

Our objections to the proposed development application are based on how it will directly impact our business, Paterson Post Office, and also the local community.

Paterson Post Office was opened in 1885 in its present position on the corner of King and Duke Streets Paterson and has faithfully served Paterson and surrounding districts since then.

Environmental Impact Statement.

It was easy to find the traffic impact assessment under appendix H. However it was extremely difficult to find the traffic plan diagram for King and Duke Streets alluded to in the assessment document – eventually found in “Engineering & Transport Assessment Figures”.

In the impact report under section 1.3 – Issues and Objectives it states :-

“Assess the impact on the local road network due to the additional traffic flows associated with an expansion of the quarry from the current extraction rate of 900,000 tonnes per annum to 1,500,000 tonnes per annum”. It should not be from 900,000 but from less than 500,000 by road as per current disputed consent. When Railcorp operated the quarry it worked within consents and was considerate of the neighbouring areas. One of the quarry managers would come in to the Post Office during May and tell me that the number of trucks would drop off as they were reaching the annual quota.

The applicant took over from Railcorp in late 2012 and since then has ramped up the output from the quarry, mainly going out via road (not rail) and therefore the number of trucks has increased dramatically. This was all done for pure profit with no regard to the communities it affected.

In the impact document it mentions the 90 degree bend at either Gresford Road/Tocal Road or Gresford Road/Duke Street – in the figures document it shows Gresford Road/Duke Street. This is deceptive as Gresford road actually starts up the other side of the railway. The intersection is King and Duke Streets and shows that the applicant and report author has used google maps for a base and drawn lines on it, probably having not left their office or bothered to check.

In the traffic impact assessment it discusses this intersection in different places:-

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“As part of the project, it has been identified that the 90 degree bend at Gresford Road / Duke Street in Paterson can be upgraded to provide a raised central median which will direct vehicle movements and reduce the potential for collisions whilst also providing for a pedestrian crossing at this location.”

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“The upgrade at the 90 degree bend in Paterson will ensure that all vehicles drive on the correct side of the road and do not cross over the centre line. The upgrade also allows for a raised central pedestrian median to assist pedestrian crossing the road in this location and improve road safety for these pedestrians.”

Note: no mention of pedestrian crossing in second version and no provision shown on street diagram.

In the Engineering & Transport Assessment Figures report – page 10 - we see Daracon's plans for the intersection of King Street and Duke Street in the village of Paterson. This diagram came as a complete shock to us and if it comes to fruition would have disastrous consequences for our business.

The new alignment on the corner will eradicate all parking in front of the Paterson Post Office and some at the side. It also shows that cars parked on the opposite side of King Street in front of the service station and cafe appear as being hit by trucks passing the new medium strip. This would mean people collecting their parcels, and sending items or paying their bills would be required to walk a long distance to the post office - if they could find parking. Parcels of over 10 kilos are common, with many larger sizes, e.g. saddles, wine, small white goods, the list is endless. The Australia Post contractors also need easy access to the building for drop-offs and pick-ups, these occur from 7am till 4.45pm Monday to Friday, along with couriers i.e. Startrack and Dungog Parcel Service. Also Australia Post organises a security pickup by Armaguard each week- where will they park? The special 10 minutes parking, which is in front of the Post Office would disappear, nowhere is it mentioned about the planning of this. Also on this corner is a telephone box and 2 telstra cable pits - would they need to be removed/relocated ?. The public telephone is an absolutely essential service - please don't say everyone has mobile coverage, in Paterson we don't - we have been told we are in the next rollout, every year. The local member recently said he had heard something was happening in the future, but not what year. Previous members for the district have stated they have said something in parliament etc, etc.

At the Post Office our official parcel scanner does not always work properly due to minimal mobile coverage, just ask ANY resident who has picked up a parcel. To send the scans, we must walk outside the post office right to the corner of King and Duke Streets (of course the best reception is in the middle of the road ) to upload the details, again ask any Paterson resident if this is true. We would now have to walk into traffic or across the road to upload the information. This is a regular occurrence. We have to scan the parcels as it is a part of our agreement with Australia Post.

