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The Director  
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The Traffic and Access mitigation measures proposed within the Martins Creek Quarry EIS are inadequate and are to the point of being an absolute insult to the historic community of Paterson.

The preferred Haul Route No.1 (**Route No.01**) provided for within the EIS shows 86.2% of the distribution of materials from the Quarry operations to be taken through the Paterson township and of particular concern to the community, the intersection of Gresford Road, King Street and Duke Street, Paterson (**the Intersection**).

The Intersection is the 'hub' or 'junction' of the historic Paterson Village community. It is the location of the Post Office, the access point for the Medical Centre, the Pharmacy, the CBC Bed & Breakfast Café, the Paterson Service Station which incorporates the Paterson Automotive Repair Workshop, the Paterson Country Café, the Paterson Art Gallery, PBoz Country Store, the local Veterinary and the Courthouse Hotel.

Facilities that also operate out of this Intersection include the local school bus stop, located just outside the CBC Bed & Breakfast Café in Duke Street. This bus stop is the community bus stop which services local Maitland schools and also provides public transport options for the wider community to the Maitland locale.

The Traffic Impact Assessment dated August 2016 states,

*"...Gresford Road / Tocal Road through Paterson 1.2 kms*

*This section of road provides a single lane of travel in both directions with additional road pavement to both sides to **permit on-street parking**. It provides access to the local facilities within Paterson as well as residential lots fronting directly onto this road. It also allows for connection to a number of side roads for the residential area of Paterson. It operates under a posted speed limit of 50 km/h and there are limited pedestrian paths except in the centre of the village. **The connection of Gresford Road and Tocal Road is a right angle requiring vehicles to slow down and large vehicles e.g. semi-trailer or truck and dog combination are required to use all of the provided road pavement width to complete the turn within their lane.** It provides a minimum width of 7.0 metres with 12 metres provided in the centre of the village to accommodate the on-street parking..."* (Emphasis added)

As evidenced above, the Intersection provides the following to the community;

- On-street Parking to local community facilities;
- Pedestrian access to local community facilities; and
- Public Transport access to the local community.

What the Intersection also provides on a daily or even **hourly** basis is;

- A risk of heavy vehicle traffic colliding with light vehicles;
- A high risk of heavy vehicle roll-over (given the nature of the intersection); and
- A risk of heavy vehicle and pedestrian collision.

The Intersection is a highly significant thoroughfare of the proposed Route No.01. With 86.2% of heavy vehicle traffic to travel this road. Some 80 trucks per hours, 430 trucks per day! Yet, as shown within the Engineering and Transport Assessment document, Figure No.08, Daracon's 'mitigation' measure for this Intersection seems to be the construction and placement of concrete barriers, widening of the Intersection, cutting out pedestrian and vehicular access to businesses and the huge loss of on-street parking to the community and its businesses.

How is it that the placement of concrete barriers will stop a heavy vehicle roll over into the CBC Café on Duke Street, at the speeds and frequency that they come through at?

