

## Wind Farm: Safety Concerns associated with Wind Farm Traffic through Nundle Village.

DRAFT 18/01/2021

I object to the Proponents **Road Safety analysis and assessment as it does not give attention to Nundle Village safety issues**

Specifically, the Proponents claim to be taking '*a holistic approach to road safety*' but in fact they adopt a **selective** approach, overlooking the many traffic generated safety issues relating to the Village of Nundle. (EIS 12.6.3,p.243) The Proponent's list five (5) safety categories: *Safe People* (but only deals with Project workers), *Safe Vehicles* (Project Vehicles only) *Safe Roads* (Nundle Village Roads not mentioned) , *Safe Speeds* (project Drivers/Vehicles), and then in a change of language they refer to *Sensitive Land Uses* [rather than what one would expect, *Safe Villages?*]. The only reference in *Sensitive Land Uses* [ *Safe Villages?*] is that heavy vehicle traffic should avoid peak School periods *where possible* and that Heavy vehicle movements in Nundle Village will be *restricted to daylight hours*. (EIS 12.6.3 p. 244). And the two main Wind Energy Partners Traffic and Transport Routes pass through the Village's central Crossroads Intersection.

### Particular Reasons for objection

**Reason 1. The Crossroads at the Centre of the Village will present safety issues.** Because all 19 Businesses and 11 Community Groups in Nundle Village have frontages to the streets where the Wind Farm Traffic Routes 1 and 2 are proposed, they will be impacted in their daily activities by the massive increase in traffic. People movements - residents, food and other service delivery operators, from Tamworth and visitors- are daily using the streets proposed by Wind Farm Partners. The people movements in this 'heart of the village', involve pedestrians, disabled people using motor scooters, cyclists, mini-coach operators, car, ute and truck users.

**Reason 2. The 'Holistic' approach to Safety ,claimed by the Wing Energy Partners , is selective rather than holistic.** The Proponents claim to take a *holistic approach* but omit discussion of a range of safety concerns for Nundle Village and Hanging Rock Village. (see Appendix A for the extent of the impact of the chosen transportation routes.

**Reason 3. Key Issue and Key Concerns identified but not addressed.** A **Key Issue** identified by the Proponents was *traffic volumes and safety for residents* (EIS p.135. Table 7.5), the impact of which has been ignored. There is no reference to residents lifestyle, or wellbeing impacted by constant traffic and inconvenience. A **Key safety concern** was flagged - local *road safety during the construction period*, impacts of which are again ignored for residents of the Village of Nundle, despite the census data for Nundle that shows at least 40 % of residents are in a vulnerable age group, Children, Youth and Elderly). (Table 19.1).

**Reason 4. Traffic impacts on Nundle Village Crossroads and Intersection traffic** are ignored or **not assessed**. The Proponents make no appraisal of the main Crossroads at the Centre of the Village (Jenkins St/Oakenville Street), or of the Gill Street/Oakenville Street intersection. In fact, they state that they have deliberately excluded an assessment because *intersection modelling was not warranted*. Further, that there would be *a generous amount of capacity in the road network, intersections would also continue to perform satisfactorily*. Despite the proposal to have 502 traffic movements a day in Oakenville Street. (Appendix G 3.5.3; 12.4.3.4 p. 236.)

**Reason 5. Social Impact of greatly increased Traffic Volume not addressed.** (E.g. Oakenville Street 48 vehicles per hour, existing, increased to 141 vehicles per hour (am) , 502 vehicle movements per Day (Oakenville Street) (Appendix G, Tables 3.10; 12.23.7 and 3.8) Normal and essential People movement around the Village will be vastly changed by this unprecedented increase in traffic movements through the center of a small Village.6

**Reason 6. Nundle Village safety 'Hot spots' are not addressed.** These 30 businesses and Community Organization located along Route 1 and Route experience a significant daily /regular people movement. People Movement and Vehicle movement will inevitably come into conflict. ( For Nundle CBD Crossroads Map see **Attachment A** , for Rationale and Information relevant to each of the safety hot spots see **Attachment B**, and for Businesses and locations impacted by hot spot safety issues see Images in **Attachment C** )

Specific Road Safety 'hot spots,' that call for attention, all on the proposed Traffic Routes (marked and numbered on the Attachment A ) include:

1. Fossickers Tourist Park entrance and exit road impacting Caravan tourists especially.
2. Nundle Visitor Information Outlet and Nundle Public Toilet area.
- 3.and 4. Nundle School, the School Children's Crossing, Parents drop off and Pick up, and School Bus zone, all emerge as traffic Safety hot spots where there is considerable daily people movement.

