

22nd November 2022

Phoebe Jarvis
Senior Planner
Office of the Independent Planning Commission NSW

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Dear Phoebe

RE: SSD 6612 – Martins Creek Quarry Project – Public Meeting Response

The Martins Creek Quarry Project (the Project) was referred to the Independent Planning Commission (IPC) in October 2022. As part of the process, the IPC held a Public Meeting on 7 and 8 November 2022 at Tocal. Daracon appreciated the opportunity to present at the Public Meeting and to listen to the speakers over the two days.

Daracon understands that the IPC may ask further questions of the applicant, following consideration of all submissions. Also, a number of matters were taken on notice during the Public Meeting and Daracon will respond to these matters as part of the response to any questions from the IPC. In the meantime, Daracon provides clarification on some of the matters raised by speakers during the Public Meeting. This submission does not seek to address all matters raised or claims made in the Public Meeting, but does seek to provide clarification in relation to some key themes raised in the Public Meeting, in particular:

- the status of approved operations and assessment baseline
- previous operations and haulage rates
- the haulage route and cumulative traffic impacts
- rail transportation options
- reasonable and feasible mitigation measures
- traffic impact mitigation measures for Paterson Village
- previous community consultation along the haul route
- proposed rail spur construction timeframes
- proposed road upgrades
- road contributions

- local contributions and employment

These matters are discussed below, noting that the clarification provided below does not introduce any substantive new material from that provided during the assessment process to date.

Approved Operations and Assessment Baseline

Daracon acknowledges that the Courts have found past operations at the quarry were not being carried out in accordance with a development consent and existing use rights applying to the land. The scope of Approved Operations considered in the assessment for the Revised Project is outlined in Section 1.4.1 of the Amended Development Application (ADA) Report.

The key parameters of the current approved development as determined by the Court of Appeal include:

- extraction primarily for the purposes of winning railway ballast
- extraction of rock from Lot 5 DP 242210 (in Western Lands) and not from Lot 6 DP 242210
- extraction of up to 500,000 tpa (effectively limited by the activities authorised by the EPL licence)
- continuing use rights for the Eastern Lands for the processing of material extracted from the Western Lands
- processing on the Eastern Lands of up to 449,000 tpa
- no daily limits on the number of trucks, provided that not greatly more than 30% of material per annum is transported by truck
- no limit on proposed haul route on public roads.

The Environmental Impact Statement (EIS) relevant to the 1991 consent for the quarry originally described the general production estimates from the quarry at 300,000 tonnes per annum (tpa). As part of the Court Proceedings for the existing quarry, the Court of Appeal decided the 1991 consent did not limit the annual production for the quarry. The extraction tonnage is limited by the Environment Protection Licence (EPL) which is 500,000 tpa. Accordingly, the current approved development as determined by the Court of Appeal is extraction of up to 500,000 tpa.

For the purposes of describing the ADA, the ADA Report compared the Revised Project against the Original Project (2016). The ADA Report and assessments do not, however, assume that the baseline for the Revised Project is the Original Project (2016).

The ADA Report, and relevant assessments contained within, have assumed the baseline for assessment is either the parameters of the approved operations (as set out in Section 1.4.1 of the ADA Report) or no quarry operations, which is a conservative approach.

It is noted that some assessments have assessed the additional impact associated with the Revised Project based on the current condition of the Project Area, for example biodiversity. This approach is in accordance with relevant legislation and guidelines and takes into account cumulative impacts from previous development.

Monitoring data provided during previous operations has been used, where relevant, to provide information or context. All assessments have been undertaken in accordance with the Secretary's Environmental Assessment Requirements (SEARs) and relevant guidelines, as outlined in the ADA Report.

Previous Operations and Haulage Rates

Daracon recognise that traffic and transport issues are of key concern to the community, in particular with regards to the volume of truck movements, transportation hours, road safety and road capacity, noise emissions, emissions to air, truck vibrations and social amenity impact. Consequently, Daracon have undertaken a thorough review of the Original Project (2016) to redesign key operational parameters in order to reduce environmental and social amenity impacts, in particular in relation to traffic and transport.

