

Martin's Creek Quarry Submission – January 30 2023

This submission is in response to the Martin's Creek Quarry Project, Independent Planning Commission – Additional Information Report Prepared by Umwelt (Australia) Pty Ltd on behalf of the Daracon Group.

My previous submissions have addressed my strong objections to the transport of quarry product on the below standard rural road system that passes through the historical village of Paterson and passes numerous rural, rural residential and residential properties. This proposed mode of transport is proposed even though a rail loading facility and spur line access is in place to the North Coast rail line. This loading facility and spur is proposed, within the current proposal, to be upgraded. I believe that the current amended proposal to reduce the quantity of product by 50,000Tpa, which still presents as 160 truck movements per day, is an arrogant and off handed attempt to placate the community without acknowledging, accepting and further assessing and reporting on the critical issues that underlie the community's opposition to road transport.

The issues I refer to and have been raised throughout the community consultation process are,

- The destruction of the social amenity and liveability of the village of Paterson
- The current road conditions, post the wet weather conditions of 2020,2021 and 2022, and the consequent ongoing maintenance cost
- The safety environment of the road as it relates to the interface of school buses, waste removal vehicles, cyclists and general traffic on a rural road without adequate and generally no constructed road verge
- An economic assessment that thoroughly addresses the options of road and rail transport inclusive of costs relating to the establishment of an offside rail unloading, storage and truck loading facility.
- Assessment of Sustainability and Intergenerational equity specifically of road versus rail transport

The current amendment to reduce the annual extraction rate can only indicate the profitability of the proposal. I do not believe that the resource extraction rate has been a critical issue to the community other than how this relates to truck movements and ensuring that there is adequate environmental assessment and implementation of ameliorative measures.

I continue to express my vivamente opposition to road transport of quarry product. A rail transport system is in place that can negate the major concerns of the community. It is accepted that a rail unloading, storage and rail facility needs to be constructed. The availability and workability of such a facility I believe and has as yet not been disproved, by adequate and reportable assessment from and environmental and economic assessment. A facility within the industrial area of the Port of Newcastle for example would result in the subsequent transport of product to the majority, if not all the projects quoted by Daracon, via designated heavy vehicle access roads and highway road networks. The use of local or even regional road networks would be minimal other than primarily for specific upgrade works of those local roads.

All development comes with impacts. It is the assessment of the environmental and social impact against the benefit to the local regional and broader community that results in the decision of approval or not. In this instance, a major impact within the local and obviously most affected cohort can be removed using rail transport.

