

Martins Creek Quarry Project

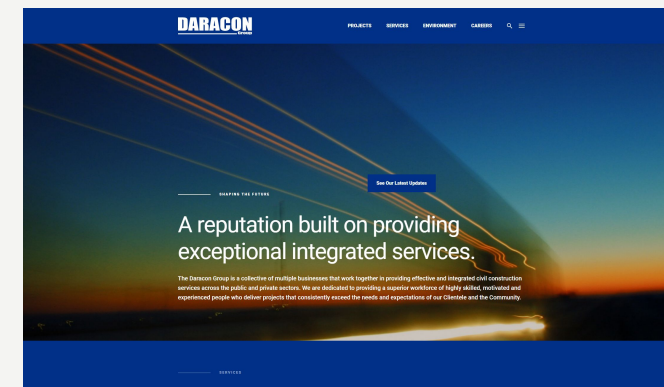
Independent Planning Commission – Public Meeting

7 November 2022



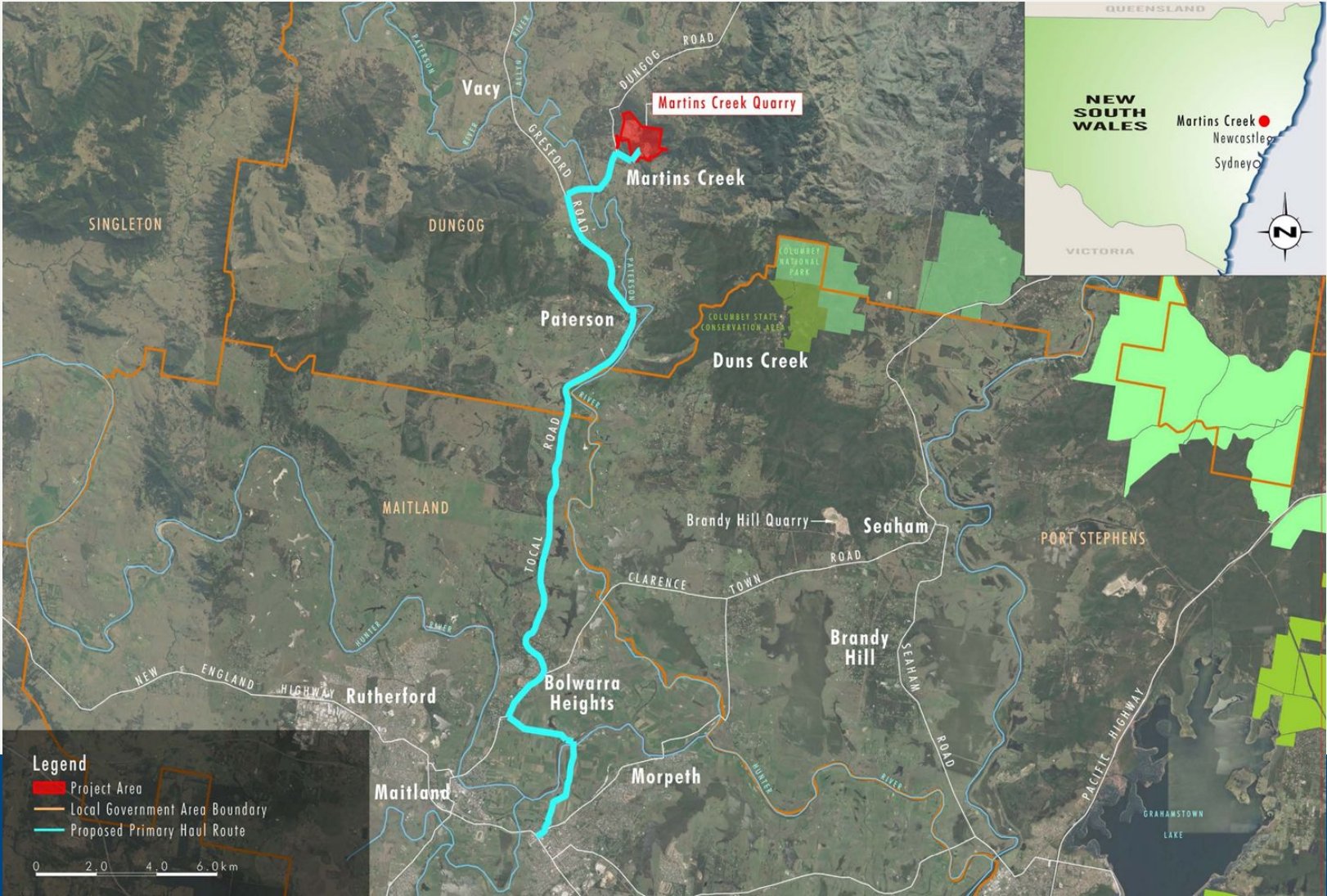
Who is Daracon?

