

Independent Planning Commission

Martins Creek Quarry (SSD-6612) – Public Written Submission in opposition to the

Dear Sir/Madam,

My name is James Moore. I am a member of the community groups VOWW, BHAS, and MCQAG.

I spoke on Tuesday 8th November in relation to the above-mentioned proposal, and ask that due consideration be given to the following.

I am a retired multi-disciplined Engineer with qualifications in Marine, Mechanical and Coal Processing, and numerous Management techniques. In 1980 I entered the Coal Industry in the Upper Hunter and an early accountability was management of Coal Processing plant and Product logistics. In this role I undertook a study to “Coal Of The Road.” At that time, we were one the mines road transporting all export coal through Singleton and downstream residential communities, to Port Waratah.

As proposed the Development fails the test of acceptable social, economic and environmental impacts, on the following grounds

- It's gross approach to put profits before the social and potential negative economic impact of the citizens of Martins Creek and Paterson, Bolwarra Heights, Bolwarra, and East Maitland citizens
- It's very negative impact on the safety of all road users on the proposed road haulage route, inclusive of Martins Creek and Paterson, Tocal Agricultural College, Bolwarra Heights, Bolwarra, and East Maitland citizens
- It's the failure to listen to and response with empathy to those residence both in Martins Creek and Paterson,
- And it attitude “If you don't like it move out”

As such the development is contrary to the community's expectations and is totally unacceptable, and I **Strongly Oppose the Development Proposal.**

The following chart offers an overview of possible total tonnages from Hanson and Daracon and probable impact on Maitland Urban areas.

**Martin Creek Quarry Proposal: Impact on Maitland Urban areas.
Probable 50 tonne Heavy Vehicle movements through Maitland LGA**

Producer	Annual Production	On rail	On Road	Via Bolwarra	% Production
	Tonne				
Daracon	1,100,000	600,000	500,000	500,000	45.5%
Hanson (Approved)	1,500,000	Nil	1,500,000	375,000	25%
				875,000	Tonne
Assumed truck Load:		32	Tonne	Spilt PM & Trailer	PM 12 Trailer 20
Number of Loads required		27,344		875k / 32	
Assumed truck mass:		50	Tonne		
Number of Return Trips		27,344			
<p>Hence a <u>minimum</u> of 54, 688 quarry truck movements per year will be imposed upon residents on this transport route.</p> <p>This does not account for supply materials to the Quarries, or a single 12 tonne truck.</p>					
<p><u>Postive impact with REMOVAL of the Daracon Quarry trucks</u></p>					
Tonnes	Load Tonnage	Out On Road	Total with Return trip	Reduction No.	Reduction %
500,000	32	15,625	31,250	23,438	57%

This is based on 32tonne load. The actual number will be somewhat higher as there will be some trucks carrying only 20tonne

Social and Economic Impact

We have repeatedly heard from the residence of Martins Creek and Paterson of the impact upon them when Daracon illegally operated the quarry from 2014 onwards, and this has been clearly articulate to the IPC Panel. Very negative impacts include

- Loss of sleep from convoys of empty trucks quarry bound from 5.00am.
- Creation of unacceptable noise within Paterson during normal trading hours
- Creation of unsafe incidents within Paterson two main streets and intersections during normal trading hours
- Unacceptable noise pollution to resident of Martins Creek, including mine blasts, that physically shook the dwellings
- Unacceptable health issues due to settlement of dust on rain water catchment areas.
- Unacceptable health issues due to settlement of dust on children exposed skin, (loss of outside play amenity.)

This loss of amenity extended beyond the immediate area, to Butterwick Rd, Clarence Town Rd, Brandy Hill Rd, Seaham Rd and beyond, into Raymond Terrace and beyond.

For me it was nothing to be woken before 5.00am by empty trucks on Brandy Hill Drive and my wife to be very uncertain in both exiting and entering our driveway.

And in time it was evident that exhaust emissions and dust particulates settled upon our roof could be directly related to the cumulative impact of quarry trucks from both Martin Creek and Brandy Hill quarries. This was not an acceptable outcome when the rain water was initially collected for human consumption.

Downstream Impacts – Traffic

Section 6.3 covers traffic impacts as seen by the proponent. Whilst the SIDRA results will deliver a derived outcome, our lived experience is that it comes up short even on today's traffic volumes. Therefore what level of delays will exist at every intersection when the combined tonnage of Daracon and Hanson are at capacity, and population growth in the mainland LGA grows.

