

NSW Government
Planning & Environment
Major Projects Assessments
Martins Creek Quarry Project
22nd November 2016

I wish to put forward my submission basically IN FAVOUR of the Quarry Expansion, I have lived in the Paterson Township for the past 70 years and feel the main opposition is from people that have bought unwisely without investigation into all the activities and full goings on in the area. Property sales people are smart, they bring potential buyers to the area on Sundays.

There should be a levee placed on each tonne of material that passes over the weigh bridge and this should be passed on to the local communities, NOT Local or State Government this would exclude rail transport and should be approximately 5 cents per tonne

Daracon with their main base in Wallsend, Newcastle are not considered as locals, they need to be involved with more local groups, such as sponsorship of local clubs, schools, there are three RFS Brigades where a \$5000.00 donation each a year would be well appreciated, we have the local newsletter which is struggling in the way of printing costs, The Paterson PSST, Daracon could have a column in it advising of what projects are underway and what the community can expect for the next month and support the printing costs. Support of the annual New Year's Eve Celebration would also be appreciated.

Heavy traffic by way of trucks does not only involve the quarry gravel trucks, we have chicken trucks loaded with live chickens that can pass through town 24/7 together with the lighter vehicles that transport the chicken catchers and forklifts, Also we have cement trucks, cattle trucks, council garbage trucks, food delivery trucks, trucks that empty septic systems, water trucks, public and school buses, tourist coaches, to name a few, none of these are restricted in speed to 40 Kph through the built areas as are the Daracon or Quarry trucks. Some residents living on the main through fare complain of early morning trucks but never about tradesmen with their rattly trailers, they make far more noise than some of the quarry trucks

Dungog Council is very slack with road improvements on the main road as it's too difficult for them and they keep putting it off.

With reference to the modifications to the intersections on the quarry haulage routes as shown on the Daracon Drawings in their submission, I am in favour of all EXCEPT the King, Duke, Gresford Road intersection in the centre of Paterson, It will NOT work, lots of traffic turn right from Duke to King Street, this includes Buses, Rigid and Semi Trailer Trucks the

Garbage Truck, Cars and Caravans, Please note that there is a 3 tonne limit in Queen Street and through John Tucker Park which is narrow and unsuitable for these vehicles

The new Quarry access over the railway line is excellent as Dungog Road is wide enough for four lanes in that location, This was suggested to Daracon after a public meeting in August 2015

Another suggestion that was made to Dungog Shire Council in August 1995 in a "Paterson Closer Rural Settlement Plan" that was not considered in regard to future road requirements, (lack of their forward vision) was for a by-pass road of Paterson, If this had been considered with a view to the future, now would be the time for it to be built and we have no better builder than Daracon to build it and contribute to its construction as a contribution to the area, State Government would need to supply the land

Attached is a two page copy of the proposed by-pass with two options, Orange route starts at Clements Bridge on Webbers Creek, across the railway line at a cutting, across Webbers Creek Road the through a saddle (low point) in the ridge onto Gresford Road near the property called "Stoney Waterhole" the Second option is the Yellow route which is better for Paterson Road/Butterwick Road traffic , probably the best option.

We need a second railway crossing in Paterson, Sixty years ago we had three, the second crossing is need badly for easier access to the School as families do not like the intersection of King (Gresford Road) and Church Street, The RFS shed is on one side of the town and all, most people live on the other. The second crossing should be the reopening of William Street, even though it is across two tracks and sometimes there is a freight train parked there it would be a big improvement

Flashing Warning Lights are needed on Gresford Road for southbound traffic as they approach the existing railway crossing, there is an old sign there but lights would be better as we do not want a traffic incident where someone could push another vehicle into a train passing through.

At the intersection of Dungog and Gresford roads would be an excellent place for Daracon to build a big 24 Hour Service Centre, this would give a place for the Quarry Trucks to refuel each day, a place for drivers to have their required rest breaks and if planned correctly a place for Daracon to service their own trucks in a workshop and park overnight. The Service Centre would also be used by locals and other travellers. We need to visualise what this intersection will be like in the next 10 years and plan and build today to be ready and receive the benefits of forward thinking.

With regard to the residents living along Brandy Hill Drive, they should realise that the road was originally built by the owners of Brandy Hill Quarry to stop trucks passing through Seaham and it was shorter to Raymond Terrace Road, the local council saw the opportunity to collect rates and lots were sold off to residents even though it was initially built for trucks from the Quarry

Summary

Expansion OK

5 cents/tonne levee

Local Company and support locals

Other vehicles involved, not just Quarry trucks

DSC slack

Intersection modifications OK except King and Duke St Paterson

New Quarry access excellent

Paterson By-pass IMPORTANT

Second Railway crossing required

Flashing Lights at approach to existing Railway Crossing on Gresford Road

Big Service Centre for everyone now.

No complaints from Brandy Hill Drive residents