

As a rate payer and resident of Howlong, I am also a Stakeholder.

I am not against the business expansion proposal except for one anomaly. I wish Mr Andrew McKimmie well in his future endeavours.

My intention of this submission is to protect the integrity of our Community, supporting its wellbeing. My concern is solely on the impact of the increased truck movements on our community's lifestyle, its safety and cohesiveness.

This large increase in daily truck movements will pose a threat fracturing Howlong, like fracking under foundations, if the route down its main street, Hawkins St, is taken. There is another solution, an alternative route, already used by trucks which bypasses Hawkins St. The alternative route is only 9.9 kms around, with legally allowed speeds, time wise it would be comparatively near to the time travelled through Hawkins St. with its speed restraints and school crossing times plus the slowing down at the main intersection.

**80** trucks per day through Hawkins St. An estimated 95% going into/from Sturt with 5% estimated to/from Corowa is a great number of daily trucks added. East of Splitters Creek B double access is "not approved" for Albury, **Zero** heavy traffic from that project in ten years' time It's in the Table 4.2 Project Impact on Daily traffic. page 28 of" The Roads Transport Assessment." Sturt Street South of Riverina HighwayC 13 80 level of activity B estimated C assumes **all haulage vehicles** travel to/from south or east Table 4.3 presents the existing and resulting future peak hour traffic volumes on the surveyed roads on a busy day with regard to Project traffic generation at the maximum production rate of 300,000 tpa.

That increased heavy traffic will be going from 7 am/6.30 am to 10pm Monday to Friday, Sat 7am/6.30am to 12 pm as per the Executive Summery Acoustic Report. Or is it 9am to 5 pm Monday -Friday Sat 9am to 12 pm given in other reports? The discrepancies in different times in different reports is misleading. Which is accurate, including loading and disembarking of traffic actually starting/ finishing on the roads, both when finally arrive at the site to be loaded the night before and or arrive at site to be loaded for that day.?

Minimal units, if any, would be going through the actual **main St** of Corowa, as there is a newly built Federation bridge taking heavy traffic away, bypassing the town. Howlong alone will have that total burden If this route proceeds, Hawkins St will have increased diesel fumes and associated extra particulates in contrast to future environmental reduction (car companies are futuristically reducing diesel cars, for sound environmental reason and purpose) Fumes may meet current guidelines but there needs to be wisdom and vision in reducing emissions, not encouraging them in higher populated centres, especially near schools/playgrounds . Consider safety issues with increased trucks passing in

close proximity to three schools, two in Hawkins St, Howlong Public School, a new early childhood centre called the “Little Ones Learning” 93 Hawkins St. Howlong Pre School, (two houses down corner Townsend St / Hawkins St)



**A truck passing “Little Ones Leaners” Education centre**

The increased truck traffic which will be B Doubles, or possibly dog and cart types as well. The size and frequency of trucks a reported 12 per hour with that business alone exponentially increases the hazards for local pedestrians (elder and younger,) This is documented in the Social Impact Assessment census 2016 report Howlong has an increased representation in that demography, compared to the average state statistics per capita. The extra units also present increased hazard risks for vehicle drivers turning right into parking spots and reversing from 45-degree angle parking in Hawkins St, outside shops. It is especially difficult for parked vehicles reversing, near intersection Hawkins and Sturt St. (see photo of truck turning into Hawkins St going north at that



intersection navigating a 90-degree intersection, near Old Newsagency. Drivers either hypervigilant or inattentive in the process of reversing, a truck will collect them.



**Imagine this 12 Trucks per hour not including Heavy traffic load now**  
The increased, intrusive and repetitive noise would negatively impact on businesses who have seating outside, facing Hawkins St i.e. The Bakery and ½ Acre Café. The ambiance shattered, whilst constant heavy trucks rumble through. Impacting abilities to hear, hold a conversation or maintain one.



**New paved area " ½ Acre Café " created for outside seating (Covid renovations.)**

Those trucks, will unlikely be contributing to those businesses, just starting on their journey and not able to park without difficulty or causing local traffic (cars and pedestrians alike) grief in parking in main street? There is only one designated pedestrian type traffic crossing in Hawkins St (Not including the school crossing) see pic in attached.(A mother and her two children crossing Hawkins St) Extrapolated that picture to include, the increased trucks 80 units per day or 12 per hour, a real possibility of two trucks maybe one on either side, looming in opposite directions. It could be a motor scooter caught or an aged care resident on a walker, in the middle as Oolong, Howlong's Aged Care facility, is around the Corner in Sturt St. The traffic has right of way at the crossing not pedestrians.



**Mother and children crossing Hawkins St Sole Traffic Right of Way. Safety minimal with this Paedestrian Crossing.**

Hawkins St is the Heart pump of Howlong. It is not merely a thoroughfare. It has all our amenities except the Howlong Medical Centre see enclosed pictures attached to this submission.

