



IPC Presentation 7 Nov 2022

MCQAG

MCQAG



Martins Creek Quarry Action Group

# MCQAG Community Group

- Incorporated 2014
- Memberships from Dungog, Maitland & Port Stephens council areas
- +12 impacted communities
- Formed to represent communities
  - Previous impacts of illegal operations
  - Impacts of refined expansion plans (1.1MMtpa, 12hr ops, 31,000 trucks pa)
  - Cumulative impacts of MCQ and BHQ
- Mission Statement
  - Seek Government recognition regarding expansion as an incompatible land use
  - Counter the proponents EIS with expert reports
  - Seek modernized approvals that reflect existing consent conditions
- Membership attendance and representation at:
  - Every public meeting since 2007
  - Every Daracon CCC
  - Every Umwelt CAF
  - Every hearing day of LEC and NSW Supreme Court proceedings

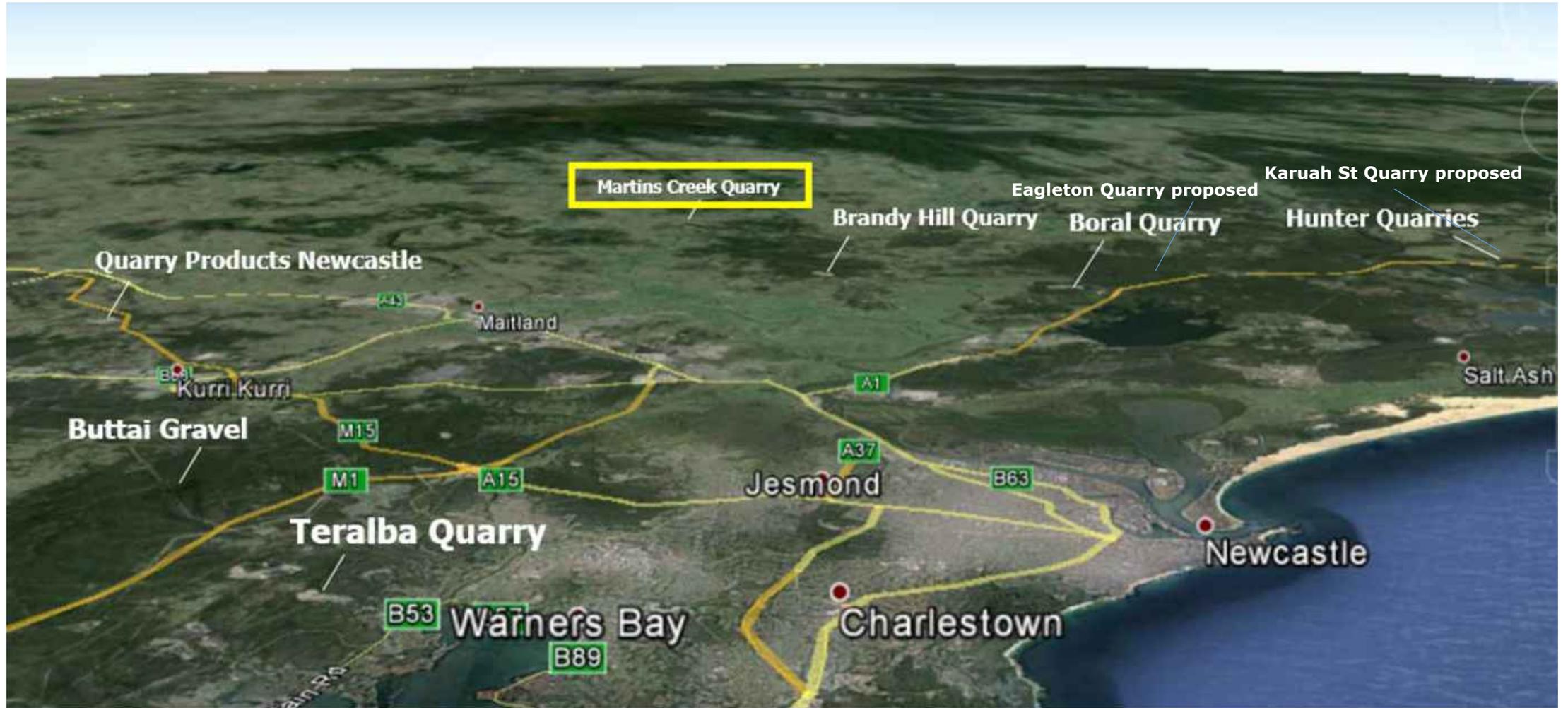
# A Highly Unusual SSSDA

1. A historic extractive industry one whose lawful purpose was for Railway undertakings **ONLY**
2. it involves a site that has for more than 18 years by Railcorp and now Daracon been **USED FOR UNLAWFUL PURPOSES** and the impacts of which are well documented in court affidavits
3. An extractive industry with **literally NO LAND BUFFERS** to residential receptors and adjoining private lands
4. it involves a proposal for a change in use from a contained low impact railway ballast quarry, to a more generic **MEGA SCALE EXTRACTIVE INDUSTRY** that seeks approval for intensification of extraction and processing at the site and for transport of orders of magnitude more volumes of new types along 27km of local road network
5. It involves a cohort of residents both around the site and along haulage route who have experienced on an hourly and daily basis for 18 years or more the intensity of operations (unlawfully) that for many has caused an **UNACCEPTABLE IMPACTS TO LIVES, HOUSEHOLDS AND THE ENVIRONS MORE GENERALLY.**
6. the impacted communities if approved are located within a unique, historically significant and highly valued natural environment of the Paterson Allyn

