

From: [REDACTED]
Sent: Tuesday, 31 January 2023 11:09 AM
To: IPCN Submissions Mailbox
Subject: Martins Creek Quarry Project (SSD-6612)

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To IPC Panel regarding Martins Creek Quarry Project (SSD-6612)

Why is Daracon making last minute changes to the application? How is this even allowed? Was this a suggestion from the IPC panel to get approval? SSD applications would normally get a determination than have to reapply.

The panel should understand by now that Daracon started with an unrealistic plan when they first started this process many years ago (1.5mt). Daracon seem to think their current plan is some sort of compromise and that they have listened to the communities' concerns. Daracon want you to believe they are the good guys in reducing the quantity and transport limits. They are not good guys and never will be.

The project should be refused and the quarry should only operate under the current consents. Martins Creek is not the right location for a large scale quarry. If the quarry is unviable at the current size and limits, as Daracon continues to say. Then so be it.

I've read the latest spin from Daracon and the Planning department.

The safety concerns of running trucks through the main street in Paterson should still concern you as it does me. The numbers being reduced will not result in less of a consequence when there is an incident involving a pedestrian, cyclists, or other road user. The people that approve this application will have blood on their hands.

What an over complicated road haulage rate and limit, once again WHO WOULD REGULATE THIS??? Imagine approving this but having no one or process to monitor it accurately. Product amounts, the transport times, the limits on truck movements etc. It would be like trying to run NSW without a police force. Rules will be broken.

Do the maths-24 truck movements per hour is a truck every 2.5 minutes- 18 truck movements per hour is a truck every 3.3 minutes. Still excessive, still unliveable, still dangerous. Try and enjoy your coffee next time your in Paterson

I find it interesting that Daracon in their response to your questions have added some extra spin. With regards to the 'lived experience' the statement below by Daracon needs clarification.

"As outlined above, the road haulage limits now proposed are within the range that have been considered acceptable by residents on the haul route under previous operations."

NO amount of truck movements through my town have been considered acceptable. Please provide me with the survey completed. Acceptable and being forced to put up with it are two different things.

In response to the Panels first question, regarding other quarries in the area. Firstly the comments made about each of the approved quarries in the local area by Daracon shouldn't be taken on face value but rather investigated further by an independent group. I also find it interesting that hunter based quarries have to supply the Sydney market as much as they do. Why does the hunter have to be so negatively impacted for Sydney. Surely they could have quarries closer. Running even more trucks down the freeway to Sydney makes no sense.

Of the : Current Hunter Valley hard rock quarry SSD applications with the Department how many of them have applied to run trucks through Historic townships? How many of them are situated right next to a township (Martins Creek) How many residents would be effected by blasting, dust, noise, health effects. How many will congest more local roads. How many of them are to be operated by a company that has previously operated illegally. Well, if the other new applications don't do that, then they should be the ones to be approved. Not this one.

Regarding transporting by rail, Daracon has said.

"The assessment completed indicated that there are currently no suitable and existing operating rail receival terminals for aggregate in the Hunter Region."

Daracon have applied for a 25yr operation of this quarry. Shouldn't they expect to spend money and build a receival terminal, that's what investments are, you need to spend money to make money. Hexham would be a perfect location right at the start of the freeway. Or does ruining a Historic township make more money sense.

I'm going to wrap this up, I think you get my opinion on this, I've wasted enough of my time over the last few years with this. It's depressing, I trust the Panel can make the right decision and not believe everything that the planning department and Daracon have told you.

Name withheld, I've previously made submissions, you can match my email with my name and confirm I am a resident of Paterson