#### OBJECTION TO THE EXPANSION OF THE MARTIN'S CREEK QUARRY

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#### Grounds for objection

- 1. Increased traffic
- 2. Loss of amenity Lived experience
- 3. Transfer of public infrastructure to private use
- 4. Increased carbon footprint
- 5. Andesitic Ignimbrite deposits are widespread throughout the lower Hunter

#### Increased traffic

- Current traffic studies are out of date
- The area is growing and becoming more densely populated Road traffic is increasing – There are no projections of future traffic volumes
- Increased risk of accidents
  - Several accidents over the past 5 years
  - Many trucks travel over the speed limit
- There will not be one truck every 2 minutes In the past convoys of 12 or more trucks travelled up Gresford Rd prior to the quarry opening
- From a personal perspective our driveway is on a bend in the road. When the trucks were operating illegally, we were always concerned about being rear-ended by a truck as we waited for traffic coming the other way

### Loss of amenity – Lived experience

Most people who live in the Paterson area remember the traffic conditions and the excessive number of trucks when the quarry was operating illegally The proposed increase in the numbers of trucks travelling though Paterson village will make it harder and more dangerous to park and shop in King and Duke Streets

There will be increased traffic noise and road damage

The proposal indicates that parking spaces be removed at the corner of King and Duke Streets. Is that to enable trucks to navigate the corner at higher speed?

## Transfer of public infrastructure to private use

- Transport of an increased volume of quarry products on the local road system will cause significant damage to local roads
- Daracon's proposed contributions to Local Councils understates the potential impact on local roads
  - Particularly in periods of wet weather such as we have been experiencing
- Local ratepayers will in essence be subsidising Daracon's business operation
- THERE SHOULD BE NO INCREASE IN THE PRODUCT CURRENTLY BE MOVED BY ROAD
- ANY INCREASE IN TONNAGE LIMITS FROM THE PRESENT SHOULD BE TRANSPORTED BY RAIL



# Increased carbon footprint



The proposal to transport quarry products by road would see approximately 25,000 tonnes of CO2 emissions over the life of the project



This is occurring at a time when local landholders are being asked to reduce the carbon footprint of their cattle herds Andesitic Ignimbrite deposits are widespread throughout the lower Hunter

There are alternative deposits of igneous rock suitable for hard rock quarrying in the lower Hunter

The Paterson and Nerong volcanics comprising Andesitic and Dacitic tuffs and lavas, and Toscanite deposited during the Ayr Volcanic Rift are widespread throughout the lower Hunter

Alternative deposits are available in the Port Stephens area close to the Pacific Highway and distant from developed land