- The Daracon Group provides effective and integrated civil construction services across the public and private sectors.
- Daracon employ over 800 people dedicated to delivering projects that consistently exceed the needs and expectations of our clientele and the community.
- Daracon offers a range of services, including:
 - Quarries
 - Civil engineering
 - Plant hire
 - Transport
 - Subdivision construction
 - Concrete
 - Mining services
 - Rail
 - Landscaping
 - Site Remediation
 - Polywelding
 - Mine fill grouting



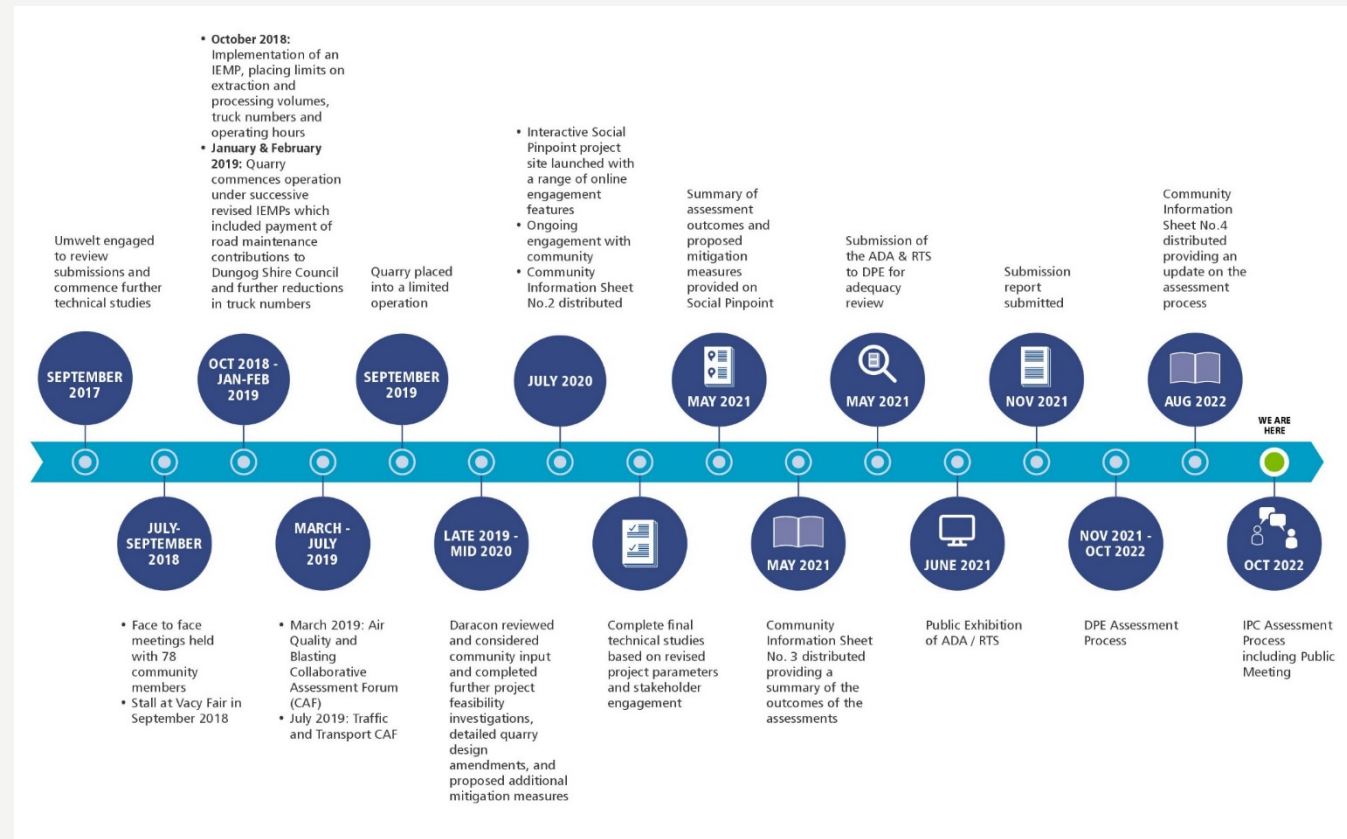
Visit www.daracon.com.au for more information

