



Nicole Brewer
Director – Energy Assessments
Planning and Assessment
Department of Planning, Industry and Environment
Locked Bag 5022
Parramatta, NSW 2124

10 January 2022

Dear Nicole,

Hills of Gold Wind Farm (SSD 9679) – Project Amendments since Exhibition of the Environmental Impact Statement

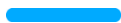
Thank you for your time throughout 2021 and opportunity to update you on the amendments made to the Hills of Gold Wind Farm in response to submissions following exhibition of the Environmental Impact Statement.

This letter was originally submitted on the 18th of October 2021 and is subsequently being resubmitted to be consistent with lodgement of the Submissions Report and Amendment Report.

Following your advice, we are notifying the Department of the design amendments and subsequent assessments that has been undertaken since the public exhibition of the Environmental Impact Statement. These changes have been made in response to government agency, organisation and community submissions and subsequent engagement.

Feedback and consultation resulted in a reduction of the proposed project from 70 to 65 wind turbines. This has reduced visual impact to previously assessed high impact dwellings and contributed to a reduced development footprint that is now 300ha, from the proposed 513ha. Native vegetation of 75hectares has been further avoided in this project amendment and reduced impacts to previously assessed native species habitat including Koala and all assessed bat species.

Traffic route refinements and further engagement has resulted in a 38% reduction in daily traffic movements through Nundle during construction while avoiding residential and heritage areas, addressing a key concern for the





community. Additional surveys and detailed designs along the proposed Devils Elbow upgrade have also confirmed that impacts to heritage assets such as the Black Snake Gold Mine entrance will be avoided.

ENGIE is also committed to building a project that benefits the local community, with increased commitments to the Community Enhancement fund resulting in an annual contribution of \$3,000 per turbine (up from \$2,500) and a Construction Community Grants Fund of \$150,000 during construction.

Please find attached a table and associated maps to illustrate amendments.

The amendments have reduced impacts which is demonstrated in the updated technical assessments to be provided in a proposed Amendment Report. The Amendment Report will update Table 21-1 (Environmental Management and Mitigation – Statement of Commitments) as well as provide an update of stakeholder and community consultation that has been undertaken to date.

We look forward to continuing to work with the Department through the assessment process.

Yours sincerely,

DocuSigned by:


Andrew Kerley

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General Manager – Asset Development

