

Editorial Committee
Bungonia Times,

Bungonia. 2580.

Major Development Assessment,
Dept. of Planning ,
PO Box 39.
SYDNEY 2000

Submission in Response the **Project (07_0155 Mod 2)** “Ardmore Park” Quarry via
Bungonia, NSW.

**The Committee of the Bungonia Times object to the proposed Modification
“Ardmore Park” Quarry Development .**

The Bungonia Times, a non-profit rural newsletter published once a month and delivered to the households in the Bungonia District, is the only way for the community to know about activities in the District and essential information such as meeting times for local organizations such as the Rural Fire Service, CWA, Rural Watch etc.. Production and distribution is done by volunteers and the paper is free. It is financed through contributions from local organizations, advertising and fund raising. The paper has been published monthly for thirteen years and has a circulation of 496.

Basically this modification is an attempt to establish a different access to the Hume Highway:

- **by using rural roads that in earlier reports by CEAL were considered to be unsuitable,**
 - **by again maintaining that unimproved roads are suitable as a haul route despite being shown to be wrong in the past.**
 - **And disregarding the rights of existing road users**
 - **These roads were not considered in the supporting documentation to the original DA and are not covered in any detailed way in the current Environmental Assessment.**
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- One of the reasons for refusing consent to the D.A submitted in 2005 was “ The existing conditions of Jerrara Road, Oallen Ford Road and King Street are in a poor state and considered not to be of suitable standard to accommodate the proposed increases in traffic movements.”
 - Justice Jagot in her judgement said (para. 33) “ Accordingly, the existing road infrastructure is inadequate to accommodate the consequences of the operation of the proposed quarry.

The EA pays scant attention to the rights of the present road users or to the inadequacy of the proposed route. We would like to make the following points:

- **Existing Road Network:** The proposed transport route along Oallen Ford Rd., and Windellama Rd. have verges less than ½ metre, broken edges, varying widths

(which is considered as dangerous as narrow roads) and in many instances poor road surface. Lumley Rd. is not sealed and is narrow. The Environmental Assessment considers the section of Lumley Rd. from Oallen Ford Rd. to Windellama Rd. unsuitable and the road doesn't improve after Windellama Rd. **This section of Lumley Rd. is incorrectly labelled Tarago Rd in Figure 4 Page.8 On the same map Jerrara Rd is called Oallen Ford Rd.**

We consider that the increased traffic movements of 10 truck movements a day plus additional traffic movements for support vehicles (conveniently overlooked in the EA) on such roads would affect:

- The ability of our volunteers to continue to deliver the paper to letter boxes along the proposed route because of road safety issues.
- the safety of all road users,
- the state of the roads and
- the rights of the volunteers to be able to drive on and off the roads delivering the paper without the added traffic hazard of dealing with very large vehicles whose drivers are bound by schedules. The school buses and the mailman would also be slowing down to exit and enter the traffic,

The Proponent has also indicated that there could be an increase in truck movements (see the Newspaper report on page A2-5 in the Environmental Assessment Report)

In fact it may make paper delivery too dangerous for our volunteers.

The high jacking of public roads for use as a quarry haul route for private gain is not in the public interest

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