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Date: 6th Jan 2023

Director – Energy Assessments, Development Assessment

Department of Planning and Environment

Locked Bag 5022

Parramatta NSW 2124

Reference: Winterbourne Wind Farm SSD- 10471

I **OBJECT** to the Winterbourne Wind Farm development.

- I declare that I have not made any reportable political donations in the previous two years.
- I acknowledge and accept the Department's disclaimer and declaration.

The reason for my position stated above, is in the attached document.

Kind regards,

Name: *DAVID LISLE*

Signature: *David M. Lisle*

My name is David Lisle. I was born and raised in Walcha, and after finishing my economics degree I worked in Sydney for 12 months before returning to the family property.

I have lived in Walcha for the last 43 years, and together with my wife, have raised our children here. I have worked and developed our approximately 4,000 acres through good rains, many devastating droughts and fires. Throughout all this, we have worked together with our local community to support each other, been involved with the schools, volunteered in clubs and various societies and have formed lifelong ties. Walcha is more than just our home and workplace. Walcha is our life.

I have been to many meetings and had many discussions involving the Winterbourne Wind Project. I have many concerns about the project and I **now strongly object** to the development of the Winterbourne Wind Project based on these key concerns.

My key concerns are: -

1) Increase of traffic and the destruction of roads

The location of the project site necessitates that all traffic entering the site, travels through the township of Walcha. The EIS infers that the traffic travels around the town. Vestas have tried to make it appear that the traffic will not travel through the township when, in reality, all traffic will be travelling through the Walcha township.

I have studied the routes proposed by Vesta, and very heavy traffic and many support vehicles, will be travelling through the township and past residences. It will be travelling directly in front of the local preschool which is of great concern. These are young children between the ages of 3-5 whose playground is only metres away from the road on which these vehicles will be travelling. The noise levels of the vehicles, compression braking, and dust levels cannot be mitigated in any way. Vestas does not address this issue at all.

The road these vehicles will be taking, continues past the Walcha Showground where there are many events throughout the year, many of which involve 2–3-day horse events, including camp drafts, rodeos and pony clubs. Horses are all yarded in makeshift pens along the fence lines of the showground where their owners camp along side them. The noise levels of the trucks and compression braking could cause horses to 'spook' which could result in serious injury or death to these horses and their riders. Vestas has not addressed this issue at all. Also, if a horse accident did result, who is liable? and who will compensate the owners? Again, noise and dust levels from the travelling heavy vehicles has not been addressed and cannot be mitigated.

The Walcha Pony Club holds an annual event to teach young people how to care for horses, how to handle them, and how to ride horses. These children range in age from 3 years to teenagers. It would be extremely foolish, and irresponsible, to have huge numbers of heavy vehicles travelling past the Showground so closely to young children learning to ride horses. It is clear, that Vestas has no understanding of horses and the dangers of horses and children combined. Again, if an accident was to happen as a result of these vehicles travelling past the showground during an event, who would be responsible and held be accountable?

The Walcha Showground also hosts hockey and other sporting events on a weekly basis. During these times the volume of traffic and pedestrian movement is large and parking is always an issue. Vestas has not addressed the issue of how vehicles are going to navigate these roads with families parking along the same road and with children of all ages crossing the roads to get to and from the Showground.

The proposed traffic routes that Vestas has outlined includes many bus routes. The Walcha Showground is also a bus stop area for local school buses and for buses going to and from Armidale. The risk to children walking and riding their bikes to the school bus stops, and then waiting on the side of the road for the buses, is frightening. The risk to buses travelling on the challenging roads with truckdrivers who are inexperienced with the local conditions is too dangerous to consider. The EIS states that they will give bus drivers CB radios to communicate with the project traffic, but this is not a solution, and is prone to more risks. Unless project traffic is stopped completely during the times the buses and children are on the road, the risk is unacceptable. If there is an accident, who is going to be accountable and who is going to accept responsibility.

