



# **TRAFFIC & TRANSPORT IMPACT STATEMENT**

## **KARUAH PIT CONSOLIDATION PROJECT**

**KARUAH HARD ROCK QUARRY (DA 265-10-2004 MOD2)  
HUNTER QUARRIES PTY LTD  
LOT 21 DP 1024564 & LOT 11 DP 1024564  
15 ANDERSITE ROAD, KARUAH**

**KARUAH EAST QUARRY (MP09\_0175 MOD11)  
KARUAH EAST QUARRY PTY LIMITED  
LOTS 12 & 13 DP 1024564  
143 – 145 BLUR ROCK CLOSE, KARUAH**

**PREPARED FOR: HUNTER QUARRIES**

**FEBRUARY 2026**

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**143 – 145 BLUE ROCK CLOSE, KARUAH**

Intersect Traffic Pty Ltd (ABN: 43 112 606 952)

**Address:**

16 Mount Harris Drive  
Maitland Vale NSW 2320  
PO Box 268  
East Maitland NSW 2323

**Contact:**

(Mob) 0423 324 188  
Email: jeff@intersecttraffic.com.au

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| A     | 05/01/26 | Draft                     | JG |
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# CONTENTS

|             |                                            |           |
|-------------|--------------------------------------------|-----------|
| <b>1.0</b>  | <b>INTRODUCTION</b>                        | <b>1</b>  |
| 1.1         | BACKGROUND                                 | 1         |
| 1.2         | ASSESSMENT REQUIREMENTS                    | 2         |
| <b>2.0</b>  | <b>PROPOSAL</b>                            | <b>2</b>  |
| <b>3.0</b>  | <b>SITE DESCRIPTION</b>                    | <b>5</b>  |
| <b>4.0</b>  | <b>EXISTING ROAD NETWORK</b>               | <b>7</b>  |
| <b>5.0</b>  | <b>ALTERNATE TRANSPORT MODES</b>           | <b>11</b> |
| <b>6.0</b>  | <b>TRAFFIC VOLUMES / IMPACT</b>            | <b>12</b> |
| <b>7.0</b>  | <b>VEHICULAR ACCESS</b>                    | <b>13</b> |
| <b>8.0</b>  | <b>ON-SITE CAR PARKING</b>                 | <b>13</b> |
| <b>9.0</b>  | <b>SERVICING</b>                           | <b>13</b> |
| <b>10.0</b> | <b>PEDESTRIAN FACILITIES</b>               | <b>13</b> |
| <b>11.0</b> | <b>ALTERNATE TRANSPORT MODE FACILITIES</b> | <b>13</b> |
| <b>12.0</b> | <b>CONCLUSIONS</b>                         | <b>14</b> |
| <b>13.0</b> | <b>RECOMMENDATION</b>                      | <b>15</b> |

# ATTACHMENTS

|                     |                                                   |
|---------------------|---------------------------------------------------|
| <b>ATTACHMENT A</b> | <b>2025 TRAFFIC DATA</b>                          |
| <b>ATTACHMENT B</b> | <b>KEQ WEIGHBRIDGE DATA (01/01/25 – 30/06/25)</b> |
| <b>ATTACHMENT C</b> | <b>DEVELOPMENT PLANS</b>                          |

# FIGURES

|                                 |          |
|---------------------------------|----------|
| <i>Figure 1 – Site Location</i> | <b>5</b> |
|---------------------------------|----------|

# PHOTOGRAPHS

|                                                                                     |           |
|-------------------------------------------------------------------------------------|-----------|
| <i>Photograph 1 – Karuah Hard Rock Quarry Access – Andersite Road.</i>              | <b>6</b>  |
| <i>Photograph 2 – Karuah East Quarry Access – Blue Rock Close.</i>                  | <b>6</b>  |
| <i>Photograph 3: A1 Pacific Highway near Tarean Road north interchange, Karuah.</i> | <b>7</b>  |
| <i>Photograph 4 – A1 Pacific Highway - Tarean Road north southbound on-ramp.</i>    | <b>8</b>  |
| <i>Photograph 5 – A1 Pacific Highway - Tarean Road north northbound off-ramp.</i>   | <b>8</b>  |
| <i>Photograph 6 - Tarean Road north near A1 Pacific Highway interchange.</i>        | <b>9</b>  |
| <i>Photograph 7 – Andersite Road near Karuah East Quarry entrance.</i>              | <b>10</b> |
| <i>Photograph 8 – Blue Rock Close near Karuah Hard Roack Quarry entrance.</i>       | <b>11</b> |



# 1.0 INTRODUCTION

## 1.1 Background

Hunter Quarries Pty Ltd (HQPL) operate the Karuah Hard Rock Quarry (KHRQ), located approximately 4km northeast of the township of Karuah, in the MidCoast local government area. Karuah East Quarry Pty Limited (KEQPL), a company affiliated with HQPL, operate the adjoining Karuah East Quarry (KEQ).

The KHRQ and KEQ produce a high-quality andesite resource which is supplied to construction, infrastructure, and other development projects across Greater Newcastle, the Hunter Valley and Mid-North Coast regions.

Hunter Quarries propose to modify the KHRQ Development Consent (DA265-10-2004 MOD2) concurrently with the KEQ Project Approval (MP09\_0175 MOD11) to form the Karuah Pit Consolidation Project. This primarily aimed at extracting previously sterilised resource within the remnant dividing highwall between the two extraction areas of the KHRQ and the KEQ as well as within other disturbed areas of the KHRQ and KEQ.

Hunter Quarries has recently acquired Lot 11 DP 1024564 (Lot 11), enabling HQPL (and affiliated companies) to control all landholdings within the Karuah Quarry Complex, which currently consists of the KHRQ which extracts resource from Lot 11 and the KEQ which extracts resource from Lot 12 DP 1024564 (Lot 12) and Lot 13 DP 1024564 (Lot 13). This acquisition now allows Hunter Quarries to readily extract previously sterilised andesite resource from the remnant dividing highwall between the KHRQ and KEQ extraction pits forming a Consolidated Extraction Area (CEA).

A location plan showing the quarries is provided as **Figure 1** below.

A Section 4.55(2) modification (MOD 2) to the KHRQ will be lodged concurrently with a reciprocal Section 4.55(2) modification (MOD 11) to the KEQ to facilitate the proposed Karuah Pit Consolidation Project. Intersect Traffic Pty Ltd has been engaged by Hunter Quarries to prepare a Traffic & Transport Impact Statement (TTIS) to accompany the Modification Applications. The TTIS will allow the NSW Department of Planning, Housing & Infrastructure (NSW Planning) and Transport for NSW (TfNSW) to assess the proposal in respect of its impact on the local and state road network.

This report presents the findings of the TTIS and includes the following:

1. An outline of the existing situation near the site.
2. Determination of existing traffic generated by the development and the operation of the existing local and state road network. An assessment of the traffic impact of the proposal has been made to determine if any local and road network upgrades are required.
3. Reviews the existing vehicular access to the site and the impact of the project on the operation of these vehicular accesses.
4. Review of off-street parking within the quarries and the impact of the project on the peak on-site parking demand to determine if post development there is sufficient and suitable on-site car parking within each quarry; and
5. Presentation of conclusions and recommendations.

## 1.2 Assessment Requirements

This TTIS has been prepared in accordance with the Assessment Requirements for the Karuah Hard Rock Quarry issued by NSW Planning on 1 October 2025, that requires the Modification Application to consider traffic and transport matters.

# 2.0 PROPOSAL

The proposal seeks to enable the extraction of previously sterilised andesite resource from the remnant dividing highwall and all disturbed areas at KHRQ and KEQ in a coordinated approach.

The proposal does not seek to increase the approved annual throughputs at either quarry (500,000tpa at KHRQ and 1.5 mtpa at KEQ) (sales volumes and expected transaction numbers) and there will be no increase in annual traffic generated by both quarries. There will be no increase in employees at either the KHRQ or KEQ associated with the proposal.

An extension of the life of quarrying operations at KHRQ from 3 June 2027 to 31 December 2034 is proposed to align the approved operational timeframe of the KEQ. An extension of hours of operation at KHRQ is also proposed to match the approved hours of KEQ (detailed further below). The extension of hours is expected to spread heavy vehicle movements over wider range of time, thereby reducing average and peak movements.

Vehicular access conditions will not alter nor will the type and split of heavy vehicle traffic using both quarries. Almost all traffic on both Andesite Road and Blue Rock Close will be traffic related to the operation of the two quarries. The KHRQ and KEQ will continue to operate independently of each other.

It is considered that the proposed consolidation of the KHRQ and KEQ extraction areas will not adversely impact on the capacity and operation of the adjoining local and state road network.

Full details of the proposal relevant to each modification application are provided below and proposed development plans are provided within **Attachment C**, which include the proposed KHRQ site plan and the proposed KEQ site plan.