Project Locality



Brief History and Recent Operations

- 1914 – 2012: Martins Creek Quarry established by NSW Government Railways and operated continuously by various NSW Government transport departments, authorities and corporations
- December 2012: Daracon secured long term licence
- Dungog Shire Council action against Daracon in 2015 in relation to the 1991 development consent
- EIS for the Original Project was publicly exhibited in late 2016 (Monteath & Powys)
- Umwelt engaged in 2017 to review submissions, advise Daracon on Project Design and further stakeholder engagement and assessment requirements.
- The Amended Development Application (ADA) for the Revised Project was lodged in June 2021.



Stakeholder Consultation

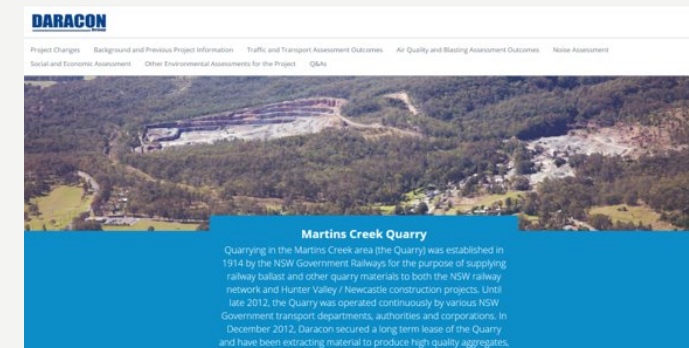
A comprehensive stakeholder engagement strategy was developed as part of the ADA process and SIA assessment to guide stakeholder engagement activities.

Key stakeholders included:

- residents and community members living in proximity to the Project Area and/or the proposed haul route
- service providers, local businesses and special interest group representatives.

Key consultation mechanisms have included:

