

Martins Creek Quarry (SSD-6612) submissions on additional information.

Melissa Hoban – Resident of Paterson.

I wish to respond to the questions answered by the proponent and the Department of Planning, I believe that the amended application still does not adequately mitigate the risk to road users, who will still have to deal with a quarry truck every 2 and a half minutes for at least the next 25 years, this amended application won't help the business people whose businesses will be detrimentally effected by this development for the next 25 years or so, it offers little relief for parents whose children will still have to contend with bus routes that conflict with the truck route on a daily basis for the next 25 years or so. And the amenity of beautiful village of Paterson, will be changed, at least for the next 25 years or so.

The amended changes will not adequately mitigate the issues I covered in November 2022 submission, written and /or spoken.

I ask that this project (SSD-6612) not be approved, it will be financially unviable for the, effected communities, the effected business owner which I count as 58, there are 58 businesses that are on the haulage route from Martins Creek to through to the A3 in Maitland, not the 11 or so they have included but not limited to that the proponent would have you believe.

I do not wish to respond to all the questions put to the proponent or the DOPE, and I am distressed to discover that, this was another opportunity for the proponent to alter their application, when they were asked to answer specific questions. (Questions have been shortened).

1. Given the impacts of increased truck movements associated with the proposed Martins creek Quarry project along local road network why is this project essential to meet regional market demand?

If this Quarry provides such a small percentage of hard rock for the state, and is considered in general a common rock, that other quarries can supply that won't have such a extreme impact on local communities, residents, tourists, business owners, they must find a solution that won't destroy the life style, the safety, the economic viability and the mental health of our communities, it is not financially viable to the effected businesses, the communities, to the effected councils to allow this application to go ahead. A quarry truck every 2.5 minutes will not change this situation to any great degree, (SSD-6612) should not be approved.

2. If the commission grants consent are their reasons why it should not be imposed conditions requiring a greater proportion by rail?

The effects of this development will be with us for a very long time, even requiring more by rail will effect many as loading 24/7 will have huge implications, noise, dust, light pollution, this is a rural setting not an industrial hub. (SSD-6612) should not be approved.

3. What is the applicants view as to whether the commission should/not adopt reasons by the court Ceal Judgement.

This is not for me to answer.

4. Intergenerational factors measured, what are the possible outcomes?

I do not believe that intergenerational factures have been adequately addressed, this proposal will greatly impact many areas, and just taking a few quotes from past submissions, repeating mitigation suggestions, and not researching effects on business after the fact is short sighted, and not proactive.

5. What protections are in place to protect directly impacted people, and what measurements are in place for continuous improvement of mitigation measures over the life of the project?

The suggested measures are not adequate enough to protect the most directly impacted people.

6. What evidence is there that road haulage will not affect commercial viability of and around on the primary haulage route?

Paterson is on the haulage route, the proponent would have you believe that there are 11 or so businesses that will be affected, I believe in a negative fashion by the approval of this application as it stands.

I have made a list of all the business that I am aware of on the haulage route, starting at Martins Creek Quarry and finishing at the A3. There are 58 businesses that will be detrimentally effected by this application for the next 25 years or so.

1. Paterson petrol station and café.
2. Paterson takeaway.
3. Paterson chemist.
4. Paterson medical centre.
5. Paterson lodge.
6. Paterson post office.
7. The Tavern.
8. The court house

9. Horse tails family therapy.
10. various farms, eggs, cattle.
11. hunter Valley cat Boarding.
12. IGA
- 13 Paterson butchers.
14. Stylz on track hair dressers
- 15.Luna flora florist
16. Paterson barber.
- 17Paterson dance school.
- 18.Long Horn Apparel.
- 19.Herblist Browyn Shaunessy.
20. Paterson school of arts.
21. Grace coaches bus service.
22. Old Duninal b&b
- 23.Tocal Home stead weddings.
- 24Tocal College.
- 25.Hunter land Services
26. Minderrrib Weddings.
27. Kevin paler roofing.
28. Church yrad holiday rental appartments.
30. Your massage therapist.
31. Sylvesters hotel broker
32. James Hough Wild lofe Artist.
33. BP Bolwarra.
34. Blake mores Plumbing
- 35 Tillys play and development.
36. Various Turf farms.
- 37.Maitland clutch and brake
38. 7 11 petrol station
39. blakeney's pies.
- 40 dog watch nutrition.
41. In and out fencing.
- 42.Quinns petrol station.