During the Public Meeting, the Martins Creek Quarry Action Group (MCQAG) presented a graph in relation to previous operations at the quarry. The graph was presented at a forum in 2014 in relation to the Original Project. The graph shows monthly volumes from July 2007 to May 2014. MCQAG insinuated that the proposed rates of haulage under the Project would be a return to haulage experienced during 2014.

Daracon acknowledged during it's presentation that the road haulage during 2014 was unacceptable and we do not plan to run these total tonnes by road now or in the future.

The proposed **maximum** road haulage numbers being sought are:

- maximum of 500,000 tpa
- peak daily laden trucks of 140 per day (280 movements) for up to 50 days per year, otherwise 100 laden trucks per day (200 movements)
- hourly peak consists of:
 - 20 laden trucks per hour (40 movements), Monday to Friday between 7.00 am and 3.00 pm
 - 15 laden trucks per hour (30 movements), Monday to Friday between 3.00 pm and 6.00 pm.

It is noted that all proposed daily and/or hourly limits are limited by the overall 500,000 tpa limit. As such, once the Project has hauled 500,000 t in an annual period, no more product can be transported by road for that year. Similarly, once the daily limit has been reached in any one day, no more product can be transported by road (i.e. the Project cannot transport 205 laden trucks (based on the hourly peaks) in a day as it is above the daily peak of 140 laden trucks).

These proposed truck movements are configured to meet the requirements of all local and regional requirements, including large regional construction projects, allowing peak customer requirements to be met, but not a continuous level of peak activity throughout a year. The average hourly and daily truck movements associated with the Revised Project will be much lower than the peak, in the order of 12 laden trucks per hour or less. Further, the number of days this is likely to occur will also in effect be capped by the 500,000 tpa limit for transport by road. Weather and customer demand will always impact the actual tonnages hauled on a day to day basis.

The proposed road haulage numbers are not a return to the numbers experienced previously and notably in 2014. Average trucking volumes will most likely fall around the 42,000 tonnes per month equating to an average of approximately 65 loaded truck per day for the Project.

Proposed Haulage Route

At the Public Meeting there was concern raised about the Haul Route and drivers taking alternate routes based on 'Google Map' searches are similar. The Code of Conduct will require compliance with the traffic operating conditions committed to by Daracon, including the use of the specified haul route. Daracon has committed to further monitor driver conduct, as suggested by the community, including fleet management technologies and GPS monitoring for both Daracon and non-Daracon vehicles.

It is important to note that trucks from quarries located elsewhere in the Hunter Valley deliver road and construction material for use in the Dungog and Maitland LGAs. Daracon has no control over other parties and these trucks.

The community were also concerned with cumulative impacts with Brandy Hill Quarry. The Traffic Impact Assessment (TIA) (SECA, 2021) for the Project considered cumulative impacts, including approved traffic volumes with Brandy Hill Quarry.

The assessment of operational traffic impacts included background traffic growth of 2% per year up to 2030 (10 year period), including existing and approved truck movements associated with the Brandy Hill Quarry. This background traffic growth is considered adequate to account for the cumulative impact of other projects in the region that have been approved but have not yet commenced.

The TIA found that the traffic movements associated with the Revised Project will have an acceptable impact upon the overall operation of the principal intersections along the primary haul route with consideration of traffic volumes from Brandy Hill Quarry.

Proposed Rail Transportation

Daracon recognise that traffic and transport issues are the most significant issue for the Project, based on both submissions on the Original EIS and subsequent feedback during stakeholder engagement.

To further reduce the impacts associated with transport of quarry product via road and still maintain an economically viable project, Daracon have committed to increase the amount of quarry product transported by rail. Daracon are planning to expand rail markets and gain access to rail unloading capacity, in order to enable greater transportation of product by rail to service the Sydney market.

