



Planning &
Environment

Martins Creek Quarry Extension Project Community Meeting

Wednesday 2 November 2016

Introductions – who's in the room

- Angela Felton (Department of Planning and Environment)
- Howard Reed & Thomas Watt (Department of Planning and Environment)
- Tim Kirby and Sailesh Rangoon (Department of Premier and Cabinet)
- Jacqui Tupper (Dungog Shire Council)
- Michael Howat (Environment Protection Authority)
- Adam Kelly (Daracon)
- Stuart Murray (Site R&D)
- Elizabeth Lamb (Monteath and Powys)

Tonight's agenda

- Howard will share a short presentation of the Department's assessment process
- Jacqui will outline Council's role in the Department's assessment process
- Howard and Thomas will answer any questions about this process
- Then we want to hear from you. Any concerns, views you want to share? We will capture all your feedback

Daracon's proposal

The proposed development includes:

- expanding the existing extraction area, including clearing 37.8 hectares of land;
- extracting up to 1.5 million tonnes of hard rock material per annum;
- increasing the hours of operation;
- transporting processed material to market by road trucks and trains;
- constructing a new access driveway and bridge; and
- rehabilitating the site.

Why is the Department assessing the project?

- Department assesses all State Significant Development (SSD) projects.
- Quarry projects are classified SSD where they:
 - extract more than 500,000 tonnes of material per year; or
 - extract from a total resource of more than 5 million tonnes or
 - extract from an environmentally sensitive area
- This Project is SSD because it involves extraction of 1.5 million tonnes of material per year and extracts from a resource estimated to be 38.07 million tonnes

Council's role in Department's assessment

- Dungog Shire Council will review EIS and make a submission to Department
- Department will carefully consider the issues raised in Council's submission in its assessment

What's happened so far

- Environmental Assessment Requirements issued by Department of Planning and Environment (November 2014, revised May 2015 and August 2016)
- Environmental Impact Statement first submitted in September 2016 (inadequate)
- Environmental Impact Statement revised and resubmitted in October 2016
- Project exhibited between 13 October and 24 November 2016

Submissions

- Submissions must be made in writing
- You are encouraged to use the online form (if possible) at www.majorprojects.planning.nsw.gov.au

Submissions

If you cannot lodge online, you can write to:

Director, Resource Assessments
Planning Services

Department of Planning and Environment

GPO Box 39

SYDNEY NSW 2001

Please identify if you are making a confidential submission.

What happens next

- After exhibition, the Department will request Daracon to prepare a report that responds to all submissions received
- Department will publish the Response to Submissions report on its website
- Department will assess the Project, request any additional information required and make a recommendation to the decision-maker.

What happens next

- The Project will be decided by Departmental staff or the Planning Assessment Commission based on whether:
 - Council objects to the project; or
 - the number of submissions objecting to the Project is more than 25; or
 - a reportable political donation has been declared

Planning Assessment Commission Process

- The Commission may hold a public meeting about 4 weeks after it receives the assessment report
- All submitters will be advised of the date of the meeting
- People may make written submissions to the Commission or speak at the meeting
- Commission will determine the application



Over to you

Questions about the assessment process?

Any other comments or issues?

Wrap Up

- A record of the issues raised at this meeting will be placed on the Department's website
- Department will ask Daracon to respond to the issues raised at this meeting in its Response to Submissions document
- The Response to Submissions document will be made available on the Department's website
- If you have any further questions, please feel free to contact Thomas Watt at the Department at any time (9274-6375)



Thank you!

