

Our family lives at NAD 76 in the Nundle Cluster of residences, west and north west of the project. Our house is located in VIZ2, just over 8km from the nearest wind turbines 63, 62 and 68.

We pursue a low environmental impact life - a three minute commute to work, restricting car use to necessary journeys, growing and preserving food, cooking from scratch, conserving energy and water, re-using building materials, buying second hand, avoiding flying.

We do not accept the Biodiversity, Transport and Visual impacts of Hills of Gold Wind Farm.

The broader landscape character of Nundle will be permanently changed.

We are not compensated by a proposed Community Enhancement Fund or Tamworth Regional Council Voluntary Planning Agreement. We have no interest in participating in anything with an Engie logo because the project has caused us so much harm for six years. The 10% electricity discount being offered by Engie can be obtained from any electricity provider.

We have just finished rebuilding our 1950s house, based on the original floor plan, and a design that pre-exists the wind farm.

For several years we were unable to move forward with our plans to rebuild. We decided to proceed because anywhere else we would need to spend nearly double what we would receive for our property to replace our nine acres of arable land, with mature productive fruit trees, shade, established vegetable gardens, and water (bore and water storage).

It would be a wrench to leave 25-year friendships and memories of raising our children here.

Our living areas, bedrooms and verandahs are oriented to the views of the range. We have an unscreened view of 14 wind turbines according to the photomontage provided. More turbines would be visible from the curtilage of our property such as gardens and entertaining areas.

O'Hanlon Design estimates between 40 and 75 turbines are potentially visible at 8km. There would be steady red aviation hazard lighting at least every 900m. O'Hanlon states that residences on the southern edge of Nundle township are more likely to be affected by any potential changes to the Broader Landscape Character.

Removing 17 turbines from the Project has relieved some visual impacts to our property.

The recommended 47 turbine layout, seven closest and most prominent turbines (T64-T70) remain visible from our house.

Screening to mitigate the visual impact of the turbines is not possible because of the location of our house 7 m from our eastern boundary and the elevation of the 230m to blade tip wind turbines on a 1400-1600 m high mountain range.

Partial screening of some turbines by our neighbours' wind break is not acceptable because several mature trees died in the recent three year drought. The health and continued existence of this planting is beyond our control.

I support the removal of Turbines 53-63, and request the removal of turbines 64-70 to reduce the visual impact on multiple residences and public view points. This would also avoid the cumulative impact of shadow flicker and blade glint, risk of ice throw and noise exceedance for 12 residences and road users in VIZ1 & VIZ2.

I request removal of the wind mast, substation, batching laydown, and Operations and Maintenance Building Option 1 and associated lighting between turbines 52 and 64.

I request removal of turbines 46, 47, 48, 49, 50, 51 and 52.

Living next to Nundle Creek and the Peel River, I am a close observer of the health of both.

I do not support disturbing 190ha of native vegetation, compacting and concreting at the head of the Upper Peel Catchment.

This goes against regenerative agricultural principles that aim to preserve vegetation on mountain ranges to slow the flow of runoff and increase infiltration for water storage and release over time via springs, creeks and rivers.

Biodiversity Offsets and Biodiversity Stewardship Agreements do not mitigate net biodiversity loss. You can never achieve Like for Like, especially when aiming to offset sub-alpine ecosystems, and timbered land held in perpetuity may never have been cleared anyway.

I do not support Smart Curtailment of turbines, or self monitoring of monthly carcass searches. Any hunter knows that carcasses of birds and bats will be eaten, or moved by scavengers, long before an Engie carcass searcher is out of bed. There is no incentive for the Applicant to find carcasses as it would result in turbine curtailment. There would be no accurate measure of bird and bat strike of Hills of Gold Wind Farm.

