

34 Roxburgh Street
Lorn NSW 2320
9th July 2021

The Director - Resource Assessment
Planning and Assessment
Department of Planning, Industry and Environment
Locked Bag 5022
PARRAMATTA, NSW, 2124

Dear Sir or Madam,

As a resident of Lorn and a retired urban and regional planning consultant who has appeared as an expert witness for Wingecarribee Shire at the Commission for Enquiry for the proposed expansion of the Exeter Quarry in Werai, NSW, I am writing to object to the Daracon proposal for the expansion of the Martins Creek quarry.

I would like to focus on some of matters of major concern that I feel, as a Lorn resident, should be addressed in considering the Development Application by Daracon to expand quarry operations at Martins Creek.

1. Deleterious impact of increased emission levels and noise due to proposed truck movements through the centre of Lorn Village

Of primary concern is the effect of diesel emissions and noise on the health of the local residents and children attending Nillo School. In the 5 years since we moved here there has been a significant increase in the volume of traffic on Belmore Road in Lorn. Traffic here, and in Maitland, has reached chokepoint at peak times during the day.

Assessment of existing levels of vehicular emissions should be monitored in order to determine the cumulative effect on health and well-being associated with additional emissions from proposed additional quarry vehicle movements. The contribution of idling engines, particularly during the peak periods, is an important consideration as well as that from more freely flowing traffic movements at other times during the day.

Separate monitoring of current levels at Nillo School is crucial as the detrimental health effects of vehicle exhaust emissions on school children are well established. Such a study should be undertaken to the satisfaction of the NSW Department of Education who are responsible for the health and safety of staff and students.

Lorn is well known for its cafes which have outdoor seating arrangements adjacent to the road. These have been especially well utilised during the current pandemic. Emissions and noise levels from passing trucks would severely impact on the use of these facilities as they are adjacent to Belmore Road. These eating establishments have a high level of local use and it is well known that they also draw patrons from a much wider catchment. Smell, noise and emissions from increased truck traffic will clearly detract from the enjoyment of patrons with an attendant decrease in the patronage of these businesses.

The potential for successful litigation against the impact of fossil fuel emissions on the health of the community has increased substantially in recent times so determinations about these impacts must be well considered and supportable.

2. Road Safety Issues

Residents have legitimate concerns relating to pedestrian safety on the two Belmore Road crosswalks because of the observed failure of some quarry truck drivers in the past to take care to travel at a speed which allows the vehicle to stop in sufficient time at these crossings. There is already a heightened perception of insecurity among residents when using these crosswalks because of such experiences. Many of us can recount instances where we experienced problems at the pedestrian crossings despite the existing speed limits.

Lorn retail and services establishments are patronised heavily by local residents as part of the valued village life style which encourages local people to walk to the shops and school. Essential services such as the chemist, post office/newsagency, medical practices, butcher and grocer are on different sides of the road, so we all rely on safe crossing to carry out our daily activities.

3. Diminution in Amenity and Quality of Lorn Village Lifestyle

Much has been written about the unique village character of Lorn promoting the very ambience and qualities which would suffer with the increased volume of truck movements proposed. Maitland City planning documents and other general information also highlight these characteristics. Smell, and noise associated with increased truck movements create obvious tangible impacts which degrade these attributes.

I trust my concerns will be seen to have been addressed when the Development Application determination is made.

Yours truly



Jocelyn R Colleran
Master of City and Regional Planning
Former Member RAPI