5. Disabled Parking and ramp Access point.
6. Petrol and Diesel Fuel outlet. Access requires turning, in and out, across Route 2.
- 7 & 8. Nundle Swimming Pool and Children's Wool Themed Playground
9. Business, Shopping and Accommodation area- Boutique Shops, Supermarket, Accommodation, Peel Inn Hotel, Hills of Gold Motel, Birches B & B, Jenkins St Guest House South Jenkins St and North Jenkins St, Old Church Boutique Community Op Shop, Nundle District Craft Inc. Nundle Fuel and Food.
10. Riverside Walk and Cycle Path, Recreation Reserve, Public Toilets
11. Sports Oval
12. & 13. Nundle Library & Tamworth Regional Council Nundle Office
14. Pre-School, CWA Rooms. Pre-Schooler drop off and pick up.
15. Nundle Community Health Centre disable access facilities and Patient drop off and Pick up Area
16. Post Office and Banking Agencies
- 17 Gill St/Oakenville St Intersection- Woollen Mill, Mt Misery Mine Café, Birches B 7&B.

The proponents assert that analysis shows that *when traffic volumes (see Tables 121.1, and 12.2; Appendix G Tables 3.7 and 3.8) ) are considered, there would be adequate capacity in the road network [for]...all roads in the peak of construction.* (EIS 12.7).

Nundle, however, is more than roads. Nundle is people, a Community of some 400 residents. There may be *adequate capacity on the road network.* How the people network, residents of the Village, will cope with a ten-fold increase in traffic on their roads and streets is another matter. Concern over Safety issues loom large.

## ATTACHMRNT B

### **Potential Safety Hot Spots Nundle CBD- Hotel Corner Crossroads Intersection**

High people movement and vehicle movement 'hot spot'. People movements are particularly heavy here. There is no home mail deliveries in Nundle so all residents must collect mail from the Post Office. Many will be faced with negotiating an intersection, on foot, motor scooter or by car, where there are 502 vehicle movements a day, 340 vehicles an hour, and no parking signs on Oakenville Street including outside the Post Office. (Table 12-1 and 12-2)

The Hotel Inn Corner Crossroads is used by Western road users (Tamworth/New England Highway/ Lindsay's Gap Road to Nundle) Eastern (Hanging Rock to Nundle) Southern, Murrurrundi Crawney Gap to Nundle) and Northern (Bowling Alley Point to Nundle) .

Footpaths with disability access ramps, allow pedestrians and persons with motorized scooters and people with mobility issues, to access the major facilities of the Village: Peel Inn Hotel, Supermarket, Boutique Shops, Post Office, Health Centre, Motel and B, Public School, Swimming Pool, Playground, Public Toilets, Fossickers Tourist Park.

Traffic Routes 1 and 2 pass through this intersection in the Centre of the Village. Route 2 passes through it twice, once on the way through Oakenville, Barry Road, Happy Valley Road, River road and then down Jenkins St to Crawney Road and Head of Peel, crossing the intersection for the second time.

Many road and footpath users will be faced with negotiating an intersection where there are 502 vehicle movements a day, 340 vehicles an hour, and no parking signs on Oakenville Street including outside the Post Office and Jenkins Street including CBD will further complicate this 'hot spot'. (Table 12-1 and 12-2)

#### **1. Tourist Park Entry and Exit**

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- 2. Visitor Information Outlet and Public Toilets. A significantly high level of people movement in this area.** Day book entries at the Outlet show that over a ten year period, the Outlet has welcomed an average just short of 10,000 visitors a year.

#### **3&4. Nundle Public School Street Crossing, School Bus and Parent pick up and set down location.**

School hours and for out of class excursions, swimming practice and carnivals, visiting School events, regional Swimming Carnivals, district school swimming carnivals.

This is Nundle Village most heavily used people movement safety hot spot involving children and adults on a daily (school days) basis. It is also a safety hot spot on numerous other occasions when there are Nundle Public Swimming Practice, Carnivals and district schools' events.

- 5. Disability Parking and Disability Footpath Ramps; a deliberate access policy of the Village.** The Jenkins Street ramp leads to the Accessible Public Toilets, Village Drinking Water Fountain, Memorial Hall, Nundle District Craft, Public School, Nundle Visitor Information Outlet, Nundle Fuel and Food, Children's Playground, Machina Coffee and Donuts, the Old Church Boutique and Nundle Captain Cook Park. Route 2 passes all these community facilities. People movements at this 'safety hot spot' involve residents and visitors with very specific mobility requirements. Nundle has a high percentage of elderly residents (40% 2016 Census) and at least 5 residents using Motor Scooters.
- 6. Fuel.** -Petrol and diesel. The nearest fuel outlet is some 25 kms away, so this local facility is a great advantage to residents of the Village and farmers from surrounding properties. Because the Fuel is Part of the Café Business, there is a high level of both Vehicle movement and People movement.

**7 & 8. Nundle Swimming Pool: a unique feature for such a small Village,** is also a high people movement area, especially for children and young people and their parents, and visitors as well as local residents. Nundle Public School use the Pool for training and for their school swimming carnivals, and smaller regional schools use the Pool for their carnivals. The Playground is also a popular facility for people with disabilities who are transported to Nundle by Mini -Coach.

**The Playground is also a unique feature** as has wool themed play equipment and Wool Shed and other custom built wool inspired items not to be found anywhere else.

