

Bart Crosby

“Willamby”

2232 Rushes Creek Road

RUSHES CREEK NSW 2346

Re: Proten Tamworth- Rushes Creek Poultry Production Farm Development.

I do NOT support the proposal from Proten to build and operate a Poultry farm in the Rushes Creek area as set out in their submission to the Department of Planning. My objections are as follows;

After reading through the submission and the supporting documents, I don't believe they have tried to use actual real data in place of “predicted” data that seems to be in favor of the outcomes they are looking for. For example;

The data used for odor calculations, prevailing winds, was sourced from weather stations far from the actual site. Proten have owned these properties for long enough and known exactly what they were going to do with them to have done REAL data monitoring on site to support their application.

This gathering of actual data, or lack of it, is also evident in many of the other “predictions” they have made. The section on road traffic use uses data obtained from the RMS for “day time” vehicles and they have gone and “Predicted” the day time and night time number of vehicles from that. I live along the Rushes Creek road and work outside in the fields most of the time so I am aware of the amount of traffic using this road. After studying their predicted movements I call for them to do further actual studies to gather the actual number of vehicles using the Rushes Creek road already. By their own admission they will be putting over 1152 Heavy vehicle (mostly B-Double) movements on the Rushes Creek road in a 3 week period 5.6 times a year when they remove the finished birds for slaughter! That number is a lot different than the 24 in their “Predictions”! Most of these movements will occur in the night time period and cause sleep disturbance to my family and many along the Rushes Creek road. If the project goes ahead I would like to see a maximum night time movement restriction applied to the operation and a restriction on compression breaking. I have also noticed that the Proten poultry farm near Somerton NSW has trucks un-hook from there trailers and come back when they have been loaded with poultry. I am wondering if this practice will happen with this new proposed poultry farm and if so are those extra, unnecessary, vehicle movements accounted for in the proposal?

I also disagree with “Global Acoustics” predictions of road noise generated at resident R34. I have had **personal experience** with this company regarding the so called predictions of road noise at a deferent location and submission that was proven to be wrong after actual onsite monitoring was done. Also all the data they have provided does not show the increased noise generated by heavy vehicles using exhaust brakes which they do slowing down to go around a bend next to my house. I would like to see some real data to try and support their application here.

They have suggested that the road does not need any upgrading for the increase of traffic volumes, I strongly disagree with their assessment. I drive an articulated heavy vehicle along the Rushes Creek road regularly and from personal experience the road does not meet standards with current traffic levels, let alone with another predicted 16910 heavy vehicle movements a year along it. I was the

main instigator in getting the center white line marking along the length of the Rushes Creek road approximately 3 years ago, before that it was unmarked. The blind corner near the Sport and recreation center is of considerable concern as large vehicles often have to take more of the road here in order to navigate the corner and from personal experience both my wife and I have had many near misses on this part of the road with oncoming vehicles causing me to have to leave the road to avoid a head on collision. As it states in their submission the road is only 6 meters wide at its narrowest and that stretches for many kilometers. While driving my truck if I meet another oncoming heavy vehicle one or both of us has to move off the sealed surface and onto the shoulder to avoid smashing mirrors vehicle damage or a collision. There also has not been any mention of the number of caravans and camper vans travelling along this road and while they are not heavy vehicles their vehicles are just as wide and require more road than a normal car. This is a major thoroughfare for holiday makers and grey nomads as well as pushbike riding and training clubs, and school and community groups that utilize the facilities at the Lake Keepit Sport and Recreation center the school bus also travels sections of the road as well as parents taking children to and from school bus runs. The lack of fog lines on the edge of the Rushes Creek road (because it's not wide enough) will be a massive safety risk with the severely increased number of night time truck movements. Most of the time the local council keeps the sides of the road slashed of long grass but at night, with or without fog, the road sides are not defined and with oncoming vehicles it is nearly impossible to stay on the sealed section of the road. Also need to mention the increased likely hood of smashed windows and other vehicle damage caused by increase of wide and heavy vehicles having to move to unsealed road sections creating flying debris with extra traffic.

I have looked at the location and design of the proposed new access to the property and object to them not including a slow down lane on the Oxley Highway side of both new accesses. The proposed location of these accesses are coming from a downhill run and speaking from experience driving a heavy vehicle this will require more breaking distance and longer slowing down time. The new proposed access closest to the Oxley highway will also be on a limited view part of the road which could cause an accident with people trying to overtake the slowing heavy vehicle.

I am perplexed as to why the submission states they want to combine the 11 dpi lots and make it into 4 dpi lots? I recently attended the community information morning held at Lake Keepit Sport and Recreation Centre and after listening to the information asked the directors there why they needed to split the land into 4 dpi lots with houses for the managers. The answer, as stated in the submission, they can't build across a line on a map but when I asked why not just one dpi lot they could not give me an answer. I have read their explanation to the local council laws but still disagree with them being able to build a house on land smaller than allowed in the local council rules for everyone else. I don't see why they should be allowed to create 4 dpi lots with dwellings smaller than the local council rules state especially when the directors have no explanation as to why it shouldn't only be one. The only explanation I can surmise is they intend to sell the enterprise off down the track in four separate lots to increase the value of the business, which is against local council rules and is not available to everyone else in the district.