



# **MARTINS CREEK QUARRY PROJECT (SSD-6612)**

**IPC - Stakeholder Meeting 20/10/2022**



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**We acknowledge the Traditional Owners of this land  
and pay our respects to their Elders - past, present,  
and future.**

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# Agenda

- 1 Council Introductions
- 2 Mayor's Overview on Council's Position and Summary of Community Concerns and Interests
- 3 Council's Planning Concerns
- 4 Council's Infrastructure and Assets Concerns
- 5 Residual Concerns and Matters for Consideration
- 6 Recommended Conditions of Consent – Addendum to Presentation
- 7 General Manager – Concluding Statement and Synopsis of Council Concerns



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## 1 Council Introductions

**Cr John Connors - Mayor Dungog Shire Council**

**Gareth Curtis - General Manager**

**Trevor Ryan - Director Planning & Environment**

**Steve Hitchens - Executive Manager Assets & Infrastructure**



## Mayor's Overview on Council's Position and Summary of Community Concerns and Interests

- Council opposes haulage by road and has retained this position since the application was lodged in May 2021;
- **Council does not support a determination that permits road haulage by up to 140 truck movements per day 20 truck movements per hour without the necessary road infrastructure in place** prior to commencement of quarry operations. Further, **Council does not support a determination that permits road haulage by up to 250 truck movements per day (50 days per annum) and otherwise 200 truck movements per day or up to 30 truck movements per hour for this consent**".[our emphasis]
- Council previously opposed draft wording of conditions with DPE pertaining to roadworks, specifically roadwork upgrades at Station Street, Dungog Rd/Gresford Rd intersection, Gostwyck Bridge approach, King and Duke Street. Should the developer not complete the upgrades within 18 months Council would then be required to complete the necessary upgrades. **Council does not support this condition and recommends rewording to ensure the applicant seeking the benefit of the consent undertakes the infrastructure upfront.** [our emphasis]



## Mayor's Overview on Council's Position and Summary of Community Concerns and Interests

- Council does not support the timeline imposed as per recommended condition regarding payment by the applicant of \$180k for local road infrastructure. This payment should be made within 6 months of commencement of operations.
- Council does not support the option for the applicant or independent review process to determine a road haulage contribution rate per tonne. The condition for same in the interest of community benefits should be as per Council's adopted contributions plan for road haulage.
- Regional benefit as per DPE's report outweighs the impacts on community having regard to socioeconomic, air and noise impacts and traffic impacts.



## Council's Planning Concerns

- Council were not given the adequate time to review the draft conditions of consent as put forward by DPE in September 2022. As such Council could not provide detailed comments and or feedback on drafted conditions of consent regarding socioeconomic, air and noise impacts.
- However, Key Planning Considerations for Council:
  1. Proximity of rural residential and local residential amenity to the proposed active pit;
  2. A haulage route that traverses a 50km/hr residential local road network;
  3. Utilisation of a single lane timber bridge as per the primary haulage route identified;
  4. A haulage route that transverses the residential area of Martins Creek and through an active local village centre (Paterson) which is a heritage conservation area; and
  5. Availability of rail siding;
  6. Should the SSD application be approved as per current recommended conditions, Council opposes conditions pertaining to:
    - Contributions and Community Benefits – Conditions A23, A24, A26 and A27; and
    - Transport – Road Upgrades B39, B40, B41 and B42.



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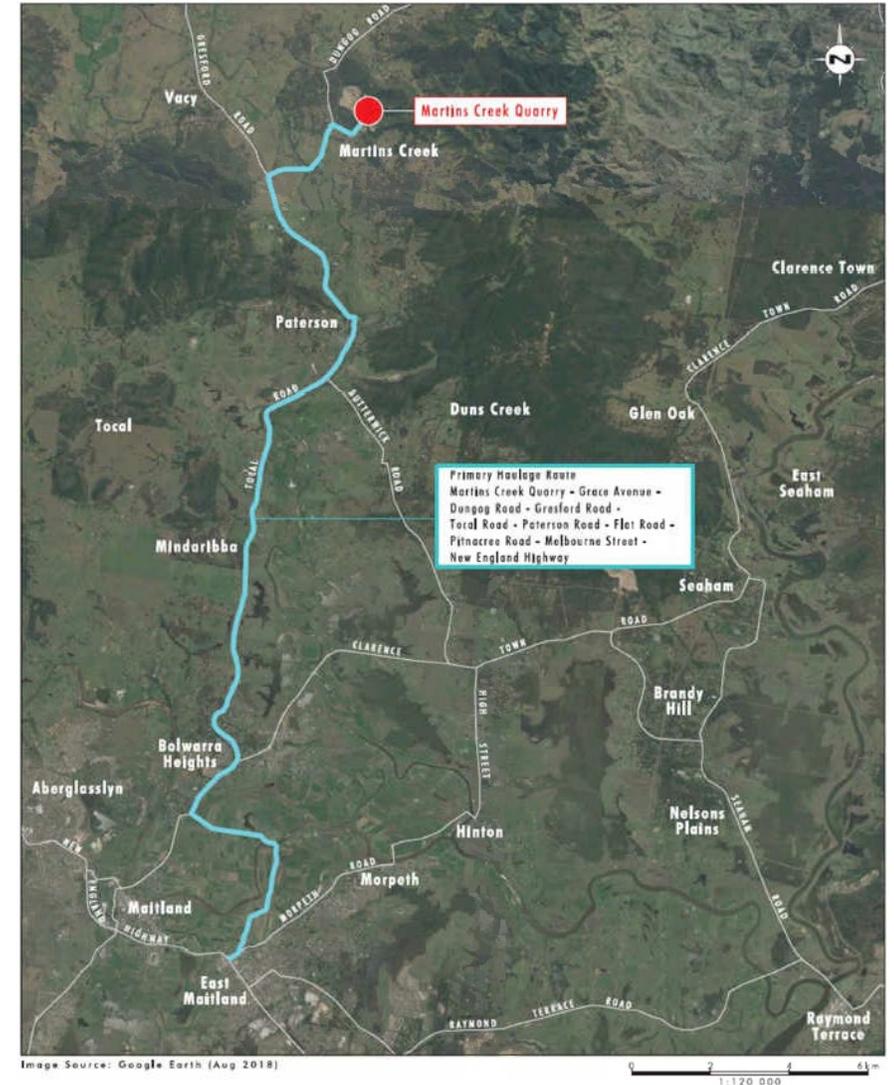
### Council's Infrastructure & Assets Concerns

