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From: traceyshowman [REDACTED]
Sent: Sunday, 29 January 2023 5:12 PM
To: IPCN Submissions Mailbox
Subject: Martins Creek Quarry (SSD-6612) Additional Material Submission

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Dear Commissioners,

Thank you for the opportunity to make a Submission regarding Additional material provided by Daracon. I would like to ask the Commission, to consider that the applicant has not addressed an issue of concern in my last submission.

In the Additional Material, Question 7, the Applicant states, improvements to Gresford Road and Dungog Road intersections, will improve road safety by reducing or eliminating the potential for rear end type collisions. In my written submission, I expressed my concern for resident's accessing driveways on Gresford Road Paterson. I live in the 80 km on Gresford zone and ask how long does it take a truck and dog, laden with rock, to stop when travelling at 80 km per hour. Pulling in and out of our driveway will cause potential for rear end type collisions. I have a son on P-plates, who utilises the main haul route to get to his job in Lorn. One error of misjudgement could be fatal. My husband and I are in our mid fifties utilising this road for work daily. 160 truck's per day for 25 years, is still completely unacceptable.

Nothing regarding my concern has been acknowledged by the Applicant.

I have a concern regarding the starting time of the trucks through the village of Paterson. I once rang Martins Creek Quarry, and asked what time of a morning, were they allowed to come through Paterson. The answer, at the time was, "as a courtesy, Daracon trucks don't come through the village until 6am." But as far as any other trucks, it is a public road and they can use it whenever they like. I wonder does this still apply. Current and future growth in the area and north of Paterson, has not been considered by the Applicant. I have not seen road monitoring equipment on our roads for a very long time. Maybe the Commission request the Applicant to monitor present traffic movement's, before any formal decision is made.

The village of Paterson and surrounding residential area's have nothing to gain from this Application.

I see there are two other quarries at Singleton and Willowtree, in the Upper Hunter, applying for expansions. Surely material from these quarries can provide material for the Muswellbrook and Singleton Bypasses.

I ask the Commission to enforce the Applicant to use the rail facility it has and lessen the truck movements. How can one company change the demographics of an Historic Village and surrounding rural area's to suit its financial gain.

Kindest Regards

Tracey Showman

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