There is a continual push for more housing to be made available in both the Port Stephen LGA, the Maitland LGA, and beyond (Refer: The Greater Newcastle Metropolitan Plan 2036)

The delivery of new jobs and new housing in the Maitland LGA is significant and there is little recognition within the Daracon Submission of the impact of this population growth and the resultant increase of home owners' vehicles.

Accessing and exiting new suburban districts onto the major network and negotiating the road network to reach their destinations is ignored. Recognition that the intersection of Melbourne Street/A43 is at capacity with no room to expand is noted but there the Traffic report stops. The trucks are now on the main arterial network and what, somebody else needs to deal with the outcomes.

The A43 passing through Maitland does so through significant residential areas and access to major retail centres.

Furthermore, the relocation of the district's medical centre to the new Maitland Hospital seems no to be considered. Yet a significant increase is traffic congestion now centres around the major intersection that provide access to this Hospital.

The following maps of know routes, both approved and proposed are presented in the following.

The intent is to share the lived experience in the north eastern area of the Maitland LGA as a consequence of heavy vehicle movements from a multitude of activities inclusive of

1. Haulage of 372,000 tonne (25% of production) of quarry product from the approved Brandy Hill Quarry
2. Supply chains to the approved Brandy Hill Quarry
3. Supply chains to rural townships north of Maitland and potentially as far north as the Oxley Highway B56,
4. Tourist activities
5. And general population growth, left with ill-considered safe access to the major road network

For those that live in, and those that travel from or through, the following areas

1. Bolwarra Heights
2. Largs
3. Bolwarra
4. Melbourne Street and up or down the New England Highway

the everyday hazards, and the delays, present real risks, and pushes increased traffic onto designated residential streets, including 50tonne trucks carrying quarry products on Lawes, Banks, and Brisbane Streets, seeking to avoid the bottlenecks on the A43 travelling towards Beresfield and access to the M2. These streets were never designed for 50tonne vehicles repairs and maintenance costs are borne by the local residents.

At the best of times the merging intersection of Tocal and Paterson Road is hazardous as is the access to an expanding residential precinct of Hunterglen Drive Park.

Bolwarra Rd provides access to the Bolwarra Public Primary School. The school bus and parents need to turn across Paterson Road to access drop-off stations for the children. A further 150m or so down Paterson Rd there is access to “Tilly’s Play & Development Centre Bolwarra” and again Paterson Road must be crossed for access.

Paterson Road has a downward slope from the intersection of Tocal Road to the intersection of Flat Road.

I see nowhere within the Traffic and Transport report where a qualitative risk assessment or even a quantitative risk assessment has been undertaken, that would yield an outcome that would significantly improve the safety of these intersection. Surely with probable changed circumstance such should have been undertaken.

And nowhere is the probability associated with collision greater than that on a down slope and wet road and a driver in a hurry or inattentive. At the current posted speed limit of 60km/hr, average stopping distance, including reaction time, and on a dry road, is in the order of 45metres.

At 50km/hr it is reduced to 35 metres, and wet weather increases the distance.

Hence there will be an increase and hazardous risk to the local community who must turn across Paterson Rd to access child care and Primary Schools.

Daracon proposal states: “Peak road haulage operations will typically occur during morning period and on a campaign basis as well as a period in the afternoon.

This puts haulage times in conflict with school starting and finishing times and many employees start times and finishing times.

Hanson already has approval to transport 25% of its production And what impact is a further 54,700 odd quarry trucks going to bring to those who are the residents and business operators of these suburbs.

