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Director - Energy Assessments
Planning and Assessment
Department of Planning, Industry and Environment
Locked Bag 5022
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TO WHOM IT MAY CONCERN

RE: HILLS OF GOLD WIND FARM APPLICATION NO. SSD 9679

- I am attaching my submission to the above mentioned development application
- I hereby declare that I object to the Hills of Gold Wind Farm proposal ID no. SSD 9679
- I have not made any reportable political donations in the previous 2 years



Signature

REASON FOR OBJECTION

I am writing on behalf of my business Wittens Bus Service.

Nundle is a stunning town. My husband and I travelled 4 different states of Australia in 2017 and 2018 before choosing Nundle to settle in 2019. The beauty of Nundle is up there with any other towns we have ever visited. Our family of five love living in this quiet historic small country town. We have a 6 acre property that our children enjoy everyday living an outdoor life. With a population of approx. 300 residents, the town centre is safe with minimal traffic. Our children can ride their push bikes to the park and shops without us being concerned about major traffic dangers. Our kids would not be able to experience this independence if we were to live in a busier town.

My husband and I moved to Nundle for a business opportunity to purchase the local School Bus service to transport kids in the area. This is an essential service that is offered to transport children in Nundle, Hanging Rock, Crawney and Garoo to attend the local primary school and to meet connecting bus services to attend high schools in Quirindi and Tamworth. Our business transports over 50 kids to and from school daily.

The EIS outlines a much heavier traffic flow to our current traffic numbers during the construction period. This includes oversized and over mass vehicles, water tankers, concrete trucks, 4 wheel drives, buses, light vehicles and cars. It also states that the traffic flow will increase from 845 vehicles per day to 1,350 per day. This is an increase of approximately 60% of traffic flow to our small country town. While these traffic numbers may be small for major cities, this is a massive increase to our town.

There are a number of proposed transport routes that travel around different parts of the town and all of them are a concern for residents. One route on the EIS for blade and tower components travels through Oakenville Street, Old Hanging Rock Road, Happy Valley Road, River Road, Jenkins Street, Crawney Road and Head of the Peel. These oversize vehicles travel through our major town centre past our local primary school. It also travels past our property on River Road. If this travel route is used, then they will be required to remove the trees in the centre of Jenkins Street opposite the school entrance - a characteristic of the town and trees built from over 50 years ago, this island also offers our children safety crossing the road to attend school.

Heavy traffic movements will deter access for the local community travelling in and out of Nundle. Heavy truck movements in our main street is dangerous for community members especially for our kids and the elderly. Not to mention what the travel access would be like in case of medical emergencies and bush fires. If night truck movements are suggested, this is equally unacceptable as it will create sleep disturbance and again unsafe for the residents.

The Transport Report on the EIS has a negative affect on my business. We have not been approached by Wind Energy Partners for a consultation. They have no concern for the children or the bus run even though we are a government subsidised service to transport kids to school safely. Therefore, it is not surprising when I read that the bus run times on the EIS are incorrect. The correct time frame should be: Mornings 6.20am to 9am not 7.30am to 8.30am and in the afternoon the EIS should read 2.50pm to 5.25pm not 3pm to 4pm. As for meeting requirements for Bus timetables, we have not been consulted as part of their preparation process.

I notice that the EIS only accounts for timeframes met for logging trucks but no accountability for the bus travel timetable that needs to be met for school kids. The EIS does not clarify if the construction period includes lead time for road works and upgrades. Road work delays will put extra pressure on us to meet the travel timetable. The bus timetable is hard enough to be met now with the existing logging trucks and caravaners, let alone the extra wind farm trucking movements and road works.

Everyday at 6.30am when I drive the bus towards Crawney, I look through the fog and the hills and think how lucky I am to be here. A wind farm built on top of the hill that surrounds our town you would think will disturb the beautiful cloud formation. On my way home, when I drive down from Tamworth through the trees and the mountains and into Nundle, I again have this feeling of how lucky I am to be living amongst this beautiful part of the world. The visual amenity of this development is another negative affect to us as residents of Nundle.