### **Karuah Hard Rock Quarry DA265-10-2004 (MOD 2)**

The proposed Modification to the KHRQ (MOD 2) consent consists of the following key components:

- Concurrently modify both the KHRQ and KEQ consents to extract the known resource contained within already disturbed areas of Lot 12, Lot 13 and Lot 11 including the dividing highwall, within the currently approved excavation depths of RL65 at KHRQ and RL45 at KEQ.
- Minor extension and overlap of extraction boundary of both KHRQ (into Lot 12) and KEQ (into Lot 11) extraction areas to holistically encompass the highwall structure, inclusive of appropriate safety offsets.
- Material sourced from the overlapping area of the combined extraction area (CEA) will be transported by internal haul road to either the KHRQ or KEQ for processing, stockpiling, sale and transport to market within currently approved throughput rates.
- Environmental safeguards incorporated into Management Plans that are in place for the KHRQ operation will be reviewed and updated (where required) to accommodate the proposal.
- An extension of the life of quarrying operations from 3 June 2027 to 31 December 2034 to align with the approved operational timeframe of the KEQ.
- Increase in approved total resource volume from 11.20 Mt to 13.20 Mt.
- Application of contemporary noise conditions and associated criteria.
- Extended operating hours to match the approved hours of operation of the KEQ as follows:

| <b>Activity</b>                          | <b>Current Approval (DA 265-10-2004)</b>                                                                                                                                     | <b>Proposed Modification (MOD 2)</b>                                                                                                                                                                                                                                                                                                                                          |
|------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Construction Activities                  | <ul style="list-style-type: none"> <li>• 7:00am to 6:00pm, Monday to Friday</li> <li>• 7:00am to 1:00pm Saturday</li> <li>• No work on Sunday and Public Holidays</li> </ul> | <ul style="list-style-type: none"> <li>• 7.00 am to 6.00 pm, Monday to Friday; and</li> <li>• 8.00 am to 1.00 pm Saturdays.</li> </ul>                                                                                                                                                                                                                                        |
| Extraction and Processing                | <ul style="list-style-type: none"> <li>• 7:00am to 6:00pm, Monday to Friday</li> <li>• 7:00am to 1:00pm Saturday</li> <li>• No work on Sunday and Public Holidays</li> </ul> | <ul style="list-style-type: none"> <li>• 7.00 am to 9.00 pm, Monday to Friday.</li> <li>• 7.00 am to 10.00 pm, Monday to Friday on 50 calendar days per year.</li> <li>• 7.00 am to 6.00pm Saturday.</li> <li>• No drilling 6.00 pm to 10.00 pm Monday to Friday or 1.00 pm to 6.00 pm Saturday.</li> <li>• No quarrying operations on Sundays or Public Holidays.</li> </ul> |
| Product loading and dispatch             | <ul style="list-style-type: none"> <li>• 7:00am to 6:00pm, Monday to Friday</li> <li>• 7:00am to 1:00pm Saturday</li> <li>• No work on Sunday and Public Holidays</li> </ul> | <ul style="list-style-type: none"> <li>• 5.00 am to 9.00 pm, Monday to Friday.</li> <li>• 5.00 am to 10.00 pm, Monday to Friday on 50 calendar days per year.</li> <li>• 6.00 am to 6.00pm Saturday. No quarrying operations on Sundays or Public Holidays.</li> </ul>                                                                                                        |
| Maintenance works on plant and machinery | 7:00am – 6:00pm, 7 days per week and public holidays                                                                                                                         | 24 hours a day, 7 days per week, providing maintenance activities are inaudible at any privately-owned residence.                                                                                                                                                                                                                                                             |

- Changes to approved blasting activities as follows:
  - Change in blasting frequency from one (1) blast per week at KHRQ to a combined two (2) blasts per week in total between KHRQ and KEQ. This will result in a cumulative reduction of blasting activities between KHRQ (one blast per week currently approved) and KEQ (2 blasts per week currently approved) from a total of three (3) blasts per week to two (2) blasts per week.
  - Approved blasting hours are proposed to be extended by 2 hours to occur between 9am and 5pm (Monday to Friday) to provide improved flexibility during blasting of the dividing highwall and align with proposed arrangements at KEQ.
- Revised final landform resulting in a free-draining landscape of the current extraction area, resulting in reduced geotechnical risks over the long-term and a landform with greater consistency with the existing surrounding environment.

No change is necessary to the Development Consent as it relates to annual extraction, processing and transport rates (capped at 500,000 tpa).

### **Karuah East Quarry MP09 0175 (MOD 11)**

The proposed Modification to the KEQ (MOD 11) project approval consists of the following key components:

- Concurrently modify both the KEQ and KHRQ consents to extract the known resource contained within already disturbed areas of Lot 12, Lot 13 and Lot 11 including the dividing highwall, within the currently approved excavation depths of RL45 at KEQ and RL65 at KHRQ.
- Formalise a total life of quarry extraction at KEQ of 28.32Mt (a nominal reduction from the 29 million tonnes anticipated in the original KEQ Project Approval documentation).
- Minor extension and overlap of extraction boundary of both KEQ (into Lot 11) and KHRQ (into Lot 12) extraction areas to holistically encompass the highwall structure, inclusive of appropriate safety offsets.
- Material sourced from the overlapping area of the CEA will be transported by internal haul road to either the KEQ or KHRQ for processing, stockpiling, sale and transport to market within currently approved throughput rates.
- A minor extension of 4,690m<sup>2</sup> to the KEQ disturbance area. This area is located at the north-eastern boundary of the approved KEQ and is highly degraded and comprised entirely of exotic grasses and disturbed vegetation that has been historically cleared and managed to support a now redundant powerline corridor (infrastructure has been previously removed). This area is proposed to form a minor extension of the approved disturbance area and is incorporated into the consolidated extraction area. With the inclusion of this area, the total site disturbance area of KEQ will increase nominally from 40.18 Ha to approximately 40.65 Ha.
- Environmental safeguards incorporated into Management Plans that are in place for the KEQPL operation will be reviewed and updated to accommodate the proposal.
- Changes to approved blasting activity as follows:
  - Reduction in blasting frequency to limit the number of blasts to a maximum of two (2) blasts per week in total between KEQ and KHRQ.
  - Approved blasting hours at KEQ are proposed to be extended by one (1) hour to occur between the hours of 9am and 5pm (Monday to Friday) to provide improved flexibility during blasting of the dividing highwall and align with proposed arrangements at KHRQ.
- Revised final landform resulting in a free-draining landscape of the current extraction area, reduced geotechnical risks over the long-term and a landform with greater consistency with the existing surrounding environment.

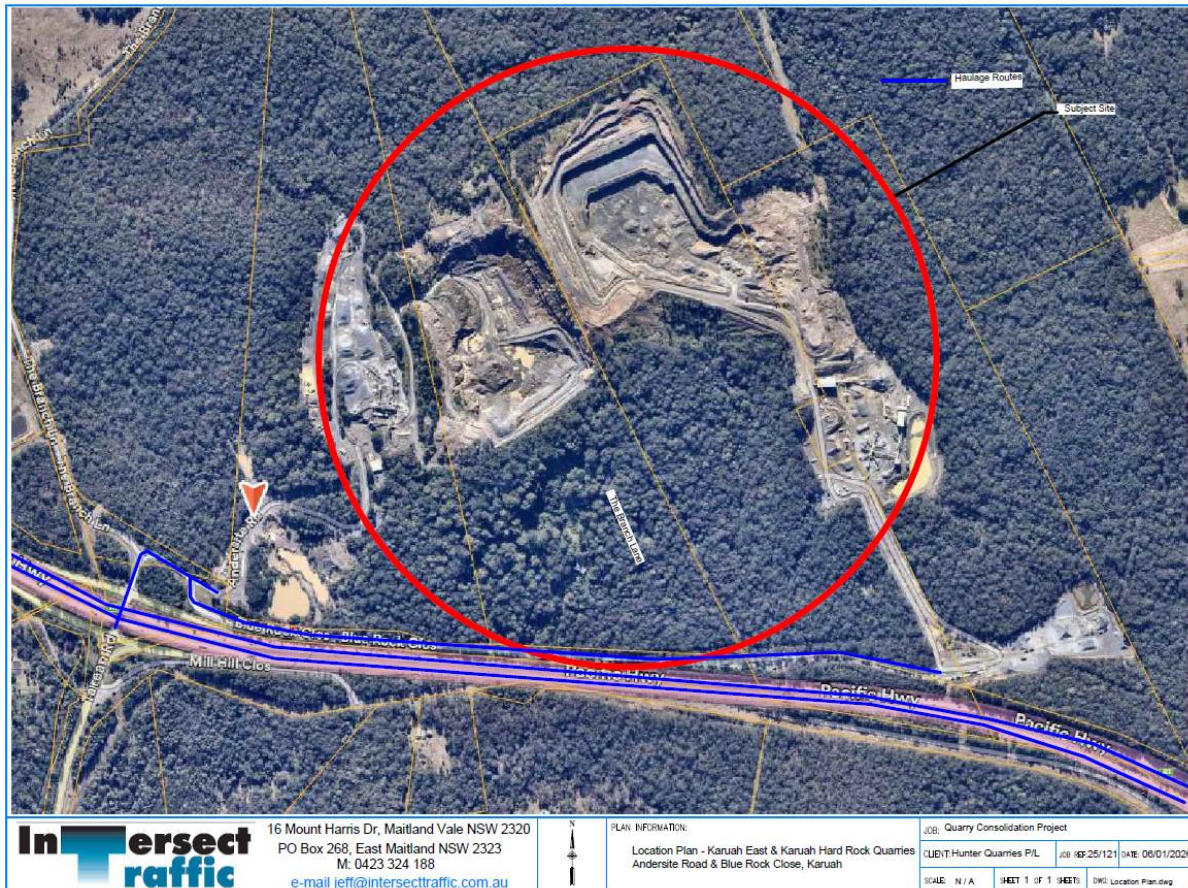
No change is necessary to the Project Approval as it relates to annual extraction, processing, and transport rates (capped at 1.5 mtpa).

