

I object to proposed Hills of Gold Wind Farm Amended Development Application (November 2022) because of the proposed unacceptable environmental damage.

The construction of the project in a steep, mountainous area, next to two national parks has the potential to cause unacceptable disturbance to soil, water, trees, animals, and people.

No matter what way the Oversize Overmass and heavy and light vehicles are transported there would be unacceptable traffic impacts for people living in and around Nundle, Hanging Rock, Crawney and Timor. Wallabadah has been ignored all together.

As a resident on the proposed transport route I do not give consent to the reduced amenity and inconvenience caused by six daily Oversize Overmass vehicles for nine months (or longer) and the road works and bridge replacements required to make that possible. Add to that additional light and heavy vehicles and the character and peaceful lifestyle currently enjoyed is impacted to an unacceptable level.

This is an area where people choose to live for the quiet atmosphere. We moved here from a city and we do not want the city coming to us here. The proposed 64 wind turbines would be like a picket fence across the range.

Recent heavy rainfall events have raised the potential impact of flooding on access to the proposed project area. This can cause construction delays and cause problems for workers commuting from accommodation in Tamworth, either getting to work, or getting home.

Heavy rainfall events can cause isolation for days at a time, and this country is known for landslips.

It is hard to believe that a Western Connector Road and Transverse Track can be safely built on this steep unstable country. If they are built what are the environmental costs of building those sections of road. There is no photomontage showing what the people who live and holiday here would be looking at. The photomontages of the wind turbines do not show the additional infrastructure and disturbance required for a wind farm.

The existing roads are not fit for purpose to carry additional traffic, particularly the heavy loads described in the EIS and Amended DA. The roads between the New England Highway and Nundle/Hanging Rock/Crawney/Timor are in a terrible state and Local Councils are under-resourced to maintain the roads as it

is. The proposed route for either light/heavy vehicles, blades, and returning OSOM vehicles, including Oakenville Creek Bridge, Devil's Elbow and closed Barry Road/or detour are simply not in a state to carry the proposed loads and volumes.

The Amended DA doesn't take into account the cumulative impact of the existing logging traffic and road deterioration on Forest Way, Barry Rd, Old Hanging Rock Road, Oakenville St, Nundle Rd and Lindsay's Gap Road.

I have no trust in further changes and modifications that could be made to the proposal if it was approved.