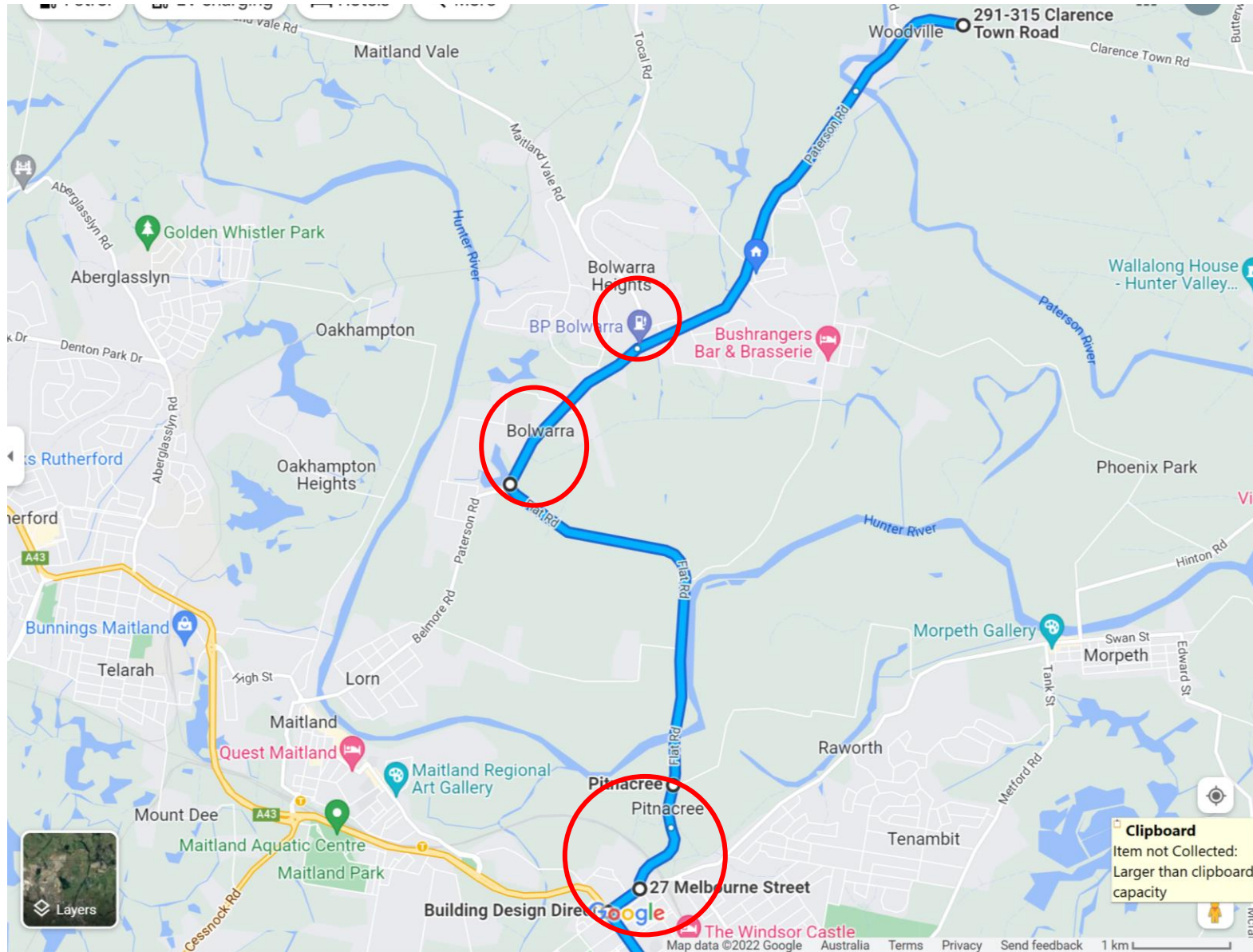
I have previously advocated that should the quarry be deemed absolutely necessary then why can’t all production be on rail, with a distribution centre at Hexham.

The quarry already has rail loading capability and if a “State Significant” Project, then with diligent planning, rail path ways would follow.

