

I have read the EIS and many of the appendices. I have formed the view that the proponent/Daracon made a very selective submission that does not address many issues and make deliberate and misleading statements. There are many errors of omission and commission. I consider that as the time taken by Daracon to prepare and lodge its turdid EIS was considerable it should not be allowed to withdraw from any of its assertions, 'facts' or conclusions when confronted by submissions in response. Daracon should merely be allowed to try and answer those submissions/criticisms within the context of the EIS as submitted. It should not be allowed to change its EIS to amend the inadequacies which it must have known existed but decided to conceal.

In reading the EIS I was disconcerted that there was no page and paragraph numbering. This should have been insisted upon by the Department. This omission has made it difficult to comment and respond to particular parts. Moreover, the time allowed for submission to be lodged is too short. Consequently I request the opportunity to make a further submission after the closing date and after I return from abroad in December.

I suggest that the main categories for complaint about the quarry expansion and current level of operation arise as a result of:

1. Road transport;
2. Noise;
3. Vibration;
4. Dust; and
5. Rehabilitation.

Of these 5 categories I will confine myself to some of the issues arising from road transport. I hope to address other matters on my return .

In relation to the EIS I make the following observations and comments relating generally to -  
Road Transport of Quarry Product and other Supplies to the Quarry:

Property Values:

Depreciating property values near the quarry and haul routes were not addressed in the EIS. This is an important issue to many in or near Martins Creek, Paterson, Bolwarra and Lorn. I know of several incidences where properties have not been able to be sold or have been sold at lower prices because of the quarry truck presence.

European Heritage:

The impact of truck movement on our european heritage has been ignored. The study considered only Martins Creek village; not the wider community. The real disruption and damage to the fabric of historic buildings has been ignored.

No mention was made in the EIS about the effect truck movements have on the many historic buildings and bridges in Paterson, Vacy, Lorn and East Maitland.

Community Amenity:

Many residents affected by quarry truck movements are 'refugees' from the city and suburbs. They have come to the area to enjoy another lifestyle – tranquility, bigger land areas, a greater sense of community -are but some of the many and varied reasons. The constant disruption and intrusion caused by truck movement such as, traffic chaos, road safety, noise, vibration and air pollution are not what people should suffer in a rural environment.

Rail Alternative:

Obviously it doesn't suit Daracon to use rail transport instead of road haulage. The latter is virtually cost negative (to Daracon) whereas the rail alternative is not.

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The reasons given by Daracon for not using rail are feeble and hopefully, the Department's experts can see through the inadequacies of the EIS in this regard.

#### Tourism:

Tourism is an important aspect of the area. The village of Paterson has attracted tourists for many generations with many people enjoying the facilities of Tucker Park and admiring the historic buildings nearby. Similarly, Tocal homestead draws many visitors for inspection of this grand old house. Tocal also has recently established a function centre nearby. Needless to say the constant rumble of quarry trucks on nearby Tocal road, does nothing to encourage visitors and discourage many others.

#### Economic Impact:

Despite the claims made in the EIS, the quarry contributes very little (if anything) to the local communities' economies. Most employees at the quarry and Daracon truck drivers don't live in the areas affected. Daracon's home base is at Wallsend (in Newcastle). Similarly, the independent 'truckies' are not local but from further afield. Consequently, truck maintenance and repair is undertaken elsewhere.

Trucks rarely stop in, say Paterson, to make use of shops etc – partly because the trucks are too big for easy parking.

The reality is that the constant truck movement is stifling the economic

well being of the communities along haul routes. In Paterson and Lorn for example, people are loath to shop or otherwise enjoy retail facilities because it is so unpleasant with the disruption of quarry trucks.

(Make no mistake, quarry trucks are easily identifiable from other non-quarry trucks).

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### Conclusion and Suggestions:

- The litigation between Daracon and Dungog Shire Council should be concluded before any further consideration is given to Daracon's current application. I urge that this is the proper course to take as the litigation is costing the local community a great deal. Moreover, Daracon has manipulated the court process to extend the proceedings while it can continue extraction rates well in excess of what was obviously allowed. This behaviour shows the corporate character of Daracon and its contempt for the judicial process and the community generally.
- There is a strong moral argument for keeping the quarry resource for future generations. From the wider community or regional point of view, there is good reason not to deplete the resource at a great rate. The resource is not going to deteriorate and future generations will still need quarry product. Slow down the extraction rate.
- Martins Creek quarry product is competitively priced (i.e cheap) because it is subsidised from the public purse. This is in the form of tangible costs, such as repairs to bridges and roads and intangible costs, such as loss of community amenity.
- Because the Martins Creek quarry is handicapped by the proximity of residences and a constricted road network, it is poorly situated and cannot expect to operate as a large rock extraction undertaking.
- Daracon should establish a dump or depot at one or more strategic locations to which quarry product can be dispatched by rail from Martins Creek. The depot (which would be sited near arterial roads) could then be accessed by road transport for distribution to markets. Interestingly, Daracon has a holding at the old BHP site (off

Industrial Drive, Newcastle) which is served by the rail network.