

I, Dr. Michael Stockenhuber strongly object against the extension of the Daracon owned Martin's Creek quarry operation. I live in 180 Paterson Road and the truck traffic and noise has significantly increased since Daracon has stepped up its operation, which is currently part of court action against Daracon by Dungog council. During the time of increased operation in the last year it was almost impossible to cross the road to the lookout on Paterson Road (a school bus pickup point) and it is only a matter of time a terrible accident will happen. There is deep rooted distrust in the community against Daracon, because of the dishonesty (sudden decrease in truck traffic during times of monitoring, e.g., monitors were removed Nov 9-11 2016 and after this the truck traffic has significantly increased) and ignorance of the community needs ("If you do not want the traffic move away.", D. Mingay) at a community meeting". On a personal note, I was suffering cancer of the immune system and was advised by my doctors that increased stress levels would significantly hinder my recovery. The constant noise from truck traffic already causes increased stress and an extension of operations would increase this even more.

A further increase in road traffic is just not feasible in a local community like ours. The proposed expansion would mean a truck driving through narrow roads every 45s, which is expected to have disastrous consequences for noise levels, safety and other traffic. It would, for example, make it almost impossible for residents of the Hunterglens to join Paterson Road because of the traffic. Extension to essentially night time operations (both in rock breaking and transport) would have a terrible impact on the health and wellbeing of residents in the area. The roads have never been built for heavy truck traffic and thus any increase in the operation bears a great risk to people living along the road. Furthermore, the noise and not to forget the exhaust particulates and NOx from the trucks is not mitigated at all and is a threat to the health and quality of life for a large number of residents. The large turnout on the community meetings is a clear indication of the impact this proposed extension has on the community. This is a typical example of how the benefit of a few severely impacts a large number of people financially (decreased property values), in their safety and the quality of living. The original quarry operating license was mainly given for rail transport (70%), which impacts significantly fewer people and as outlined in the rail transport report, rail transport has the least impact on communities. While in this report logistical difficulties in getting access to rail transport are mentioned, it would be totally unfair to offload these difficulties onto the community. If Daracon wishes to expand, they would be expected to pay for the rail infrastructure and not offload the cost to taxpayers and the community to have to cope with an enormous increase in truck traffic as outlined above. As it stands with the current level of operation the noise and impact on our lives is already very high (due to an operational increase above the license) and Daracon should be forced to erect noise reduction walls and pay for residents noise reduction such as triple glazed windows and air conditioning. Daracon is also responsible for any reduction of the value of homes along the road and near the quarry, and as a consequence should pay compensation to homeowners should this project go ahead.