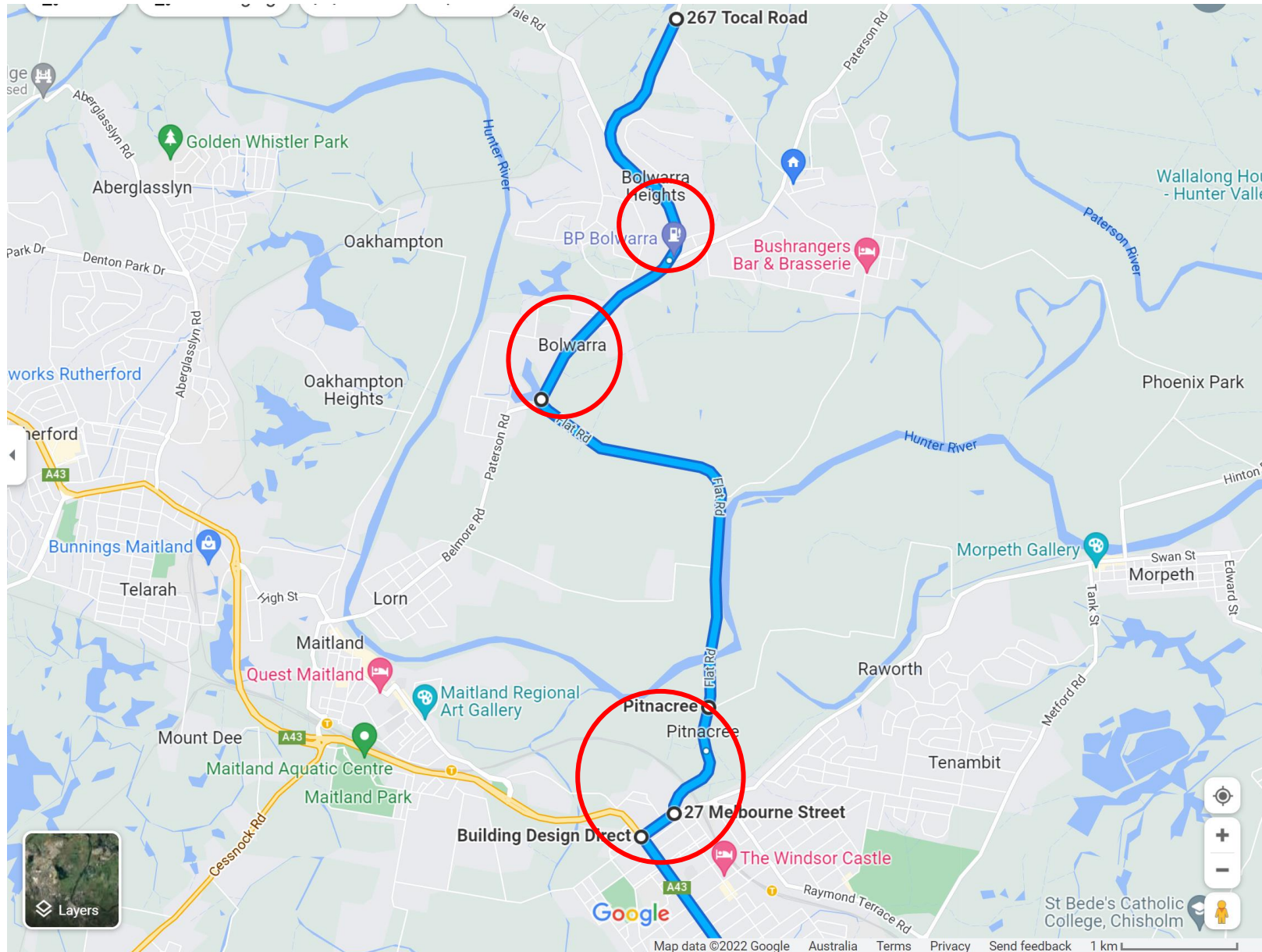
The proposal for 875,000 tonnes p.a. (500,000 Daracon 375,000 Hanson) tonnes of product on road through this residential area of the Maitland LGA is unconscionable particularly when Daracon has a valid alternate is available.