Existing and proposed extraction areas



Figure 1: Existing layout

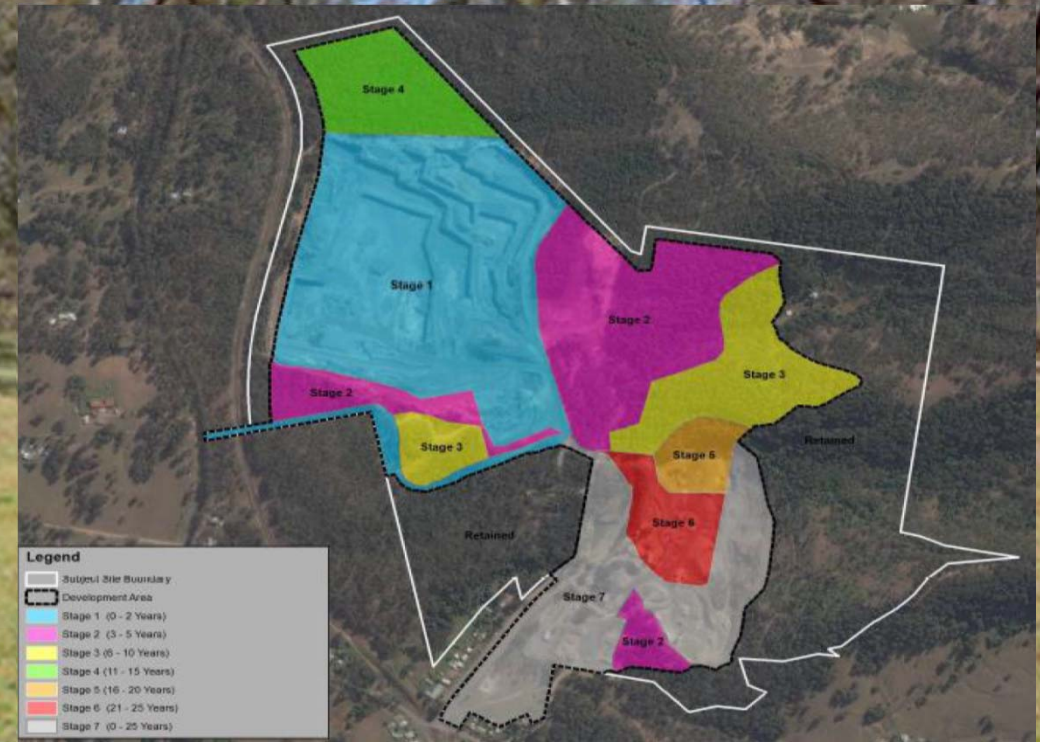


Figure 2: Proposed extraction areas and staging

Current haul routes

Figure 3 (left): current haul route via Paterson, Bolwarra Heights to Melbourne Street via Flat Road