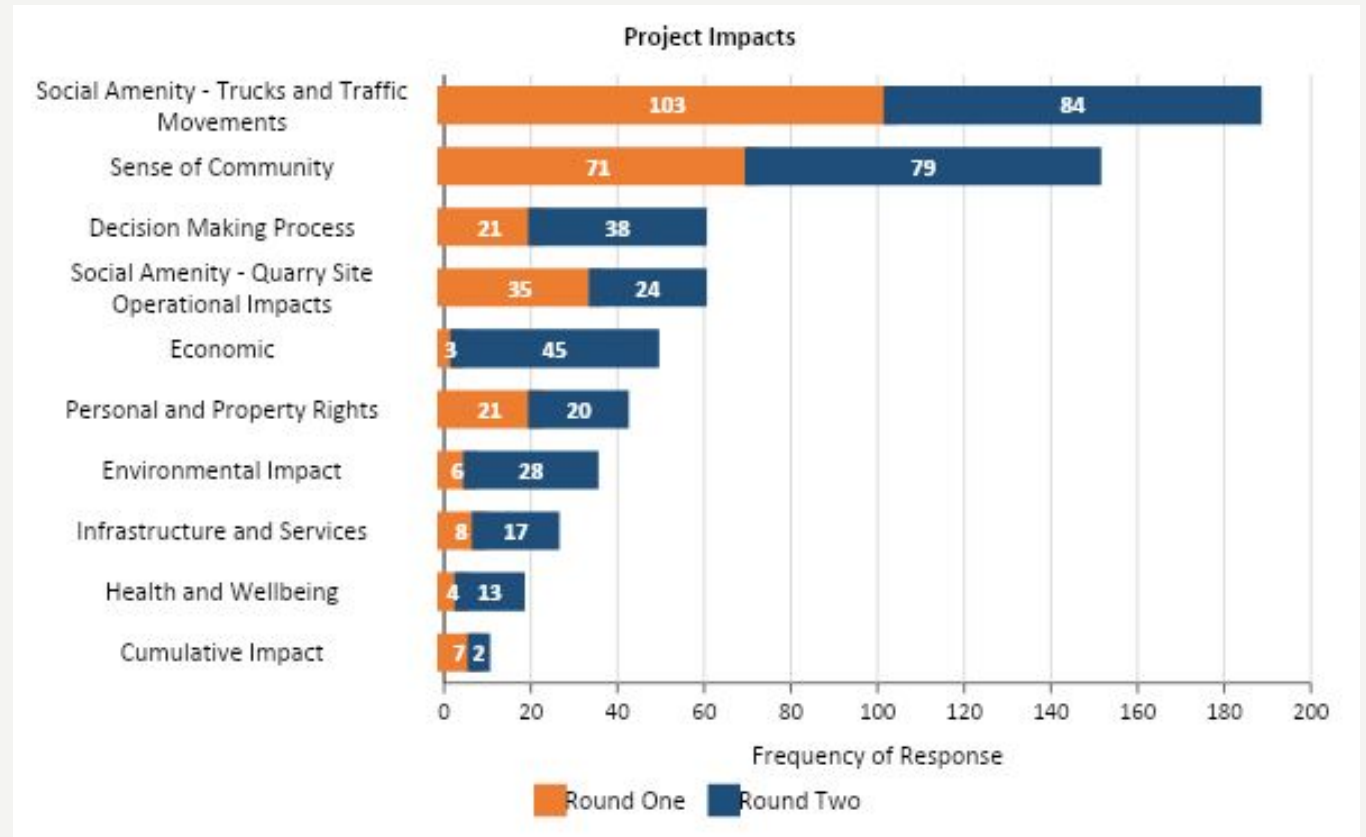
- **personal interviews** – approximately 200 personal interviews have been undertaken over two phases
- **Collaborative Assessment Forums (CAFs)**
- multiple **Community Information Sheets** – distributed to approximately 3700 households nearby to the Project Area and along the haulage route (including Martins Creek, Vacy, Paterson, Tocal, Bolwarra, Bolwarra Heights, Duns Creek, Mindaribba and Woodville)
- a **dedicated Social Pinpoint website**.



Stakeholder Identified Issues

Key negative social impacts predicted include:

- impacts relating to social amenity (as a result of traffic related impacts)
- changes to sense of community and community cohesion and culture
- noise
- personal safety
- livelihoods
- health and wellbeing impacts.



Outcomes of Engagement and Project Refinements

Feedback from the community and outcomes of engagement were used to identify a range of suggestions for project design changes and mitigation measures that were considered by the Project team in the ADA.

As a result, project design changes and additional mitigation and management measures were committed to minimise the project's social amenity and environmental impacts including:

- reduced road transportation volumes
- reduced peak hourly truck movements
- refined operational hours
- reduced proposed disturbance footprint
- reduced proposed quarry operation approval term
- further mitigation for site operations and product haulage.

