

Martins Creek Quarry SSD - 6612

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MCQ History and Scale of Proposed Expansion

- 1991 Development Approval restrictions to protect physical and social environments

Table of comparisons – 1991 DA Baseline against Project Proposal

<u>Component (times)</u>	<u>1991 DA</u>	<u>Project Proposal</u>	<u>Increase</u>
• Annual tonnage (tpa)	300,000	1,100,000	333%
• Tonnage by road (tpa)	90,000	500,000	555%
• Tonnage by rail (tpa)	210,000	600,000	285%
• Peak day trucks (no)	24	280	1,166%
• Peak hour trucks (no)	2.4	40	1,666%

- 1991 DA tonnages reflect the road/rail components (30/70%)

MCQ History and Scale of Proposed Expansion

- Amended EIS (June 2021) seeks to establish improvement by reducing scale from 1.5mtpa to 1.1mtpa - **not a true comparison of baselines – there is no consent for 1.5mtpa**
- Real comparison of baselines is from 300,000tpa (1991 DA) to 1.1mtpa (Current proposal). Multiplying factors as shown in previous slide.
- Apparent improvement in reduction of daily truck movements from **unapproved** operating level in 2013-14 (approx. 600 trucks per day) to proposed level of 280 trucks per day does not reduce peak hourly rate.
- 2013-14 peak hourly rate was 30-50 trucks per hour. Lived experience of residents.
- **40 trucks per hour is one truck every 90 seconds passing through Paterson**

Historical Abstraction and Transportation

Extract from DPIE Assessment Report - October 2022

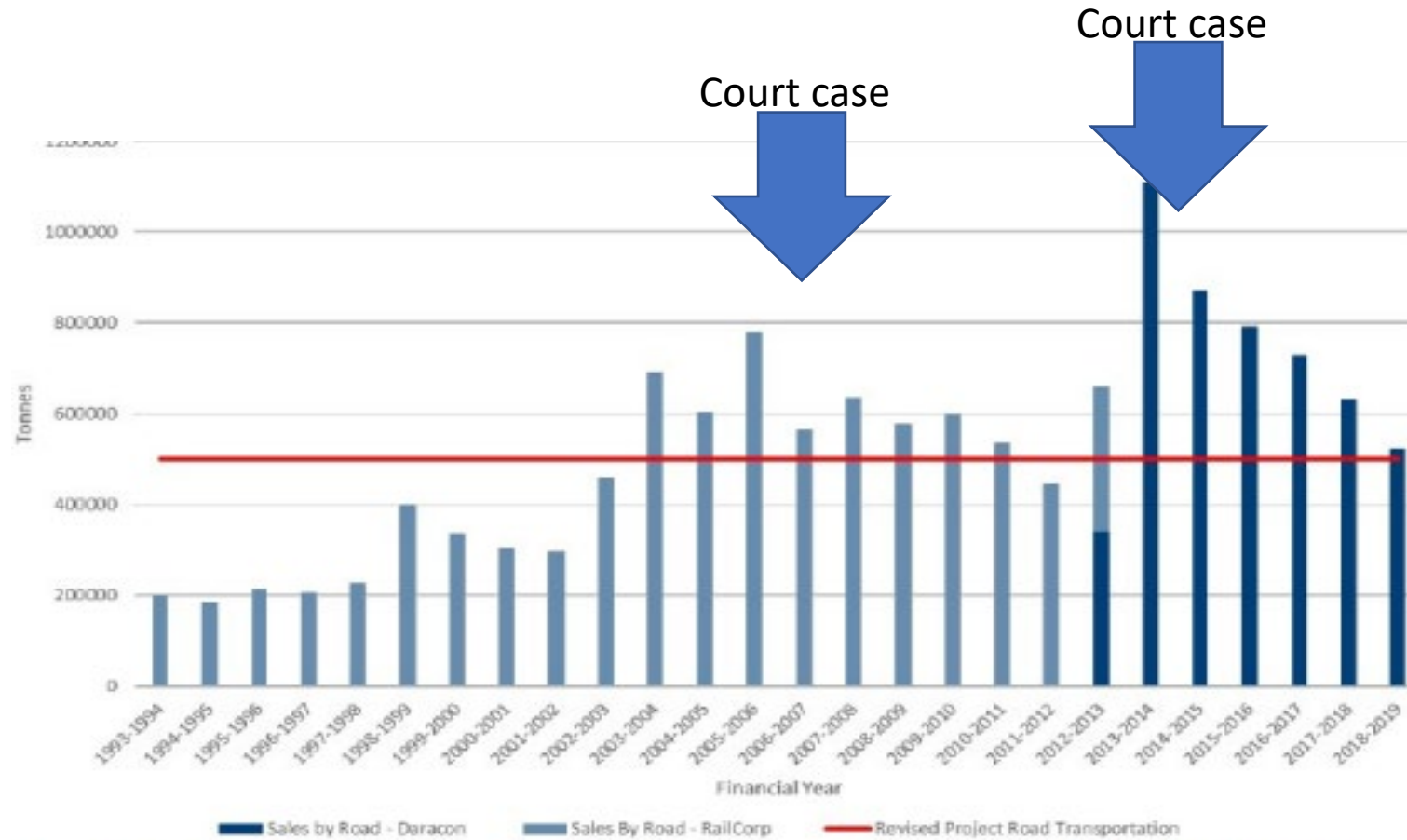


Figure 6-1 | Proposed annual road haulage tonnage vs historical road haulage 1993 - 2019

Historical Abstraction and Transportation

Excessive abstraction and transportation by Railcorp commenced early 2000's resulting in community complaint and DSC – Railcorp court case in 2007.