Approved West Route for Hanson Quarry

Hazard Zones and Significant Congestion Zones

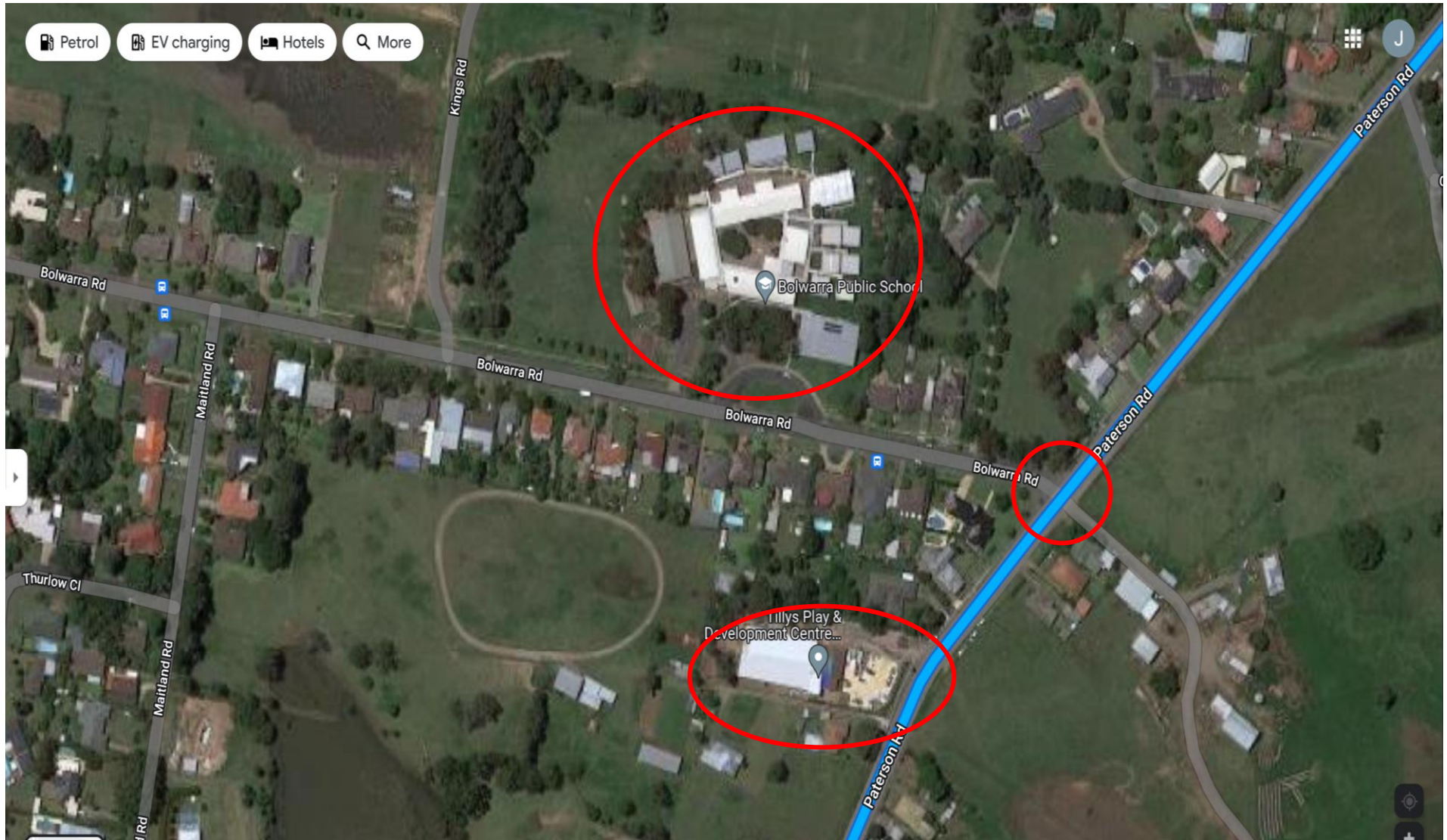


Route proposed by Daracon for Martins Creek – A43 Passes Through Residential Areas