**9. Shops & Accommodation: high people movement areas on Jenkins Street and Oakenville Streets**

The Peel Inn Hotel, Hills of Gold Motel, Jenkins Street Guest House, and Mt Misery Gold Mine Café and Guest House are all on Routes 1 and 2. All shopping outlets are on Jenkins Street: Antiques, Art works, Guitar Shop, specialized kitchen wand home wares, Supermarket, Opportunity Shop, District Craft, M Nundle Gold Skin Care, Post Office, Fashion Clothes and Accessories.

**10. Riverside Walk and Cycle Path,** a popular Nundle Village facility for young and old, children and adults, singles and families. At the Peel River Bridge, the Walkway and Cycle path cross Traffic Route 1, Route 2 and Alternative Route. Existing traffic visibility is restricted at this crossing. Residents, children, and adults will be faced with crossing a road where there are 502 traffic movements per day. (See Table 12-1 and 12-2)

**11. Nundle Recreation Reserve, Incorporating** Picnic Area, Sports Oval, Public Toilets, Riverside Walk and Cycle Path and Community Water Filling Station. All transport routes (1,2, and Alternative South) with their hundreds of vehicle movements per day and per hour, pass these important Village and visitor facilities where there is significant people movements. The entry to the Recreation Reserve and facilities is 10 m from the sealed Routes 1,2, and 40 m from Alternative Route South. Turning into the area, off Traffic route 1,2 or Alternative Route South, either from the west Tamworth direction or from east Nundle direction, and other will be a challenge for locals and the many caravan visitors who make their first stop in Nundle there.

**12 & 13. Nundle Public Library and Tamworth Regional Council Service Centre Offices and Works depot: This is another high level of People Movement in the Village.**

These public community facilities, both situated on Route 2, and Alternative Route South. are open 5 days a week. People movements are significant here, both children and adults.

At the Council Office staff receive Rates payments, answer resident's queries, provide information, pass on requests to Council and effectively are the presence and the voice of the Tamworth Council in Nundle. The Works Depot provide a range of maintenance and road work in the Village and surrounds.

The TRC Office and the Works Depot are on Route 2 and, if put into operation, Head of Peel Alternative Route South. The Library provides a wide range of services, including public access to computers and the internet, a most valuable service for residents.

**14. CWA Pre-School.: a particular risk area because of the pre-school age children involved.** Located in Jenkins Street, this important Community Facility, will be directly impacted by Traffic Route 2. The parents, carers and/or guardians of pre-school age children will be impacted by the heavy traffic through the Hotel Corner crossroads generally, and when there are road closures on Jenkins Street for Oversized and Over Mass vehicle movements using the Head of Peel Southern Route. Pick up and set down will be made difficult.

**15. Nundle Community Health Centre; a vital amenity especially for elderly residents and those with mobility issues.** Located on Jenkins St (Route 2), access to the Centre has been designed with extensive ramp structures for patients generally, patients with motor scooters, patients requiring motor vehicle drop off, Ambulance and Emergency Service vehicle access. Unimpeded Street Parking, in Jenkins Street, is imperative for the Nurse Practitioner. There is no resident or visiting doctor in Nundle. The Health Centre rooms front Route 2, which carries Oversized and Over Mass components, and other Wind Farm Traffic, and will involve Street closures and moveable No Parking signs that will create problems for patients and the Nurse Practitioner who is involved in house calls as well as 'in Rooms' consultations. People movements in this safety 'hot spot' involve for Village residents with special health needs.

**16. Nundle Post Office and Banking Facility:** one of the heaviest people movement locations of the Village. The Post Office is on Oakenville Street, the only thoroughfare for traffic for Routes 1 and 2. The hourly traffic rate is proposed as 370 vehicles per hour, exclusive of the heavy complement traffic (Restricted Access Vehicles), stated to be 1,462 vehicle movements over 18 months. (Tables 12-1, 12-2, Tables 3-11) There is no home delivery of Mail in Nundle and no Bank so the Post office Bank Agency is crucial for Nundle residents. Residents collect mail and do Bank Agency transactions personally, creating one of the heaviest people movement locations of the Village. People movements at this 'safety 'hot spot' are particularly heavy here as there are no home mail deliveries in Nundle. All residents must collect mail from the Post Office. Many will be faced with negotiating an intersection, on foot, motor scooter or by car, where there are 502 vehicle movements a day, 340 vehicles an hour, and no parking signs on Oakenville Street including outside the Post Office. (Table 12-1 and 12-2)

**17. Gill Street /Oakenville St Intersection: Nundle Woolen Mill /Mt Misery Gold Mine Café and Museum Guest House.** This high safety hot spot involves Access to the Woollen Mill (averaging some 25,000 visitors a year), the Post Office, Mount Misery Café, Museum, and B & B, Birches B & B, plus local Gill Street residents, Community Transport Depot, Nundle Police Station, and Rural Fire Service and State Emergency Service facilities (Corner of Gill St and Innes Street)