

Aaron Smith  
2 Moore Road  
Bolwarra Heights  
NSW, 2320

Attention: Howard Reed, Angela Felton and Sailesh Rangoon;

I would like to bring to your attention my concerns about the pending submission for the expansion of the Martins Creek Quarry from 500,000t pa to 1,500,000ta pa.

I moved to Bolwarra Heights for the country atmosphere and a way of life which surrounds the community of Bolwarra. I have seen an increase in truck movements and disregard for the impacts on the local community further afield than Paterson and Martins Creek. Albeit Paterson community members have complained of the trucks early in the mornings at the quarry, these trucks are streaming through Bolwarra at times prior to 5am in order to be in line up at the Martins Creek Quarry which has a vast impact on my personal wellbeing and ability to stay in a deep sleep early hours of the morning.

I am **opposed** to the expansion as Daracon are unable to take into consideration the real meaning of working within a community and taking consultation around community impacts seriously. This was evident when they won the contract to supply material to the Hexham project for Aurozon.

As I understand the current conditions for the quarry are at 500,000t pa, it was evident Daracon breached their conditions to operate as they almost supplied their yearly quota of product on one project and it all went via road with the majority of the trucks going past my house and post the project they did not reduce their output in-line with their existing conditions. I was **not notified** in advance of the changes in conditions or extra traffic on the road and or increased operating hours. The noise from (Exhaust brakes, excessive acceleration, rattling trucks & trailers), vibrations, diesel exhaust fumes and particulates (now carcinogenetic) and dust which were generated, were what I would consider excessive and completely avoidable.

Based on my calculations, one (1) train is approx. 2000t pay load and one truck and dog is approx. 25t pay load. In this instance they could have trucked a small portion of product to the facility, created the first connection point and spur line as a project deliverable and then delivered the rest by train. Even if it meant running into Port waratah or Kooragang train terminals to turn around to ensure they were in the correct running direction, this was still an achievable outcome.

The two (2) below tables are an indication of the capacity for the Hexham Aurizon project and the overall approval capacity.

These tables would indicate a vast negative against the current complying conditions.

Aurizon requirement	Train capacity	Total train No.	Truck Capacity	Truck No.
Contract Approx 500,000t	2000t	250	25t	20,000
Current Approval	Train Condition 75%	Truck Condition 25%		
500,000t	375,000t = 187 trains PA	125,000t = 5000 trucks PA		

Future Approval	Train Condition 75%	Truck Condition 25%
1,500,000t	1,125,000t = 562 trains PA	375,000t = 15,000 trucks PA.

This project had very clear operating conditions however it is evident Daracon do not abide by any operating conditions especially in consideration of the community it operates through. If the current condition stipulates 75% of product must go via rail, then the above table would indicate they were never going to comply or care about complying.

I would like to see going forward one of the conditions which will be imposed on the quarry, very clear metrics and monitoring throughout the community with sensitive receivers permanently located along the truck route corridor to ensure compliance and the ability for EPA to track in real time the exceedance levels generated by the trucks. Below is an example which is generally imposed upon a construction site and notes the component which takes into consideration the sleep disturbance level.

Table 2.1 Baseline and Predicted Construction Noise Levels

Location	Rating Background Level (RBL) Day / Night	Noise Management Goals (dBA)			Maximum Predicted Cumulative <sup>1</sup> Construction Noise Level L <sub>Aeq</sub> (15minutes) (dBA)
		Standard Work Hours L <sub>Aeq</sub> (15minutes)	OOHW L <sub>Aeq</sub> (15minutes)	Sleep Disturbance Level L <sub>1</sub> (1minute)	

I feel if the Martins Creek Quarry is unable to comply with the current conditions of consent which are quite limited at present, then how are they going to comply with a number of conditions which are imposed upon Daracon in support of the expansion to enable them to triple their output.

During the consultation process with community groups, traffic management monitoring devices were placed on the road near our house to measure the accumulative number of movements and the speed. It was very clear during this time, Daracon reduced their truck movements across this route to ensure the total impacts to the community from truck movements would not truly indicate the actual reality.

I believe as Daracon are a PCBU, they are accountable for the contractors they engage and need to ensure they set very clear standards and KPIs around contractor management and engagement. When the concern around the quality of trucks and noise is being generated, Daracon advised the community group it was not their concern the state of contractor trucks and there is nothing they can do about. I suggest otherwise, the chain of responsibility clearly stipulates as a party to the

supply chain to prevent breaches, they have a clear responsibility. Chapter 3, Vehicle Operations – Standards and Safety, I believe based on Daracon accountability and responsibility are clearly accountable for the contractors they engage and the risk clearly stays with Daracon until their product has reached its final destination. Daracon do not get to ignore their due diligence for a 3<sup>rd</sup> party they have engaged to deliver a product which is their product until it is received and signed by the purchase!

I am opposed to the expansion, the impacts on my lifestyle, the complete disregard for the residual impacts along the supply chain and the potential impact the expansion is going to have on the current value of my house and the future de-valuing of my property as no one will want to buy my property while ever the trucks as forecast to run the figures quoted by Daracon.

I have the following questions I would like answered and a formal reply by the DOP;

- What trigger and mechanism will be put in place to monitor any condition of the quarry rather than the issues being raised by the community. The community is the not the mechanism, there should be a proactive way of monitoring clear objectives and targets!!!
- How often is the ratio of “truck to rail” going to be monitored to ensure the condition is enforced rather than ignored?
- I would like the demand forecasts of contracts made public to the community outlining the output via rail and road as well as planned vs actual and posted in the local paper, a community website and then monitored by DOP and EPA.
- How are the EPA and DOP going to ensure the Chain of Responsibility and Heavy Vehicle National Law (NSW) No 42a is imposed, monitored and complied with as a part of the conditions for Martins Creek Quarry?
- How can the DOP justify increasing the capacity of the Martins Creek Quarry by triple and allowing the extra impacts to the community, supporting infrastructure and risk of collisions with death immanent?
- I would like the DOP to consider the impacts of this expansion and increased road traffic to the younger generation (School Children) which have to walk along the truck route and cross roads once they get off the bus to go home. There is not traffic management through Bolwarra to prevent a fatality like pedestrian lights near the bus stops!!
- I would like the DOP to consider the current speed limit of 60km/h through Bolwarra and have this permanently reduced with additional traffic management controls applied to Daracon and through the Bolwarra community. The speeds to drop to 50km/h as the new normal speed and 40km/h during bus pick up and drop off times. I bring to your attention the reduction in speed limit on a semi-rural road at the intersection of Mount Vincent Road and Louth Park Road from 80km/h to 60 km/h. I suggest the traffic through Bolwarra will be vastly heavier and the reduction in speed a mitigating control to prevent a road incident between a truck and school bus, truck and car, truck and human being. This will be an avoidable factor through applying speed reduction controls.

I look forward to your feedback and more than happy to be engaged by DOP at any stage and will be available to discuss further.

Regards, Aaron Smith