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River valley

# Location



# History - Public Meeting 2007



# History - Public Meeting 2014



# History - Public Meeting 2016



# History - Public Meeting 2021



# Bedlam & Chaos Reigned 2007 to 2019



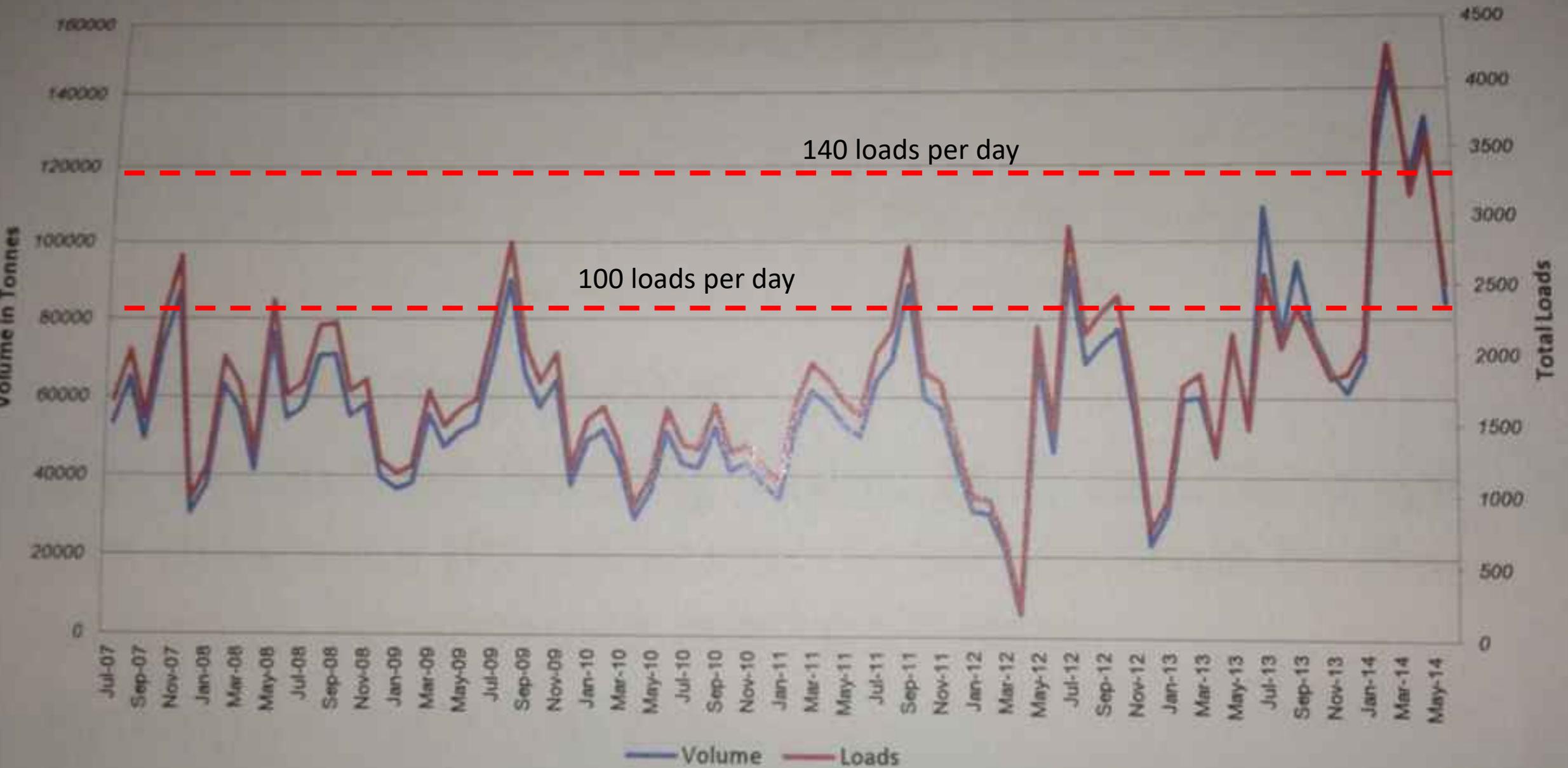
# Bedlam & Chaos Reigned 2007 to 2019



# Historical Transport Rates

- The proponent has not disclosed in any resolution the historical weekly or monthly transport rates to enable the DPIE or Commission to draw comparisons
