

Re: Martins Creek Quarry Project: SUB-24980459

I wish to register an objection to the proposed application on the grounds of social impact in particular the effect on the residents of the proposed haulage route in terms of traffic movements.

The collection of traffic data by Seca Solution in May 2018 which is tabled in Seca Solution Transportation Analysis, Appendix C -Traffic Impact Statement states on page 52 "This data is considered valid, as it is less than 3 years old and the extent of background growth in traffic will be low over 2 years". In the time since this data was collected the Suburbs of Bolwarra, Bolwarra Heights and along Maitland Vale Rd have had housing estates developed and there must be hundreds of new houses already constructed with many more under construction now. This includes but is not limited to the areas north of Bolwarra Rd, including Lagoon Avenue, Riverside Street, Vantage Court, and the whole Hunterglen Estate, including Hunterglen Drive and Pandanus circuit and the housing estate of Maitland Vale Acerages including Mount Harris Drive and associated streets. This must have had a significant impact on the local traffic and indeed the background traffic as all these streets have to use Paterson Rd as it is the only road for all local traffic to access any areas in every direction, with the exception of Maitland Vale Acerages where residences can access areas to the west via Maitland Vale Rd.

As Paterson Rd is the only access for many of our local streets it means gaining access to this road in peak times can be difficult and the extra 50 trucks per hour (Page 4 Proposed Ammended Development Application Particulars Attachment 1) using Paterson Road in the morning peak times in particular will also make this a more dangerous proposition. I don't believe Paterson Road was designed for the volume of traffic it currently has during the peak times, particularly 7.30 to 9.30 am, so to add more traffic while residential housing continues to be developed in the area is another area of concern for locals.

The congestion along the Flat Road to the Melbourne Street Traffic lights is a concern in the morning peak times too. I would argue that the average delay times in Table 4.7 (page 53 Traffic Impact Statement) of 87 seconds means little to the commuters who are sitting in their vehicles waiting for the Melbourne Street Traffic lights during the morning peak. I am sure they will be delighted to have extra heavy vehicles causing further delays at this busy time. The report also says this morning time is the busiest at the quarry as well in order to get the product out to construction sights so I see no resolution for this problem. The congestion at these traffic lights also causes major delays along Melbourne Street, back towards Morpeth, along Morpeth Road, Cumberland Street and Lindesay Street.

I also object to the application in terms of the impact of noise and pollution from the increase in truck movements for all areas along the haulage route. Empty trucks will increase noise levels prior to 6am (in order to be in Paterson by 6.45) along the haulage routes and then from 7am loaded trucks will add to the noise levels and the dust counts and exhaust pollution for all areas along the haulage route.

The residents of Paterson will also have the Quarry noise to contend with from 7am until 7pm.

I don't believe the social impact of physical movement, noise and pollution from extra truck movements caused by the expansion of the Martins Creek Quarry is warranted. Therefore, I object to the application.