



29th June 2021

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Director – Resource Assessments
Planning and Assessment
Department of Planning Industry & Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Martins Creek Quarry Project – Application No SSD-6612

I OPPOSE THE MARTINS CREEK QUARRY EXPANSION

Dear Sir/Madam

I oppose the proposed expansion of the Martins Creek Quarry, as I believe the large increase of truck movements to 40 per hour, 280 per day for 25 years will impact on the natural beauty and rural amenity of the communities in the Paterson River Valley area and the health and safety of the residents and visitors to the area.

The increase in quarry extraction, which was carried out illegally for a number of years and was the subject of a court case with Dungog Shire Council, and the number of trucks over recent years has already impacted on the lifestyle and amenity of the Martins Creek/Paterson area and beyond.

There are a number of school bus stops from Martins Creek and along the proposed route to be used by the large trucks, through Paterson, Bolwarra, Lorn, creating a safety issue for children waiting for school buses to local primary schools, (Paterson, Vacy and Martins Creek) and to Dungog and Maitland High Schools from Paterson/Vacy/Gresford/Martins Creek/Butterwick and Dunns Creek areas. Students are dropped off the school bus in front of the Paterson Café in the afternoon which is an issue if there is no where to park and no where safe for children to cross the road with large numbers of trucks travelling along the road.

The proposed entry onto Dungog Road is a safety issue entering near a crest on a narrow country road in an 80kph zone. In my lived experience, this is a reasonably busy road used not only by shire residents in their day to day activities, e.g. travelling to and from work, visiting shopping centres, recreational activities, etc, school buses and also a large number of visitors to the area use this road travelling to places like Dungog and the Barringtons, not only in motor vehicles but also cyclists use this route.

Anyone wanting to visit Tucker Park coming from south and turn into the park would create a hold up to traffic if they had to wait for passing trucks. There is also a safety issue for residents walking to Tucker Park and the children's playground having to cross the road and no footpaths on south side of the park.

My lived experience having travelled to Dungog for work for over 30 years I have noticed the deterioration in road surface due to ever increasing number of trucks. Have had windscreen damage due to trucks, have had a truck driver heading south force me to back up on Gostwyck Bridge, even though I had started on bridge before he reached the start of the bridge on north side. Gostwyck Bridge is also a safety issue and delays as a single lane bridge. My lived experience of traffic build up on both sides of the bridge is a safety concern, particularly on the south side as traffic heading north comes over the crest and finds a bank of vehicles/trucks. I have seen near misses due to banked up traffic on the south side of the bridge.

My lived experience attempting to make a right hand turn from Duke Street into King Street Paterson to attend the Pharmacy or Medical Centre is difficult as the trucks cut the corner heading south, which is a

bigger safety issue with the proposed number of large trucks through the town. During floods this is the only way residents can access their properties in King Street and Queen Street.

Daracon's proposal to change the road alignment at the Post Office corner, will detract from the village amenity, as well as eliminate parking for patrons of the Café, service station, Post Office, Chemist, Hotel and CBC. When there is a funeral at the Anglican church parking is further impacted. Parking is often already limited in the village. Further reduction in parking would impact on the businesses in the village.

My lived experience of fog in the Paterson area often stays until mid morning which could create a dangerous environment with excessive trucks along with the school buses and other vehicles.

Increase in air pollution, including silica dust which is a carcinogenic and can cause irreversible lung damage, which still escapes from trucks even if they have a cover, impacts on the health of residents especially those who live along the proposed route from Martins Creek, through Paterson, Bolwarra, Lorn, Maitland, East Maitland and any other suburbs the trucks may travel to reach their destination.

Damage to residents' property is already severe and would only increase if expansion was approved. The noise created by the large number of trucks through Paterson on already deteriorating roads, Dungog Shire roads are already regarded as the worst in the state, and would only get worse. Would ratepayers be expected to pay extra rates to have roads repaired?

The speed which some trucks travel is unsafe, particularly on our roads that were not intended for large trucks, let alone the numbers as per proposed expansion.

I believe the existing rail corridor should be used to transport the quarry product but if train loading is 24 hours per day, 7 days a week, it could create a problem at the level crossing in Paterson affecting traffic flow and it could impact on emergency vehicles, a heavy vehicle bypass around Paterson should have to be put in place, if this proposal was to be approved, before the expansion begins.

Some form of indicator showing level crossing is closed as vehicles approach the intersection of Church St and Gresford Road, to avoid the possibility of a collision between trucks and/or cars if a number of trucks are backed up waiting for the train to pass the crossing.

I understand quarries in the Marulan area have worked with the community in alleviating noise and light from the quarry and send material by specially built rail to a Sydney depot where trucks can access the stockpile why can't Daracon use existing rail to transport quarry product to a location closer to roads designed for heavier traffic. I believe there is an area at East Maitland that could possibly be used.

The physical presence of the trucks through the street would make it difficult to access the park and other areas of the village.

If there is a flood, or as was recently a motor vehicle accident, and the road is cut at Tucker Park traffic is sent via Prince Street, Main Road and Sloane Street, returning to Maitland Road near Stockers and Partridge. These residential streets are not meant for large numbers of trucks. My lived experience when this happened recently was I noticed that for two large vehicles to travel along Sloane Street one had to pull over to let the other pass, this would create a problem if there were 40 trucks an hour as well as other vehicles using these streets.

My lived experience recently travelling from East Maitland on Melbourne Street, around 3.15pm, traffic was banked back along Melbourne Street from New England Highway to the roundabout at Morpeth Road and Cumberland Street, near East Maitland Railway Station. If large numbers of trucks are attempting to enter Melbourne Street from Pitnacree Road this would cause a major traffic jam and traffic would also be backed up along Pitnacree Road. I use this route to travel to and from East Maitland to shop and visit friends.

Should this proposal be approved what guarantee is there that amendments to tonnage, travel route and the number of truck movements would not be increased during the 25 year period and that the conditions of the

expansion will be policed, as Daracon have not kept to previous agreements.

Should this expansion be approved the bulldozing of 21Ha of land will adversely impact on the local koala population and other wildlife that call this area home.

As a person who lives in Paterson I have never been consulted by Umwelt.

I have not made a reportable political donation.