## 3.0 SITE DESCRIPTION

The subject site is shown in **Figure 1** below. It is located on the northern side of the A1 Pacific Highway immediately north-east of the eastern Karuah interchange. It also lies immediately north of Andersite Road and Blue Rock Close which provide local road access to the two quarry sites. The site is approximately 5 km's north-east of the Karuah village centre and 26 km's north-east of Raymond Terrace.

The site contains two (2) independent and adjacent operating quarries known as the Karuah Hard Rock Quarry (KHRQ) (operated by HQPL) and the KEQ (operated by KEQPL, a company affiliated with HQPL). Vehicular access to the KEQ is provided from the end of Blue Rock Close while vehicular access to KHRQ is provided off the end of Andersite Road as shown in **Photographs 1 & 2** below. The major haulage routes to the existing quarries are south via Blue Rock Close, Andersite Road and Tarean Road to connect to the A1 Pacific Highway at the Tarean Road north grade separated interchange. These are also shown on **Figure 1** below.

The two existing operating quarries have current approvals being KEQ - MP 09\_0175 & KHRQ - DA 265-10-2004, while both sites are zoned RU2 – Rural Landscape pursuant to the Great Lakes LEP (2014).



**Figure 1 – Site Location.**



***Photograph 1 – Karuah Hard Rock Quarry Access – Andersite Road.***



***Photograph 2 – Karuah East Quarry Access – Blue Rock Close.***

## 4.0 EXISTING ROAD NETWORK

The road network impacted by traffic generated by the two operational quarries covered by this application includes the A1 Pacific Highway, Tarean Road, Andersite Road and Blue Rock Close.

### 4.1 –Pacific Highway (A1)

The A1 Pacific Highway is part of the state highway network therefore is under the care and control of Transport for NSW (TfNSW). Under a functional road hierarchy, it would be classified as a major arterial road with a function to connect regions along the east coast of NSW. It is the major transportation route within NSW and in terms of the site it connects the KHRQ and KEQ to Newcastle, Central Coast, Sydney and mid coast areas of NSW. Near the site it is an access controlled high standard highway with separate carriageways for each direction and grade separated intersections to the local road networks at key locations. It is centre line and edge lined marked with two lanes in each direction and breakdown lanes on both sides of each carriageway. Travel lane widths are a minimum 3.5 metres wide, and a 110 km/h speed zoning exists on the A1 Pacific Highway near the site. At the time of inspection, the A1 Pacific Highway was in good condition as shown in **Photograph 3** below and considered suitable for use by heavy vehicles associated with both quarries.

Access to the highway for quarry vehicles will be via the Tarean Road north grade separated interchange immediately south-east of the site. The southbound on-ramp and northbound off-ramp of this interchange are shown in **Photographs 4** and **5** below.



**Photograph 3: A1 Pacific Highway near Tarean Road north interchange, Karuah.**



*Photograph 4 – A1 Pacific Highway - Tarean Road north southbound on-ramp.*



*Photograph 5 – A1 Pacific Highway, Tarean Road north northbound off-ramp.*

## 4.2 – Tarean Road

Tarean Road is a local collector road which collects and distributes traffic from areas surrounding Karuah to the Karuah township and village centre as well as providing vehicular access to properties along its length. As a local road it is under the care and control of MidCoast Council.

Near the quarry sites it is a sealed rural standard road a minimum 9 metres wide providing a 3.5 metre travel lane in each direction and 1 to 2-metre-wide sealed shoulders and table drains along its edges. The road is centre line and edge line marked with a 50 km/h speed limit applying in the vicinity of the site and the Tarean Road north A1 Pacific Highway interchange. At the time of inspection Tarean Road was observed to be in good condition as shown in **Photograph 6** below. It is considered satisfactory to cater for the existing heavy vehicle traffic associated with both the KHRQ and KEQ as well as the proposal, noting that no additional heavy vehicle traffic is proposed to be generated at either the KHRQ or KEQ and approved extraction and transport rates (KHRQ (500,000 tpa) and KEQ (1.5 mtpa)) will not change. Whilst the KHRQ is extending operations from June 2027 to 31 December 2034 there will be no changes to annual production rates and thus peak hour, and peak daily traffic volumes will not change.



**Photograph 6 - Tarean Road north near A1 Pacific Highway interchange.**

## 4.3 – Andersite Road

Andersite Road is a local rural road which provides vehicular access to properties along its length including the development site. As a local road it is under the care and control of MidCoast Council. Near the quarry sites it is a sealed rural standard road a minimum 9 metres wide providing a 3.5 metre travel lane in each direction and 1 to 2-metre-wide sealed shoulders and table drains along its edges. The road is only centre line marked with a 50 km/h speed limit applying in the vicinity of the site. At the time of inspection Andersite Road was observed to be in good condition as shown in **Photograph 7** below. It is considered satisfactory to cater for the existing heavy vehicle traffic associated with both the KHRQ and KEQ as well as the proposal, noting that no additional heavy vehicle traffic is proposed to be generated at either the KHRQ or

KEQ and approved extraction and transport rates (KHRQ (500,000 tpa) and KEQ (1.5 mtpa)) will not change. Whilst the KHRQ is extending operations from June 2027 to 31 December 2034 there will be no changes to annual production rates and thus peak hour, and peak daily traffic volumes will not change. The Tarean Road / Andersite Road / The Branch Lane intersection is constructed as a give way priority- controlled T-intersection with Tarean Road to The Branch Lane having priority.



*Photograph 7 – Andersite Road near Karuah East Quarry entrance.*

#### **4.4 – Blue Rock Close**

Blue Rock Close is a local rural road which provides vehicular access to properties along its length including the development site. The parcels of land that contain Blue Rock Close are currently in the ownership of TfNSW and as a local road it is under the care and control of MidCoast Council. Near the quarry sites it is a sealed rural standard road a minimum 9 metres wide providing a 3.5 metre travel lane in each direction and 1 to 2-metre-wide sealed shoulders and table drains along its edges. There is also a large section of the road with upright kerb and gutter on both sides of the road. The road is only centre line marked with a 50 km/h speed limit applying in the vicinity of the site. At the time of inspection Blue Rock Close was observed to be in good condition as shown in **Photograph 8** below. It is considered satisfactory to cater for the existing heavy vehicle traffic associated with both the KEQ and KHRQ as well as the proposal, noting that no additional heavy vehicle traffic is proposed to be generated at either the KHRQ or KEQ and approved extraction and transport rates will remain unchanged (500,000 tpa at KHRQ and 1.5 mtpa at KEQ). It is also noted that Blue Rock Close is almost exclusively utilised by vehicles associated with KEQ. The Andersite Road / Blue Rock Close intersection is constructed as a give way priority- controlled T-intersection with Andersite Road having priority.



*Photograph 8 – Blue Rock Close near Karuah East Quarry entrance.*

## 5.0 ALTERNATE TRANSPORT MODES

Public transport availability to the site is non-existent. No bus services run routes connecting the sites along Blue Rock Close, Andersite Road or Tarean Road.

The existing KHRQ and KEQ do not generate any need for public transport services. The proposal will not result in any significant changes to employee numbers (and related traffic movements) at the KHRQ beyond continuing numbers from 2027 to the proposed life extension to 31 December 2034. The proposal will not result in any significant changes to employee numbers (and related traffic movements) at the KEQ. Accordingly, the proposed development does not generate any demand for public transport services.

Being a rural area there are no constructed footpaths therefore there are no facilities for pedestrians. Pedestrians walking along the local and state road network would be required to use the unformed verges or utilise the road shoulder where necessary however this is discouraged along the A1 Pacific Highway. Similarly, there are no designated on or off-road cycle ways in the area. Therefore, cyclists using the road network would either need to use the formed road shoulders or share the traffic lanes where necessary. The established KHRQ and KEQ operations do not generate any pedestrian or cycle traffic, and this will not change with the proposed pit consolidation project.

There are also currently no alternatives to the use of road haulage of material to and from the site.

## 6.0 TRAFFIC VOLUMES / IMPACT

Northern Transport Planning and Engineering (NTPE) on behalf of Intersect Traffic undertook traffic classifier counts on both Andersite Road and Blue Rock Close near the quarry accesses to KHRQ and KEQ during the week commencing Monday 24<sup>th</sup> November 2025 and finishing Sunday 30<sup>th</sup> November 2025. These counts determined the peak hour traffic generated on these roads as;

- ◆ Andersite Road – AM peak – 32 vtph (7 am – 8 am) & PM peak – 35 vtph (12 pm – 1 pm).
- ◆ Blue Rock Close – AM peak – 50 vtph (8 am – 9 am) & PM peak – 46 vtph (2 pm – 3 pm).

Weighbridge data for the first six months of 2025 provided from Hunter Quarries for the existing KEQ (see **Attachment B**) indicates a maximum dispatch capacity of 35 vehicles (2<sup>nd</sup> June 2025) which would indicate that the likely peak hour traffic generation would be a worst-case scenario of approximately 80 vtph based on maximum weighbridge capacity, local delivery site and some light vehicle traffic from the site.

Based on this advice and the results of the traffic counts undertaken for this assessment a peak hour traffic generation from each of the quarries of 80 vtph (88% heavy vehicles) has been adopted in this assessment. Therefore, the likely peak hour traffic volumes on the adjacent local road network providing access to the quarries would be in the order of.

- ◆ Andersite Road – 160 vtph; and
- ◆ Blue Rock Close – 80 vtph.

These values have been adopted in this assessment for a worst-case scenario assessment assuming both quarries operating together at capacity.