Howlong Swimming Pool, the War Memorial, Children's New playground, Picnic facilities, Public Toilets and newly designed Skatepark. As well as the BMX bike area. Entrance to Football oval, Tennis Courts, Newly created Pony Arena, entrance to Spiders Football oval, Library/Council hub, both Hotels, even a Funeral Parlour, IGA entrance, Howlong Opportunity Hub, Hume Bank, Chemist, Two Petrol stations, Newsagency, plus all other specialised shops.

**There is no other shop/business/facility** in a side street. All access to our shops/facilities is alongside Hawkins or across its street, even the access to our

one arcade and public amenities. The Social Impact Assessment does not look at the impact of clogging a towns heart with clots of trucks whilst we try to enjoy and navigate all our daily services safely.

Historically, the Riverina Highway evolved because of transport access/ a stock route through, a carriage stopover, to rest the horses, to get to a destination. Now Howlong **is a destination**, it evolved too. The community is proud of what it has achieved, providing a unique character that attracts visitors, horse and dog lovers, bike riders and wine seekers to this Murray town. Golfers, retirees and young families move here. Howlong is growing in new dwellings, in contrast to many other towns in Federation Shire. The names of the businesses reflect pride in the town adding Community into its name” Howlong Community Chemist, Howlong Community Golf Club, Howlong Community Hall.

Rutherglen has been advocating to have the trucks rerouted for its wellbeing and safety of the town for years. Despite it being a town in Victoria and their main street, the Riverina Highway, is narrower, their primary desire/drive is to remove the impact of trucks going through their centre. One main variance being that their schools and some restaurants, shops etc are not all located in their main street. My point here is efforts are still being made in towns/cities to reduce the trucks if possible, going through their main street. Other communities want this for their towns.

How many towns in NSW have embraced increased truck movements through its heart in last 30 years? How many have bypasses and bridges constructed to circumvent their main streets in the last 30 years?

Why should Howlong be discriminated against wanting those same rights if it can be prevented or mitigated, wanting what other towns/ cities have achieved.

The Planning Proposal concludes “that the benefit of the total proposal outweighs the negative”. The planning reports final analysis is at the expense of the of Howlong Community. Who benefits in the outcome of this plan as it stands? Significantly it will not be the total of the 2777 residents. (in 2016 census) It is the business owner, the clients, the contractors, partners, who are in the minority, most of whom do not reside in Howlong. If a few truck drivers’ families, who possibly will be contracted; or the 6 maybe 8 possible new employees, that the Howlong Sand and Gravel Quarry might employ, choose to locate here, they will be welcomed into the Howlong community. They too can enjoy a Howlong lifestyle and the character of the town. They will be using the Hawkins St services and facilities, what Howlong currently has to offer, that has



been funded, built and cared for by ratepayers, volunteers, business owners, their employees and council workers.

## PROPOSED SOLUTION

The solution, as mentioned in paragraph one, is the use of an alternative truck route for those 80 trucks per day.

It begins at the turn off to signposted “Burrumbuttock/Walbundrie” off the Riverina Hwy into Kywong/Howlong Rd. (outskirts of Howlong). Travelling 3.5km then turning left at Walbundrie Rd (Signposted) reaching 6.5 km at intersection, Left into Howlong /Goonbargna Rd. Now 9 kms, then sweeping a Left into Sturt St. At the intersection of Hawkins/Sturt St it is a total of 9.9 kms.



Walbundrie Rd. Truck going towards Kywong/Howlong Rd

Community cohesiveness, lifestyle is part of a form of mindfulness.



Front veranda ½ Acre Cafe

It's enjoying a coffee with friends in the main street, or driving a motorised Golf cart or motorised wheelchair crossing Hawkins St without being on high alert mode that a truck may soon be bearing down. Or not having to be on constant vigilance that your child, in the playground, might dart into the main street or suddenly let go of your hand whilst crossing the road at a time when one of those frequent trucks is going past. Consider children of many ages, riding their bikes to get to the BMX track. The chances of an accident become higher, 12 trucks from one business alone per hour.

That peace of mind that those trucks will not be coursing through, cannot be measured by any Social Impact Assessment Report. Instead it is validated by the investment the Community has in each other, protecting, respecting each other. Covid 19 has amplified these values. Unfortunately, it has also limited our focus. Some of us will speak up for those who are unable to, so immersed with Covid 19 that they may be unaware of the Planned Project SSD-8804 and its impact of increasing heavy traffic on the Community.

Prior to 27/4/2020 letter, it appears in trying to investigate, that the consultation process as described in the Proposal, may not have eventuated? Either prohibitive being unable to be displayed in our libraries due to Covid 19 or restricted? The mailed 100 pamphlets, how many were sent to Howlong residents (stakeholders)? Many residents received the letter dated 27.4.2020 from the NSW Planning Industry and Environment. The Howlong NSW

Community Face Book (FB) site, was mentioned in the consultation plans, however no record of that discussion has been found yet.

