

Mayfield Concept Plan Approval



Bi-Monthly Traffic Management Report

Published September 2022 – for July and August 2022 traffic

In accordance with Schedule 3 Condition 2.3 of the Mayfield Concept Approval, projects associated with the Concept Plan shall not exceed the total truck movement limits presented in Table 1 below, subject to identified exceptions which will be considered in future project assessments:

Table 1: Mayfield Concept Approval Truck Movement Criteria for Initial Stage

Total Truck Movements Per Annum	Total Truck Movements per day	Total Hourly Truck Movements in Peak Periods
462,104	1,268	95

To ensure compliance with the provisions of Condition 2.2, PON requires tenants and licensees operating under the Concept Approval to provide the following above-mentioned truck movement information on a bi-monthly schedule.

There are currently two projects operating under the provisions of the Mayfield Concept Approval as shown in Table 2.

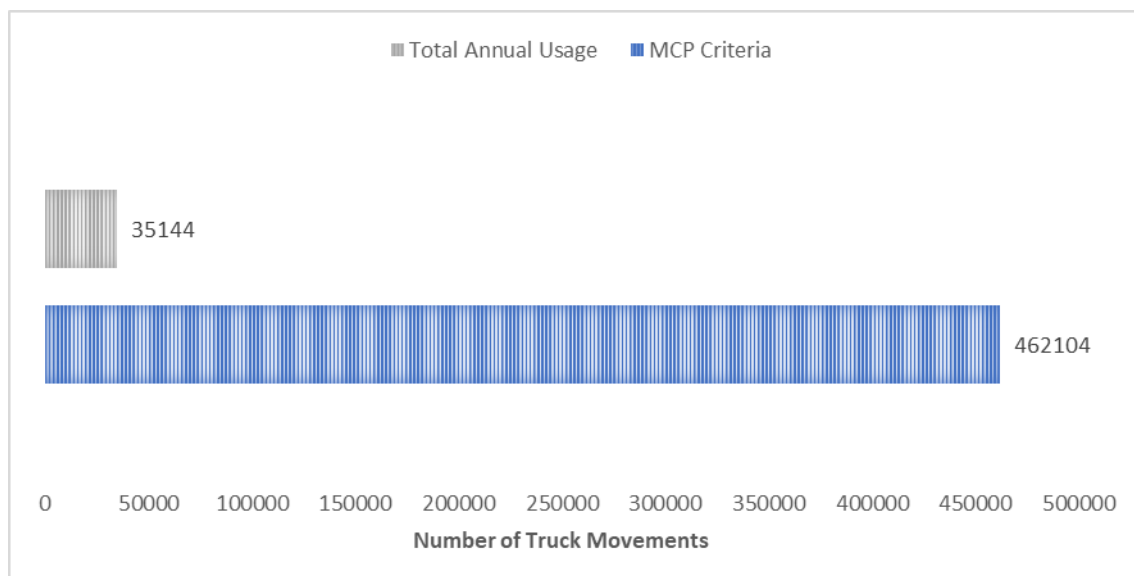
Table 2: Current Projects Operating Under the Concept Plan Approval

Project	Commencement of Operations
Stolthaven SSD 6664	May 2016
Mayfield Cargo Storage Facility DA 8137	July 2017

The information provided by the tenants is collated by Port of Newcastle and reported on a bi-monthly basis to track compliance with the criteria provided in Table 1 above.

Total truck movements per annum are reported using a rolling cumulative total over a 12-month period. The information provided in Figure 1 below demonstrates current usage complies with the annual MCP criteria for the Initial Stage.

Figure 1: Total Annual Truck Movements (rolling 12-month total to August 2022) shown against MCP criteria for Initial Stage)



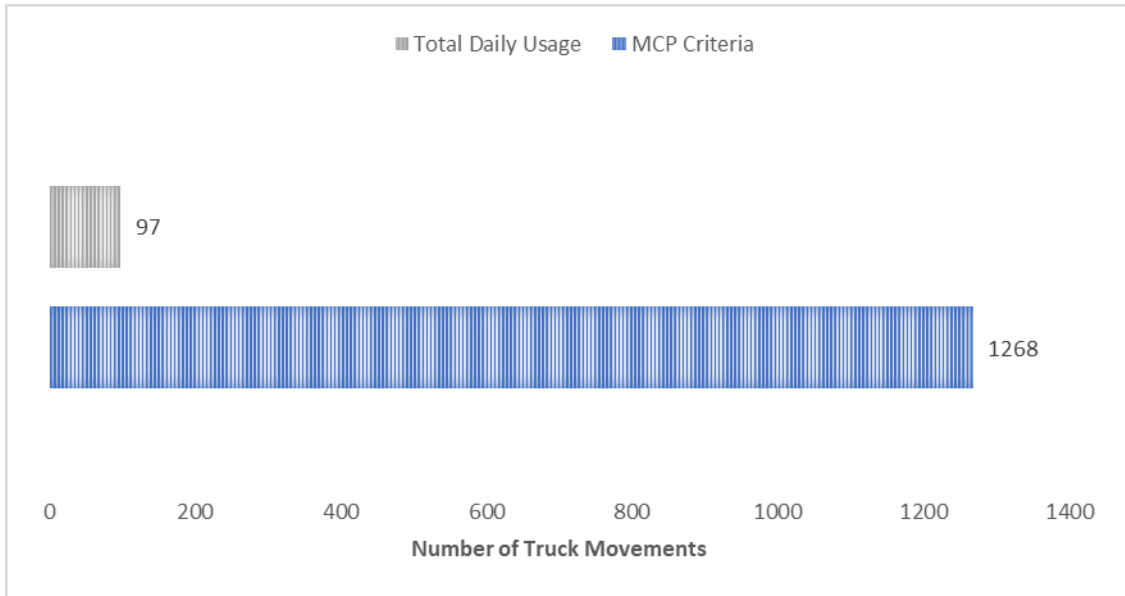
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The total daily truck movements are reported using an average over a twelve-month period. The information provided in Figure 2 demonstrates current usage complies with the daily MCP criteria for the Initial Stage.

Figure 2: Daily Truck Movements (rolling 12-month average to August 2022) Shown Against MCP Criteria for Initial Stage



The total hourly truck movements during peak periods is reported using worst case data averaged over a twelve-month period. The information provided in Figure 3 demonstrates current usage complies with the hourly peak period MCP criteria for the Initial Stage.

Figure 3: Peak Period Hourly Truck Movements (rolling 12-month average to August 2022) Shown Against MCP Criteria for Initial Stage

