

Submission in response to

EXHIBITION OF AMENDED STATE SIGNIFICANT DEVELOPMENT APPLICATION

I Object to Hills of Gold Wind Farm Application No. SSD-9679

I object to Engie's amendments relating to Routes 1a and 1b:

the construction of a temporary transport route through allotments [private land] within the township of Nundle (Main Volume i, 1, 9, 28-29) and Nundle Bypass. (Appendix H pp.5, 6, 11,12)

Reasons for Objection

1. **Statutory Compliance** re Roads Act 1993 *Division 3 Miscellaneous section 86 Functions of Council relating to private roads.*

Engie makes no comment on the private roads section of the Act.

2. Nundle Bypass issues:

- *Transport NSW defines a Bypass as 'a road or highway that diverts around a town, and takes the flow of through traffic away from the town'.*
- *Nundle Bypass is being proposed (Amendment Report, Main Vol. pp. 25-26)*
- *The 'Nundle Bypass' passes along and impacts **4 Nundle Streets** (Oakenville St, Herring St, Innes St and Jenkins St) and passes and has an impact on 20 of Nundle Township Residential Properties, passes and impacts **5 of Nundle's Community Facilities** (Nundle Public Library, Tamworth Regional Council Nundle Service Centre, All Saints Anglican Church, All Saints Anglican Church Vicarage, Nundle Police Station Residence, and Nundle's Old Court House Museum) and passes and impacts **6 of Nundle's Community Amenities** (Nundle Riverside Walk and Cycle Path, Riverside Park and Public BBQ, Nundle Public Water Access Outlet, Nundle Public Toilet, Nundle Recreation Ground and Nundle Football and Cricket Oval)*

Engie makes an erroneous claim that the blade route 1A is a Bypass.

3. Private Road Construction issues include:(See Images A, B, E, F attached)

- *Driveway Entrance and Exit structures to be built on private land, including lockable gates?*
- *Oakenville St/Herring St North bordering private land *fence to be removed* on private land (Route Study)*
- *Private Road pavement all weather surface built to deliver OSOM loads*
- *Crossover issues effecting Oakenville St, Herring Street Nth to Private Land, including Drainage issues/Culvert?*
- *Signage/Safe access for **Entrance** across Oakenville St and Herring St and onto Private land, & **Exit** across Walkway/Cycle Path, Innes St and Jenkins St.*
- *Corners for Entrance/Exit *to be made suitable for the sweep path.* (Route Study)*
- *Significant number of modifications required (Route Study)*

Engie does not provide any description/analysis of these issues.

4. Private Road, Public Safety, Public Risk.

Issues that arise would include:

- Construction and maintenance of Entrance and Exit Driveways Fencing and Gates
- Supervision/control of Project traffic using the private road during the Project's Construction phase.
- Securing the private road (gates?) to prevent public access during 'after hours' and weekends when Project Traffic is not using the road.
- Security and Safety following completion of Project Construction phase, up until Ground Rectification works are completed. (Recommendation 4. Appendix M, pp. i, 30).

Engie does not provide descriptions or analysis

5. Intersection 1: Oakenville St/Herring St North issues: See IMAGES A, G, H attached.

- Oakenville Street THE busiest Street in Nundle used by incoming and outgoing local residents, businesses, product and service delivery, agricultural and pastoral truck movements, emergency (SES, Ambulance, Rural Fire Service), medical/home care and tourist traffic.
- Intersection requirements governing Blade Route issues relating to Private land Entrance and Exit.
- Urban Tree removal legislation
- visual and aesthetic value of these trees which have been an integral part of the entrance to Nundle and Nundle's Streetscape.
- Entrance to private land in relation to intersection culvert/drainage issues.

Engie has no comment or discussion of these issues.

6. Intersection 2: Jenkins St/Innes St Intersection. See IMAGES B, H and I

- Urban Tree removal Legislation re Streetscape.
- Urban Tree removal from exit of Private land to Jenkins Street.
- Riverside Walk and Cycle Path impact.
- Visual and aesthetic value of these trees along Innes St section of the Riverside Walk and Cycle Path.
- Visual and aesthetic impact on Streetscape relating to Innes and Jenkins St (as distinct from Heritage Streetscape noted in *Amendment Report No. 2, p.33 and Appendix M 6. 8. 2. 1*)

Engie has no comment or discussion of these issues

7. Hardstands on Jenkins St and Innes St intersection See IMAGE D attached.

Hardstand issues include:

- DA shows hardstand near intersection of Jenkins and Innes Streets
- Hardstand Diagrams or descriptions required in Major Volume or Route Study or Transport Appendix I
- Retaining wall required on steeply sloping ground to the western aspect.
- Drainage?
- Proximity Impact on Jenkins Street/Innes Street intersection.
- Closeness to, and impact on, residential properties.

