

In response to the above project, we wish to lodge an objection and list our reasons below.

The Environmental Assessment to support the Modification is factually incorrect in many aspects. Information within the document was provided by Mr Mikosic, hardly an unbiased source.

Windellama and Bungonia are small rural communities, serviced by basically rural roads, already under extra pressure since the completion of Main Road 92 – Nowra to Nerriga. Cars towing caravans, boats and assorted trailers are using these local roads in increasing numbers. Adding heavy vehicles of the size and numbers requested in this Modification will increase the danger to the local residents, as well as through traffic, using these roads.

The local roads are used by three school buses, twice daily, to the local Windellama Public School and schools in Goulburn. There are few designated bus stops on these roads, and the pick-up and drop-off points are mainly gateways beside the road.

The Windellama school grounds are split by Windellama Road and the children cross the road at various times during the day. Mr Mikosic should have paid the Principal the courtesy of speaking to her, and the P & C Association, before claiming he had an agreement with the school community.

The community at large has not been consulted, despite claims within the document. Neither the Rural Fire Service nor Progress Association was contacted. At the recent Council Outreach meeting held at Windellama and a public meeting at Bungonia with our local MP Pru Goward and the mayor of Goulburn Mulwaree Council, Geoff Kettle, opposition to the proposal was overwhelming.

Since the subdividing of many large grazing properties in the district, there are numerous roads exiting and entering from Windellama and Oallen Ford Roads. In some cases, the line of sight is not ideal owing to crests and bends, and vehicles travelling on these roads have already caused problems for slow moving cars entering the main roads. These are country roads and were not designed nor built for continuous heavy traffic.

Oallen Ford Road to Windellama Road is a sealed road with some linemarking. From Yarralaw Road to Windellama Road the alignment, both vertically and horizontally needs improvement and at least 2 kms needs pavement strengthening . The claim of 7.2 metre seal width is patently incorrect and Table 5.3 has the width at 6.8 metres. We have attached a table compiled by local residents Jackie and Chris Neill, which is a more comprehensive record of road widths. Whilst the road width is 7 metres in some areas, the majority are way below this.

Windellama Road to Lumley Road has no line markings. Lumley Road to Brisbane Grove Road has a centre line, however is only wide enough for edge line markings in occasional short sections. The widening to 7.8 metres at Eloura Road (Table 5.3) is for a right hand turn

into the Eloura subdivision. From just beyond Windellama Creek to Lumley Road, the road has poor horizontal and vertical alignment and pavement condition. It requires reconstruction for approximately 5 kms at an estimated cost of \$1.4 million.

On Windellama Road, between Lumley Road and Muffets Road, there is a concrete causeway which floods and the pavement in general is in poor condition and needs rehabilitation at an estimated cost of \$700,000. From Goulburn Airport to Brisbane Grove Road the pavement is narrow with a high crown and requires widening. Estimated cost \$60,000. Brisbane Grove Road is narrow, in poor condition, with sharp bends and needs to be rehabilitated at an estimated cost of \$840,000.

These roads are adequate for the occasional heavy vehicle, e.g. stock or hay trucks, however the traffic flows indicated by Multiquip will seriously degrade them and make them dangerous for other road users.

The claim that the approved haul route is either not possible or practicable doesn't take into account the cost savings that the shorter route to the Hume Highway and then to Goulburn would bring, approximately \$38,000 p.a.

Tables 5.1 and 5.2 are inadequate as presented, as vehicle types are not identified and should be from Class 1 – cars, to Class 9 – heavy vehicles.

A recent traffic count taken on Windellama Road, just north of Brisbane Grove Road, shows vastly different numbers of vehicles to those in Table 5.2 – 1,000 per day over a 28 day period. Class 9 vehicles, as proposed to cart quarry products, were only 3 per day. The Ardmore Park Quarry proposal will increase this by 20 truck movements per day. Table 5.2 shows heavy trucks are 8% of the traffic count, whereas the percentage on Windellama Road is about 1%. An explanation from Ardmore Park Quarry is warranted.

Our interpretation of the term “local deliveries” would be within the combined Bungonia/Windellama Rural Fire Service areas. The wider Goulburn Mulwaree Council area is not local. This project will bring no benefits to the wider communities of Bungonia and Windellama and will leave us with deteriorating roads, the repair of which will have to be funded by the ratepayers of Goulburn Mulwaree.

There are already nine quarries in the Goulburn region, one on Oallen Ford Road at Windellama, and five readymix concrete suppliers. There is also a large retail quarry and landscape product supplier in Goulburn, all advertising in the local telephone directory. Local customers are well catered for, so the claim of a positive socio-economic impact on the local setting is patently false. The “Minda” quarry manager told us yesterday that they have never had an order for a local delivery of a 32 tonne load of product in more than 15 years of operation.

With no weighbridge proposed for the development, Council could have great difficulty in collecting Section 94 contributions, with the proponent allowed to deliver within the Goulburn Mulwaree Council area. Verification of contributions by council staff would be very time consuming and expensive. Use of an IMARDA type system would be useful if this project is allowed to go ahead. This system could also be used to monitor speed of trucks, particularly as it is expected that sub-contractors would be used.

We would suggest the Department visits the area to assess the quality of the roads for proposed "local" deliveries , e.g. Yarralaw, Jacqua, Lumley and Bullamalita Roads and Dewsberrys Lane to mention a few.

Before a decision is made, we would also suggest the Department of Planning have a meeting with concerned community members, held at Windellama Hall, with Council and the proponent to answer questions.

We are extremely unhappy with this proposal. We believe the Environmental Assessment is a shoddy document and that the modification be refused.

Yours faithfully,

K.L. & F.H. Knights