

29 January 2023

Mr Chris Wilson
Chair of Panel for Martins Creek Quarry
Office of the Independent Planning Commission NSW
135 King Street
Sydney NSW 2001

Dear Mr Wilson

Re: SSD 6612 Martins Creek Quarry Project – Additional Information

I am writing to provide comment on the Additional Information provided to the Independent Planning Commission by The Department of Planning and Environment and the Proponent, Buttai Gravel Pty Ltd (Daracon). Whilst I acknowledge a slight reduction in annual tonnage by road I still **object** to the above proposal.

I refer to the letter from the Department of Planning and Environment dated 19 December 2022 and make the following comments:

Page 1 Paragraph 6

- Daracon states that the latest amendments (December 2022) to truck haulage rates are less than the current arrangements agreed by Dungog Shire Council and has received fewer complaints.

This is misleading as Daracon has not stated what the actual rates of production have been whilst the interim arrangements have been in place. Figure 3.1 on page 22 of the Umwelt Additional Information (December 2022), which is reproduced below, the date ceases in 2019. Where is the data from 2020 to 2022? The Commission needs to find out what the actual haulage rates have been that have evidently provided some relief to the community. I will imagine it is far less than the 90 laden trucks per day and 20 laden trucks per hour currently in place. I believe this is crucial in allowing the Commission to gauge what is considered acceptable to the community.

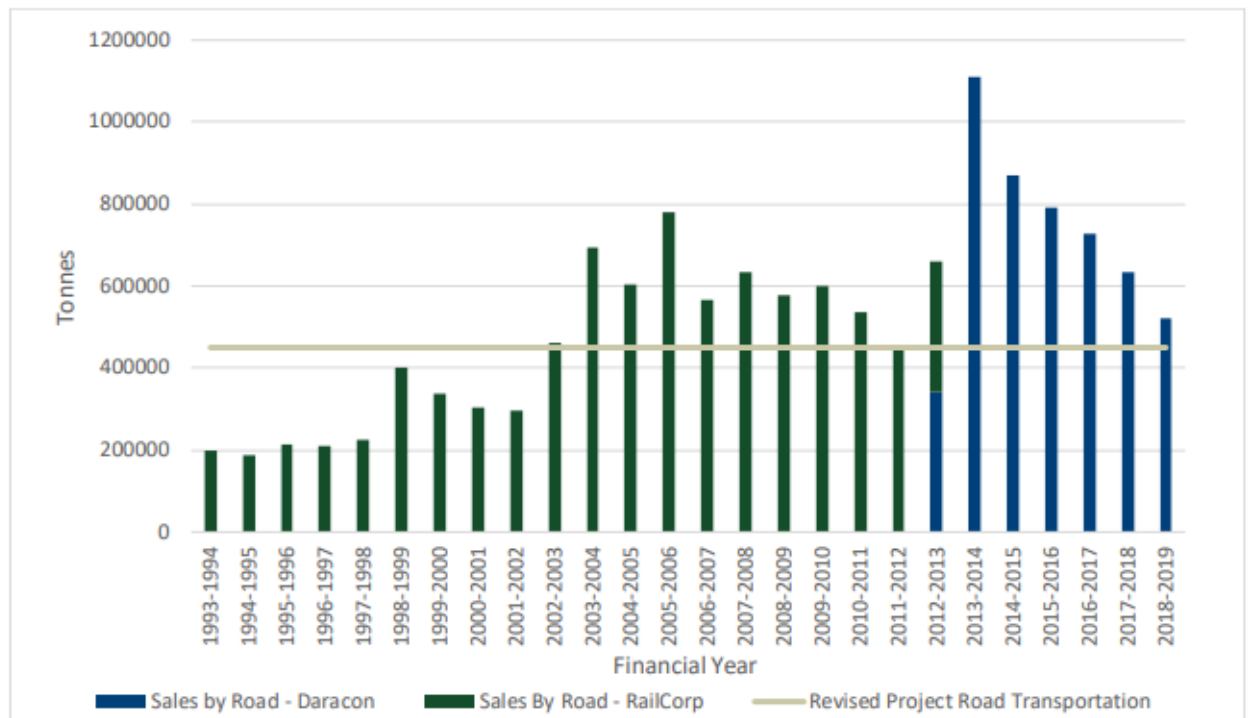


Figure 3.1 Historical Road Tonnages – 1993 to 2019

Page 2 Table 1

- The proposed reduction in truck haulage rates will still result in some 40,000 truck (laden and empty) movements each year past my house for at least the next 25 years if the Project is approved. I reiterate to the Commission that this is a substantial impact from noise and loss of amenity affecting me and my family. Additionally, it will cause further traffic congestion at Melbourne Street, East Maitland.
- I note that in the table the 'Daily road haulage limit' and the 'Hourly road haulage limit' do not align. I assume this is to allow for some flexibility for Daracon. Can the Commission make sure that the Conditions of Consent clearly state that the 'Daily road haulage limit' is the overriding factor.

Page 4 Paragraph 3

- Daracon has not taken the opportunity to address covering of rail wagons in their Additional Information. With a reduced road limit and the additional tonnes to be moved by rail it is important the Commission seeks to find out what mitigation measures Daracon intend to take and insist that wagons are covered and that this is included in the Conditions of Consent.

Page 8 Paragraphs 2 and 5

- Daracon has identified five areas of the haulage route that are not generally satisfactory from a safety point of view. Daracon then proposes solutions for four of the five areas. The lack of pavement width on Tocal Road at Bolwarra Heights has been omitted. Can the Commission include mitigation works for this safety issue on Tocal Road in the Conditions of Consent please?

Page 9 Paragraph 7

- The use of local roads and alternate routes remains far too loose. I ask the Commission that the village of Lorn be specifically excluded from any local truck movements both to and from the quarry. The reason for this is that it is a short cut to Rutherford and projects further up the Hunter Valley and will be taken by Daracon's drivers rather than going via Melbourne Street, East Maitland. Furthermore, the Project will cause unacceptable congestion at Melbourne Street and having similar congestion at the Belmore Road bridge in Lorn will bring further pain to residents. Please note that traffic already queues to the northern boundary of Lorn at peak hour in the morning.

In summary,

1. the traffic impacts at the modified proposed road transport rate of 450,000 tonnes per annum continue to be excessive and detrimental to my enjoyment of my land. The thought of 40,000 truck movements per year is extremely upsetting. The traffic congestion at Melbourne Street will be exacerbated by this proposal and has not been addressed by this Additional Information.
2. I therefore **object** to the proposal.

Yours sincerely

Peter Cook