I support removal of Turbine 42 to reduce biodiversity impact on Ben Halls Gap Nature Reserve, and request the removal of all turbines 32, 33, 38, 39, 40, 43, 44, 45 on the Ben Halls Gap Nature

Reserve Boundary to help reduce the threat of earthmoving and compaction on Critically Endangered Ben Halls Gap Sphagnum Moss Cool Temperate Rainforest, and bird and bat strike.

This would help with compliance with Limits on Consent not allowing wind turbine blade tips within 130 metres from the surveyed boundary of Ben Halls Gap Nature Reserve.

I walk several times a week on these roads individually and as part of a walking group.

In May last year our walking group was part of a fundraising event that saw 35 people walk 42km on Timor Crawney Rd, from Timor to Nundle.

We currently enjoy the amenity of walking on quiet country roads, which contributes to our wellbeing and health.

Traffic on Jenkins Street, Oakenville Street, Nundle Road and Lindsays Gap Rd during the morning and evening peak is estimated to increase 4-6 times what it is now and will be noticeable against the usual baseline.

The disruption of road works and additional light and heavy vehicles during the construction period will reduce our enjoyment of living at Nundle.

Construction of the wind farm would mean an estimated 35%, 49 of the 141 extra daily light and heavy vehicles, and 100% of OSOM vehicles would pass our residence during the peak construction period. Being an odd number, it is not clear whether the 141 quoted in the Assessment Report is one way or bi-directional.

There is no gravel or sand source for the project identified, which would potentially result in additional traffic impacts.

I request a 60km speed limit on Crawney Rd from Nundle outskirts to Nundle Creek Bridge, and 80km speed limit to Pearly Gates Bridge to protect families and visitors who walk, run and cycle on Crawney Rd. It would also help protect families entering and exiting their driveways.

There is a layby proposed south of Nundle Creek on Crawney Rd. Noise and vehicle lights from the layby would disturb our household. I request that this is relocated to outside a property of an Associated Dwelling, not a Non-Associated Dwelling.

We don't know whether Nundle Creek, Pearly Gates, Oakenville Creek, or Nundle Bridges will need replacing. This would cause additional noise and travel disruption, and safety concerns for our household.

We have lived through the reconstruction of five bridges following the November 2000 flood that washed away the Head of Peel, Pearly Gates, Goonoo Goonoo, Nundle and Bowling Alley Point Bridges. Causeways are impassable after heavy rain and are a significant inconvenience.

Given that Nundle is a tourism location I request that there is no Construction and no Blasting allowed on Saturdays between 8am to 1pm, allowed on Saturdays between 9am and 1pm as outlined in the Recommended Development Consent (B11. pg 11).

The cumulative impact of logging and wind farm traffic is not addressed in the DPHI Assessment Report. I am also concerned about cumulative impact with regards to driving on Crawney Rd, Oakenville Street, Barry Rd, Nundle Rd and Lindsay's Gap Rd.

We have experienced dilapidation of local roads as a result of increased logging trucks and La Nina. There have been several accidents involving trucks in recent years on Devil's Elbow, and Lindsay's Gap Rd and additional heavy vehicles will add to dilapidation and safety concerns.

The DPHI Assessment Report and Recommended Conditions of Consent are missing critical information about proposed internal access tracks and public road modifications. This exposes the community to excessive risk in relation to Transport, Biodiversity and Visual impacts.

I am concerned that there is not detailed engineering for the Western Connector Rd from Access Point B on Crawney Rd to the top of the escarpment at Turbine 6, and Transverse Track on the side of the escarpment from T18 to T40. Both have challenging gradient constraints and may result in a risk of underestimated biodiversity, erosion, and visual impact. Why isn't the Western Connector Road included in the Independent Expert Advice on Constructability, Soil and Water?

I ask that the commissioners request detailed engineering of the Western Connector Rd, Transverse Track, Morrisons Gap Rd and Devil's Elbow so that the Tamworth Regional Council and broader community are aware of the biodiversity and visual impacts of the transport route, and a more transparent Capital Investment Value to assess value for NSW consumers.

I ask the Commissioners to reject Hills of Gold Wind Farm.