Key Project Changes

The key features of the Revised Project include:

- extraction of up to a maximum of 1.1 Mtpa of quarry product material over 25 years, transporting up to 500,000 tpa by road and the remainder by rail
- revised product transport arrangements, including:
 - reduced **peak** daily laden trucks of 140 per day (280 movements) for 50 days/year otherwise 100 per day (200 movements) with a peak of:
 - 20 laden trucks per hour (40 movements), Monday to Friday between 7.00am and 3.00pm
 - 15 laden trucks per hour (30 movements), Monday to Friday between 3.00pm and 6.00pm

***Peak** truck numbers are required to service large infrastructure projects. Most typically truck numbers are likely to be 12 laden trucks/hour or less*



Key Project Changes

- no road haulage of quarry product on Saturday, Sunday, public holidays or between 24 December and 1 January, inclusive
- no trucks through Paterson Village before 6.45 am
- revised operating hours of 7.00 am to 6.00 pm, Monday to Saturday:
 - with the exception of road haulage of quarry product which will only occur Monday to Friday, and
 - no evening or night operation, apart from rail loading and transportation and necessary maintenance activities
- construction and use of a new access road and bridge crossing from Dungog Road, over the North Coast rail line, to allow for all heavy vehicle movements via the new access
- improvements at the Dungog Road and Gresford Road intersection and the King Street and Duke Street intersection (within the village of Paterson)
- upgrades to the approach to Gostwyck Bridge
- removal of Haul Route 2 as a primary haul route (now proposed only to service local jobs as required)



Key Project Changes

- extension of the rail spur to facilitate longer trains to transport more quarry product and access rail markets
- establishment of noise bunds and noise attenuation of the existing fixed processing plant with further upgrades and replacements to reduce noise and air quality impacts
- 16.8 ha reduction in the proposed disturbance footprint, including avoiding approximately 15.3 ha of native vegetation in the former East Pit
- progressive rehabilitation of the quarry.



Project Need

- Martins Creek Quarry produces materials for supply to all sectors, including products to the highest specified requirements. This is an important point of difference between the quarry and other hard rock quarry producers in the Hunter Region.
- Regionally significant resource with physical material properties conducive to the production of concrete aggregates and construction materials to very stringent specifications.
- Martins Creek Quarry is the only quarry in the Lower Hunter with direct rail access.
- The proposed development of the resource would make a **significant contribution to the easing and securing of future construction material supply constraints** and is considered to be an orderly and economical use of the land:
 - optimising use of an existing quarry and processing facility
 - proven high quality products
 - access to main road and rail transport.

Significant Construction Material Supply Constraints

There are currently significant construction material supply constraints, with many local quarries limiting supplies.

Large pipeline of infrastructure projects, including:

- Inner City Bypass
- Hexham Straights Project
- M1 to Raymond Terrace – South and North
- Muswellbrook Bypass
- Singleton Bypass
- Tomago Gas Plant

Current total estimate of construction material requirements in the Lower Hunter for upcoming Major Infrastructure Corridors on the Mt. This is over and above the existing shortage in construction materials for the current regional requirements

- Housing Boom and Land availability
- Council funding spend
- Drought proofing works – water industry
- Solar and wind renewables

Revised Project Environmental Assessments

- Detailed assessments of the potential environmental, social and economic outcomes of the Revised Project have been undertaken.
- All assessments were undertaken in accordance with SEARs, relevant standards and/or guidelines.
- Daracon have committed to a significant suite of management and mitigation measures for environmental and social impacts that will be implemented to reduce or avoid impacts.
- The recommended conditions provide robust operating criteria and requirements to manage and mitigate impacts.
- Daracon will operate the quarry in accordance with the recommended conditions and the commitments made throughout the ADA process.
- If approved, Daracon welcomes the opportunity to operate under a modern development consent with clear parameters and requirements, transparent reporting requirements and robust independent auditing.



