

**From:** Norm Sage [REDACTED]  
**Sent:** Monday, 30 January 2023 5:22 PM  
**To:** IPCN Submissions Mailbox  
**Subject:** Martins Creek Quarry expansion SSD-6612

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

I do not support the proposed Martins Creek Quarry (The Quarry) expansion.

Daracon / Umwelt (the Proponent) has reviewed the Martins Creek Quarry expansion proposal (the Proposal). Table 2.1 of the ADA (page 6) details the proposed revised reduction to the annual limits of extracted product. The Proponent now proposes an annual limit for road transportation from 500,000 tonnes to 450,000 tonnes - a mere 10% reduction from the previous proposal.

The Proponent has reduced the maximum daily truck movements from 280 to 160 movements per day, or 80 laden trucks. This is a 43% reduction between 7am and 3pm and 20% reduction between 3pm and 6pm.

The Proponent has reduced the maximum hourly truck movements from 40 to 24 per hour, being a 40% reduction from 7am to 6pm.

Although the daily and hourly truck movements have been considerably reduced, one wonders how a 10% reduction in annual tonnage can be transported with an average 40% reduction in hourly and daily truck movements. One can only assume that the hourly and daily maximum movements will become the continuous truck movements.

The Daracon Group has sought advice from McCullough Robertson Lawyers (The Lawyers). In their Advice letter dated 8 December 2022 to Daracon Group, the last sentence of Point 13, page 3 refers to the NSW Department of Planning and Environment's Assessment (The Department) Report. It states '*The Department has recognised in their Assessment Report dated October 2022, the proposed annual road haulage limit is not largely dissimilar to the historical road transportation rates undertaken by the Martins Creek Quarry*'.

The 'historical road transportation rates' mentioned in The Department's Assessment Report and quoted by The Lawyers are not specified but historical transportation rates are irrelevant to the Proposal. The relevant road transportation rate is as specified in The Quarry's approval which I believe is 30% (by road) of 330,000 tonnes per year which therefore is 99,000 tonnes per year. The Proposal for 450,000 tonnes per year is 450% over and above the approved road haulage limit.

As The Lawyers state at point 7, page 2 of their letter, *It is a well-established planning law principle that each development application is to be considered and assessed on its own merit*. Therefore, as The Lawyers contend this application should be merits based, a 450% increase in the road haulage rate means The Proposal is without merit and should deem The Proposal unacceptable. I therefore reject The Proposal.

Norman Sage.