- The focus of Council's recent submission to DPE therefore focused on infrastructure in the interests of community benefit:
  1. Limits on Extraction – Council opposes haulage by road. Of the 1.1 millions tonnes of product to be extracted, 500,000 tonnes are proposed via road haulage. From review of the assessment report and supporting material, further feasibility analysis should be explored to enable increased haulage by rail.
  2. Impacts of truck movements on local road infrastructure as there are no state owned and maintained roads in the Shire.
  3. Rationale to Council's adopted contribution plan for road haulage which is comparable to other LG areas and operating quarries eg. Brandy Hill Quarry in Port Stephens LGA



## Council's Infrastructure & Assets Concerns

4. Rationale to Council's adopted contribution plan for road haulage which is comparable to other LG areas and operating quarries.
5. Haulage Route – Infrastructure required needs to be in place prior to commencement of quarry operations.
  - Station Street, Station Street and Cory Street Intersection
  - Gostwyck Bridge approach
  - Grace Avenue and Dungog Road intersection
  - Dungog Road and Gresford Road intersection
  - Upgrade King Street and Duke intersection



## Council's Infrastructure & Assets Concerns



Station Street looking south



Station Street & Cory Street Intersection



## Council's Infrastructure & Assets Concerns



Grace Ave & Dungog Rd Intersection



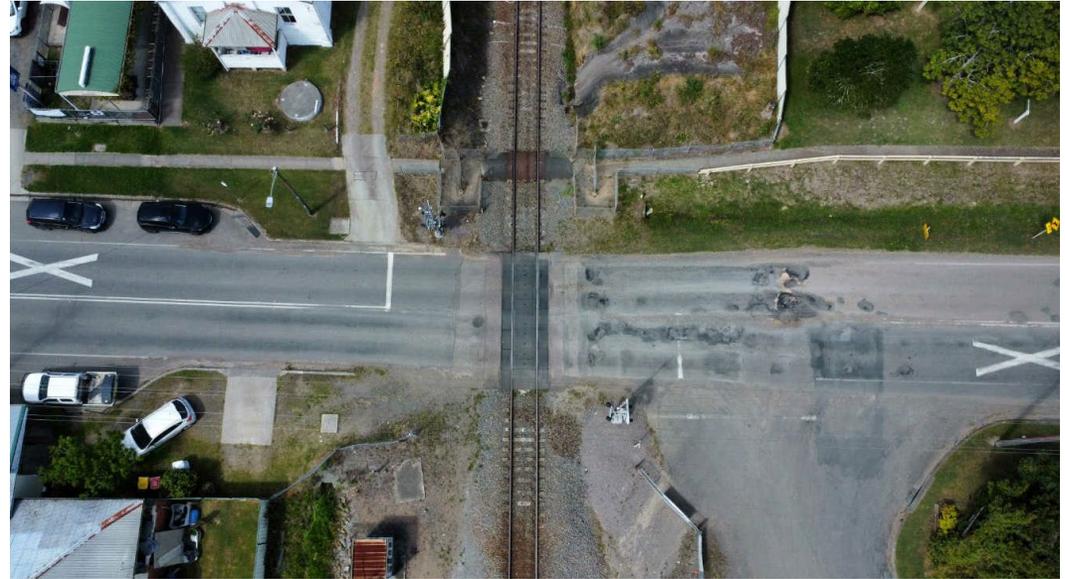
Dungog Rd & Gresford Rd Intersection



## Council's Infrastructure & Assets Concerns



Gostwyck Bridge Northern Approach



King St Rail Crossing – Paterson



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## Council's Infrastructure & Assets Concerns



King St & Duke Street – Paterson



## Council's Infrastructure & Assets Concerns

### S7.11 Adopted Council Contributions Plan - Heavy Haulage

In translating from a cost/t/km to a per tonne rate - Council's rate would comprise the following:

Local Roads:

- Pre-construction of internal haul road (ie Use of Station Street, Grace Avenue and MR101):-
  - MR101 – RSA Road – 11.3km x **\$0.063 cost/t/km**;
  - Grace Avenue – RL Road – 0.8km x **\$0.248 cost/t/km**;
  - Station Street – RL Road – 0.4km x **\$0.248 cost/t/km**.

This equates to **\$1.01 per tonne**

- Post-construction of internal haul road (ie MR101 only):
  - MR101 – RSA Road – 11.7km x **\$0.063 cost/t/km**

This equates to **\$0.74 per tonne**

As such, Council's adopted Contribution Plan must be applied and the recommended condition amended to only reference Council's Contribution Plan.

Example: Brandy Hill Quarry (SSD5899) In Port Stephens – **\$0.085 cost/t/km**



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## **Residual Concerns and Matters for Consideration**

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## **Recommended Conditions of Consent – Addendum to Presentation**

Suggested recommendations for conditions will be provided as an addendum to this presentation and under separate cover via the IPC website.

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## **General Manager –**

## **Concluding Statement and Synopsis of Council Concerns**



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**Thank you**