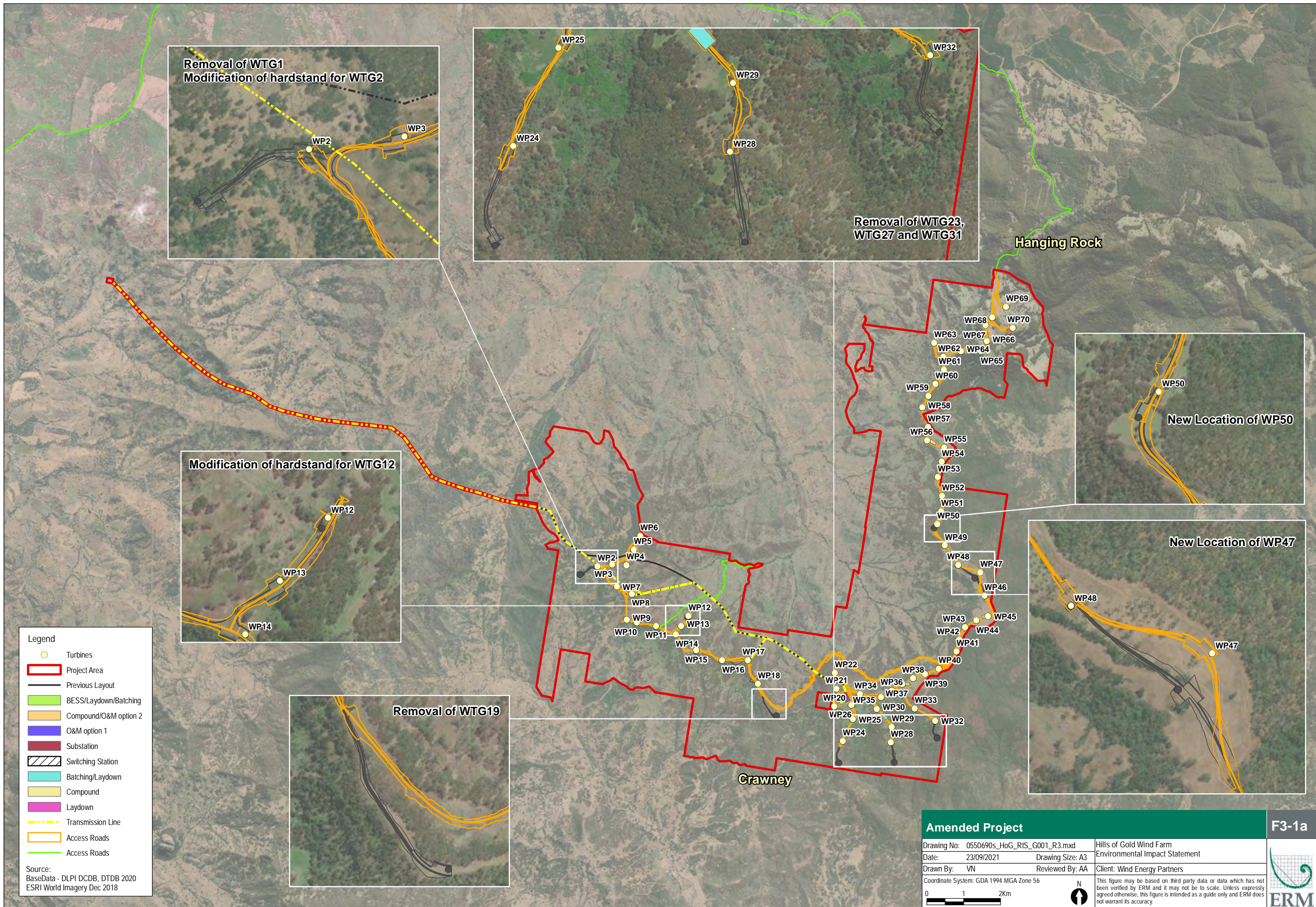
Overview of Project Amendments in Comparison to Exhibited Project


Project Component	Exhibited Project (EIS)	Amended Project
Project Layout and Components		
WTG dimensions (maximums)	Hub Height of 150 m Tip Height of 230 m	No change
Project Area	As shown in Error! Reference source not found.. 8,315 ha (inclusive of TL and Switching station)	No change
Project Layout	See Figure 3.1 in the EIS. The Project layout remains subject to ongoing detailed design and micro-siting of: <ul style="list-style-type: none"> • WTGs by up to 100 m; and • all other Project infrastructure, including cabling and access tracks, within the assessed study area. Subject to ensuring that micrositing does not result in greater impacts than assessed in the EIS and complies with all conditions imposed on any development consent granted for the Project. The BESS, substation, switching station and O&M facility will not be microsited within the identified flame zone.	See Figure 3-1a below. The Project layout remains subject to ongoing detailed design and micro-siting of: <ul style="list-style-type: none"> • WTGs by up to 100 m; and • all other Project infrastructure, including cabling and access tracks, within the assessed study area. Subject to ensuring that micrositing does not result in greater impacts than assessed in the EIS / Amendment Report and complies with all conditions imposed on any development consent granted for the Project. The BESS, substation, switching station and O&M facility will not be microsited within the identified flame zone.
Development Footprint	<ul style="list-style-type: none"> • Permanent Development Footprint: approximately 242 ha • Temporary Development Footprint: approximately 271 ha • Total development footprint approximately 513 ha • Refer Table 3-2 of the EIS. 	<ul style="list-style-type: none"> • Revised Permanent Development Footprint: approximately 100 ha • Revised Temporary Development Footprint: approximately 200 ha • Revised Total development footprint approximately 300 ha
Internal Road Network	Refer to Figures 3-1 to 3-5 of EIS	Refer to Figure 3-1a and Figure 3-1b for updates to internal road network. Changes include that: <ul style="list-style-type: none"> • the internal road from the Project Area near the top of Head of Peel Road into the Project Area will no longer to be used by construction or operational traffic. Rather, it will only be used for emergency vehicle access only. • internal road alignments have been varied to reduce clearing and the service amended location of three WTGs. • internal roads servicing the five removed WTGs have been deleted from the Project.
WTG Layout	WTG coordinates as detailed in Table 3-1 and presented in Figures 3-1 to 3-5 of EIS of the EIS.	Five turbines and the associated hardstand areas have been removed being WTG 1, WTG 19, WTG 23, WTG 27 and WTG 31.