Both Andersite Road and Blue Rock Close, as two-lane two-way roads with a 50 km/h speed limit would likely have a two-way mid-block capacity of at least 1,800 vtph therefore with peak hour traffic being only in the order of a maximum 160 vtph these roads are currently operating with excellent levels of service and with uninterrupted flow conditions.

With no additional traffic generated by the proposed pit consolidation project the local and state road network adjacent to the quarries will continue to operate with uninterrupted flow conditions or with no loss of two-way mid-block level of service or intersection level of service. There is ample capacity to accommodate the proposed extension of life of the KHRQ (from 3 June 2027 to 31 Dec 2034). Annual extraction limits (and transport volumes) will not change and there is ample capacity to accommodate the proposed extended hours of operation at KHRQ. It is anticipated that the average daily vehicle movements would be more evenly distributed over the day with no change in the peak hour volumes.

It is also noted that there are no cumulative impacts from development of the proposed Karuah South Quarry (SSD-8795) as this quarry is now under the control of HQPL and that if progressed, operations will not commence until after KHRQ has ceased operation.

Therefore, the proposed pit consolidation project will not adversely impact on the adjoining state and local road network. Therefore, there is also no nexus for any road infrastructure upgrades resulting from the consolidation project.

## 7.0 VEHICULAR ACCESS

The existing quarries currently operate with at grade vehicular accesses off Andersite Road (KHRQ) and Blue Rock Close (KEQ) that are constructed to suit their use by heavy vehicle traffic associated with the operation of the quarries. With the consolidation project not generating any additional peak hour traffic volumes and noting the KHRQ and KEQ as approved extraction and transport rates will remain unchanged (500,000 tpa at KHRQ and 1.5 mtpa at KEQ) it is considered the existing vehicular accesses having been approved within the existing consents for the quarries will still be suitable for operations and there is no nexus in this project for the upgrading of the existing vehicular accesses to the quarries.

## 8.0 ON-SITE CAR PARKING

On-site car parking within both the KHRQ and KEQ has been considered under each current consents applying to the two existing quarries. Staffing numbers are not anticipated to change as a result of the proposed pit consolidation project and heavy vehicle movements will not change noting that there is no change in annual extraction (and transport) rates at either quarry. With no additional traffic being generated by the pit consolidation project, there is no nexus for the provision of any additional on-site car or heavy vehicle parking within the KHRQ or KEQ.

## 9.0 SERVICING

The proposed pit consolidation project does not result in any additional servicing for the quarries with the existing servicing requirements being reflected in the current approvals for both quarries. Therefore, the proposed pit consolidation project does not result in a nexus for the provision of upgraded or new servicing infrastructure at either quarry.

## 10.0 PEDESTRIAN FACILITIES

The proposed pit consolidation project does not result in any additional pedestrian traffic within or external to the quarries. Therefore, the proposed pit consolidation project does not result in a nexus for the provision of upgraded or new pedestrian infrastructure within or external to either the KHRQ or KEQ.

## 11.0 ALTERNATE TRANSPORT MODE FACILITIES

The proposed pit consolidation project does not result in any additional demand for alternate transport mode facilities or services. Therefore, the proposed pit consolidation project does not result in a nexus for the provision of upgraded or new alternate transport mode facilities or services external to either the KHRQ or KEQ.

## 12.0 CONCLUSIONS

This traffic and transport impact statement has been prepared to accompany two (2) Section 4.55(2) modifications applications to the KHRQ and KEQ to facilitate the proposed Karuah Pit Consolidation Project. The proposal seeks to enable the extraction of previously sterilised andesite resource from the remnant dividing highwall and all disturbed areas at KHRQ and KEQ in a coordinated approach.

The findings of the traffic and transport impact statement are as follows:

- ◆ The existing adjoining local and state road network is of a suitable standard to cater for all traffic generated by the operation of the existing KHRQ and KEQ.
- ◆ Weighbridge data for the first six months of 2025 provided from Hunter Quarries existing KEQ (see Attachment B) indicates a maximum dispatch capacity of 35 vehicles (2nd June 2025) which would indicate that the likely peak hour traffic generation would be as a worst-case scenario of approximately 80 vtp/h based on maximum weighbridge capacity, local delivery site and some light vehicle traffic from the site.
- ◆ With the local road network (Andersite Road and Blue Rock Close) now only catering for quarry traffic the likely existing peak hour traffic volumes on the local road network would be Andersite Road – 160 vtp/h and Blue Rock Close - 80 vtp/h.
- ◆ Both Andersite Road and Blue Rock Close as two-lane two-way roads with a 50 km/h speed limit would likely have a two-way mid-block capacity of at least 1,800 vtp/h therefore with peak hour traffic being only in the order of a maximum of 160 vtp/h these roads are currently operating with excellent levels of service and with uninterrupted flow conditions.
- ◆ With no additional traffic generated by the proposed pit consolidation project the local and state road network adjacent to the KHRQ and KEQ will continue to operate with uninterrupted flow conditions or with no loss of two-way mid-block level of service or intersection level of service therefore the proposed Karuah pit consolidation project will not adversely impact on the adjoining state and local road network. Therefore, there is no nexus for any road infrastructure upgrades resulting from the proposal.
- ◆ Further the proposed extension of hours of operation and the proposed life extension of the KHRQ will not increase the peak hour traffic generation of the site as the approved extraction and transport rates for the quarry will remain unchanged with no increase in peak hour traffic generation during a major sale but likely to result in the daily traffic volumes being distributed more evenly over the day.
- ◆ It is also noted that there are no cumulative impacts from development of the proposed Karuah South Quarry (SSD-8795) as this quarry is now under the control of HQPL and that if progressed, operations will not commence until after KHRQ has ceased operation.
- ◆ The existing quarries currently operate with at grade vehicular accesses off Andersite Road (KHRQ) and Blue Rock Close (KEQ) that are constructed to suit their use by heavy vehicle traffic associated with the operation of the quarries. With the proposed pit consolidation project not generating any additional traffic and the current accesses being approved within the existing consents for the quarries there is no nexus in this project for the upgrading of the existing vehicular accesses to both quarries.
- ◆ On-site car parking within each quarry site has been considered under the current consents that apply to each quarry. Noting that no intensification of traffic will be generated by the proposal, there is no nexus in this project for the provision of additional on-site car or heavy vehicle parking within each of the quarries.
- ◆ The proposed Karuah pit consolidation project does not result in any additional servicing for the quarries with the existing servicing requirements being reflected in current approvals. Accordingly, the consolidation project does not result in a nexus for the provision of upgraded or new servicing infrastructure within either the KHRQ or KEQ.
- ◆ The proposed Karuah pit consolidation project does not result in any additional pedestrian traffic within or external to the KHRQ and KEQ. Therefore, the proposal does not result in a

nexus for the provision of upgraded or new pedestrian infrastructure within or external to both the KHRQ and KEQ.

- ◆ The proposed Karuah pit consolidation project does not result in any additional demand for alternate transport mode facilities or services. Therefore, the proposal does not result in a nexus for the provision of upgraded or new alternate transport mode facilities or services external to either the KHRQ or KEQ.

## 13.0 RECOMMENDATION

Having carried out this traffic impact assessment for the proposed Karuah Pit Consolidation Project for the Karuah Hard Rock Quarry & Karuah East Quarries off Andersite Road and Blue Rock Close Karuah, it is recommended that the proposal can be supported from a traffic, access and parking perspective as the proposal will not adversely impact on the operation or safety of the adjoining local and state road network.