Currently, the quarry is constrained by available train paths on the network and train loading hours which limits movements to one train per day. To alleviate some these constraints Daracon is seeking approval to load trains 24 hours per day and to construct an extension of the existing rail spur within the East Pit, to enable the loading of trains.

The proposed changes to the rail spur will enable the full range of quarry products produced by the quarry, not just rail ballast, to be loaded onto trains. A rail dispatch rate of 600,000 tpa equates to 6 to 8 trains per week depending on train length.

Suggestions for the use of a number of sites for a distribution area were provided in community submissions during the Public Meeting. Despite extensive investigation (refer to Appendix N of the ADA Report), there is no current feasible option to use rail logistics to supply the local and regional market for the Revised Project.

A rail served aggregate distribution hub location would require:

- a facility to unload aggregates from bottom dump wagons which can discharge at rates of over 1,000 t per hour
- the ability to stack and store products in several different segregations
- rail access to and from the facility without impacting through rail services
- road access to the freeway network
- suitable buffers from residential zones and neighbours which allows for 24 hour a day seven days a week operation
- bulk storage areas for each segregation of product for a minimum of one week's production. Note that demand is weather dependent, but the rail logistics supply chain is not, leading to the facility risking becoming stock bound during periods of wet weather.

The assessment completed indicated that there are currently no suitable and existing operating rail receipt terminals for construction materials in the Hunter Region.

Further, one of the speakers at the Public Meeting suggested that it would only cost an additional \$3.00 per tonne to rail material locally. It would appear the values quoted are loading and possibly unloading costs only and do not account for haulage and or other costs. These statements are over simplified and do not fully consider the economic considerations of product haulage and re-distribution into the local market.

Reasonable and Feasible Mitigation Measures

A number of community members discussed the implementation of 'reasonable and feasible' mitigation measures, particularly in reference to quarries in the Southern Highlands area.

Reasonable and feasible mitigation measures for a project are dependent on a number of factors. It cannot be assumed that what is reasonable and feasible for one project will be for another. This approach has little to no regard for the individual circumstances of a project. The quarry poses unique challenges in its location and the development that has occurred in the vicinity of the past few decades. All of the relevant circumstances concerning other quarries are not directly transferrable to the Revised Project.

With respect to the quarries referenced in the Southern Highlands, these quarries are generally of a larger scale and greater total resource for investment when compared with Martins Creek Quarry.

There are also quarries in that area that haul product past residential areas, including Bass Point Quarry operated by Hanson.

Despite assertions, Daracon has assessed potential alternatives and other mitigation measures, as outlined in the Amended Development Application (ADA) Report and other documentation.

As highlighted in the ADA Report, the Revised Project represents the culmination of a thorough process of reviewing project alternatives to address issues raised in agency and public submissions and further reduce environmental and social amenity impacts associated with the Revised Project.

Traffic Impact Mitigation Measures for Paterson Village

During the IPC meeting, there was a large focus on truck movements through Paterson Village. The quarry has been in operations since 1914, and as presented in the ADA and Daracon's presentation, the Revised Project seeks to considerably reduce truck movements through Paterson Village, from that previously experienced, to be at a level not inconsistent with previous haulage that was generally accepted during the period of 2003 to 2011, but with considerably more controls in place, as part of a modern project approval.

Daracon have redesigned the Project in order to reduce impacts to Paterson Village from that previously experienced. This has included:

- revised product transport arrangements, including:
 - reduced peak daily laden trucks of 140 per day (280 movements) for up to 50 days per year, otherwise 100 laden trucks per day (200 movements). The hourly peak consists of:
 - 20 laden trucks per hour (40 movements), Monday to Friday between 7.00 am and 3.00 pm
 - 15 laden trucks per hour (30 movements), Monday to Friday between 3.00 pm and 6.00 pm
 - no road haulage of quarry product on Saturday
 - no road haulage between 24 December and 1 January, inclusive
 - no trucks through Paterson Village before 6.45 am
 - increased quarry product transported by rail
- planning quarry activities around extra traffic days / community events in Paterson Village / Tocal
- reduced speed limits for quarry trucks travelling through Paterson Village
- further engineering design work on relevant intersection upgrades and other enhanced traffic and transport mitigation measures following community feedback.