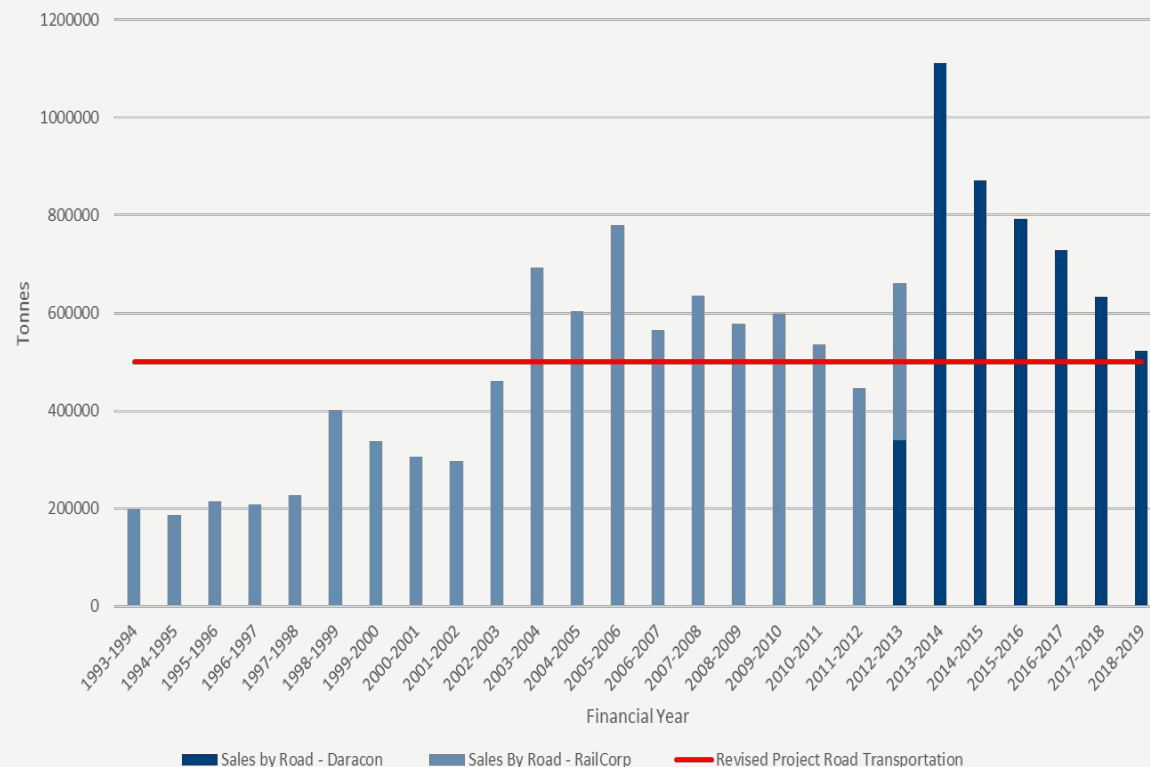
Social Impact Assessment

- establishment of a Camera Monitoring Station at the King and Duke Street Intersection in Paterson Village to enable identification of relevant trucks associated with any complaints or enquiries
- working with Dungog Shire Council to contribute to works to upgrade pedestrian amenity in Paterson
- subject to relevant approvals from DSC or MCC, contributing to the establishment of two (2) additional stopping bays on the haul route
- school visit program to encourage road safety awareness
- implementation of Local Employment and Procurement Policy that encourages supporting businesses and recruiting locally where possible
- contributions to Council's Community Benefits and Wellbeing Fund
- a restructured Community Engagement Strategy.

While in combination it is expected that the implementation of mitigation measures will minimise the extent to which social impacts may be felt and experienced, it is however still acknowledged that the outcomes of the Revised Project will be experienced differently throughout the community.

