

**From:** [REDACTED]  
**Sent:** Monday, 30 January 2023 10:33 PM  
**To:** IPCN Submissions Mailbox  
**Subject:** Martins Creek Quarry (SSD-6612) Submissions on Additional Material

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Dear Commissioners

The reduced road haulage limits, daily road haulage limits and hourly road haulage limits have not been reduced enough. The proposed new limits will still impact on the economic viability of Paterson's businesses, the safety of pedestrians and the wellbeing of residents, not only in Paterson but along all the Primary and Local Routes which Daracon intend to use. The traffic will be untenable and dangerous along these routes in the suburbs in Dungog, Maitland and Port Stephens LGAs. (It appears to me that Daracon thinks only tourists and visitors come to Paterson at weekends.)

The changes do not remedy or adequately mitigate the impact and issues contained in my previous submission lodged 14 November 2022 and although I have not had adequate time to fully study the nine answers given by the DPE and Umwelt, what I have read appears to be erroneous and misleading. (Teralba Quarry has access to State Road network via Rhondda Road and Wakefield Road to the Palmers Road interchange on M1 Pacific Highway.)

It concerns me that the DPE's representative, Jessie Evans, answer to your first question contains the following paragraph.

***"Anecdotally, the Department is also aware that several of the existing hard rock quarries in the region are unable to keep up with current demand. Further evidence of this material shortage is provided in Daracon's response. Please refer to pages 9 to 14 in Attachment A."***

I would have thought the DPE would have investigated "the anecdotal information" themselves and not just referred the IPC to the information contained in the response from Daracon's contractor Umwelt.

I am also weary of the influx of State Significant Development (SSD) applications for hard rock quarries in the region. Did the DPE not consider that this influx may be because the SSD applications are more likely to be approved?

Several of the 6 SSD applications are in our local area but they are very close to the major state road network as opposed to the Martin's Creek Quarry impacting on local roads and heritage bridges. (Gostwyck Bridge is a single lane heritage bridge not a dual lane bridge.) Some of the local roads on the Primary Route are also currently used by the Brandy Hill Quarry trucks.

Daracon's proposed upgrades to King and Duke Streets in Paterson:-

***King and Duke Street intersection – upgrade the 90-degree bend in Paterson with a refresh of the **diving** line marking through the intersection to delineate and separate opposing traffic. The upgrade will allow for the relocation of the driveway on the north side of the intersection to improve space allocation for on street parking.***

Looking at the diagram, it looks like tourists/visitors/patrons of the CBC café will be able to dine on the veranda and almost touch the trucks as they pass by. The Post Office will lose its 15 minute parking at the front, where locals park for PO business, and close parking in Duke Street has been decreased. Not good for the elderly or disabled.

These changes are not good for any patrons to the local businesses.

DPE seem to be relying on Daracon giving information that is true and correctly calculated. Dungog Shire Council has shown in their Peer Review on the Social and Economic Impact Assessment prepared by Judith Stubbs and Associates, that the wrong/incorrect matrix was used to calculate the social impacts from the project.

My concern is, if this project is approved as is, who will monitor Daracon to ensure all the conditions of approval are not exceeded which Daracon has done in the past.

If approved these conditions are for the next **25 years**. Our community, families and our diverse flora and fauna will be changed forever.

Regards

A large black rectangular redaction box covering the signature and name of the sender.