A number of community presentations referenced proposed road works in Paterson Village. Daracon propose to:

- relocate the existing driveway on the north side of the intersection slightly west to improve the space allocation for parking on either side of the driveway and improve carparking capacity along this northern kerb line
- relocate existing direction and hazard signage on northern side of intersection
- refresh the dividing line marking through the intersection
- minor realignment of the footpath, kerb ramp and kerb & gutter on the south-western corner of the intersection to accommodate the design vehicle turn path
- relocate existing 'No Stopping' sign in front of Telstra phone box to power pole adjacent to Post Office driveway, remove existing single carparking space to accommodate design vehicle turn path.

Daracon considered alternative design options for the proposed upgrade of King and Duke Street intersection in Paterson. This included Daracon's initially preferred option with the following:

- Physical separation by means of raised median to provide physical guidance for vehicles to reinforce traffic manoeuvre around the bend and traffic island on King Street.
- Pedestrian crossing on King Street, providing pedestrian linkage at the intersection.
- Off street parking lot with ten additional parking spaces, on Lot 3 DP 758830.

Feedback from the community, particularly during the Traffic Collaborative Assessment Forum (CAF) was that the proposed design including a raised median in the road was not desired and therefore should not be considered. Further there was no alignment in the Traffic CAF feedback on:

- the locations of pedestrian crossings or even the utility of inclusion of pedestrian crossings as part of road enhancements
- Daracon's offer to establish off-street parking.

The community identified concerns with the proposed loss of car parking spaces in Paterson and also safety concerns when parking and exiting their cars within Paterson. The loss of car parking spaces was a result of some intersection modifications/road works that were identified as being required through the Traffic Impact Assessment (TIA) (SECA, 2021).

The updated design allows for the relocation of the existing driveway on the north side of the intersection slightly west, to improve the space allocation for parking on either side of the intersection and improve carparking capacity along the northern kerb line. Therefore, there is no loss of on-street parking. In addition, the proposed upgrade will allow for a refresh of the dividing line marking through the intersection to delineate and separate opposing traffic movements.

During one of the Social CAF sessions, there were a number of stakeholders that supported the inclusion of a pedestrian crossing in the design, and considered that the option of additional off-street parking would be beneficial given current parking constraints in Paterson Village, if the Revised Project was approved. While previous consultation with TfNSW indicates that Paterson does not meet the criteria for a pedestrian crossing and no particular option (i.e. crosswalk vs no crosswalk) has been

supported during consultation activities to date, Daracon have proposed this as an option and would be supportive of contributing to the establishment of a pedestrian crossing in Paterson, or other works to upgrade pedestrian amenity, should Dungog Shire Council approve it as a part of the VPA considerations, and TfNSW approve these measures, as relevant. Further, Daracon have offered to contribute to upgrade of the footpaths in King and Duke Streets, Paterson, as part of VPA considerations.

Daracon have also committed to investigating the relocation of the existing Paterson bus stop near the CBC Bed and Breakfast Café in collaboration with Dungog Shire Council.

Previous Community Consultation

During the Public Meeting, Daracon was criticised for not door knocking the entire Haul Route 1 to consult with potentially impacted residences. Other community members also noted that Daracon had not consulted with them.

As outlined in Section 5.2 of the ADA Report, a comprehensive stakeholder engagement strategy was developed as part of the ADA process and Social Impact Assessment (SIA) to guide future stakeholder engagement activities, following the exhibition of the EIS for the Original Project (Monteath & Powys, 2016). This strategy was informed by a detailed review and analysis of submissions made during the public exhibition of the EIS for the Original Project.

