Martin Creek Quarry Propasal: Impact on Maitland Urban areas . Probable 50 tonne Heavy Vehicle movements through Maitland LGA

| Producer | Annual Production | On rail | On Road | Via Bolwarra | \% Production |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Tonne |  |  |  |  |
| Daracon | $1,100,000$ | 600,000 | 500,000 | 500,000 | $\mathbf{4 5 . 5 \%}$ |
|  |  |  |  |  |  |
| Hanson | $1,500,000$ | Nil | $1,500,000$ | 375,000 | $\mathbf{2 5 \%}$ |


| Assumed truck Load: |  | 32 | Tonne |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Number of Loads required |  |  |  |  |  |
|  |  | 27,344 |  | 875k / 32 |  |
|  |  |  |  |  |  |
| Assumed truck mass: |  | 50 | Tonne |  |  |
|  |  |  |  |  |  |
| Number of Return Trips |  | 27,344 |  |  |  |
|  |  |  |  |  |  |
| Hence a total of 54, 688 truck movements per year will be imposed upon residents on this transport route |  |  |  |  |  |
|  |  |  |  |  |  |
| Removal of the Daracon truck movement |  |  |  |  |  |
| Tonnes | Load Tonnage | Movements | Return trip | Reduction No. | Reduction \% |
| 500,000 | 32 | 15,625 | 31,250 | 23,438 | 57\% |
|  |  |  |  |  |  |

## The following maps are presented to inform the IPC of know routes, both approved and proposed.

The lived experience in the north eastern area of the Maitland LGA with heavy vehicle movements from a multitude of activities inclusive of

1. Haulage of quarry product from the approved Brandy Hill Quarry
2. Supply chains to the approved Brandy Hill Quarry
3. Supply chains to rural townships north of Maitland and potentially as far north as the Oxley Highway B56

For those that live in the effected areas the hazard presented on the main roads through

1. Bolwarra Heights
2. Largs
3. Bolwarra
are an every day hazard that needs to be negotiated.
The concept of seeing 50tonne quarry rock tonnages increase to a total of 54, 688 truck movements per year, that would be imposed upon residents on this transport route is intolerable as the current infrastructure is not fit for such purpose.
The merger of Paterson Road and Tocal Road are less than desirable and at times downright hazardous.
Access to and from Hunterglen Drive, Victoria Rd, and Bolwarra Rd is difficult and with queuing risk taking ocurrs.
Access to the Bolwarra Public Primary School is accessed from Bolwarra Rd and access to "Tillys Play \& Development Centre Bolwarra" is off Paterson Rd, and there is no evidence that significant improvements to guarantee safe access to these learning centres for our youngsters has been considered let alone committed to be provided by the proponent.

Hence the proposal should not be approved on this basis alone.

Accessed to Bolwarra Rd for Bolwarra Public Primary School, and access to "Tillys Play \& Development Centre Bolwarra". Both off Paterson Rd.


West Route down Paterson Road already approved for Hanson's Brandy Hill Quarry. Hazard Zones and Significant Congestion Zones


Route proposed by Daracon for Martins Creek


## Approved Route for access to Major Arterial Roads



$6 \mid P$ age 6

