

Appendix B

Martins Creek Quarry Community Reference Group

Meeting 1, 30th November, 2007 at 4.30pm

Venue: Martins Creek Community Hall

Chair: Ellen Davis Meehan, Director of Key Insights

Present:

Ellen Davis-Meehan, Key Insights, Chair

Josh Flack, Key Insights

Peter Watts, RailCorp

Brad Hartley, RailCorp

Cr. Joe Thomson, Dungog Council

Zoltan Lyall, Paterson Progress Association

Kate Murphy, Dungog and District Chamber of Commerce

Apologies:

Mark Bridges, Paterson P&C.

<i>Agenda Item</i>	<i>Discussion</i>	<i>Actions</i>
1. Welcome	<ul style="list-style-type: none">▪ Outline of Key Insights role in the CRG	
2. Background and purpose of group	<ul style="list-style-type: none">▪ Background and purpose of the CRG outlined: It has been set up to capture feedback from the community, including complaints. It gives people an avenue to be heard.▪ The CRG is a 2 way mechanism. RailCorp is able to distribute their information, while receiving feedback from the community.▪ Clarification of the RailCorp staff roles. Brad is the Quarry Engineer. Peter is the Quarry Manager.▪ Newspaper ad could have been more specific in terms of Martins Creek. Could easily have been confused with the Tilligera Dam CRG.	<ul style="list-style-type: none">▪ (K.I) Future Media releases will specifically identify Martins Creek Quarry
3. Finalisation of Terms of Reference for the CRG	<ul style="list-style-type: none">▪ Initial consultation mentioned "increased efficiency" of the quarry as part of the proposal. Under the draft ToR, only "expansion of" the	

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	<p>quarry is mentioned. Is there a difference between quarry efficiency and expanded output?</p> <ul style="list-style-type: none"> ▪ Efficiency gains will be realised through the more intense use of capital that will result from increased output. ▪ Q: Where does the CRG fit in within the 3A Approval process? Concern that the CRG may simply been a “box-tick” as part of the process. ▪ A: The existence of the CRG is not yet a requirement for RailCorp. In the future, the activities of the CRG may form part of the SIA report and decision making process. Issues raised in the CRG will potentially guide State Gov’t requirements during the preparation of the extensive Environmental Assessment report. ▪ Q: With regard to getting a “community expert”; when will members of the group get to see the <i>background studies prepared in order to assess whether “community expert” input may be appropriate.</i> Members would like to get a hold of that info because there is probably quite a deal of expertise in the wider community that could be drawn upon for comment and suggestions. ▪ A more open forum to disseminate information would be desirable, once reports become available, rather than just the standard “public exhibition” which is not very user-friendly. ▪ Members were happy to confirm the Terms of Reference with changes as discussed. 	<ul style="list-style-type: none"> ▪ The first sentence in the Terms of Reference will make reference to efficiency increases as well as expansion. ▪ Agreed that the ToR include a provision for “timely access to reports” for members of the CRG. ▪ Add Dungog and District Chamber of Commerce to the membership (immediate) ▪ A dot-point summary on the progress of each of the reports will be made available to CRG members on the Key Insights Website. (RailCorp, ASAP)
<p>4. RailCorp Project outline and update</p>	<ul style="list-style-type: none"> ▪ The Department of Planning identified the 3A legislation as an appropriate avenue in 2005. RailCorp are nearing the 1st draft of their preliminary paper. They are trying to do most of the “groundwork” before bringing the proposal 	

	<p>to the public eye. "State significant" status is a given, due to the large size of the quarry's reserves.</p>	
<p>5. Questions on the project</p>	<p>Q: When will the draft EA be submitted to the DoP?</p> <p>A: Hopefully before Christmas.</p> <p>Q: What is the nature of the relationship between the quarry and Metromix, etc?</p> <p>A: It is a sales arrangement and a capital arrangement. The private sector found a commercial market for some of our output and invested in capital to enable the production of new products. They need to show a return on that investment, and this is achieved through sales agreements.</p> <p>Q: As the trucks from these private firms have the company name on them, is it possible that it is these companies that are receiving any public complaints? Accordingly, should one of these companies have a seat on the CRG?</p> <p>A: It would be good to keep a "community" focus to the composition of the group.</p> <p>Comments on truck issues:</p> <p>The road impacts are the most wide-ranging. People's perceptions on road issues tend to be strong. Don't know how much RailCorp can do to influence the truck issues.</p> <p>The volume of truck movements tends to be the issue, more than any bad behaviour by individual drivers.</p> <p>The impacts for Paterson as a result of trucks are mixed. Some of the businesses rely for their custom on passing trucks.</p>	<ul style="list-style-type: none"> ▪ RailCorp will check with trucking companies about complaints and report to the next CRG meeting.