The stakeholder engagement strategy aimed to:

- inform and seek feedback from stakeholders during the design and development of the Revised Project
- identify key issues to inform the updated assessment of the Revised Project
- seek feedback from stakeholders to identify and refine proposed mitigation measures to seek to further minimise environmental and community impacts.

The outcomes of the stakeholder engagement strategy have informed various aspects of the Revised Project and the ADA process including the SIA (refer to Appendix O of the ADA Report).

A wide range of stakeholders have been identified and involved over key phases of the engagement program. Stakeholder identification was largely undertaken using inputs from several sources including:

- review of publicly available documents undertaken to support the profiling of the local and regional community (including a review of recent media and local community service directories) and the identification of salient stakeholder issues in the relevant communities
- outcomes of historical engagement (where available)
- review of submissions on the EIS for the Original Project (Monteath & Powys, 2016)
- snowball sampling i.e. contacts made from initial sources providing contact details of additional stakeholders to be engaged.

Key stakeholders included:

- service providers, local businesses and special interest group representatives
- residents and community members living in proximity to the Project Area and/or the proposed haul route (Haul Route 1).

Residents were largely drawn from the localities neighbouring the quarry including Martins Creek itself, and Vacy. The views of those residents and community members located along haulage routes, including Paterson, Bolwarra and Bolwarra Heights were also sought via invitations to participate in the engagement program, with invitations shared via a number of mechanisms including:

- direct contact with community members, key stakeholder and representatives from community and special interest groups (e.g., Martins Creek Quarry Action Group, Bolwarra Heights Community Group, Paterson Progress Association and the Brandy Hill Seaham Action Group, etc.)
- an expression of interest to participate in engagement activities or to have a personal interview included in the Community Information Sheets No. 1 and 2
- notices included in the Paterson Psst
- via a dedicated Martins Creek Quarry Social Pinpoint page.

The engagement methods utilised were selected based on a detailed stakeholder identification and analysis, completed prior to strategy implementation, and were chosen to facilitate stakeholder involvement. Further details of the engagement methods undertaken, and stakeholders consulted in each of these phases is provided in the ADA Report.

The stakeholder engagement program has provided Daracon with valuable input from key stakeholders and local community residents regarding the impacts of the quarry's recent operations, as well as identifying any perceived impacts associated with the Revised Project. This information was used to inform the Revised Project design, planning and assessment phases.

It is also noted that engagement activities were impacted by the ongoing COVID-19 pandemic. Despite this, Daracon and Umwelt made significant attempts to provide engagement opportunities for stakeholders. Details of key Daracon and SIA contacts were available on key engagement materials and on the Martins Creek Quarry Social Pinpoint page. Daracon has continued to welcome community engagement and feedback on the Project.

The consultation undertaken by Daracon for the Project was extensive with multiple mechanisms provided since 2017. Best efforts were made to provide community member the opportunity to have their say on the Project, if they wanted to participate. Community information sheets were distributed to all suburbs along the haul route down to and including Bolwarra in order to provide residences the opportunity to register their interest.

Proposed Rail Spur Construction Timeframe

A community member noted that the Department's Assessment Report mentioned a 2 year construction timeframe for the rail spur extension. We believe this was a misinterpretation of the commitment made to reduce the construction period for the proposed new access road from 4 years to

2 years, subject to relevant approvals. In the ADA Report and all subsequent documentation, the commitment to the construction of the rail spur extension is by the end of Year 4.

As discussed with the IPC during the site visit, early quarry operations would prioritise extraction of material to allow for the rail spur extension. The reduced road haulage proposed by the Department's recommended conditions until such time as the proposed road upgrades are completed would delay the timing of the rail spur extension. It is estimated, pending the production and transport limits set, the delay to the rail spur extension may be in the order of an additional 1 to 2 years (i.e. approximately Year 5 to 6).

