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To: IPCN Submissions Mailbox
Subject: Martins Creek Quarry

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To whom this may concern,
I write this letter in response to the document sent by Umwelt consultancies regarding the expansion proposal of Martins Creek Quarry under Daracon.

The document as forwarded contains much philibustering and raises a number of issues that remain both unresolved and plainly flawed.

The suggestion that Daracon could alter the approaches to the Gostwyk bridge (a single laner) and modifications to the main streets of Paterson so as to accommodate heavy traffic is one without either agreement by council nor business owners and landowners in the area. We have yet to see a proposal for such modifications presented by Daracon, nor a credible timeline for completion of such works. Furthermore, any modifications would need to be finalised and completed before any alterations to hauling quotas are instated. Daracon should also be made responsible for the upkeep of such alterations and any subsequent damage to road infrastructure.

The suggestion that fewer complaints were made during the Period of mid 2019 coincides with that period where Daracon were fined for breaches of haulage capacity and were subsequently ordered to reduce activity to a minimum. No one would complain about less noise! My wife apologises for her letter which included the idea that this time was in COVID times. It was not. I don't understand the relevance of the two included affidavits in the report. They state that the buyers of properties in the area were purchasing in the region fully aware of the levels of noise that would be coming from the quarry and surrounding road infrastructures. This in no way takes into account the expectations / tolerances of the existing residents nor that the expected increase in noise / pollution levels would be accepted. Perhaps the two affidavits came from Daracon employees who were well aware of such impacts. I personally know of one Daracon driver who has recently moved to Martins Creek.

The proposal to reduce haulage averages is a good one, although Daracon's suggestion that any delays in production would be recouped at a later date by the reintroduction of increased quotas does not make clear what those increases are, nor the duration of which they are to continue. Perhaps Daracon expects the citizens of the Lower Dungog and Matland councils to freely accept the original proposed increases as a matter of turn. Unacceptable. We need clarity.

The claim that the product from Martins Creek is of a high quality is true, however there are equally high qualities available in some of the surrounding quarries. All product is suitable for any state rail and road project. This is also true. That the state government cannot obtain higher quantity orders from other local sources until May 2023 is of small consequence. May is but a few months away and any such proposal for an increase in quota from the Martins Creek quarry will probably take at least as long to implement. Daracon seems to think that their product is the only product capable of doing the job. Nonsense. The government is free to acquire new orders from neighbouring quarries in order to ensure supplies. Perhaps the Martins Creek quarry could focus solely on rail transportation to the metropolitan market, leaving the other quarries to cover all other markets, including metro.

It seems as if Daracon assume they are the only producer of quality product in the region and that they are a law unto themselves. To hell with the residents and businesses, tourists and visitors to the area. Daracon have assumed a false right to dominion in the area, attributable only to profit and no consideration to community. The state government has

ready access to other quarried product in the region, yet Daracon continue to operate as they please, against the advice of authority and the wishes of the masses.

Please stop this ridiculous expansion programme and diversify your production sources. Make Daracon accountable and responsible citizens. Give clarity and compromise. Please.

Darryn Puddicombe