Project Component	Exhibited Project (EIS)	Amended Project
		<p>WTG 47 location relocated by approximately 209 m to:</p> <ul style="list-style-type: none"> • Easting (m): 327,034.8232 • Northing (m): 6,502,705.0191 <p>WTG 50 location relocated by approximately 137 m to:</p> <ul style="list-style-type: none"> • Easting (m): 325,872.1500 • Northing (m): 6,504,011.0169 <p>WTG 12 location relocated by approximately 50 m to:</p> <ul style="list-style-type: none"> • Easting (m): 319,126.2648 • Northing (m): 6,501,524.1736 <p>No other changes to WTG locations have been made.</p> <p>Refer to Figure 3-1a for updated WTG locations.</p>
Monitoring Masts	Decommissioning of the three current monitoring masts and installation of up to five additional monitoring masts for power testing.	<p>Decommissioning of the three current monitoring masts and installation of up to 10 additional monitoring masts for power testing (including five additional as part of this Amendment Report).</p> <p>The five additional temporary monitoring masts proposed as part of this Amendment Report will be located at a WTG location. The temporary monitoring masts will be installed and removed shortly before the WTG installation for power curve verification.</p>
Access and Road Upgrades	In the original EIS, Head of Peel Road was proposed as the alternate route from Nundle (20% traffic).	<p>Morrisons Gap Road will now be the only access point to Project Area as amended in Error! Reference source not found.c.</p> <p>Head of Peel Road will be used as emergency vehicle access only. No construction or operational traffic will use this route.</p> <p>No road upgrades will occur on the Head of Peel Road or Kirks Road.</p>
Transport Route	<p>The transport route from the Port of Newcastle to the Project Area included options for towers via Tamworth.</p> <p>The heavy vehicle transport route was detailed in Section 12.4 and Appendix G of the EIS.</p>	<p>New option for the transport of various Project components through Muswellbrook.</p> <p>The following transport options are no longer proposed as part of the Project:</p> <ul style="list-style-type: none"> • tower option via Tamworth; and • Head of Peel Road route ('Southern Route') and associated alternate routes through Nundle including Happy Valley Road, Jenkins St, Gill St, Innes St. <p>Some private land previously identified as being required for upgrades proposed along Morrisons Gap Road has also now been confirmed as no longer being required and so has been removed from the Project.</p> <p>Additional laybys for OSOM traffic on Lindsay Gap Road and Morrisons Gap Road have been added, to make a total of five proposed laybys on the transport route for the Project, to allow existing road users to pass slower moving Project traffic.</p>