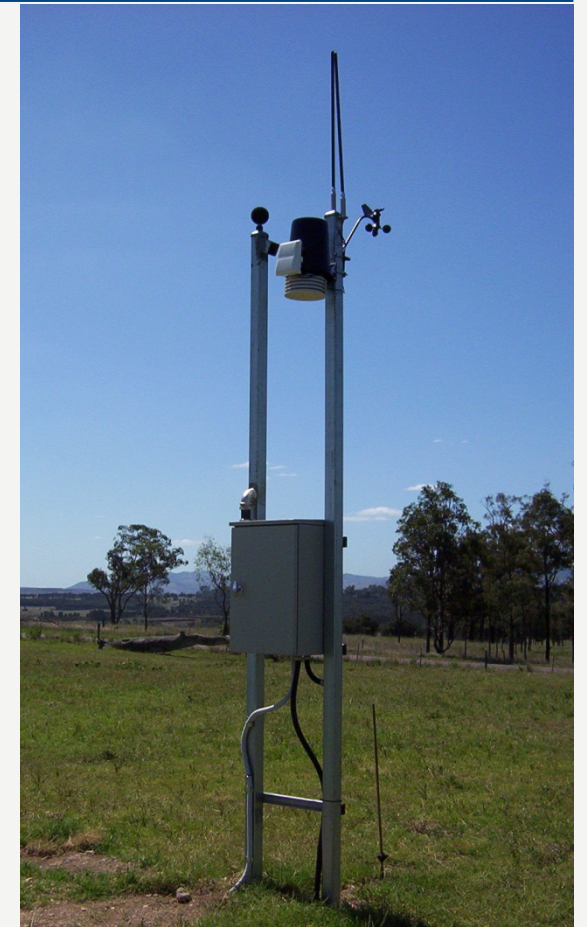
Traffic and Transport

- Revised proposed haulage rates are consistent with historical haulage rates when RailCorp operated the quarry.
- With consideration of proposed upgrades and mitigation measures, the TIA concludes that traffic associated with the Revised Project would have an acceptable impact upon the operation of the key intersections along the primary haul route and is not expected to have any adverse impacts on the safety of the road network.
- Despite extensive investigation, there is no current feasible option to use rail logistics to supply the local and regional market for the Revised Project.



Noise

- The design of the Revised Project was completed on an iterative basis to enable the minimisation of noise impacts as far as practicable.
- Reasonable and feasible physical and operational noise controls.
- The detailed NIA confirms that key measures will reduce operational noise levels experienced by many residences in proximity to the existing quarry processing and rail loading area.
- Road traffic noise has been assessed within relevant guidelines along the haul route
- In accordance with the DPE's Voluntary Land Acquisition and Mitigation Policy, relevant impacted residences will be subject to proactive noise management and monitoring to guide operations and minimise the potential impacts of the Revised Project.
- Daracon have committed to implement both proactive and reactive noise control strategies informed by real-time noise and meteorological monitoring systems.



Other Environmental Assessment Outcomes

- The **Air Quality** Impact Assessment predicts compliance with EPA criteria at all surrounding private properties for PM10, PM2.5, TSP, deposited dust, NO2, diesel emissions and crystalline silica.
- While **biodiversity** impacts have been minimised, Daracon is committed to delivering a Biodiversity Offset Strategy that appropriately compensates for the unavoidable loss of ecological values as a result of the Revised Project.
- **Ground vibration and blast overpressure** levels can be managed to meet relevant blast emission criteria at all sensitive receiver locations.
- No significant impact on **surface or groundwater resources**, including for downstream users.
- The Revised Project is unlikely to harm any known **Aboriginal objects** or **cultural heritage values**.
- The Revised Project is unlikely to result in any adverse visual or physical impacts to the **heritage** significance of the Heritage Conservation Areas or individually **listed heritage items**.

Key Benefits

Key benefits of the Revised Project include:

- Supply and delivery of high-quality materials and products for use in rail, concrete, asphalt and general civil construction.
- Heavy construction materials play a vital role in delivering the infrastructure required to support population and economic growth in the Hunter Region and more broadly in NSW.
- Employment of approximately 22 full time equivalent employees.
- Supports job security across the regional construction industry.
- The Cost Benefit Analysis estimates a net benefit of \$58 million to NSW in NPV terms.
- Contributions to the improved maintenance of road infrastructure to Dungog Shire Council and Maitland City Council.

Thankyou