Any further reduction from the 250,000 tpa as recommended by the Department will further delay progress of the excavation and subsequent construction of the rail spur extension beyond the additional 1 to 2 years noted above.

Proposed Road Upgrades

Daracon have committed to a number of road upgrades, as noted in recommended condition B40, including:

- upgrade the approach to Gostwyck Bridge
- upgrade the Dungog Road and Gresford Road intersection
- upgrade the King Street and Duke Street intersection.

It is understood from the submission at the Public Meeting, that Dungog Shire Council object to recommended condition B41. Recommended condition B41 states:

Should the road upgrades required under condition B40 not be completed after 18 months following the date of commencement of development, the Applicant may instead make a payment to Council for any road upgrades not yet completed, provided that:

(a) the Applicant has submitted detailed engineering designs for the road upgrades required under condition B40 to Council;

(b) the engineering design has been endorsed by a suitably qualified and experienced person commissioned by Council and paid for by the Applicant; and

(c) the costs of any road upgrades not yet completed has been determined by a suitably qualified and experienced person commissioned by Council and paid for by the Applicant;

to the satisfaction of the Planning Secretary.

Dungog Shire Council's view is that the condition provides for Daracon to be absolved of their obligation and call upon Dungog Shire Council to complete the works. This view of the proposed condition is not aligned with Daracon's commitment or the intent of the recommended condition. Daracon's preference is to complete the works and to complete the works as soon as possible following approval, should the Project be approved.

It is noted, however that the proposed road works do require additional approvals from Dungog Shire Council. At the Public Meeting, Dungog Shire Council reiterated that they have resource constraints. These potential resource constraints are recognised in the recommended conditions, providing for Daracon to fund the additional capacity of a suitably qualified engineer to assess the final road upgrade designs, and also fund the costs of a person to determine the cost of the proposed road upgrades, in the event that Council elects to construct these works themselves.

To be clear, consistent with recommended Condition B40, Daracon's preference is to design and construct the road upgrades within 18 months of project approval, subject to gaining relevant Roads Act approvals from Dungog Shire Council. Condition B41 provides a mechanism for the project to continue, in the circumstance that Council is resource constrained, to assist Council to resolve the matter in a timely manner. Should the constraints being experienced by Dungog Shire Council continue, the approval process may be delayed and Daracon would have no ability to complete the road upgrades in the timeframes required.

It is considered appropriate that a mechanism be in place that provides for a timely approval of the proposed road upgrades or an alternative that does not unduly delay Daracon from completing the road works and therefore limited production.

Road Contributions

Dungog Shire Council indicated that road contributions should be calculated in accordance with the *Section 94 Plan Contributions Plan for Heavy Haulage Generates by Extractive Industries 2017* (Contributions Plan). Dungog Shire Council also indicated that during the exhibition process for the Contributions Plan Daracon did not make a formal submission in relation to the proposed rates.

Daracon did not make a formal submission as the Contributions Plan provides for alternatives. Section 19 of the Contributions Plan states:

Applicants may propose an alternative contribution rate that more accurately reflects the likely road impacts of the particular development. Any alternate contribution rate must be agreed to by Council prior to the due date for a contribution payment or the commencement of any works as part of that alternate payment method.

...

Justification of any alternative must be addressed in a transport study on the proposed heavy haulage development demonstrating the value for money of the alternative.

Appendix L of the ADA Report included a Pavement Condition Analysis prepared by SMEC. The report was commissioned to quantify the effects of the increased traffic loading on the road pavements determine the increased maintenance requirements and maintenance costs associated with the road transport of quarry material from the Martins Creek Quarry to South Maitland. The study modelled the performance of the road pavements over the next 25 years under both the approved operations and the Project scenario, being 500,000 tpa of road haulage.