Nor have any FB followers verified that it occurred when asked. If it was prior to 27.4.2020, can it be disclosed please? Granted the proposal was placed in some papers, Border Morning Mail, an add placed in February and just another mention before the 27.4.2020 letter arrived. Howlong has limited access to the "Corowa Free Press" which was mentioned in the consultation process. The irony is Howlong residents are more impacted stakeholders than the Corowa residents. Our local hard copy is the "Howlong Grapevine" a monthly magazine but it was not in that. The Consultation meeting, did it occur? If so when and where? Were any Howlong stakeholders notified? No one on Howlong FB was able to verify that either. Was it by invitation only and if so, which stakeholders were invited?

Below are four concerns that are either omitted, (maybe missed that report), information not considered as relevant, data presented is not current when current data may be available or data presented is visually compromised for the public to evaluate clearly.

#### Acoustic Survey Assessment

- 1) Howlong has a higher number of shift workers tied into the demography of 2016 census that we have in comparison per capita a low professionally educated workforce, as described In Social Impact Assessment. Shift workers employed by various industries, 24/7 hours and health facilities. e.g. Howlong's Cool Off, Wahgunyah's Uncle Toby's, Visy, Mars, Storage depots at Logic Barnawartha centre i.e. Woolworths, At least four Hospitals between both states and several aged care facilities. Did the study take that into consideration of the noise waking the residents impacted by the extra 12 trucks per hour/ 80 per day. It did not consider them. It only had noise impact reports on 9-5 workers with minimal truck movements between 10pm to 7 am that would not disturb their sleep.

#### State of Road and Maintenance program by NSW Roads Traffic.

- 2) There is no indication of current Inspection of the condition of the main St Hawkins St/Riverina Highway? Add to that the increased impact of 12 heavy vehicles/hour, laden B Doubles etc. The state of road surface currently is substandard for a Highway. See attached pics. The maintenance program to keep the integrity of that main road (if they



have one) should be included so the Howlong residents have some guarantee as taxpayers we have a safe road to take that extra impact. Any confidence that NSW Roads will maintain the road for smooth flow, reduced noise, is low as it does not do so now with the current traffic impact.



Eg Hawkins St condition in front of school

### The Crash traffic record

- 3) Figure 3.9 page 17. Commences final paragraph, page 16 covers 5 years but does not include current information 2019 only 2014-2018. Note Hawkins St has 7 out 10 crashes from entrance into Howlong till Sturt St. Accidents may be rationalised as small, an average two per year. However that is significant on one short stretch of road. The report does not convey any morbidity or mortality resulting from those crashes...not considered relevant. Compound that with the extra risk of 12 trucks per hour in addition to what heavy traffic already exists. Is that justifiable that percentage rate, to accommodate the increased heavy traffic?

Riverina Highway, between East of Quarry Access Road and Howlong A total of ten crashes were recorded on this 4.5 km route over the five year period investigated. No crashes occurred at or near the intersection of Riverina Highway and the Quarry Access Road. (That is great for the traffic going into the entrance to the Gravel Pit) The location of these ten crashes (bold circle) are shown in Figure 3.9. ♣ Two crashes involved light vehicles rearing left off the carriageway into an object (Locations 4 and 6), and both occurred in the dark. ♣ Two crashes involved light vehicle or motorcycle striking an animal (Locations 1 and 10), and both occurred in the dark. ♣ Three crashes involved rear end crashes between vehicles travelling in the same direction (Locations 2, 3 and 5), all of which occurred within the township of Howlong. One of these crashes (location 3) involved a heavy truck and a car. ♣ One crash occurred while a vehicle was leaving parking (Location 7), within the Howlong township. ♣ One crash occurred at the intersection of Hawkins Street and Sturt Street between vehicles travelling in adjacent directions (Location 8). The crash involved a light vehicle and a heavy truck and occurred in daylight.

### Traffic Report

- 4) Lastly the NSW Roads Map 3.6 page 13 The Legend in the graph, indicating type of roads that the trucks will take and their suitability for heavy traffic is not legible to view/read. This information shows the road not deemed suitable, near Splitters Creek into Albury for heavy traffic. A decision was made, not sure how or why as heavy traffic does use this road, that the Project's trucks do not go into Albury via that route. The inability to view this graph may also be limited due to my poor vision and lack of the knowledge to increase the size to view from the online presentation.

The words in the Social Impact Assessment Page 14 “identifying strategies to address/or minimise the risk of any negative impacts that are of concern” will hopefully be adapted by the NSW Planning Industry and Environment in evaluating the concerns outlined. Hopefully the Planning committee will review and reconsider the route that these 80 trucks will take. Pictures and words are only an attempt to convey the significance of that Street and the reason we need to safeguard it. Viewing the street itself may help you understand.

Respectfully Catherine Taylor

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