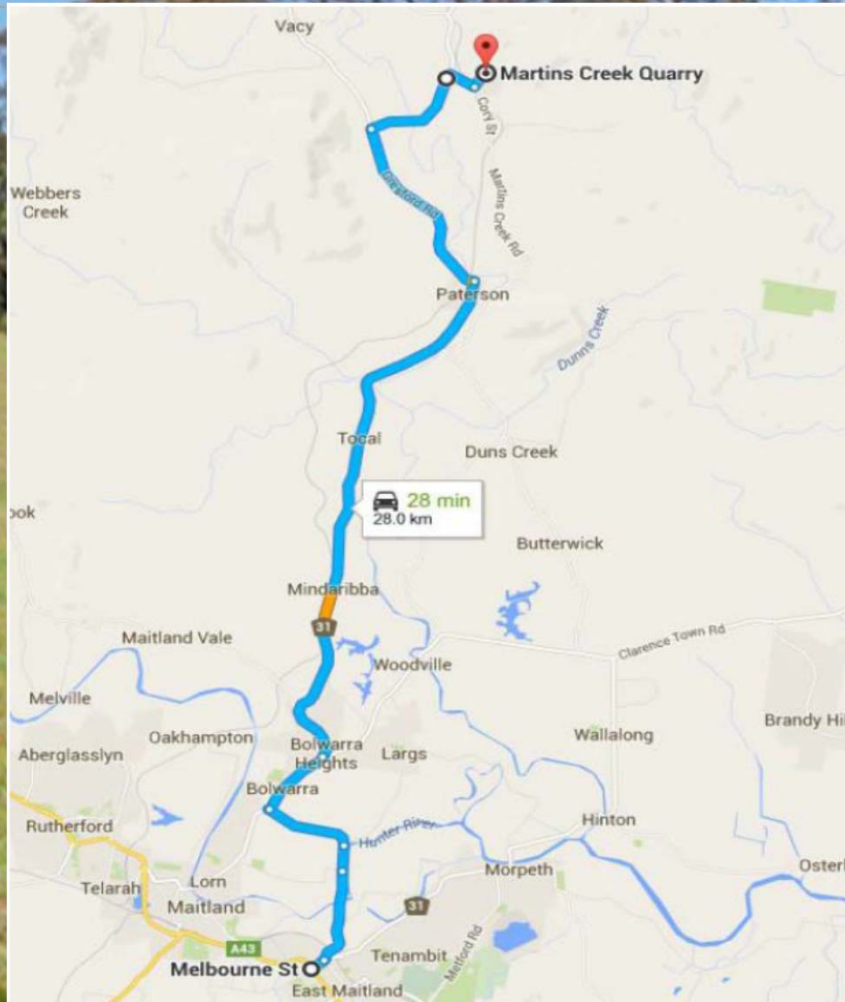
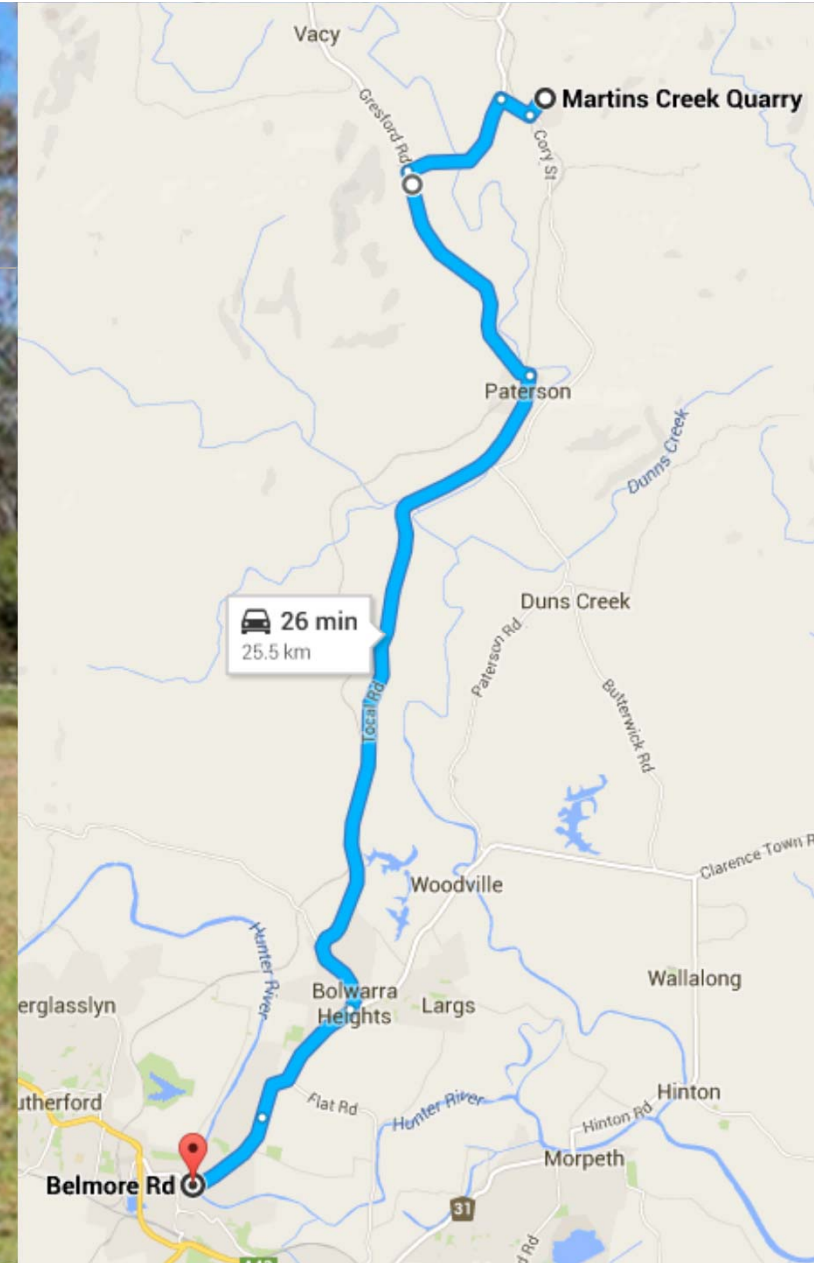


Figure 4 (right): Current haul route via Paterson and Bolwarra Heights to Belmore Street via Lorn

