be required to negotiate an Indigenous Land Use Agreement before any Crown land authorisation can be considered. The Department has recommended a condition requiring the Applicant to obtain the necessary authorisations required under the *Crown Land Management Act 2016* prior to the commencement of the development."

Questions: *Is it wise to seek approval for this route before being given the necessary authorisations required? What will happen if the necessary authorisations are not given?*

On page 56 it is stated: "The Department considers the proposed transport routes could be appropriately upgraded to facilitate the transportation of large turbine components to the site, noting that the final road upgrade works would be subject to detailed design and approval of the road asset manager and/or relevant road authority prior to the implementation of these works or would be upgraded as part of the works to facilitate the renewable energy zones."

Questions:

Has there been an assessment of the transport route from Wallabadah (New England Highway/Basin Creek Road) to the construction sites? Will any roadside trees need to be removed from this proposed route?

Please do not approve this project.