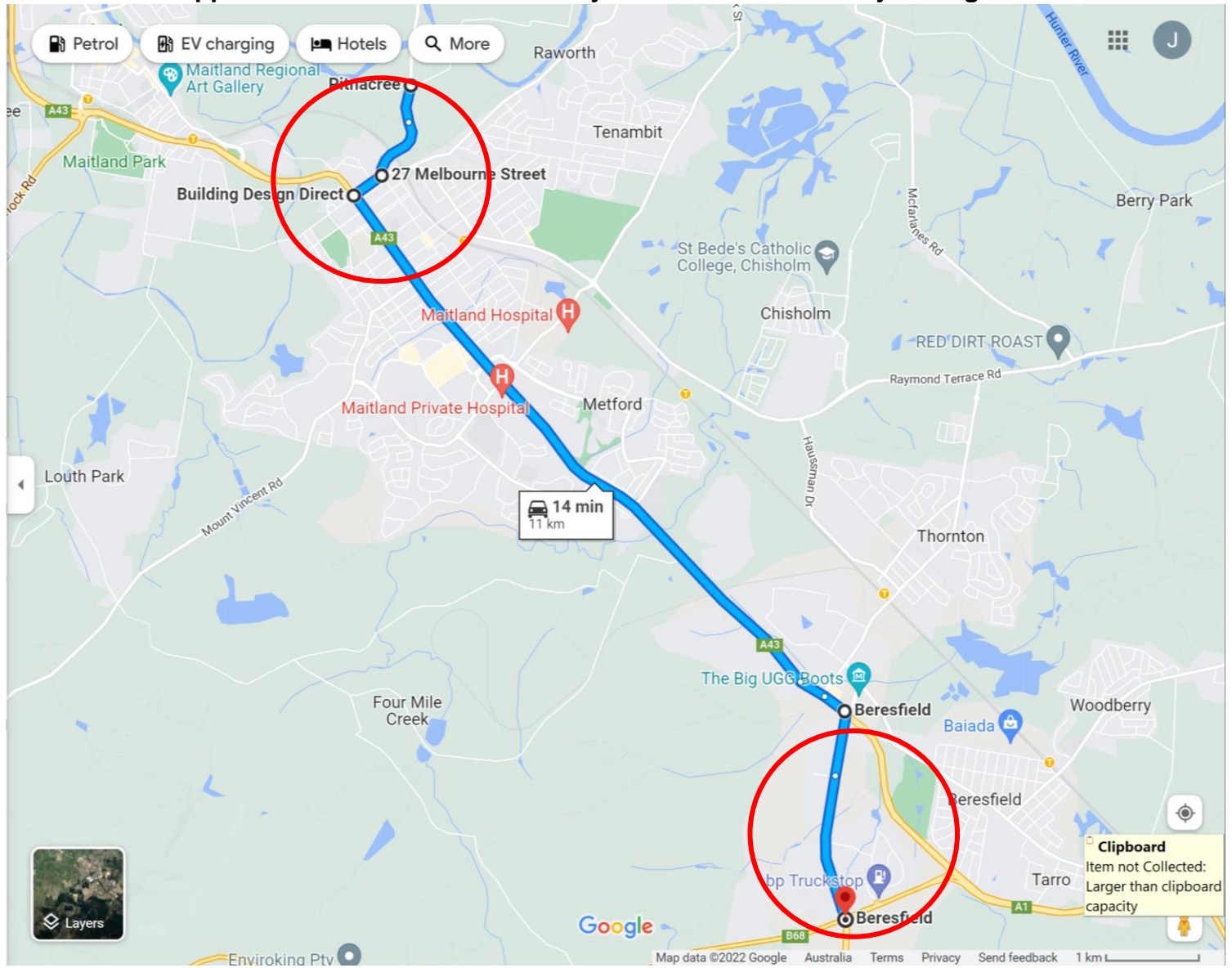


Parental and School Bus Accessed to Bolwarra Rd for Bolwarra Public Primary School, and access to “Tilly’s Play & Development Centre Bolwarra”. Both off Paterson Rd.

Whilst there are two pedestrian refuge bays at Bus stops there are no designated Pedestrian Crossings.