Q: What is the lifespan of the proposed expansion?

A: The capacity of quarries is generally talked about in tonnage terms, rather than expected timelines. The life of the quarry then depends on the speed of extraction.

In the case of the Martins Creek Quarry, it is estimated that reserves are approximately 26 Million tonnes, although approximately 4 million tonnes may be unable to be extracted due to constraints on the site.

Q: Will there likely be any review of different transport ideas for quarry products, for example, a rail interchange in Sydney?

A: A bottom loader in Sydney is being considered. For the local market (e.g. Newcastle, Maitland, Dungog) it is not commercially viable to service the area with rail transport. RailCorp aims to truck less material than was trucked in 2005 (during the big Kooragang Island project). Material in excess of the Hunter market is targeted to go to Sydney.

Comment:

Perhaps it would help to let the community know about some of these aims. For example "truck movements are expected to fall to x after y years."

Q: What is the timeline for approval of the project?

A: Hopefully by Christmas next year we'll be awaiting a determination from the DoP.

Q: What does a yes/no determination from the DoP mean?

A: A "no" won't mean that the quarry will stop. It will just keep operating under the existing consents, which are not well drafted.

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	<p>Comment: Would like to see some maps of the existing vs. proposed quarry activity.</p> <p>A: There is very little difference in the footprint of where the quarry will be, maybe in the order of 1.5-2Ha extra.</p> <p>Q: Are there any other issues identified in the studies?</p> <p>A: Transport is the main issue. Local dust concerns have mainly been addressed. There have been blasting complaints from Paterson Valley Estate. For example in Broken Hill there has been documentation of interesting meteorological phenomenon where blasting noise is heard large distances away, with sound bouncing off inversions in the atmosphere.</p> <p>Comment: Vibrations may be felt toward Paterson.</p> <p>Comment: Another issue associated with the commercial arrangements is the perception within the community that Martins Creek is no longer the "people's quarry". The "small guy" can't go to the quarry with a trailer and get a load of gravel.</p> <p>Response: Actually, people can still turn up and get a trailer-load of gravel.</p> <p>Response: Perhaps that is a good opportunity to make that fact more widely known.</p>	<ul style="list-style-type: none"> ▪ RailCorp will provide an aerial map of existing vs. proposed quarry activities on the Key Insights website.
<p>6. Community consultation methods and results to date</p>	<p>Overview of Key Insights community consultation research to date:</p> <ul style="list-style-type: none"> ○ MC Doorknock survey 	

	<ul style="list-style-type: none"> ○ Focus groups ○ Meetings with Dungog and Maitland Councils ○ Stakeholder meetings and discussions 	
7. Scoping of issues / concerns/ methods for ongoing consultation	<ul style="list-style-type: none"> ▪ Print media can be a bit hit-n-miss. ▪ Public meetings can be potentially confrontational. ▪ There is a need to be proactive in engaging the community. 	
8. Summing up - where to from here? Next meeting	<ul style="list-style-type: none"> ▪ Discussion of time for next CRG meeting. It should be in response to measurable progress, although it would be good to schedule a tentative date. ▪ End of February 2008 discussed. 4.30pm on Wednesdays is the most suitable time for members. ▪ Venues were discussed for the next meeting. Zoltan may be able to arrange the Tennis Club in Martins Creek. ▪ Meeting Concluded 	<ul style="list-style-type: none"> ▪ Dungog and District Chamber of Commerce was officially invited to join the CRG.
Close/Next Meeting	<p>Meeting closed: 6.30pm</p> <p>Next meeting: (Tentative) Wednesday 4.30pm 27th February.</p>	

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