

## ARDMORE PARK S75W MODIFICATION

### TO USE LOCAL ROADS AS HAULAGE ROUTES

Reference: A. Environmental Assessment to Support the Above  
by R.W. Corkery & Co.Pty.Ltd Dated June 2013.

#### **Introduction.**

Page 9 of Reference A states that Oallen Ford Road is a 7.2m “shoulder” width road and Windellama Road is 7m wide and in both cases line marking is prevalent. The following is **actual** data gathered on sections of the Oallen Ford and Windellama Roads. This real data is necessary in light of the statements made in Page 9 of Reference A.

The information was gathered by heading South from the Ardmore Park site entrance to the Windellama Public School.

#### **Road Alignment**

1.1km Road width 6.5m  
6.5km Line markings end  
6.7km Benduck Culvert. Width 5.1m  
6.85km Lines resume  
8.7km Side lines end  
8.9km Curved crest. Width 6.1m  
9.15km Side markings resume  
11.1km Curve with 2.0m drop on side, no shoulder.  
12.6km Blind corner, width 5.6m. No side markings.  
12.9km Width 6.4m. End of centre line markings.  
13.5km Blind corner with entrances, width 6.0m  
16.9km Approach to crest, width 5.7m  
17.0km Top of crest, width 5.4m  
17.6km Top of crest, width 5.3m  
18.5km Corner, width 6.5m  
18.7km Corner, width 5.9m. Entrance  
19.1km Corner approach to bridge, width 5.9m

19.5km 65kph corner, width 5.6m. No shoulder, side drops 1.8m & 2.0m.

20.35km Width 5.6m. Side drops 1.5m

20.6km School zone signs, width 5.6m.

### **Salient Points**

Jacqua Ck Bridge(3.8km). This bridge has a 35kph speed limit because of the tight corners on both approaches. A heavy vehicle exiting the southern end, regardless of speed will have no choice but to “cut” the corner to the oncoming traffic side in order to negotiate the tight bend.

Benduck Culvert(6.7km). This culvert is 5.1m wide, raised curb to raised curb, with an 80kph speed limit. Line of sight exiting the southern end is limited to 100m due to the culvert preceding a corner. This culvert would require widening to allow 2 way traffic to negotiate it if heavy vehicles were involved.

14.2km, Crest. One death has occurred at this point.

19.9km, 65kph Corner. As previously stated, this corner has a 5.6m carriageway width with no shoulders in existence. Both sides of the road have severe drop-offs and line of sight in both directions is poor. A two car collision, resulting in one death, has occurred at this spot.

### **Conclusion**

The above information is clearly contradictory to the statements made in page 9 of Reference A in regard to the driving conditions of Oallen Ford and Windellama Roads.

The Windellama Road is **not** 7m wide in its entirety and will require substantial upgrading to facilitate continual heavy vehicle traffic.

The Oallen Ford road similarly. The wording of the road being “7.2m shoulder width” is nothing more than an underhanded attempt to make the road width appear plentiful. “Shoulder”, by RMS definition, is that part of the road existing on either side of the paved surface at the same height and is to be used **only in an emergency**. Reference A therefore infers road users may use the road expecting an emergency!

If the information in this one page of reference A is clearly incorrect, then the integrity of the complete document is highly suspicious.