- When one has access to that data one can see that at 280 movements per day the Proposal is seeking a scale equivalent to 2014 terror and well in excess of the level complained about in 2007 by impacted residents
- No correlation between historical trucking rates and the Proposal
- No correlation of Proposal trucking rates and complaints
- The Commission need not look further than the 600 objecting submissions and their complaints regarding lived experiences.

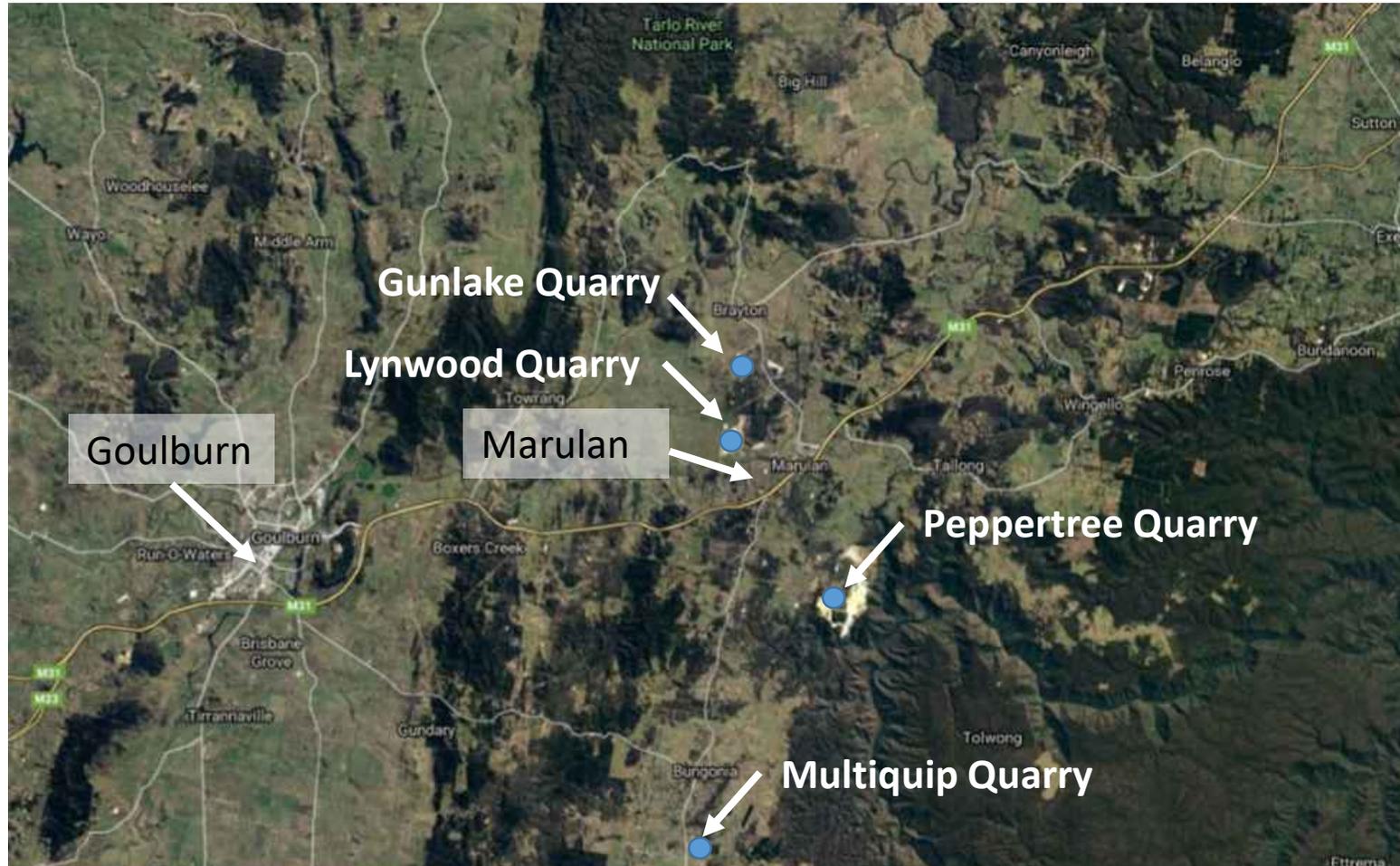
# Daracon Martins Creek Quarry - Monthly Volumes