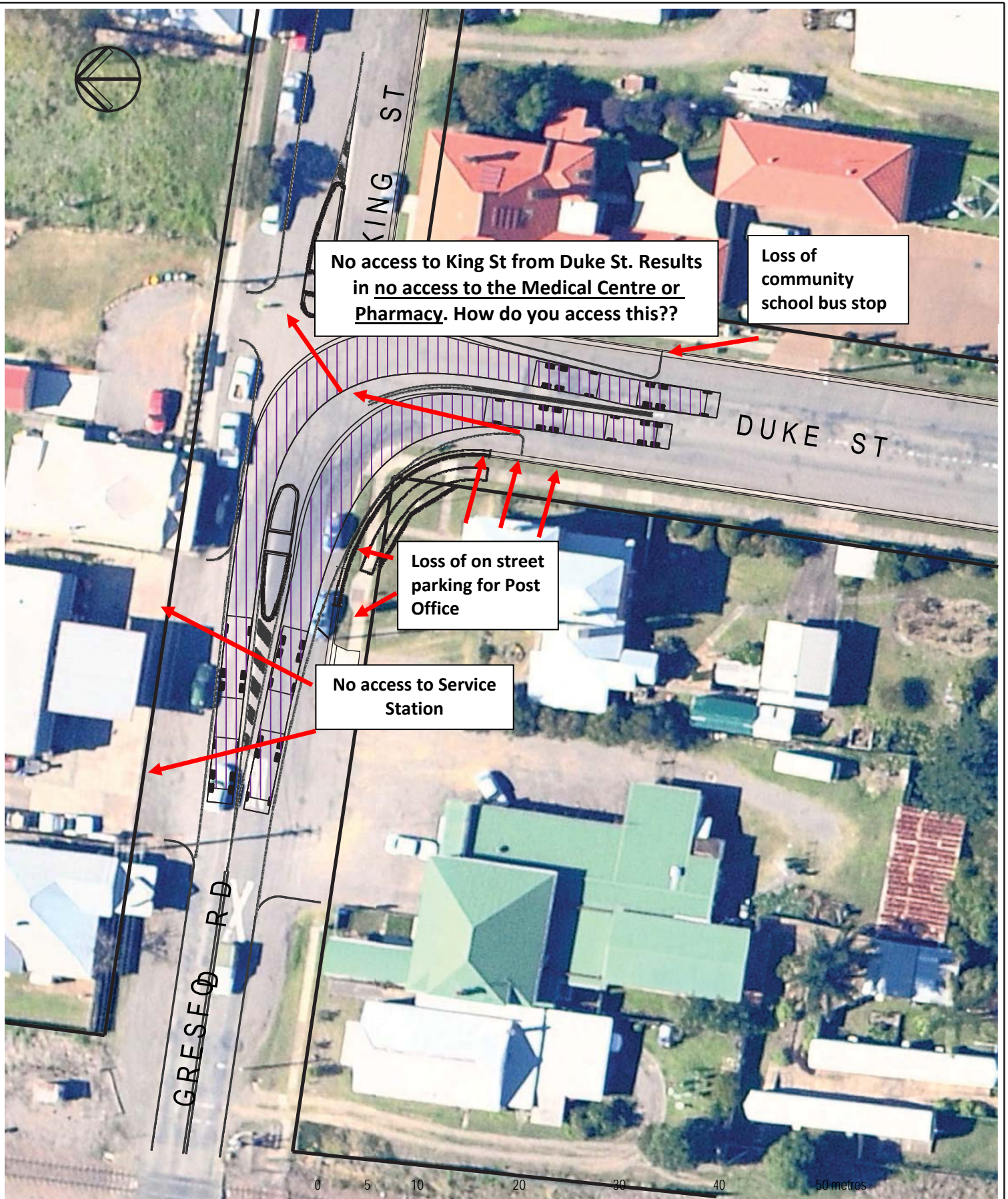
It is grossly disappointing that this is seen as the answer to the community's safety concerns over this Intersection. A huge lump of concrete barriers in the centre of the beautiful, historic community of Paterson!

You only have to sit at this Intersection for an hour of any given day, to see the present danger that it presents to those that travel it daily. Increasing truck movements through this Intersection is a death wish and I pray every single day that I drive through the Intersection, that it isn't me and my young family who are the unfortunate victims. As it isn't a matter of how or why, only of when someone or multiples will fall victim.

Please show the community some respect and put some common sense, meaningful thought and consultation into addressing the community's safety and access concerns surrounding the Intersection. In Intersection which plays such a pivotal role in community. Better still, listen to the community and its concerns as a whole on the approval of the Martins Creek Quarry Extension Project.

Regards,

Sally Burgmann



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SCALE IS BEFORE REDUCTION

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Drawing Title

MARTINS CREEK QUARRY

DUKE STREET / KING STREET, PATERSON -  
INTERSECTION MEDIAN WORKS

Project No.

NE140152

Scale

1:500

@ A4

Figure No.

8

Issue

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ENGINEERS MANAGERS INFRASTRUCTURE PLANNERS DEVELOPMENT CONSULTANTS