The modelling was carried out to determine the annual pavement resurfacing and rehabilitation treatments that would be required over the next 25 years in order to maintain the pavement condition at an average Pavement Condition Index (PCI) of 8.5 (refer to Appendix L of the ADA for a description of how the PCI is calculated). For comparison purposes, the roads were also modelled assuming that there would be no quarry trucks using the roads over the next 25 years. The tool used to model the road pavements over the next 25 years was the SMEC Pavement Management System (PMS). The SMEC PMS can also optimise the future maintenance program required to maintain the roads at a nominated condition level. The SMEC PMS is currently being used by more than 45 Local Government Authorities throughout Australia to help manage their road networks. In the Hunter Region the SMEC PMS is being used by Maitland, Port Stephens, Lake Macquarie and Central Coast Councils.

Prior to commencing the modelling, a detailed assessment was made of the current condition of the road pavements. This assessment included roughness and rutting testing using a laser profiler, and surface defects (including surface cracking). Correspondence was sent to the Dungog Shire Council and Maitland City Council requesting data relating to treatment unit rates and previous treatment history for the affected haul roads. The treatment history was used to determine current age data relating to the surface and pavement layers. Where data was not available then estimated data, based on condition, was used for the models. The condition assessment was conducted in each direction for each 100m segment of the haul road. The pavement testing was carried out by ARRB Group Ltd. In addition to the roughness, rutting and surface defect data measured by ARRB, the analysis also utilised deflection data measured using a 2015 ARRB FWD survey and a Deflectograph survey of the Dungog Shire Council roads that was carried out in 2019 by Pitt and Sherry. This data was provided by Dungog Shire Council as a result of the request for information.

As a result of the modelling, it was predicted that the addition of the extra truck traffic would result in additional road maintenance requirements for the haul routes over the next 25 years. A summary of the analysis is shown in Table 6-7 of Appendix L of the ADA. Based on road haulage of 500,000 tpa, the cost per tonne for road maintenance is calculated at \$0.22/tonne.

Daracon have attempted to consult with Dungog Shire Council in relation to the Voluntary Planning Agreement (VPA) and road contributions over several years. Daracon will continue to consult with Dungog Shire Council in attempt to find an appropriate road contribution value, in accordance with the provisions of the Contributions Plan.

Local Contributions and Employment

During the Public Meeting, Dungog Shire Council insinuated that Daracon does not provide local employment or procure locally.

In September 2019, Martins Creek Quarry went into limited operations. At this time there were 15 employed at the site, with a majority living in the local area, including:

- Martins Creek (Dungog Shire LGA)
- Paterson (Dungog Shire LGA)
- Dungog (Dungog Shire LGA)

- Duns Creek (suburb adjacent to Paterson) (Port Stephens LGA)
- Largs (suburb adjacent to Bolwarra) (Maitland LGA)
- East Maitland (Maitland LGA)
- Aberglasslyn (Maitland LGA)
- Telarah (Maitland LGA).

Daracon has also ensured that it uses local businesses where possible for the quarry. The nature of the regulations on a quarry site require that any business, subcontractor or sole trader must comply with all the relevant standards and guidelines. As such, sourcing local business in the surrounding LGA's can be challenging. Despite this, Daracon employed the following as part of the day to day operations:

- water cart (full time) with a driver from Martins Creek
- cleaners from Dungog
- Maintenance Contractor (full time) from Maitland
- Local small machine civil contractor from Vacy, as required
- Local civil contractor from Dungog.

Many other businesses for the quarry are used by Daracon in the local and surrounding LGAs including irrigation, general engineering supplies and fabrication, conveyor belt suppliers, geotechnical, blasting, clothing suppliers, catering suppliers, plant suppliers, environmental monitoring, and weed and pest controllers.

As outlined in the ADA Report, Daracon have committed to a local employment and procurement policy to continue encouraging supporting businesses and recruiting locally, where possible.

Yours sincerely



Adam Kelly
Director – Buttai Gravel
Daracon Group