**JR Garry BE (Civil), Masters of Traffic**  
**Director**  
**Intersect Traffic Pty Ltd**

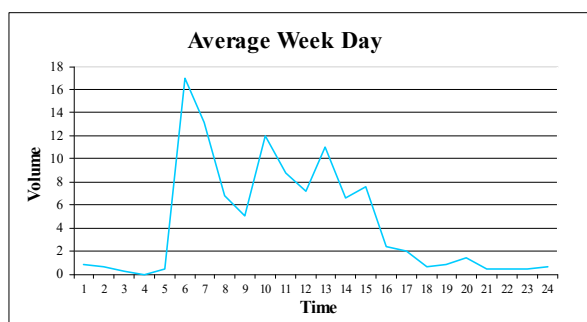
# ATTACHMENT A

## 2025 TRAFFIC DATA

**Site 1 ANDERSITE RD EAST OF BLUE ROCK CLOSE [40]**

**Eastbound**

| Day<br>Time  | Mon<br>24/11/25 | Tue<br>25/11/2025 | Wed<br>26/11/2025 | Thu<br>27/11/2025 | Fri<br>28/11/2025 | Sat<br>29/11/2025 | Sun<br>30/11/2025 | W/Day<br>Ave. | W/End<br>Ave. | 7 Day<br>Ave |
|--------------|-----------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---------------|---------------|--------------|
| 0:00         | 0               | 2                 | 0                 | 2                 | 0                 | 0                 | 0                 | 1             | 0             | 1            |
| 1:00         | 0               | 1                 | 1                 | 1                 | 0                 | 0                 | 0                 | 1             | 0             | 0            |
| 2:00         | 0               | 1                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0             | 0             | 0            |
| 3:00         | 0               | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0             | 0             | 0            |
| 4:00         | 0               | 0                 | 1                 | 0                 | 1                 | 1                 | 0                 | 0             | 1             | 0            |
| 5:00         | 17              | 17                | 14                | 21                | 16                | 6                 | 0                 | 17            | 3             | 13           |
| 6:00         | 11              | 12                | 8                 | 11                | 24                | 0                 | 0                 | 13            | 0             | 9            |
| 7:00         | 4               | 11                | 7                 | 7                 | 5                 | 12                | 0                 | 7             | 6             | 7            |
| 8:00         | 6               | 6                 | 7                 | 6                 | 0                 | 0                 | 0                 | 5             | 0             | 4            |
| 9:00         | 15              | 18                | 11                | 8                 | 8                 | 3                 | 0                 | 12            | 2             | 9            |
| 10:00        | 5               | 11                | 7                 | 8                 | 13                | 5                 | 0                 | 9             | 3             | 7            |
| 11:00        | 5               | 11                | 7                 | 10                | 3                 | 0                 | 0                 | 7             | 0             | 5            |
| 12:00        | 13              | 9                 | 4                 | 11                | 18                | 0                 | 0                 | 11            | 0             | 8            |
| 13:00        | 3               | 13                | 6                 | 6                 | 5                 | 1                 | 0                 | 7             | 1             | 5            |
| 14:00        | 5               | 13                | 5                 | 10                | 5                 | 0                 | 0                 | 8             | 0             | 5            |
| 15:00        | 4               | 4                 | 0                 | 1                 | 3                 | 0                 | 0                 | 2             | 0             | 2            |
| 16:00        | 1               | 3                 | 0                 | 4                 | 2                 | 1                 | 0                 | 2             | 1             | 2            |
| 17:00        | 1               | 1                 | 0                 | 0                 | 1                 | 0                 | 0                 | 1             | 0             | 0            |
| 18:00        | 1               | 2                 | 1                 | 0                 | 0                 | 0                 | 0                 | 1             | 0             | 1            |
| 19:00        | 1               | 1                 | 1                 | 2                 | 2                 | 0                 | 0                 | 1             | 0             | 1            |
| 20:00        | 1               | 0                 | 0                 | 1                 | 0                 | 0                 | 0                 | 0             | 0             | 0            |
| 21:00        | 0               | 0                 | 0                 | 2                 | 0                 | 0                 | 0                 | 0             | 0             | 0            |
| 22:00        | 0               | 2                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0             | 0             | 0            |
| 23:00        | 0               | 1                 | 0                 | 2                 | 0                 | 0                 | 0                 | 1             | 0             | 0            |
| <b>Total</b> | <b>93</b>       | <b>139</b>        | <b>80</b>         | <b>113</b>        | <b>106</b>        | <b>29</b>         | <b>0</b>          | <b>106</b>    | <b>15</b>     | <b>80</b>    |

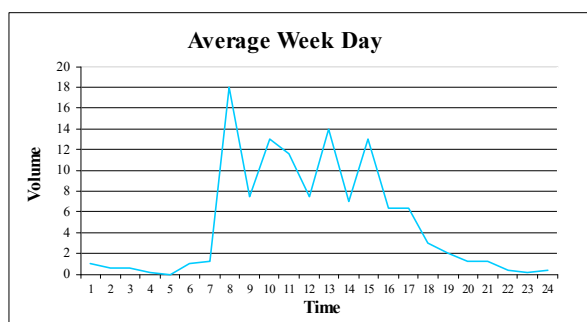


| <b>Weekday Max Peak</b>    |          |         |            |
|----------------------------|----------|---------|------------|
|                            | from     | to      |            |
| <b>AM Peak</b>             | 6:00 AM  | 7:00 AM | <b>24</b>  |
| <b>PM Peak</b>             | 12:00 PM | 1:00 PM | <b>18</b>  |
| <b>Week Day Average</b>    |          |         | <b>106</b> |
| <b>Weekend Day Average</b> |          |         | <b>15</b>  |
| <b>7 Day Average</b>       |          |         | <b>80</b>  |

**Site 1 ANDERSITE RD EAST OF BLUE ROCK CLOSE [40]**

**Westbound**

| Day<br>Time  | Mon<br>24/11/25 | Tue<br>25/11/2025 | Wed<br>26/11/2025 | Thu<br>27/11/2025 | Fri<br>28/11/2025 | Sat<br>29/11/2025 | Sun<br>30/11/2025 | W/Day<br>Ave. | W/End<br>Ave. | 7 Day<br>Ave |
|--------------|-----------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---------------|---------------|--------------|
| 0:00         | 0               | 1                 | 2                 | 2                 | 0                 | 0                 | 0                 | 1             | 0             | 1            |
| 1:00         | 0               | 2                 | 1                 | 0                 | 0                 | 0                 | 0                 | 1             | 0             | 0            |
| 2:00         | 0               | 2                 | 0                 | 1                 | 0                 | 0                 | 0                 | 1             | 0             | 0            |
| 3:00         | 0               | 1                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0             | 0             | 0            |
| 4:00         | 0               | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0             | 0             | 0            |
| 5:00         | 1               | 0                 | 1                 | 3                 | 0                 | 0                 | 0                 | 1             | 0             | 1            |
| 6:00         | 0               | 0                 | 0                 | 1                 | 5                 | 0                 | 0                 | 1             | 0             | 1            |
| 7:00         | 19              | 16                | 13                | 15                | 27                | 13                | 0                 | 18            | 7             | 15           |
| 8:00         | 5               | 16                | 7                 | 7                 | 2                 | 0                 | 0                 | 7             | 0             | 5            |
| 9:00         | 16              | 13                | 13                | 15                | 8                 | 1                 | 0                 | 13            | 1             | 9            |
| 10:00        | 9               | 15                | 13                | 4                 | 17                | 9                 | 0                 | 12            | 5             | 10           |
| 11:00        | 7               | 10                | 5                 | 8                 | 7                 | 0                 | 0                 | 7             | 0             | 5            |
| 12:00        | 13              | 11                | 15                | 14                | 17                | 6                 | 0                 | 14            | 3             | 11           |
| 13:00        | 2               | 12                | 5                 | 11                | 5                 | 1                 | 0                 | 7             | 1             | 5            |
| 14:00        | 8               | 15                | 21                | 12                | 9                 | 0                 | 0                 | 13            | 0             | 9            |
| 15:00        | 9               | 4                 | 0                 | 6                 | 13                | 0                 | 0                 | 6             | 0             | 5            |
| 16:00        | 4               | 15                | 0                 | 7                 | 6                 | 1                 | 0                 | 6             | 1             | 5            |
| 17:00        | 5               | 3                 | 0                 | 3                 | 4                 | 0                 | 0                 | 3             | 0             | 2            |
| 18:00        | 4               | 0                 | 0                 | 5                 | 1                 | 0                 | 0                 | 2             | 0             | 1            |
| 19:00        | 1               | 2                 | 0                 | 1                 | 2                 | 0                 | 0                 | 1             | 0             | 1            |
| 20:00        | 1               | 2                 | 2                 | 1                 | 0                 | 0                 | 0                 | 1             | 0             | 1            |
| 21:00        | 0               | 0                 | 0                 | 2                 | 0                 | 0                 | 0                 | 0             | 0             | 0            |
| 22:00        | 0               | 1                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0             | 0             | 0            |
| 23:00        | 0               | 0                 | 0                 | 2                 | 0                 | 0                 | 0                 | 0             | 0             | 0            |
| <b>Total</b> | <b>104</b>      | <b>141</b>        | <b>98</b>         | <b>120</b>        | <b>123</b>        | <b>31</b>         | <b>0</b>          | <b>117</b>    | <b>16</b>     | <b>88</b>    |

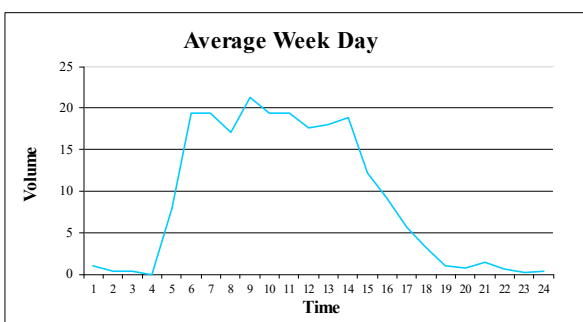


| <b>Weekday Max Peak</b>    |         |         |            |
|----------------------------|---------|---------|------------|
|                            | from    | to      |            |
| <b>AM Peak</b>             | 7:00 AM | 8:00 AM | <b>27</b>  |
| <b>PM Peak</b>             | 2:00 PM | 3:00 PM | <b>21</b>  |
| <b>Week Day Average</b>    |         |         | <b>117</b> |
| <b>Weekend Day Average</b> |         |         | <b>16</b>  |
| <b>7 Day Average</b>       |         |         | <b>88</b>  |