Excessive abstraction and transportation by Daracon commenced in 2013-14 resulting in renewed community complaint and DSC – Daracon court case in 2016-19.

Previous operations at illegal levels are not a valid basis for the current proposal as suggested by Figure 6.1 in the previous slide.

Social Impact Assessment – Amended EIS 2021

- 634 submissions opposed the proposal – 94.6% of submissions made
- Through the SIA, residents have shared their lived experience of increased industrial activities through the village and other settlements on the haulage route.
 - **All comments were based on lived experience during the period of illegal operation from 2013-2019. Not a hypothetical case.**
- Principal impacts related to trucks and traffic movements, changes to sense of place and community, way of life, accessibility and public safety. Other impacts included impacts on surroundings and health and well-being.
- The SIA has assessed and evaluated the social impacts of the proposed project (using the DPE SIA Guideline) and have ranked these impacts as **HIGH to EXTREME**.

Social Impacts Matter

- The proposed project will result in a range of social impacts, as outlined in Umwelt's SIA Report and the Expert SIA Review Report commissioned by MCQAG (Askew/Askland) that include changes to:
 - **Village amenity** - pleasantness of rural outdoor village life – comfort, serenity, solace
 - **Sense of community** – how residents move around, use and value the small rural village, how they interact with each other and participate in village life
 - **Local livelihoods** – reduced access to local businesses in the village – through removal of street parking, increased traffic, threats to public safety
 - **Sense of place** – the connections that have developed between people and place over time – Paterson is a historic rural village which attracts visitors due to its sense of place and community.
- These are more intangible social impacts, however, and are well referenced in the social science literature.
- DPE's SIA Guideline outlines the importance of assessing both tangible and intangible social impacts, with these impacts ranked as HIGH to EXTREME in Umwelt's SIA.

Social Impact Management

Strategies proposed as part of the SIMP for the Project, fail to address any of the hierarchy of controls - avoid, minimise, rectify, reduce, offset



Strategies proposed in the conditions of consent do not address the key social impacts predicted that relate to impacts on sense of place, community, way of life – no nexus:

A Driver code of conduct

Community Engagement Program

Monitoring Program – stakeholder meetings, perception surveys

Planning Agreement with Council

Social Impacts Matter

The quarry at Martins Creek has played a role in the history of the area, successfully co-existing with the community up until 1991, with the quarry having its own rail siding to facilitate product movement.

The scale of the proposed project, and the proposed traffic movements through the village, will significantly affect how community members use, value and experience their village amenity.

There are no benefits to the village as a result of this project in its current form – only an incremental commercial gain for Daracon.

Significant social impacts can be addressed by transporting the product by rail – a WIN-WIN outcome.

Proposed modifications to road geometry in Paterson

The proposal to modify the road geometry in Paterson by widening the critical bend at the King St – Duke St intersection is not acceptable.

This location is the centre of village activity and mobility where 70% of pedestrian/vehicle interaction takes place.

Removal of kerbside parking facilities in this area will greatly disadvantage the elderly members of the community in accessing the Post Office particularly but also their access to other commercial and health facilities in the village

School pick up and drop off zones pose a safety hazard and general pedestrian/vehicle activity will be compromised by the impact of 32tonne truck and dog movements through this busy village centre.

The combination of poor sightlines, 90deg bends and a rail crossing all within 100metres of one another is an obvious impediment to the safety of pedestrian and vehicle movements in this area which will not be overcome by the measures proposed.

Proposals to limit truck traffic flow after 3pm reflects reduced market demand not safety concerns.

Transportation of Quarry Material

- All quarries in the Hunter region other than MCQ have direct or indirect access to arterial roads.
- Haulage of material from MCQ involves truck movement over 23kms of rural roads through Paterson and other settlements on the haulage route before access to an arterial road at East Maitland.
- MCQ is unique in having a rail siding capable of extension and providing the opportunity to minimise the environmental and social impacts arising from the transportation of product by road.
- DPIE has imposed conditions on quarries located in the Southern Highlands requiring road upgrades, village bypasses and maximisation of rail transportation but have not seen fit to require similar conditions for the Martins Creek Quarry. Why?
- In the 1991 DA for Martins Creek Quarry the rail option was maximised as a protection for the environmental and social impacts on Martins Creek, Paterson and other settlements on the haulage route. **If that protection was required in 1991 surely it is equally necessary in 2022 and for the next 25 years.**

Accommodation Works

- The various accommodation works – road geometry upgrades, new quarry access road, in-quarry noise, dust, water pollution control etc abatements are not scheduled for completion until several years after the re-commencement of operations.
- Any other developments would require all necessary infrastructure to be completed prior to occupation i.e., housing development.
- Specifically, the completion of the rail siding by year 4 and the rail option being subject to market demand and East Coast Railway access is a significant qualification to its viability.

Project Approval

- DPIE make the following statements on its website:

Together, we create thriving environments, communities, and economics

As a department, we want to make a positive difference for the people of NSW by ensuring our work and services incorporate the views and perspectives of the community we serve.

- In recommending this project for approval DPIE has failed not just its own objectives but also the communities affected. It has not *incorporated the views and perspectives* of 94.6% of the respondents who apposed the project.
- If the project is approved and proceeds without the imposition by IPC of more stringent conditions **the proponent will benefit at the expense of the communities impacted.**

In Summary

The Project EIS utilises an unapproved baseline, despite this being noted in the Project SEARs, giving a false impression of the scale of the proposed change.

The quarry at Martins Creek has played a role in the history of the area, successfully co-existing with the community up until 1991, with the quarry having its own rail siding to facilitate product movement.

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