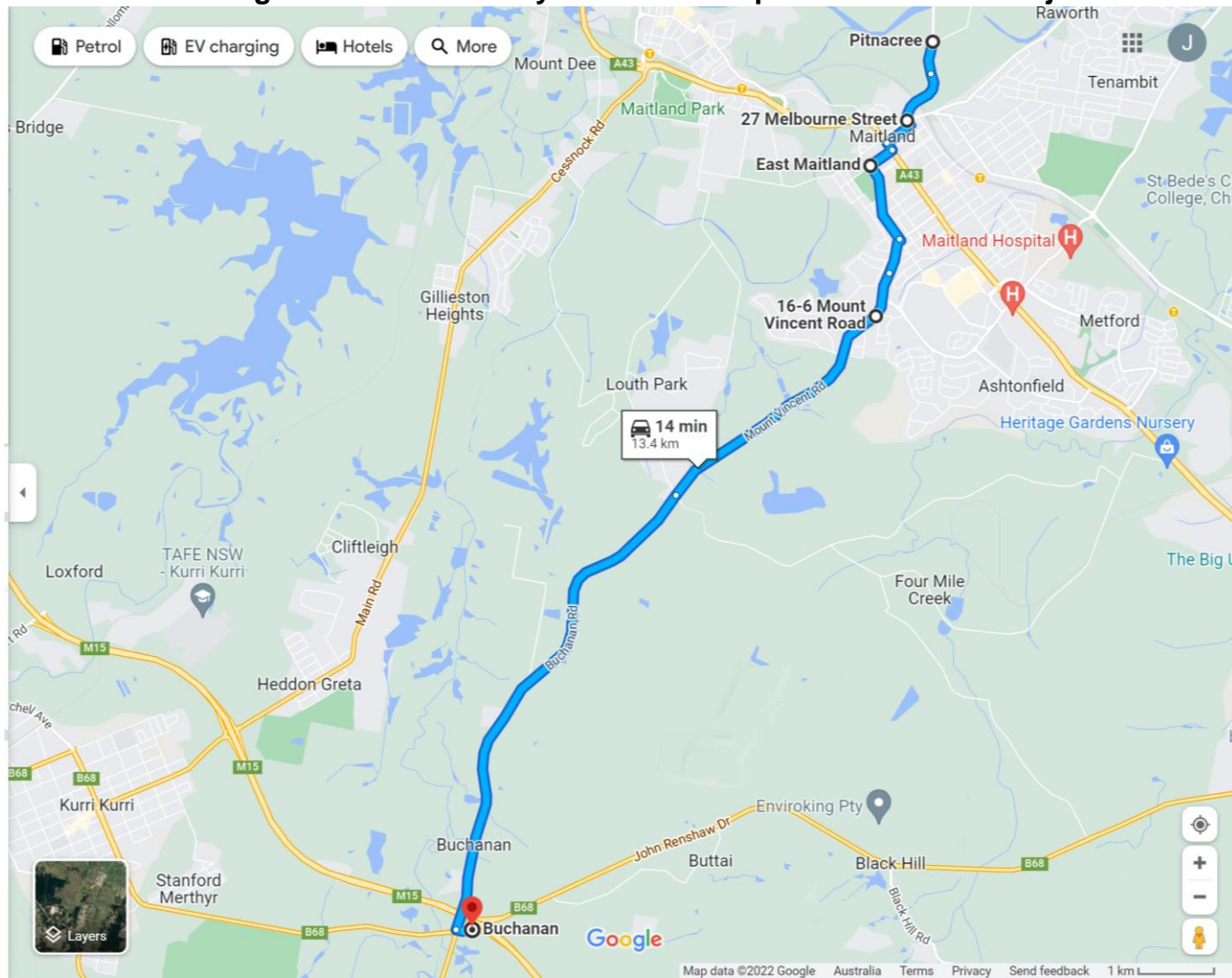


Approved Route for access to Major Arterial Roads – Major congestion



And the congestion carries on down the A43 until the exit onto the Pacific Highway at Hexham.

Alternate Route through residential area by General Transport for access to Major Arterial Roads



Rail Alternative: The propose life of mine is over 30 years. What is the impact of all these truck movements on our communities and the wear and tare on our roads, and also what is the impact of the exhaust emissions etc. on the environment that now is approaching a criticalpoint. Is this not an opportunity for Daracon to shine for the right reason.

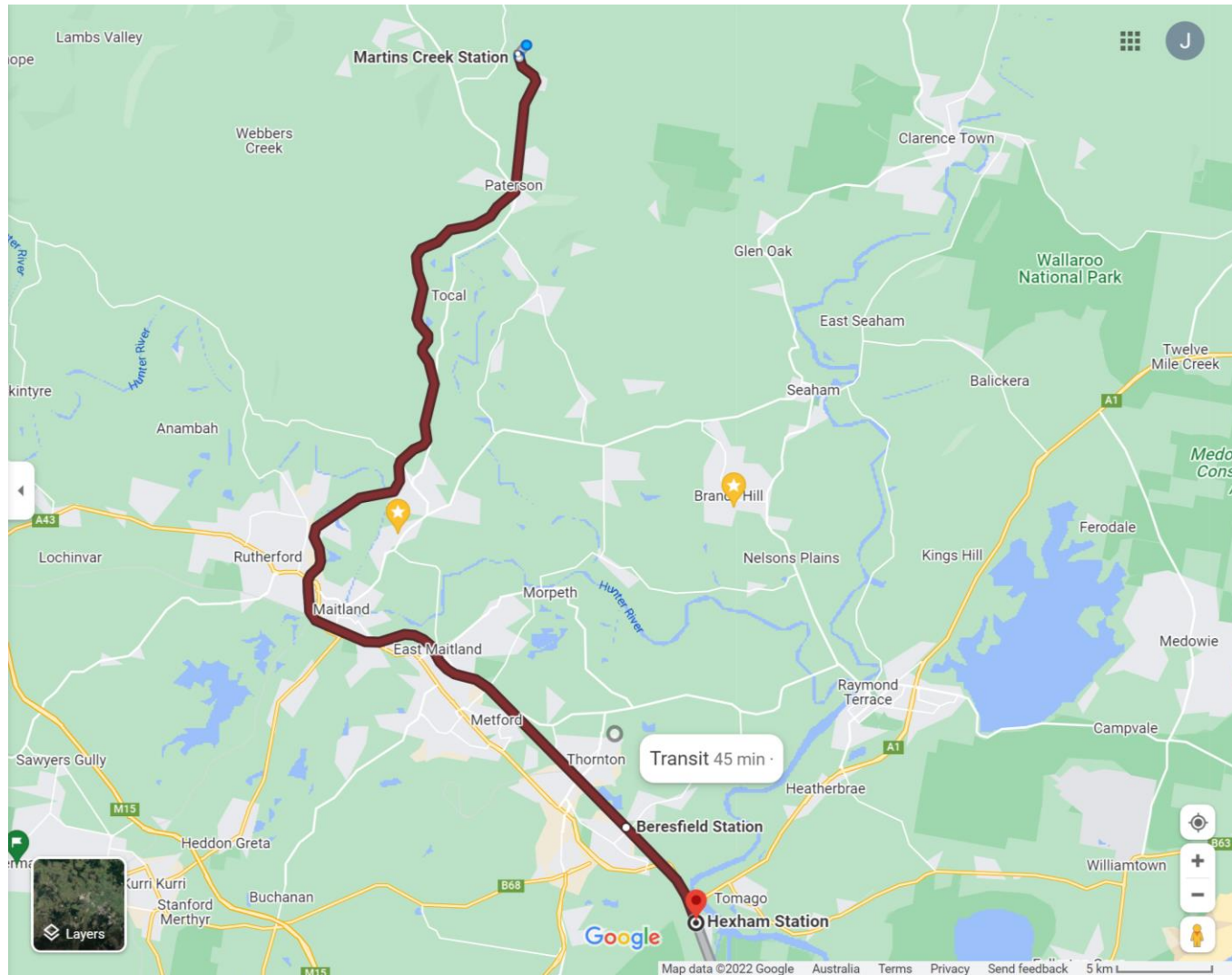
And what impact is a further 54,700 odd quarry trucks going to bring to those who are the residents and business operators of these suburbs.