**Site 2 BLUE ROCK CLOSE EAST OF ANDERSITE RD [60]**

**Eastbound**

| Day<br>Time  | Mon<br>24/11/25 | Tue<br>25/11/2025 | Wed<br>26/11/2025 | Thu<br>27/11/2025 | Fri<br>28/11/2025 | Sat<br>29/11/2025 | Sun<br>30/11/2025 | W/Day<br>Ave. | W/End<br>Ave. | 7 Day<br>Ave |
|--------------|-----------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---------------|---------------|--------------|
| 0:00         | 0               | 1                 | 2                 | 2                 | 0                 | 0                 | 0                 | 1             | 0             | 1            |
| 1:00         | 0               | 1                 | 1                 | 0                 | 0                 | 0                 | 0                 | 0             | 0             | 0            |
| 2:00         | 0               | 1                 | 0                 | 1                 | 0                 | 0                 | 0                 | 0             | 0             | 0            |
| 3:00         | 0               | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0             | 0             | 0            |
| 4:00         | 7               | 7                 | 7                 | 10                | 9                 | 5                 | 0                 | 8             | 3             | 6            |
| 5:00         | 18              | 20                | 20                | 25                | 14                | 9                 | 0                 | 19            | 5             | 15           |
| 6:00         | 18              | 18                | 12                | 19                | 30                | 5                 | 0                 | 19            | 3             | 15           |
| 7:00         | 15              | 21                | 15                | 13                | 21                | 14                | 0                 | 17            | 7             | 14           |
| 8:00         | 30              | 18                | 21                | 19                | 18                | 2                 | 0                 | 21            | 1             | 15           |
| 9:00         | 16              | 17                | 17                | 24                | 23                | 8                 | 0                 | 19            | 4             | 15           |
| 10:00        | 26              | 16                | 20                | 12                | 23                | 5                 | 0                 | 19            | 3             | 15           |
| 11:00        | 12              | 22                | 17                | 20                | 17                | 1                 | 0                 | 18            | 1             | 13           |
| 12:00        | 21              | 16                | 17                | 17                | 19                | 0                 | 0                 | 18            | 0             | 13           |
| 13:00        | 24              | 22                | 13                | 21                | 14                | 0                 | 0                 | 19            | 0             | 13           |
| 14:00        | 11              | 14                | 14                | 12                | 10                | 0                 | 0                 | 12            | 0             | 9            |
| 15:00        | 15              | 8                 | 3                 | 12                | 8                 | 0                 | 1                 | 9             | 1             | 7            |
| 16:00        | 2               | 7                 | 5                 | 10                | 4                 | 0                 | 0                 | 6             | 0             | 4            |
| 17:00        | 7               | 6                 | 0                 | 2                 | 1                 | 0                 | 0                 | 3             | 0             | 2            |
| 18:00        | 0               | 0                 | 0                 | 2                 | 3                 | 0                 | 0                 | 1             | 0             | 1            |
| 19:00        | 1               | 1                 | 0                 | 1                 | 1                 | 0                 | 0                 | 1             | 0             | 1            |
| 20:00        | 2               | 2                 | 2                 | 1                 | 0                 | 0                 | 0                 | 1             | 0             | 1            |
| 21:00        | 0               | 0                 | 0                 | 2                 | 1                 | 0                 | 0                 | 1             | 0             | 0            |
| 22:00        | 0               | 1                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0             | 0             | 0            |
| 23:00        | 0               | 0                 | 0                 | 2                 | 0                 | 0                 | 0                 | 0             | 0             | 0            |
| <b>Total</b> | <b>225</b>      | <b>219</b>        | <b>186</b>        | <b>227</b>        | <b>216</b>        | <b>49</b>         | <b>1</b>          | <b>215</b>    | <b>25</b>     | <b>160</b>   |

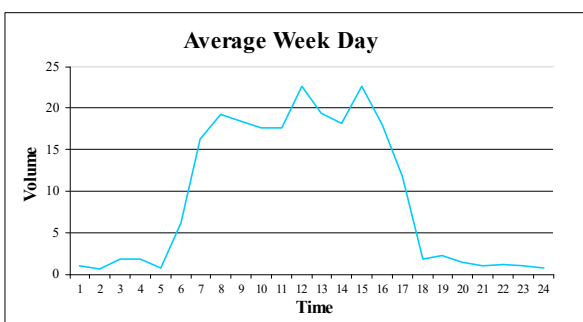


| <b>Weekday Max Peak</b>    |         |         |            |
|----------------------------|---------|---------|------------|
|                            | from    | to      |            |
| <b>AM Peak</b>             | 6:00 AM | 7:00 AM | <b>30</b>  |
| <b>PM Peak</b>             | 1:00 PM | 2:00 PM | <b>24</b>  |
| <b>Week Day Average</b>    |         |         | <b>215</b> |
| <b>Weekend Day Average</b> |         |         | <b>25</b>  |
| <b>7 Day Average</b>       |         |         | <b>160</b> |

**Site 2 BLUE ROCK CLOSE EAST OF ANDERSITE RD [60]**

**Westbound**

| Day<br>Time  | Mon<br>24/11/25 | Tue<br>25/11/2025 | Wed<br>26/11/2025 | Thu<br>27/11/2025 | Fri<br>28/11/2025 | Sat<br>29/11/2025 | Sun<br>30/11/2025 | W/Day<br>Ave. | W/End<br>Ave. | 7 Day<br>Ave |
|--------------|-----------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---------------|---------------|--------------|
| 0:00         | 0               | 1                 | 1                 | 2                 | 1                 | 3                 | 0                 | 1             | 2             | 1            |
| 1:00         | 0               | 1                 | 1                 | 1                 | 0                 | 0                 | 0                 | 1             | 0             | 0            |
| 2:00         | 0               | 1                 | 4                 | 2                 | 2                 | 0                 | 0                 | 2             | 0             | 1            |
| 3:00         | 0               | 1                 | 2                 | 3                 | 3                 | 0                 | 0                 | 2             | 0             | 1            |
| 4:00         | 0               | 4                 | 0                 | 0                 | 0                 | 0                 | 0                 | 1             | 0             | 1            |
| 5:00         | 6               | 4                 | 4                 | 10                | 7                 | 4                 | 0                 | 6             | 2             | 5            |
| 6:00         | 16              | 17                | 12                | 14                | 22                | 6                 | 0                 | 16            | 3             | 12           |
| 7:00         | 15              | 18                | 21                | 20                | 22                | 14                | 0                 | 19            | 7             | 16           |
| 8:00         | 20              | 21                | 15                | 19                | 17                | 4                 | 0                 | 18            | 2             | 14           |
| 9:00         | 22              | 13                | 13                | 19                | 21                | 6                 | 0                 | 18            | 3             | 13           |
| 10:00        | 19              | 12                | 24                | 16                | 17                | 4                 | 0                 | 18            | 2             | 13           |
| 11:00        | 24              | 25                | 20                | 20                | 24                | 12                | 0                 | 23            | 6             | 18           |
| 12:00        | 19              | 17                | 16                | 16                | 29                | 1                 | 0                 | 19            | 1             | 14           |
| 13:00        | 21              | 17                | 13                | 25                | 15                | 0                 | 0                 | 18            | 0             | 13           |
| 14:00        | 20              | 26                | 32                | 19                | 16                | 0                 | 0                 | 23            | 0             | 16           |
| 15:00        | 26              | 26                | 1                 | 22                | 15                | 0                 | 1                 | 18            | 1             | 13           |
| 16:00        | 15              | 11                | 10                | 15                | 8                 | 1                 | 0                 | 12            | 1             | 9            |
| 17:00        | 3               | 1                 | 1                 | 2                 | 2                 | 0                 | 0                 | 2             | 0             | 1            |
| 18:00        | 3               | 4                 | 1                 | 1                 | 2                 | 0                 | 0                 | 2             | 0             | 2            |
| 19:00        | 1               | 1                 | 1                 | 2                 | 2                 | 0                 | 0                 | 1             | 0             | 1            |
| 20:00        | 2               | 1                 | 0                 | 2                 | 0                 | 0                 | 0                 | 1             | 0             | 1            |
| 21:00        | 2               | 0                 | 1                 | 2                 | 1                 | 0                 | 0                 | 1             | 0             | 1            |
| 22:00        | 0               | 3                 | 0                 | 1                 | 1                 | 0                 | 0                 | 1             | 0             | 1            |
| 23:00        | 0               | 1                 | 0                 | 3                 | 0                 | 0                 | 0                 | 1             | 0             | 1            |
| <b>Total</b> | <b>234</b>      | <b>226</b>        | <b>193</b>        | <b>236</b>        | <b>227</b>        | <b>55</b>         | <b>1</b>          | <b>223</b>    | <b>28</b>     | <b>167</b>   |



| <b>Weekday Max Peak</b>    |          |          |            |
|----------------------------|----------|----------|------------|
|                            | from     | to       |            |
| <b>AM Peak</b>             | 11:00 AM | 12:00 PM | <b>25</b>  |
| <b>PM Peak</b>             | 2:00 PM  | 3:00 PM  | <b>32</b>  |
| <b>Week Day Average</b>    |          |          | <b>223</b> |
| <b>Weekend Day Average</b> |          |          | <b>28</b>  |
| <b>7 Day Average</b>       |          |          | <b>167</b> |

# **ATTACHMENT B**

## **KEQ WEIGHBRIDGE DATA (01/01/25 – 30/06/25).**



**Karuah East Quarry**  
Transport Monitoring Data - H1 2025  
Project Approval (MOR-00-0175)  
Schedule 3, Condition 23

**Monitoring of Product Transport**

The Proponent must keep accurate records of all laden truck movements to and from the site (including time of arrival and dispatch) and publish a summary of records on its website every 6 months and in the Annual Review.