Project Component	Exhibited Project (EIS)	Amended Project
		A pedestrian crossing and temporary construction car park in Nundle has been added to the Project, subject to further consultation with Tamworth Regional Council. The revised transport route for the Project is shown in Figure 3.1c.
Devil's Elbow	Alignment of Devil's Elbow detailed in Appendix G of the EIS	An optimised Devil's Elbow bypass road has been included in the Project taking into account submissions, further design considerations and the results of the geophysical survey results.
Transmission Line	Refer to Figures 3-1 to 3-5 of EIS	Minor realignment of the Transmission Line in proximity to WTG12 and WTG 2. Refer to Figure 3-1b for updated Transmission Line alignment.
Temporary Concrete Batching Plants	Two temporary concrete batching plants located at specific locations	All construction laydown areas, with the exception of those along Morrisons Gap Road, have the optionality to locate the two temporary concrete batching plants during construction.
BESS, Substation and O&M Facility Layout	Refer to Figures 3-1 to 3-5 of EIS Total area approximately 6.32 ha	Minor adjustment to the configuration of the substation, O&M and BESS. Further, optionality for O&M location, with second siting option included at new compound area between WTGs 55 and 56. It is not proposed that the size of the O&M facility will increase from that previously assessed. No change to total area for these components.
Construction Compound	Construction compound at the start of the Project Area from Head of Peel Road. Refer to Figures 3-1 to 3-5 of EIS.	The construction compound at the start of the Project Area from Head of Peel Road has been relocated adjacent to WTG 56. It has reduced in size from 4.27ha to 1.59ha. Refer to Figure 3-1b.
Project Construction		
Duration and Staging	Construction activities will be progressive across the Project Area over a period of approximately 18 – 24 months	No change
Construction Hours	As defined in Section 3.3.2 of the EIS: Monday to Friday: 7.00am-6.00pm; Saturday: 8.00am-1.00pm; and no works on Sunday or public holidays. Some out of hours work may be required.	No change
Construction Workforce	Up to 216 full time equivalent (FTE) workers as outlined in Section 3.3.3 of the EIS (direct jobs)	Up to 211 FTE workers (direct jobs)
Project Operation and Decommissioning		

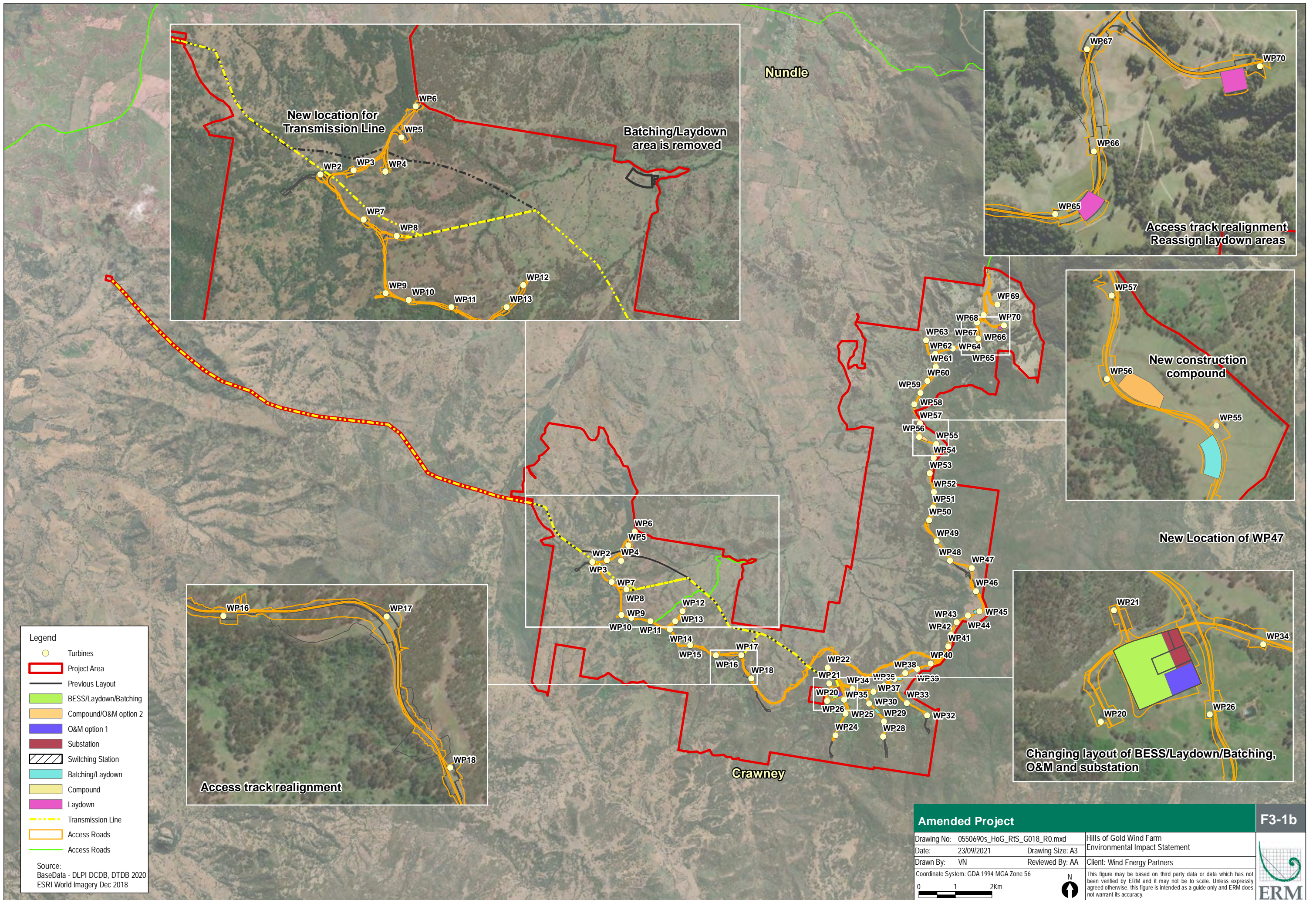
Project Component	Exhibited Project (EIS)	Amended Project
Operational and Maintenance Workforce	Operational workforce of up to 31 FTE workers (direct jobs)	Operational workforce of up to 28 FTE workers (direct jobs). Clarity provided that 28 FTEs is based on direct jobs created in the Technical, Scientific and Professional areas. Of the 28 FTEs, 16 are expected to be based on site.
Decommissioning and Rehabilitation	As outlined in Section 3.6 of the EIS, including preparation of an Environmental Management Strategy inclusive of Decommissioning and Rehabilitation.	No change