Vestas has acknowledged that there will be an increase in traffic but has tried to make it appear that the increase in traffic will be within reason. This is not the case. The increase in traffic will be enormous. There will be large trucks, heavy equipment, machinery and many support vehicles coming in and out of Walcha on a daily basis for many, many years. It is estimated that during the construction period of three years there will be an additional 288 trucks per day. Over the peak period of 11 months of construction it is estimated that this will result in some of the construction routes (including the Oxley highway) will have an additional 800 truck movements per day. This will have a massive impact on the local residents, businesses, local resources and infrastructure.

There will be an enormous disruption to traffic flow in and around the Walcha district. This will be highly unpredictable, cannot be anticipated and will therefore cause huge inconveniences to Walcha residents and businesses. There are many services that cannot be sourced in Walcha and many residents have to travel to Tamworth or Armidale on a regular basis eg for medical and dental services, radiology and oncology services. Oncology patients are sick enough without having to spend an extra hour or two in the car, each way, because of disruption to traffic flow.

School bus services will be directly affected, and Vestas has not addressed, or has no social consciousness, to the serious nature that disruption to school routines has on school children.

The roads in and around Walcha are simply not built for the size and scale of the vehicles that will be bringing heavy machinery, equipment and parts to the project site. Vestas has downplayed the size, scale and volume of machinery coming through the township of Walcha. Many of the roads are too narrow and windy to accommodate these large vehicles. Vestas has stated that they will widen the roads, but they will not be cambered, and will cause serious erosion in and around water flow areas. Once these roads are widened and Vestas has left who is going to be responsible for maintaining these roads? Is Vestas going to narrow the roads again and put a camber on them?

If Vestas widens and tries to straighten the windy Walcha roads, will local land holders lose valuable grazing land when roads are straightened and who will compensate them for this and how will this be done equitably? Who is the arbitrator in this instance?

2) transmission lines

While the visual impact of the wind turbines across our landscape will be devastating, very little has been said about the transmission lines. Where are these to be built? Across whose land? Will they be near residences?

There is no reference in the EIS as to where or when these transmission lines will be built or who will be impacted by them. This omission is not acceptable at all.

Will residents be compensated if these transmission lines go across their land? How long will it take to build these lines? Will landholders have access to their land during construction?

Vestas or the EIS has not touched on the EMF (Electro magnetic fields) associated with the transmission lines. EMF can increase the risk of cancer and other diseases. I have cancer and will now be on treatment for life. I do not want to have any exposure to the EMF's associated with the transmission lines, that may impact my health. How can I avoid this situation if there is no information on EMF's in the EIS?

3) Impact of BPA's

Bisphenol A, or BPA is an industrial chemical used to make certain plastics and resins. It is an organic synthetic compound which is an endocrine disrupting toxin. It is used to strengthen wind turbine blades. These blades contain 30% BPA.

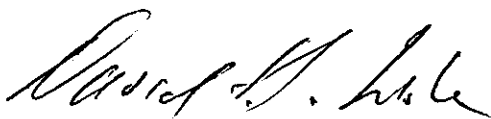
When the blades are exposed to heat, cold and rain, nanoparticles of BPA can be released and can seep into the water and soil and enter the food chain. Flakes of BPA can also be leaked into the environment as blades break down further. Flakes of BPA and/or nanoparticles released from the blades can cause serious permanent contamination and health issues.

The Mayo clinic has stated that "exposure to BPA is a major concern because of the possible health effects on the brain and prostate gland of fetuses, infants and children. It can also affect childrens' behaviour. Additional research suggests a possible link between BPA and increased blood pressure, type 2 diabetes and cardiovascular disease".

Again, I state that I have cancer and will now be on treatment for life. What will be my risk of exposure for just living in the Walcha area?

I have many other concerns in regards to the construction of the wind turbines as well:- too many to list here, but I want to state that I strongly object to the entire Winterbourne Wind Project.

David Lisle

A handwritten signature in black ink, appearing to read "David Lisle". The signature is fluid and cursive, with the first name "David" and last name "Lisle" clearly distinguishable.