| Calendar Date | DAILY TOTAL | 5 to 6 | 6 to 7 | 7 to 8 | 8 to 9 | 9 to 10 | 10 to 11 | 11 to 12 | 12 to 1 | 1 to 2 | 2 to 3 | 3 to 4 | 4 to 5 | 5 to 6 | 6 to 7 | 7 to 8 | 8 to 9 | 9 to 10 | Manual Safe |
|---------------|-------------|--------|--------|--------|--------|---------|----------|----------|---------|--------|--------|--------|--------|--------|--------|--------|--------|---------|-------------|
| 2/01/2025     | -           | -      | -      | -      | -      | -       | -        | -        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 3/01/2025     | -           | -      | -      | -      | -      | -       | -        | -        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 4/01/2025     | -           | -      | -      | -      | -      | -       | -        | -        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 5/01/2025     | -           | -      | -      | -      | -      | -       | -        | -        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 6/01/2025     | 33          | -      | -      | 1      | 3      | 3       | 5        | 7        | 4       | 4      | 6      | -      | -      | -      | -      | -      | -      | -       | -           |
| 7/01/2025     | 58          | -      | 9      | 8      | 6      | 9       | 8        | 8        | 4       | 4      | 6      | 1      | -      | -      | -      | -      | -      | -       | -           |
| 8/01/2025     | 29          | -      | 5      | 3      | 3      | 5       | 2        | 4        | 4       | 1      | 1      | -      | -      | -      | -      | -      | -      | -       | -           |
| 9/01/2025     | 22          | -      | 2      | 2      | 2      | 2       | 4        | 5        | 3       | 1      | 1      | -      | -      | -      | -      | -      | -      | -       | -           |
| 10/01/2025    | 72          | -      | 10     | 9      | 9      | 9       | 10       | 6        | 10      | 6      | 3      | -      | -      | -      | -      | -      | -      | -       | -           |
| 11/01/2025    | -           | -      | -      | -      | -      | -       | -        | -        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 12/01/2025    | -           | -      | -      | -      | -      | -       | -        | -        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 13/01/2025    | 188         | -      | 15     | 21     | 20     | 18      | 19       | 24       | 16      | 19     | 20     | 15     | 1      | -      | -      | -      | -      | -       | -           |
| 14/01/2025    | 178         | -      | 15     | 16     | 22     | 19      | 18       | 24       | 13      | 19     | 22     | 9      | 1      | -      | -      | -      | -      | -       | -           |
| 15/01/2025    | 101         | -      | 12     | 9      | 11     | 17      | 5        | 15       | 8       | 13     | 5      | 6      | -      | -      | -      | -      | -      | -       | -           |
| 16/01/2025    | 37          | -      | 7      | 8      | 1      | -       | 15       | 1        | 1       | 3      | 1      | -      | -      | -      | -      | -      | -      | -       | -           |
| 17/01/2025    | -           | -      | -      | -      | -      | -       | -        | -        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 18/01/2025    | -           | -      | -      | -      | -      | -       | -        | -        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 19/01/2025    | -           | -      | -      | -      | -      | -       | -        | -        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 20/01/2025    | 90          | -      | 10     | 7      | 7      | 15      | 10       | 11       | 9       | 10     | 4      | 5      | 2      | -      | -      | -      | -      | -       | -           |
| 21/01/2025    | 80          | -      | 8      | 11     | 11     | 7       | 7        | 10       | 8       | 5      | 6      | 7      | -      | -      | -      | -      | -      | -       | -           |
| 22/01/2025    | 115         | -      | 13     | 9      | 17     | 14      | 15       | 16       | 16      | 8      | 5      | 2      | -      | -      | -      | -      | -      | -       | -           |
| 23/01/2025    | 104         | -      | -      | -      | -      | -       | -        | -        | -       | 9      | 4      | 17     | 6      | -      | -      | -      | -      | -       | -           |
| 24/01/2025    | 109         | -      | 11     | 15     | 15     | 18      | 13       | 16       | 11      | 10     | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 25/01/2025    | -           | -      | -      | -      | -      | -       | -        | -        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 26/01/2025    | -           | -      | -      | -      | -      | -       | -        | -        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 27/01/2025    | -           | -      | -      | -      | -      | -       | -        | -        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 28/01/2025    | 189         | 2      | 17     | 22     | 23     | 24      | 15       | 30       | 16      | 11     | 16     | 13     | -      | -      | -      | -      | -      | -       | -           |
| 29/01/2025    | 170         | -      | 9      | 24     | 20     | 19      | 18       | 21       | 22      | 17     | 13     | 6      | 1      | -      | -      | -      | -      | -       | -           |
| 30/01/2025    | 136         | -      | 15     | 10     | 11     | 14      | 16       | 15       | 19      | 3      | 5      | 10     | 1      | -      | -      | -      | -      | -       | -           |
| 31/01/2025    | 110         | -      | 10     | 14     | 6      | 17      | 13       | 16       | 17      | 7      | 9      | 1      | -      | -      | -      | -      | -      | -       | -           |
| 1/02/2025     | -           | -      | -      | -      | -      | -       | -        | -        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 2/02/2025     | -           | -      | -      | -      | -      | -       | -        | -        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 3/02/2025     | 167         | -      | 18     | 20     | 24     | 5       | 2        | 35       | 27      | 15     | 10     | 11     | -      | -      | -      | -      | -      | -       | -           |
| 4/02/2025     | 149         | -      | 15     | 17     | 19     | 17      | 18       | 14       | 19      | 12     | 11     | 6      | 1      | -      | -      | -      | -      | -       | -           |
| 5/02/2025     | 170         | -      | 15     | 15     | 22     | 19      | 18       | 19       | 21      | 15     | 15     | 10     | -      | -      | -      | -      | -      | -       | -           |
| 6/02/2025     | 181         | 1      | 11     | 11     | 21     | 15      | 16       | 15       | 12      | 15     | 14     | 7      | -      | -      | -      | -      | -      | -       | -           |
| 7/02/2025     | 110         | -      | 13     | 8      | 14     | 10      | 11       | 13       | 12      | 11     | 8      | 9      | 1      | -      | -      | -      | -      | -       | -           |
| 8/02/2025     | 9           | -      | 3      | 3      | 1      | 2       | -        | -        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 9/02/2025     | -           | -      | -      | -      | -      | -       | -        | -        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 10/02/2025    | 152         | -      | 19     | 12     | 17     | 22      | 19       | 14       | 19      | 5      | 21     | 4      | -      | -      | -      | -      | -      | -       | -           |
| 11/02/2025    | 95          | 1      | 10     | 8      | 12     | 13      | 12       | 12       | 14      | 5      | 6      | 2      | -      | -      | -      | -      | -      | -       | -           |
| 12/02/2025    | 125         | -      | 12     | 18     | 19     | 11      | 18       | 14       | 8       | 12     | 8      | 5      | -      | -      | -      | -      | -      | -       | -           |
| 13/02/2025    | 137         | -      | 16     | 7      | 18     | 14      | 16       | 16       | 16      | 14     | 9      | 8      | 1      | -      | -      | -      | -      | -       | -           |
| 14/02/2025    | 120         | -      | 16     | 9      | 18     | 10      | 14       | 14       | 14      | 9      | 10     | 5      | -      | -      | -      | -      | -      | -       | -           |
| 15/02/2025    | 14          | -      | 3      | 3      | 4      | 1       | 3        | -        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 16/02/2025    | -           | -      | -      | -      | -      | -       | -        | -        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 17/02/2025    | 158         | -      | 14     | 16     | 14     | 21      | 20       | 15       | 18      | 20     | 14     | 6      | -      | -      | -      | -      | -      | -       | -           |
| 18/02/2025    | 182         | 1      | 15     | 17     | 25     | 19      | 28       | 19       | 18      | 14     | 9      | 10     | 2      | -      | -      | -      | -      | -       | -           |
| 19/02/2025    | 153         | -      | 15     | 12     | 20     | 17      | 23       | 13       | 17      | 13     | 14     | 8      | -      | -      | -      | -      | -      | -       | -           |
| 20/02/2025    | 160         | -      | 14     | 18     | 14     | 20      | 16       | 17       | 17      | 15     | 14     | 14     | 1      | -      | -      | -      | -      | -       | -           |
| 21/02/2025    | 179         | -      | 14     | 22     | 16     | 21      | 22       | 23       | 18      | 18     | 12     | 12     | 1      | -      | -      | -      | -      | -       | -           |
| 22/02/2025    | 166         | -      | 3      | 1      | 3      | 3       | 5        | 1        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 23/02/2025    | -           | -      | -      | -      | -      | -       | -        | -        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 24/02/2025    | 155         | -      | 13     | 15     | 19     | 17      | 17       | 22       | 12      | 13     | 14     | 11     | 2      | -      | -      | -      | -      | -       | -           |
| 25/02/2025    | 144         | -      | 15     | 14     | 17     | 17      | 12       | 18       | 12      | 12     | 13     | 10     | -      | -      | -      | -      | -      | -       | -           |
| 26/02/2025    | 153         | -      | 14     | 13     | 17     | 18      | 18       | 17       | 17      | 10     | 10     | 10     | -      | -      | -      | -      | -      | -       | -           |
| 27/02/2025    | 206         | -      | 17     | 18     | 25     | 15      | 27       | 21       | 21      | 24     | 19     | 18     | 1      | -      | -      | -      | -      | -       | -           |
| 28/02/2025    | 152         | -      | 14     | 15     | 20     | 21      | 17       | 19       | 18      | 12     | 12     | 4      | -      | -      | -      | -      | -      | -       | -           |
| 1/03/2025     | 21          | -      | 2      | 6      | 5      | 5       | 1        | 2        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 2/03/2025     | -           | -      | -      | -      | -      | -       | -        | -        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 3/03/2025     | 155         | -      | 17     | 17     | 19     | 22      | 15       | 19       | 16      | 14     | 10     | 6      | -      | -      | -      | -      | -      | -       | -           |
| 4/03/2025     | 127         | -      | 15     | 9      | 13     | 20      | 13       | 15       | 14      | 14     | 9      | 5      | -      | -      | -      | -      | -      | -       | -           |
| 5/03/2025     | 173         | -      | 16     | 24     | 17     | 22      | 14       | 20       | 16      | 16     | 15     | 13     | -      | -      | -      | -      | -      | -       | -           |
| 6/03/2025     | 130         | -      | 17     | 22     | 13     | 11      | 16       | 17       | 10      | 14     | 5      | 4      | 1      | -      | -      | -      | -      | -       | -           |
| 7/03/2025     | 95          | -      | 11     | 7      | 16     | 8       | 19       | 8        | 19      | 9      | 6      | 2      | -      | -      | -      | -      | -      | -       | -           |
| 8/03/2025     | 6           | -      | 3      | -      | 2      | -       | -        | 1        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 9/03/2025     | -           | -      | -      | -      | -      | -       | -        | -        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 10/03/2025    | 113         | -      | 13     | 9      | 16     | 9       | 11       | 19       | 13      | 11     | 7      | 4      | 1      | -      | -      | -      | -      | -       | -           |
| 11/03/2025    | 126         | -      | 17     | 14     | 16     | 15      | 19       | 13       | 13      | 10     | 6      | 3      | -      | -      | -      | -      | -      | -       | -           |
| 12/03/2025    | 187         | -      | 14     | 16     | 20     | 20      | 21       | 26       | 21      | 22     | 11     | 9      | -      | -      | -      | -      | -      | -       | -           |
| 13/03/2025    | 132         | -      | 18     | 16     | 17     | 9       | 20       | 10       | 16      | 12     | 7      | 6      | 1      | -      | -      | -      | -      | -       | -           |
| 14/03/2025    | 130         | 1      | 13     | 13     | 10     | 17      | 10       | 18       | 12      | 12     | 12     | 1      | -      | -      | -      | -      | -      | -       | -           |
| 15/03/2025    | 21          | -      | 7      | 2      | 6      | 2       | 3        | 1        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 16/03/2025    | -           | -      | -      | -      | -      | -       | -        | -        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 17/03/2025    | 169         | -      | 19     | 14     | 15     | 22      | 20       | 22       | 16      | 19     | 10     | 10     | 2      | -      | -      | -      | -      | -       | -           |
| 18/03/2025    | 156         | -      | 15     | 17     | 15     | 14      | 19       | 14       | 22      | 12     | 14     | 14     | -      | -      | -      | -      | -      | -       | -           |
| 19/03/2025    | 166         | -      | 18     | 16     | 12     | 21      | 17       | 14       | 18      | 20     | 12     | 15     | 3      | -      | -      | -      | -      | -       | -           |
| 20/03/2025    | 220         | -      | 18     | 32     | 17     | 25      | 25       | 21       | 26      | 24     | 13     | 18     | 1      | -      | -      | -      | -      | -       | -           |
| 21/03/2025    | 166         | -      | 17     | 28     | 15     | 23      | 13       | 27       | 17      | 16     | 8      | 2      | -      | -      | -      | -      | -      | -       | -           |
| 22/03/2025    | 17          | -      | 3      | 5      | 1      | 4       | 2        | -        | -       | -      | -      | -      | -      | -      | -      | -      | -      | -       | -           |
| 23/03/2025    | -           | -      | -      | -      | -      | -       | -        | -        |         |        |        |        |        |        |        |        |        |         |             |