# DPIE Assessment Report Issues

[Lived Experiences](#) – Video

# MCQAG Study – Southern Highlands



# MCQAG Study – Southern Highlands

- Two day field trip to Marulan Goulburn Area
- Visited 4 modern quarry facilities
- Aim of trip was to document “what is reasonable and feasible” and view “best practice”
- Boral – Peppertree Quarry (**3.5MMtpa**) - rail transport of product
- Holcim – Lynwood Quarry(**1.5MMtpa**) - rail & road transport of product
- Gunlake Concrete – Gunlake Quarry(**2.0MMtpa**) - road transport only of product
- Multiquip – Bungonia Quarry (**0.6MMtpa**) - soon to operate utilizing road haulage
- Ops scale, resource size and value all similar to MCQ & BHQ

# MCQAG Study – Southern Highlands

- \$34M road transport interchange on to Hume Hwy (Holcim-Lynwood)
- 6km Private Bypass Road around rural/residential (Multiquip)
- 22km Road (8m width-Ausroads standards) upgrades to Jerrara Rd (Multiquip)
- Rail loading Facilities (Boral & Holcim)
- \$30M to \$125M Rail infrastructure CAPEX (Boral & Holcim)
- Regional distribution / Rail offloading facilities in Syd (Boral & Holcim)
- \$50K pa community investment fund (Holcim)
- \$50K pa engagement/sponsorship fund (Holcim)
- Restrictions on road transport times/numbers (Gunlake & Multiquip)
- Road contributions range from \$0.45 to \$0.75 per tonne per km

# MCQAG Study – Southern Highlands

- Holcim Lynwood Quarry
- \$~3M lighting screen



# MCQAG Study – Southern Highlands

- Holcim Lynwood Quarry
- \$~250M Processing & Rail loading facility
- 1.5MMtpa capacity



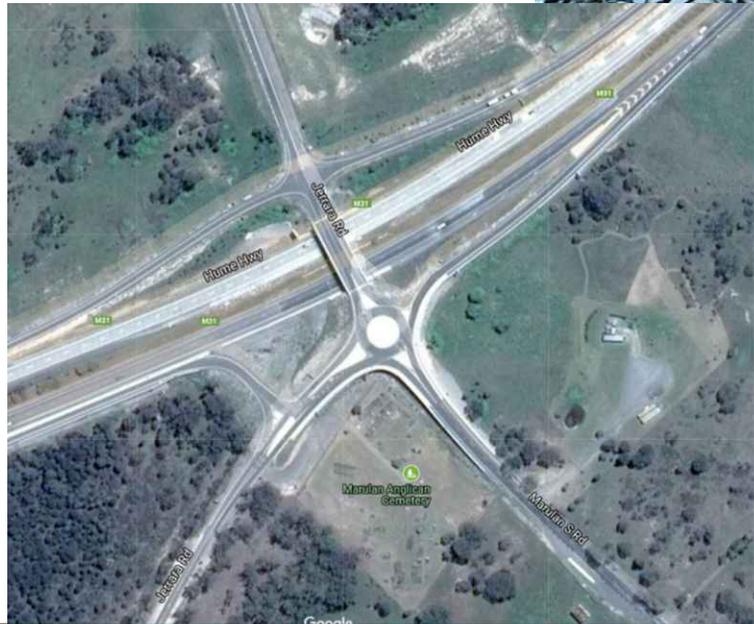
# MCQAG Study – Southern Highlands

- Holcim Lynwood Quarry
- Enclosed (noise attenuated) processing facility



# MCQAG Study – Southern Highlands

- Holcim Lynwood Quarry
- Holcim funded \$34M Interchange on to Hume Hwy



# MCQAG Study – Southern Highlands

- Boral Peppertree Quarry
- \$200M CAPEX processing and rail loading facility



# MCQAG Study – Southern Highlands

- Gunlake Quarry
- 4km Bypass around Marulan (Redhills Rd)



# MCQAG Study – Southern Highlands

- Multiquip Quarry
- 6km Bypass road constructed around Bungonia Village



# MCQAG Study – Southern Highlands

- Multiquip Quarry
- 22km upgrade of local road (8m width-Austroroads)
- Restricted to 5 loads per day until upgrade complete



# Conclusion

- The proposal will have almost certain major social impacts across a wide area that result in a HIGH or EXTREME social risk ranking
- DPIE and “whole of government assessment” has been based on an erroneous and miss leading characterization of the existing use and purpose
- The hourly and daily scale is equivalent to 2007 and 2014 periods of complaint
- Lived experiences are that the Proposal will be unlivable and untenable for many
- The Proposal lacks ameliorations utilized by other quarries in NSW

# Conclusion

- When the Commission properly considers the lived experiences and impacts, individually and cumulatively along with the polycentricity of the issues;
- The Commission ought determine the Proposal be dis approved.