

Thank you for the IPC Panel Commissioners for allowing me to have five minutes to speak relating to the Stone Ridge Quarry Project, which you are holding today to hear the community's views

Welcome to Seaham, East Seaham and Balickera, a part of the Hinterland Port Stephens Town Team area and part of West Ward of Port Stephens LGA.

My name is Bruce Lyon and I am a long-term resident of Italia Road, East Seaham. My wife and I have owned and developed our home and workplace, a lifestyle 2-acre property on Italia road, since 1993, some 31 years ago. So this constitutes if u like, a declaration of pecuniary interest near the proposal, which is located 4 km eastward towards the junction of Italia Rd and the A1 / M1 Pacific Highway.

We regularly use the M1 outbound, both turning left and right when driving, multiple times a day. I note that in the last 31 years, Italia Rd started as unsealed road for at least a third of its length, with narrow single lane bridges, narrow and poor road surface and unjustifiably high speed limits.

Today since the Boral Quarry operations, Italia Road has an improved width and safety road alignment design in some sections compared to the early days. The speed limit is now 80 kms/hr not 100 kms/hr.

These improvements were partly funded by funds derived from quarry levees. There is still a lot of work to do. It is still substandard road for its usage.

Italia Rd has experienced 2 road deaths and numerous near

misses, and several accidents at the cnr of Italia Rd and the M1.

The intersection is inherently unsafe due to poor visibility and awkward road camber.

Especially from the intersection with the Boral Quarry, the same area as this proposed Stone Ridge Quarry. Others have or will speak more to this but the pothole quality of the current road surface and supposed National B Double heavy haulage route leaves a lot to be desired.

I declare I am a member of the ARDG Stone Ridge Community Consultative Committee and have been since its inception one and three quarter years ago in February 2023.

I joined as a community representative, to assist as a two-way conduit informing both the community and ARDG, as have other CCC community representatives, one other who is also speaking today. I commend ARDC for having the foresight and the management to engage with a CCC process, well ahead of the requirements of any successful proponents. This CCC process has NOT been adopted either by Boral Quarries nor Eagleton Rock Syndicate. These other proponents would do well to take up this excellent initiative in their respective cases.

I am speaking specifically as a member of the Hinterland Port Stephens Town Team, currently an unincorporated residents and businesses group covering the 12 rural\ villages of the West Ward of the Port Stephens LGA. These include Glen Oak, Seaham, East Seaham, Balickera, Eagleton, Duns Creek, Butterwick, Brandy Hill, Osterly & Nelson Plains, Hinton, Woodville, & Wallalong. We exclude coverage of Raymond

Terrace and Heatherbrae. The Hinterland Port Stephens area contains some 6000 residents. Not an insubstantial number. By comparison, we are two thirds the size of the entire Dungog LGA of 9,500 residents.

Covering some 6000 residents, it would be nigh impossible to espouse a single coherent view to policy decision makers and arbiters such as you the IPC Panel in some matters, including whether the Stone Ridge Quarry Project should be approved or denied.

Hinterland Port Stephens formed in April 2024, as a result of the Port Stephens Council Hinterland Place Plan and the partnership of the Town Team Movement and Port Stephens Council. We currently have around 43 active members, and meet monthly around the Hinterland area. We are currently undergoing incorporation and expect that process to be complete by end January 2025. We operate under the Town Team Charter of the Town Team Movement.

Under the Town Team Charter, we are committed to positive community-building actions and events that build social cohesion and connections and involvement by anyone. We aim to work with existing groups and also run some our own events as well.

We are a-political, which means we do not take up explicit positions of polarised debates in any domain, including either advocating for or against certain proposals, interest groups, divisive social issues and the like.

But I will still speak to some non-divisive and very relevant issues.

We would support due process planning and approval processes with suitable appeal mechanisms at the local state and federal levels, for the betterment of the community safety and well being, including human life itself.

Traffic management arrangements at the intersection of Italia Rd and the M1 are essentially about human life, respect of human life and likely traffic generation due to changes in demand on road conditions due to exploitation of rock resources and other demographic changes, such as Kings Hill, just around the corner in the 6 Mile Rd vicinity.

There should be a high bar for spending money (public or private) on road infrastructure in exchange for how many deaths per year because of cheap-skate shortcuts in road design, such as level intersections, as against flyovers, slip lanes and the like.

The profit motive and supposed urgency for rock resources should not outweigh safe traffic arrangements and human life.

Transport for NSW and its predecessors and in fact multiple State Governments are not covered with glory for their short-sightedness in lack of pre-planning and implementation of suitable road infrastructure when and as needed, before a bloodbath of preventable fatal accidents at the cnr of Italia Rd and the M1. Turning right at a level intersection even temporarily, by multiple mines is not a solution. It is a recipe for disaster.

An overpass / flyover at Italia Rd has been the subject of the recent Federal election some 3+ years ago, let alone ARDG

some 3-5 years processes before this having to be sidelined by TfNSW / RTA political concerns about an intransigent Hunter Water and its land in the vicinity (the too hard basket).

There is palpable Hinterland cynicism about compliance by any proponents abiding by previous commitments and agreements made at the IPC and other approval bodies (Port Stephens Council etc) after the fact with appeals that essentially undo such commitments due to the short term cheapskate almighty profit motive of some mine proponents over and above against human life and proper due processes.

Some alternate suggestions by me in the event mining approvals are successfully achieved in the Italia Rd area

Traffic lights at Italia Rd.

And / or Temporary slip lane from 6 mile Rd north merging 2 lanes into 1 until suitable and proper arrangements are made (not before July 2026)

Thank you for listening.