

**From:** [REDACTED]  
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Dear Commissioners

I have reservations on the validity of the DPE's Jesse Evans comments on the new amended development application by Daracon when she has drawn on information supplied by the applicant Daracon itself. When a development application, so significant in its impacts on the community and the environment that it has come before the IPC for final approval, one would be expecting a greater level of professionalism, and verifiable data from the DPE, not to use anecdotal comments from the development applicant in relation to the shortage of gravel supply from the existing quarries in our region and then use this in its justification for supporting the project.

In contrast, Dungog Council's Peer Review on the project carried out by Judith Stubbs and Associates identifies glaring errors in the Calculation of Risk (risk assessments) of Increased Truck Movements and Noise on the community. The risk assessments presented by the DPE / Applicants almost appear to have been used to achieve a desired outcome for the applicant rather than give an accurate assessment of impacts on people and the environment.

The Dungog Council Peer review also alluded to the applicants use of data on production rates and truck / rail movements from 2014 when the Quarry was actually operating illegally outside its deed of consent from Dungog Council. This data should never be allowed to be used as a baseline for any future developments and should be discounted from conversations or project justification.

Daracon states that it needs four years to construct an extension to the rail spur into the quarry to allow it to meet its rail transport commitments in the new amended application - It states that it needs to remove 800,000 tonnes of gravel to facilitate the rail spur extension. There is ample space in the already mined area of the quarry to stockpile the 800,000 tonnes rather than wait for four years till Daracon have completed the mining and sale of 800,000 tonnes of gravel, probably to be road freighted, as it doesn't have enough rail capacity to use rail transport without the rail spur in place. Daracon have repeatedly expressed their desire use road transport rather than rail. If Daracon were to get approval on its new amended application, no increase in production from the quarry should be allowed until Daracon is able to meet its commitments under the new application.

The changes proposed to the Duke St and King St intersection in Paterson are an abomination and in no way whatsoever improve the amenity of Paterson, the commercial viability of the businesses currently there, or the safety of pedestrians. Since when does moving traffic closer to the pedestrians make them safer? In the last twelve months we have had a utility (through inattention of the driver) plough into the corner of the CBC Bed and Breakfast at the intersection and bring down a supporting column on the corner of the building. Through pure luck no-one was sitting at the table where the utility finished up. The changes to the intersection which are being made to facilitate an easier turn for the Quarry trucks will also encourage drivers of other vehicles to take the turn faster. Even if the quarry trucks were closely monitored for compliance who is going to monitor all other vehicles through the town. A permanent speed camera is the only instrument that will change people behaviour. Revenue from the Daracon financed speed camera could be used by the community

as compensation for the reduced amenity of the town. The above suggestion may sound very silly but It would be very interesting to do a risk analysis based on leaving the corner as it is and installing a speed camera in King St looking west towards the rail crossing and comparing the level of risk to that of the proposed change

Compared to most other hard rock quarries in our region and NSW Daracons Martins Creek Quarry only has one advantage, and that is the rail spur directly into the quarry. It is the only means of transporting product from the quarry that has minimal to no impact on the towns and suburbs along the primary haul route. For Daracon to propose using road transport to move 450,000 tonnes of gravel along the primary haul route through suburban streets in towns and suburbs is unacceptable for the world is changing quickly and the Maitland Region is one of the fastest growing areas in NSW. True, Daracon have done it before and it was unacceptable then. Imagine how it will be viewed in ten, fifteen or twenty five years time.

I hope the Independent Planning Commission see the New Amended Development Application for Daracons Martins Creek Quarry for what it is, an Overambitious Development in the wrong place.

Regards

Dennis Mayo