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Submission re Gunlake Quarry Project 4th November 2021

My concern simply is the number of the company's articulated vehicles currently using the Hume Highway, and the request to add approximately 150 movements a day.

First, the company's existing heavy vehicle traffic is a significant contribution to the total. Based on 2018 figures (reference <https://datahub.freightaustralia.gov.au>) , a total of 2,139 heavy trucks pass Marulan on the Hume Highway daily, roughly 20% of the vehicular total of 10,699. In this context, 750 truck movements is a high proportion!

The fact that heavy vehicles do nearly all the damage to roads is well documented – “A B-double can cause per kilometre travelled 20,000 times the road wear and tear that a family car does” (<https://theconversation.com>) . It is also a cost that is not fully amortised against the operators.

It could be argued then that the Gunlake Quarry operation is being subsidised by other taxpaying road users, which is untenable; particularly when an alternative option – rail- is available; and already utilised by other operators in the area (Holcim, Lynwood).

The capital cost of connecting a spur line to Gunlake is significant, but not as a proportion of the expected revenue over the life of the quarry. The infrastructure for managing the transfer from rail is available in Sydney, and I understand that the existing operators are amenable to an arrangement with Gunlake.

It is time for Gunlake to simply do the right thing. The Hume Highway was not designed to be a quarry haul road.



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