

Submission: Objection to Proponents Traffic Routes proposal

Reasons:

- 1. Traffic Route 1, and Traffic Route 2:** Both these Routes pass through the Village Crossroads (Jenkins Street/Oakenville Street) , the busiest part of the Village (Figure 3.3 and 3.7)

Route 2 passes through this Crossroads twice-, once when moving along Oakenville Street to Old Hanging Rock Road to Barry Road, Happy Valley Road, River Road and then into Jenkins Street, through the Crossroads (second time) to Crawney and Head of Peel (Southern Route)

Tamworth Regional Council's Environmental Plan 2010 require development to avoid inappropriate traffic generation.

- 2. Massive increase in Nundle Village Traffic.** A quiet Village suddenly has , for example, **141** Vehicle movements **per hour**, **502** Vehicles movements per day. (EIS, Table 12-2,p.234; Table 3.7 Traffic and Transport) This compares with existing traffic volumes in Oakenville St at 48 vehicles an hour, a considerable amount of this movement being to and from trips of B-Double Timber .(EIS Table 12-2 and 3.7)

Oversized and Over Mass vehicle movements are treated separately and need to be added to these above figures. The Promotors of the Project do not give daily or hourly figures for these vehicle movements. Individual components are listed with number of trips, overall, which totaled amount to 1,462 Oversized and Over Mass vehicle movement over what appears to be an 18-month period. (See 1DA EIS 2.4.4 table 12.5, pp 236-7)

Proponents OMISSION: a table to show the total increase in Daily and Hourly traffic, light, medium and heavy and Oversized and Over Mass traffic movements.

- 3. Disruption to the daily life of Nundle Village residents.** Routes 1 and 2 will impact the entire business, commercial, accommodation, , fuel and food outlets and community facilities.

Route 1 (Northern) traffic will impact on the basic and essential Commercial operations of the Village because the following Business Sporting and Services are on Oakenville Street:

Herring Street/Crosby Street Intersection. Sports Oval and Kiosk, Recreation Reserve, Riverside Walk and Cycle Path. .

Oakenville/Jenkins St intersection: Nundle Gold Natural Skin Care, Machina Coffee and Donuts ,the Peel Inn Hotel .

Oakenville St and Oakenville St/.Gill St Intersection: Hills of Gold Motel , Birches B & B, Post Office and Banking Agency, Nundle Woollen Mill, Mt Misery Gold Mine Café and Museum, Gold Mine Guest House, and local Gill Street Residents. In addition, the SES and RFS Depots

are on the corner of Gill and Inness Streets, and the Police Station is in Gill St.

Route 2 (Southern) traffic will pass through the Crossroads and Oakenville Street and enter Jenkins Street via Barry Road, Happy Valley Road, River Road . In the process Route 2 will pass essential services including a school.

In River Road the Route 2 passes the Nundle Bus Company- School Bus operators.

In Jenkins Street Route 2 passes Nundle Fuel and Food, Fossickers Tourist Park, Children's Play Ground, Nundle Public School, Nundle Swimming pool, Nundle Memorial Hall, Nundle District Craft Inc., the Old Church Boutique Opportunity Shop, Machina Coffee and Donuts, The Peel Inn Hotel, The Friendly Grocer Supermarket, Sacs on Jenkins Fashion and accessories, CWA Rooms, Nundle Pre-School, Nundle Health Center, Storm Crow Studios, Jenkins Street B and B, Jenkins Street Antiques and Fine China, Odgers and McClelland Exchange Stores, Old Spread Eagle Hotel (under renovation) Tamworth Regional Council Nundle office, All Saints Anglican Church, private residences.

Proponents OMISSION: Tamworth Regional council required the Promoters of the Project to *include in the EIS 'the likely impact vehicles relating to the construction period will have on the Village of Nundle(EIS 4.3.5), Roads are assessed, and volumes indicated.* However here is no assessment of the crucial social impact of such a radical change to the Social environment of the Village. For two years Village life will be disrupted. Funneling such a massive increase of traffic through the Centre of the Village must inevitably impact negatively on the residents freedom of movement and ability to easily access essential services

4. **Parking restrictions, Road closures, hours of operation** will impact severely on residents doing shopping, collection Mail and doing Banking(no home or business mail deliveries in Nundle; No Bank), seeking medical help at the Health Centre (No resident Doctor in Nundle,) dropping off and picking up Children at the school, etc etc.

Reference to vehicle movements being restricted to off Peak School Hours, and early morning and late afternoon traffic movement are negated by several statements that change the situation, according to circumstances.

EG. heavy vehicles traffic should avoid School Peak periods *where possible,* and that heavy vehicle movements in Nundle Village will be restricted to daylight hours and dawn and dusk are to be avoided. (EIS 12.6.3 p. 244)

Schedule construction traffic deliveries such that it is evenly dispersed as practicable *and where possible outside the morning and afternoon Peak hours* (EIS 10.4.4)

It will be a whole of life impact for two years, at least, while the Establishment and Construction phase is going on.

- 5. Intersection Assessment.** The Proponents assert that the existing traffic volumes are low[which is correct] and that *the estimated future volumes for both Construction and Operation are such that intersection traffic modelling was not warranted...and that intersections would continue to operate satisfactorily.* (EIS 12.4.3.4. P.236)

Proponents OMISSION: SEARs require an assessment of intersections. (EIS SEARs p.9) Proponents assert '*not warranted*'. No assessment therefore has been offered for the Crossroads in Nundle Village (the four ways) or the Gill St/Oakenville St Intersection, or the Crosby St/Herring Street North Intersection.

- 6. Tamworth Regional Council Environmental Plan.** The TRC Plan 2020 stipulates that the Council is to *ensure the community's interests and residential amenity...and Provide for the protection of Heritage items ... restrict the establishment of inappropriate traffic generating uses along main road frontages.* Inappropriate traffic generating would include location(Centre of a small village) impact on residents (elderly, children people with disabilities), loss of income for businesses (especially those dependent on tourism), restriction on residents to enjoy a peaceful and safe environment) Census figures for 2016 show a 40% (approx.) of the population are in the 80-85+ cohort.

Proponents Omission: The Proponents have not made a case to justify the appropriateness of funneling massive traffic movements through the Centre of a small Village. There is no assessment of the Traffic impacts on the safeguarding Nundle Village 's *residential amenity*.