43. Vintage on Melbourne.
44. Mckenzie's lawers.
45. Maitland automatic transmission.
46. better pools and irrigation supplies.
47. The bank hotel.
48. Good year auto care.
49. Oneils tyres.
50. Wanli Chinese.
51. East Maitland watch repairer.
52. East coast Airconditioning.
53. Hunter GWN haval.
54. Hunter 4x4 accessories.
55. Creightons funeral services.
56. Rustic antiques.
57. styled on Melbourne
58. Little Mumma

7. How was the conclusion reached that the impacts of the road haulage associated with the application on road users, including cyclists school bus passengers, and pedestrians, present an acceptable level of risk.

There is this perception that the proponent wants to put forward that Paterson is only busy on the weekends, this is not the case, and I think if honest studies were done it would find that Paterson is busier through the week than Saturday afternoon or Sunday, because Paterson is used like a local shopping centre, we really have just about everything that a small shopping has to offer, cyclists are in Paterson on week day as well as weekends, and are regularly seen at the Paterson petrol station, the café and Paterson lodge.

I am concerned that there is the claim that there are not complaints about bus and quarry truck interactions, I guess my first thought

here is that our first responders in our area are not the police, ambulance etc, it's the local RFS volunteers, then followed by available police, and ambulance from other areas generally Maitland or Raymond terrace , so I guess that might explain the lack of evidence of bus and truck interactions, I have heard of situations, I have also seen unsafe interactions.

But searching through Dungog Council records, there is evidence of concerns and interaction over a long period of time.

- 14.8.90 Dungog Shire council ordinary meeting.
Letter on behalf of Vacy P&C nature of the bus stop at the intersection in regards to dangerous nature of the bus stop at the intersection of Dungog and Horns Crossing Rd in the vicinity of Tin bridge.
- 17.9.22 The Martins creek P&C have written to council concerning traffic issues in Martin Creek. They complain that the trucks leaving Station St do not always give way to the traffic on Grace St.
- 12.10.93Dungog council reports from the committee, bus set down and pick up concerns pick up and drop off of students.
“At present school buses involved in these areas have to stop on the road, to pick up and drop off students, with the amount of traffic using this particular section of the road, especially with the heavy trucks travelling to and from Martins Creek Quarry, it makes the practise very unsafe for the students involved.

-Dungog Council 1999 Report traffic and road safety committee
Claims there is a conflict between heavy vehicles parking and pupils being picked up by parents,
Enquiries of bus drivers reveals.

Sextons: From primary school first drop off point martins Creek Rd.

Millers: Heading south drop off Dungog High school students front of service station King St.

Blue ribbon: Heading north drop off students beside post office before turning right into king St.

In regard to the proposal that trucks travelling at 100 or 80 km per hour should be expected to pass stationary buses with boarding light flashing at 40 km per hour, this may work on wide well designed double laned road, but on a regional road with little to no clearing for the bus to even pull off the road for school pick up and drop off, this is nothing more than dangerous, and shows lack of understanding of the situation and road conditions.

8. Is there reason why if consent is granted that required road upgrades and transport mitigation measures not be in place before increased haulage begins?

All safety measures, road upgrades, should be in place, this is should not even be questioned.

9. What portion of the local projects will utilise local roads, how will this be monitored or reported?

This is not for me to answer.

Thankyou for giving me the opportunity to make an additional submission on (SSD-6612) I believe this application should not be approved.