Engie does not provide any description or diagrams apart from showing location, even though it encroaches on a Tamworth Regional Council Street

8. Consultation and Engagement with Council. See IMAGES B, C, D.

- Entrances and Exits to /from private property impacting Oakenville Street, Herring Street North and Innes Street.
- Urban tree removal policies for public and private land.
- Urban tree terminology – *Engie's use of the term vegetation?*
- Safety issues where Blade Route angles across existing Walkway/Cycle Path, Inness St and Jenkins St intersection.

Engie does not provide evidence of consultation with Council on Private land and associated issues.

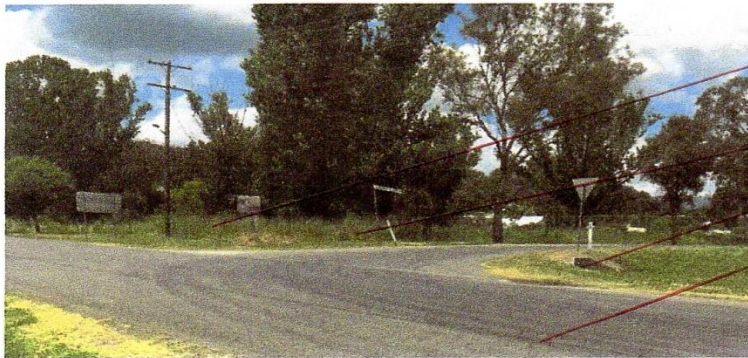
9. Temporary Private Road Lifespan.

- Blade failure/Blade throw/Spontaneous Combustion, and Tower Failure, relatively rare, but certain to occur on occasion over the 25 years. Life of the Project.
- The WT's have had blade and tower failures, world wide, 2019, 2021 and 2022, Spain, Sweden, Germany, and in Australia (WA, VIC, NSW)
- The private road Blade Route needs to be maintained over a 25 year lifespan.

Engie makes no comment about provision for blade replacements over 25 years of operation of the Project.

**Submission in Response to Amended DA
HILLS OF GOLD WIND FARM APPLICATION NO. SSD-9679**

A



- Entrance to private land
- Off Oakenville St/Herring St
- Urban Tree Removal
- Oakenville St Herring Street Culvert
- Oakenville Street

Entrance over Culvert at Oakenville St/Herring Street to Private land

B.



- Urban Street tree removal
- Exit from Private road to Innes St
- Village Walkway & Cycle Path
- Innes street

Exit Private Road over Walkway/Cycle Path on Innes St

C



- Oakenville St
- Blade Route 1A and 1B
- Urban mature tree removal 1
- Urban mature tree removal 2
- Urban mature tree removal 3

Oakenville Street Blade Routes 1A & 1 B

D.



- Hardstand
- Jenkins Street
- Proximity to Intersection
- Hardstand Retaining Wall
- Proximity to residences

Hardstand area Jenkins/Innes Street

E.



- Exit from private land to Innes St
- Urban tree removal
- Pedestrian Walkway & Cycle Path
- Innes street

Exit Private Road over Pedestrian Walkway/Cycle Path and Innes St

F.



- Entrance to private land
- Herring Street North
- Intersection
- Oakenville Street

Safety Issues: Entrance across Oakenville St/Herring Rd Intersection

G

0.0 Km's: Oakenville Road into Private landowners boundaries.

170 Metre rotor: Option 1 & 2, Step 1



- Urban Tree Removal
- Oakenville Street
- Intersection Oakenville/Herring S
- Entrance to private land

Vegetation removal Oakenville St Herring St Private land route

H

170 Metre rotor: Option 1, Step 3



- House demolition
- Exit from private land
- Jenkins/Innes Street Intersection
- Hardstand location

Blade Route Exit from private land across
Jenkins St/Inness St Intersection

I

170 Metre rotor: Option 2, Step 2



- Exit from private land
- Nundle Walkway/Cycle Path
- Urban tree removal
- Jenkins Street Hardstand

Blade Route Exit from Private land to Innes St/Jenkins St