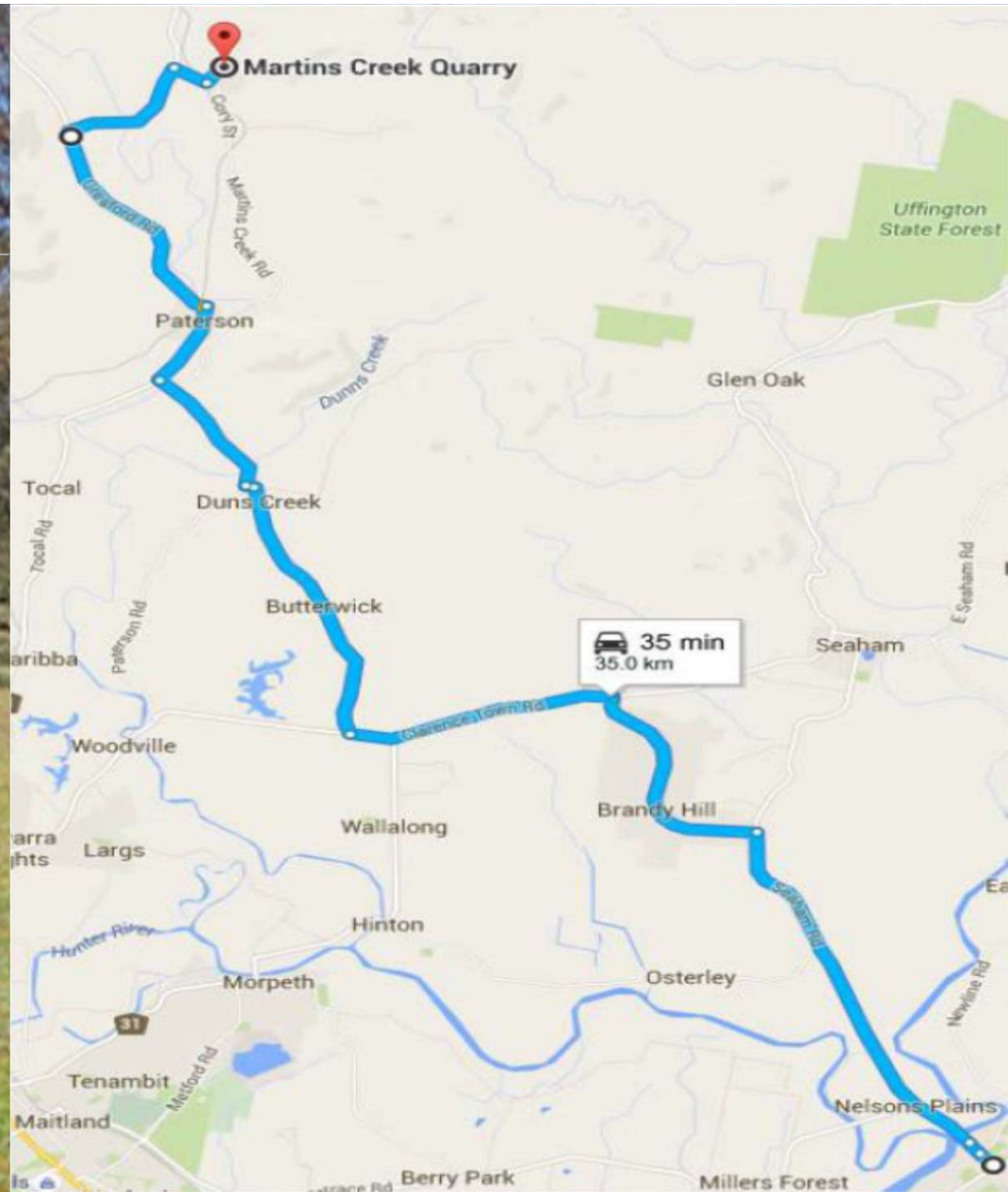




Current haul routes



Figure 5: Current alternate haul route via Paterson and Brandy Hill to the Pacific Highway





Proposed number of trucks and mitigation measures

Proposed number of trucks:

- maximum of 40 trucks leaving the quarry per hour during morning peak periods
- maximum of 215 trucks leaving the site per day

Proposed mitigation measures:

- construct a new access driveway on the western side of the quarry including a new bridge over the Northern Rail line and intersection to Dungog Road
- divert trucks to avoid Lorn and access the New England Highway via Flat Road and Melbourne Street
- propose upgrade works to the intersections of:
 - Dungog Road and Gresford Road;
 - Butterwick Road and Clarence Town Road;
 - Clarence Town Road and Brandy Hill Drive.
- propose installing physical guidance on Dungog Road through the town of Paterson (near Duke Street)

Proposed hours of operation

Proposed hours of operation:

- extraction activities between 6 am and 6 pm Monday to Saturday (inclusive)
- processing operations between 6 am and 10pm Monday to Saturday (inclusive)
- product mixing and delivery preparation between 4:30 am and 10 pm Monday to Friday (inclusive) and 4:30 am and 6 pm on Saturdays
- stockpiling and loading trucks for dispatch between 5:30 am and 7 pm Monday to Saturday (inclusive)
- train loading available 24 hours per day / 7 days per week

Proposed mitigation measures:

- construction of noise barriers to processing, haul road and stockpile areas and the rail siding;
- engineering noise control treatments to plant and equipment;
- relocation of maintenance functions on site;
- cease use of the southern part of the site for stockpiling and ancillary operations;
- new access driveway and haul route (via Dungog Road)