# ATTACHMENT C

## DEVELOPMENT PLANS

[illegible]

**PROPOSED SITE PLAN**  
**KARUAH QUARRY**  
 LOTS 11 & 12 D.P. 1024564 & LOT 21 D.P. 1024341  
 ANDERSITE ROAD & BLUE ROCK CLOSE, KARUAH

**Location:** Andersite Road & Blue Rock Close, Karuah  
**Council:** Mid Coast

**Legend:**  
 KARUAH QUARRY ACCESS ROAD (UNIVERSITY ROAD)  
 KARUAH EAST QUARRY ACCESS ROAD (BLUE ROCK CLOSE)  
 EXISTING PRIVATE ACCESS ROAD (LOT 10)  
 SUBJECT SITE BOUNDARIES  
 ADJACENT BOUNDARIES  
 APPROVED CONSERVATION EFFECT FOR DA 200-60000 (PART LOT 10)  
 KARUAH QUARRY (DA 200-60000)  
 KARUAH EAST QUARRY (DA 200-60000)  
 KARUAH WEST QUARRY (DA 200-60000)  
 KARUAH QUARRY EXTRACTION AREA  
 PROPOSED KARUAH QUARRY EXTRACTION AREA  
 PROPOSED CONSERVATION EFFECT FOR EXTRACTION AREA

**Scale:** 1:1000 (A1), 1:1000 (A2)  
 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300 310 320 330 340 350 360 370 380 390 400 410 420 430 440 450 460 470 480 490 500 510 520 530 540 550 560 570 580 590 600 610 620 630 640 650 660 670 680 690 700 710 720 730 740 750 760 770 780 790 800 810 820 830 840 850 860 870 880 890 900 910 920 930 940 950 960 970 980 990 1000 1010 1020 1030 1040 1050 1060 1070 1080 1090 1100 1110 1120 1130 1140 1150 1160 1170 1180 1190 1200 1210 1220 1230 1240 1250 1260 1270 1280 1290 1300 1310 1320 1330 1340 1350 1360 1370 1380 1390 1400 1410 1420 1430 1440 1450 1460 1470 1480 1490 1500 1510 1520 1530 1540 1550 1560 1570 1580 1590 1600 1610 1620 1630 1640 1650 1660 1670 1680 1690 1700 1710 1720 1730 1740 1750 1760 1770 1780 1790 1800 1810 1820 1830 1840 1850 1860 1870 1880 1890 1900 1910 1920 1930 1940 1950 1960 1970 1980 1990 2000 2010 2020 2030 2040 2050 2060 2070 2080 2090 2100 2110 2120 2130 2140 2150 2160 2170 2180 2190 2200 2210 2220 2230 2240 2250 2260 2270 2280 2290 2300 2310 2320 2330 2340 2350 2360 2370 2380 2390 2400 2410 2420 2430 2440 2450 2460 2470 2480 2490 2500 2510 2520 2530 2540 2550 2560 2570 2580 2590 2600 2610 2620 2630 2640 2650 2660 2670 2680 2690 2700 2710 2720 2730 2740 2750 2760 2770 2780 2790 2800 2810 2820 2830 2840 2850 2860 2870 2880 2890 2900 2910 2920 2930 2940 2950 2960 2970 2980 2990 3000 3010 3020 3030 3040 3050 3060 3070 3080 3090 3100 3110 3120 3130 3140 3150 3160 3170 3180 3190 3200 3210 3220 3230 3240 3250 3260 3270 3280 3290 3300 3310 3320 3330 3340 3350 3360 3370 3380 3390 3400 3410 3420 3430 3440 3450 3460 3470 3480 3490 3500 3510 3520 3530 3540 3550 3560 3570 3580 3590 3600 3610 3620 3630 3640 3650 3660 3670 3680 3690 3700 3710 3720 3730 3740 3750 3760 3770 3780 3790 3800 3810 3820 3830 3840 3850 3860 3870 3880 3890 3900 3910 3920 3930 3940 3950 3960 3970 3980 3990 4000 4010 4020 4030 4040 4050 4060 4070 4080 4090 4100 4110 4120 4130 4140 4150 4160 4170 4180 4190 4200 4210 4220 4230 4240 4250 4260 4270 4280 4290 4300 4310 4320 4330 4340 4350 4360 4370 4380 4390 4400 4410 4420 4430 4440 4450 4460 4470 4480 4490 4500 4510 4520 4530 4540 4550 4560 4570 4580 4590 4600 4610 4620 4630 4640 4650 4660 4670 4680 4690 4700 4710 4720 4730 4740 4750 4760 4770 4780 4790 4800 4810 4820 4830 4840 4850 4860 4870 4880 4890 4900 4910 4920 4930 4940 4950 4960 4970 4980 4990 5000 5010 5020 5030 5040 5050 5060 5070 5080 5090 5100 5110 5120 5130 5140 5150 5160 5170 5180 5190 5200 5210 5220 5230 5240 5250 5260 5270 5280 5290 5300 5310 5320 5330 5340 5350 5360 5370 5380 5390 5400 5410 5420 5430 5440 5450 5460 5470 5480 5490 5500 5510 5520 5530 5540 5550 5560 5570 5580 5590 5600 5610 5620 5630 5640 5650 5660 5670 5680 5690 5700 5710 5720 5730 5740 5750 5760 5770 5780 5790 5800 5810 5820 5830 5840 5850 5860 5870 5880 5890 5900 5910 5920 5930 5940 5950 5960 5970 5980 5990 6000 6010 6020 6030 6040 6050 6060 6070 6080 6090 6100 6110 6120 6130 6140 6150 6160 6170 6180 6190 6200 6210 6220 6230 6240 6250 6260 6270 6280 6290 6300 6310 6320 6330 6340 6350 6360 6370 6380 6390 6400 6410 6420 6430 6440 6450 6460 6470 6480 6490 6500 6510 6520 6530 6540 6550 6560 6570 6580 6590 6600 6610 6620 6630 6640 6650 6660 6670 6680 6690 6700 6710 6720 6730 6740 6750 6760 6770 6780 6790 6800 6810 6820 6830 6840 6850 6860 6870 6880 6890 6900 6910 6920 6930 6940 6950 6960 6970 6980 6990 7000 7010 7020 7030 7040 7050 7060 7070 7080 7090 7100 7110 7120 7130 7140 7150 7160 7170