I have previously advocated that should the quarry be deemed absolutely necessary then why can't all production be on rail, with a distribution centre at Hexham.

The quarry already has rail loading capability and if a "State Significant" Project, then with diligent planning, rail path ways would follow.

The proposal for 500,000 tonnes of product on road through this residential area of the Maitland LGA is unconscionable when a valid alternate is available.

Rail Line Route Martins Creek to Hexham



Hexham once held a large coal recieval, processing, and despach plant. Whilst the coal facility is no longer there the consolidate area remains and Aurizon Provisioning operating from there.

What this location offers is the potential to esstabilis a recieval and dispatch facility, that mitigates the adverse community and environmental impacts that the curent proposal puts upon the citizens of the this area.



What are the upside of such a an option:ready made hard stand and access to required infratructure .

- All quarry product delivered by rail so quarry trucks are not trafficking through residential area.
- Access to rail transport already exists
- The cizens of Patterson are free from the torment of multiple 50 tonne trucks on a daily basis
- Direct access to the major arterial routes via the Tarro interchange for raod eliveries to Newcastle
- Ready access to major future projets as noted in the proposal, including Nothern Huter Valley projects by rail if they so choose
- Very cental loaction for the M2 Pacific Hyway upgrade and possibly the widening of the Williamtown airport runway

And yes, Daracon has to undertake the study and applications to planning authorities and if approve will have to develop the facility. Meantime they retain the ability to rail quarry product to the Sydney basin at the currently proposed 600,000tonne pa.

And the study should include the opportunity to further reduce heavy vehicles on Tocal Rd and through Patterson by the way of utilising the returning empty train to deliver fuel and supply requirements forth quarry. It can be done.

REDUCED VEHICLE EMISSIONS

A further and important outcome of such a proposal will significantly **reduce vehicle emissions**.

Travel distance is very similar to truck distance. So lets make a call that a train will carry 50 wagons with a 52 net tonne each (Derived from ARCT Locomotive and Rolling Stock Data) then 2,600tonnes is moved.

At 32 tonne per truck and trailer 81 loaded movements required therefor some 162 truck movements are required.

The Trucking Association "Truck Impact Chart" inform us that a truck and dog with a GCM of 50.5 tonnes has a measured emmission of 78% per 1000 tonnes. That is potentially 300 times more than rail haulage. (Unqualified at this moment)

LOCAL DELIVERIES

In the past, and possible still, abuse of the posted road limit has occurred with resultant pavement damage the the public has to pay for.

There are two issues around local eliveries: they must be defined and restricted to a particular place or particular places. The proposal put forward by Daracon is not acceptable and has the potential non comply with the true meaning of local.

Local means; **existing in or belonging to the area where you live, or to the area that you are talking about.**(Oxford Dictionary)

Looking After the Local Community

An aspect of the IPC Final Public Meeting was the opportunity for some 50 or so persons to present their story and or veiw point to the three Commisioners.

It became bluntly apparent to me that the caring persons within the wider community all see and understand the “danger” to the community at large.

I listened as local citizens told their story of the dust and emissions from the quarry; the occasion when grand children suffer skin blisters and sores whilst the quarry was operating, and then how they cleared when the quarry was forced to cease operations.

And other residents suffers noise ingress and sleep deprivation from truck thundering through the village.

The verry negative and possible harm brought about by the impact of all the trucking movements throught the Historical Village of Paterson and the unapprove movements down Cory Street through the village of Martins Creek.

And then we have the propose further reduction of of local flora and destruction of fauna habitat.

To me I sense a culture that the proponent wants it all their way and has a view that they have this special resource that the State needs, and terefor the right to do as they wish.

I see it differently, and that business’s such as the proponent’s have a responsibility to protect and care for the community in which they operate.

At the end of the day I cannot and will not support this development ropasal.