Amended Project		F3-1a
Drawing No: 0550690s_HoG_RIS_G001_R3.mxd	Hills of Gold Wind Farm	
Date: 23/09/2021	Drawing Size: A3	Environmental Impact Statement
Drawn By: VN	Reviewed By: AA	Client: Wind Energy Partners
Coordinate System: GDA 1994 MGA Zone 56		<small>This figure may be based on third party data or data which has not been verified by ERM and it may not be to scale. Unless expressly agreed otherwise, this figure is intended as a guide only and ERM does not warrant its accuracy.</small>
0 1 2km 		



Source:
BaseData - DLPI DCDB, DTDB 2020
ESRI World Imagery Dec 2018



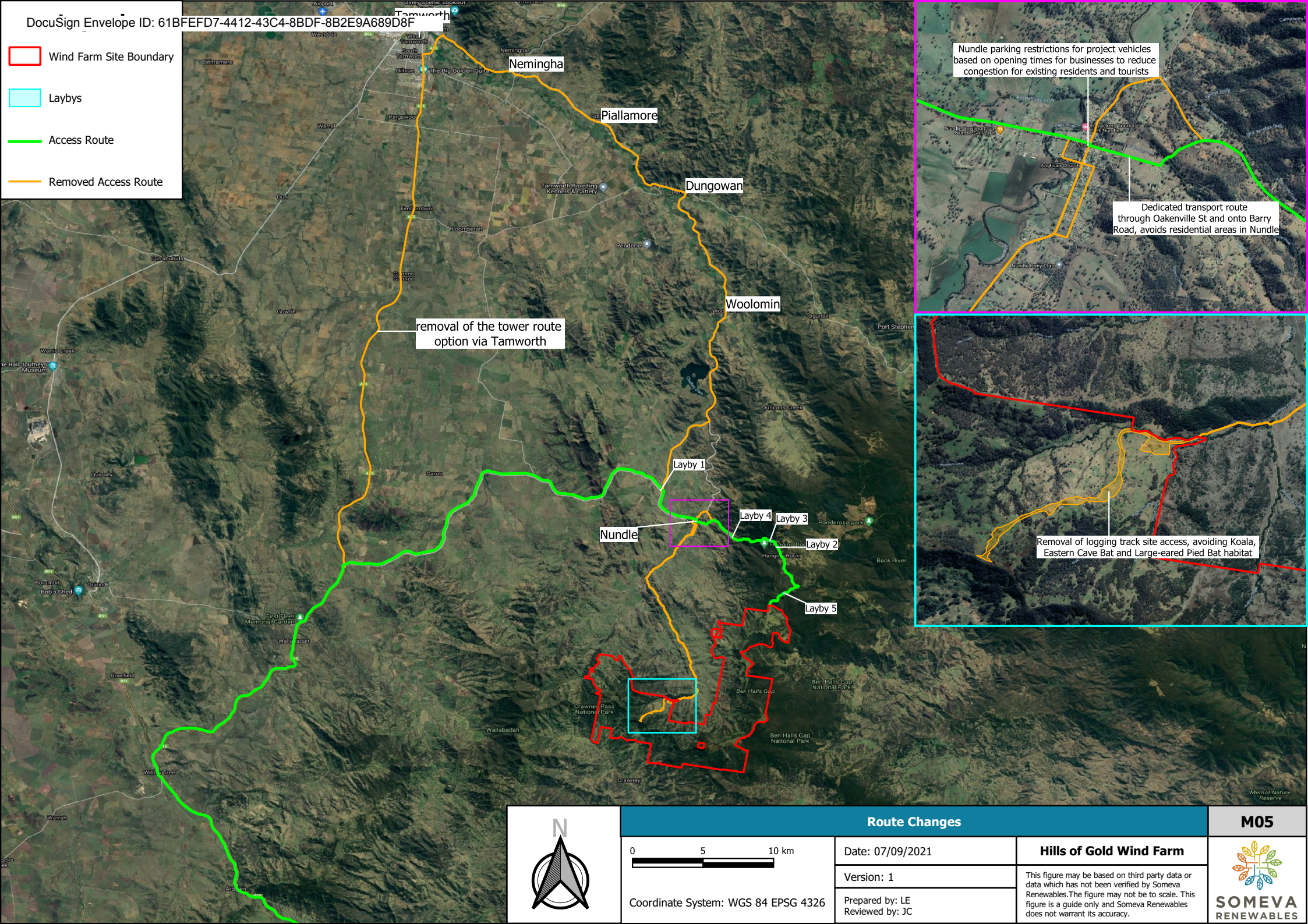
Amended Project		F3-1b
Drawing No: 0550690s_HoG_RIS_G018_R0.mxd	Hills of Gold Wind Farm	
Date: 23/09/2021	Drawing Size: A3	Environmental Impact Statement
Drawn By: VN	Reviewed By: AA	Client: Wind Energy Partners
Coordinate System: GDA 1994 MGA Zone 56		<small>This figure may be based on third party data or data which has not been verified by ERM and it may not be to scale. Unless expressly agreed otherwise, this figure is intended as a guide only and ERM does not warrant its accuracy.</small>
0 1 2km		

Legend

- Turbines
- Project Area
- Previous Layout
- BESS/Laydown/Batching
- Compound/O&M option 2
- O&M option 1
- Substation
- Switching Station
- Batching/Laydown
- Compound
- Laydown
- Transmission Line
- Access Roads
- Access Roads

Source:
BaseData - DLPI DCDB, DTDB 2020
ESRI World Imagery Dec 2018

- Wind Farm Site Boundary
- Laybys
- Access Route
- Removed Access Route

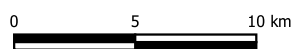


removal of the tower route option via Tamworth

Nundle parking restrictions for project vehicles based on opening times for businesses to reduce congestion for existing residents and tourists

Dedicated transport route through Oakville St and onto Barry Road, avoids residential areas in Nundle

Removal of logging track site access, avoiding Koala, Eastern Cave Bat and Large-eared Pied Bat habitat



Coordinate System: WGS 84 EPSG 4326

Route Changes

Date: 07/09/2021

Version: 1

Prepared by: LE
Reviewed by: JC

M05

Hills of Gold Wind Farm

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