

My wife and I have owned our property in Bolwarra Heights since 2007. Our property is located [REDACTED] [REDACTED] I objected to Daracon's 2016 proposal and again in 2021 to their revised proposal, primarily on the basis of Traffic and Transport issues associated with the historical and proposed operations of its Martins Creek Quarry. Daracon is nothing if not persistent in its efforts to pursue this development, despite the protests and objections of affected Patterson and Bolwarra residents along the transport route.

I am a retired Civil Engineer manager and consultant with direct experience with both civil construction and extractive industries in the Hunter, and with Daracon. I am also a dedicated road walker, with a daily ritual including a 3km section of Tocal and Patterson Roads through Bolwarra Heights. The Transport Recommendations B38 to B46 of the Draft Development Consent offer no reprieve for Tocal and Patterson Road residents from the current unacceptable public road operating conditions imposed by quarry haulage. DPIE Assessment Report (October 2022) states that:

*104. The Project seeks approval to transport up to 500,000 tpa of quarry products via road out of a total production rate of 1.1 Mtpa, with the balance to be transported via rail subject to market demands and network availability. It also seeks approval to undertake train loading 24 hours per day, seven days per week and to extend the existing rail siding by approximately 360 m further to the northeast to enable loading of longer trains. These measures represent a commitment by Daracon to maximise the use of rail transport wherever feasible within the identified network and market constraints.*

*105. The Department acknowledges the constraints associated with the use of rail transport by the Project to supply the Hunter Region. It also recognises the efforts that have been made by Daracon Martins Creek Quarry Project (SSD 6612) | Assessment Report 30 to maximise the use of rail transport, wherever feasible. The Department considers that an appropriate mix of road and rail transportation options have been incorporated into the Project to balance road haulage related impacts on the community with the viability of the quarry.*

Daracon is obviously more interested in 'market constraints' and economic feasibility than the social and emotional well-being of affected residents, but the Department should not be. Additional rail haulage is indeed both possible and feasible, but not economic for Daracon if it wants to undercut the hard rock supply market. Daracon supplies hard rock for its own projects, giving it the ability to subsidise its own tender prices for large construction projects both public and private. Daracon's marketing and profit motives should not feature into the Department's or the Independent Planning Commission's assessment or recommendations.

As noted by numerous other objectors, including some notably presenters at the 7-8 Nov 2022 IPC Public Hearing, Daracon has such a poor historical record of haulage compliance and contractor monitoring, that it cannot be trusted to monitor and audit its own consent conditions. There can be no subjectivity in any consent conditions, such as 'take all reasonable steps' (SSD 6612, condition B43). The recommended 'Driver Code of Conduct' (B44.(d)) and 'self-imposed 40km/hr for trucks travelling through Paterson' (B44.(c)) are more than ridiculous, as any seasoned compliance officer or Local Government planner or engineer will know. Compliance can only be effective with independent monitoring and audit, with absolute objectivity. The suggestion that Daracon should fund a Compliance Officer position to Dungog and Maitland City Councils, with the sole carriage of a Martin's Creek Quarry Development Consent, is an excellent one, with the proper setup and controls in place. Failure to Comply will not deter Daracon or satisfy residents unless it comes with a

mandatory cessation of quarry operations, stockpiling and road haulage. This should be enshrined within any proposed Conditions of Consent.

I suggest a few possible outcomes for SSD 6612, for the good of the affected haulage route communities:

- If Daracon cannot or will not commit to a progressive elimination of all Martin's Creek quarry road haulage (within 5yrs of a 25yr extraction period), then the IPC should refuse the Proposal.
- If the Proposal is Approved, in some form, the recommended maximum extraction rate of 1.1 Mtpa should be drastically reduced to 600,000 tpa, which appears to be Daracon's selected 'economically feasible' rate for rail haulage. There would be no quarry product haulage by road.
- If the Proposal is Approved with some arbitrary minor level of road haulage not nominated by Daracon (for example 100,000 tpa), there should be a commensurate reduction in the frequency of truck haulage movements per hour and per day, rather than satisfying a short term market need within a two-month intensive campaign.