Nowhere in the document does it say about the amount of car parking spaces to be removed. It might surprise people, not only cars, but horse floats, caravans, trailers, cattle transports, and many others require parking, it still is a rural community. The parking in King Street will be also impossible, as the plan shows, the cars already parked will be run over by the trucks especially the 10 min drop off point. Many senior residents need parking in this area, with the Chemist, Doctors, Newsagent, Post Office and Service Station being impacted on. No mention is made in this document, only about trucks from the quarry, do the people not exist after this matter is rubber stamped, does the town now not exist. There is NO detail about how this is going to happen or timeframe or even talking to the businesses who will suffer by this proposal. How can the greedy applicant dictate that it must profit from expansion and strangle the long established businesses in Paterson.

The pedestrian refuge is very dangerous as the 80 trucks an hour, how would one get across the road anyhow. The concrete (I gather that what it is) again no mention what the lines are for would force the trucks to go wheel to wheel, see diagram Appendix H shows the truck tyres meeting as they go around the corner at the side of CBC Bed and Breakfast and the Post Office. Putting in concrete blocks and removing parking will be a quick death for the Paterson businesses. A historical

town has survived since early 1800s to be destroyed my one business, seems to be unbelievable. We also employ people, pay land rates and taxes yet have no say in what will destroy these livelihoods.

The documents especially Appendix H leaves so much wiggle room for the developer with motherhood statements, but no firm details. It seems to be cut and paste and goggle maps to confirm their proposals, with facts like getting the streets wrong, not knowing about infrastructure of the town, and its needs, the speed of the trucks, try seeing a truck come down Duke Street with its dog fishtailing and realise how dangerous it is. A walk around Paterson would show these problems.

Tucker Park will be ruined by these trucks anyone trying to enter or exit from this popular tourist park would find it difficult with limited sight, especially exiting and heading north from the park.

We constantly hear jobs are needed and the quarry must expand, and grow, but if you say what about the people affected you see blank expressions, they have no answer.

The document does not state who will pay for the road changes and what timeframe will it be, this is again very open ended.

I have not been able to find any data in the traffic assessment on the queuing effect of the main Northern rail line level crossing in King Street, Paterson. This is a very busy crossing with it being a major rail freight route and local and intrastate passenger services. There are many times when long freight trains leave the siding at Paterson heading north that cause this crossing to be closed for more than just a few minutes. Road traffic builds up on either side of the crossing when this occurs.

On page 19 section 2.5.5 – Existing Site Flows – this section needs clarification as it shows the total quarry sales financial year tonnes. These figures need to be expanded to show separately how much was taken out by road and rail – not just a combined figure. Also dividing the total tonnes by 32.5 is misleading. Not all road transport is by truck and dog (32.5) some is just by truck (12.5).

On page 57 – Section 6 – Summary and Recommendations - it states “Whilst the volume of material extracted over the year is proposed to increase, the hourly number of trucks associated with the development will not increase and will remain at the current rate of 40 trucks per hour inbound and outbound.”

There are numerous problems with this statement :-

- 1) This is actually 80 truck movements per hour – 40 in and 40 out.
- 2) The current rate as stated of 40 trucks per hour is excessive and is in total contravention of the current disputed consent
- 3) Table 4.4 on page 48 shows that the increase in truck movements is projected to be 4 to 5 times the current average rate

“From the project work completed for Martins Creek Quarry, it can be seen that the proposed changes and increases to the output of the quarry will have an acceptable impact upon the local road network, as the hourly traffic volumes will remain similar to the existing levels.” Once again this is misleading as the current operation by Daracon is well over the disputed consent and these levels should not be used as justification for this development application.

As far as benefits to the businesses in Paterson, even from the current quarry operation, I cannot see any, How many trucks fill up with diesel from the service station – none, how many do transactions at the post office almost none, how many buy meals from the cafe – a few – but probably when there is a truck queue at the quarry. When the state government decided to divest itself of the quarry lease it should have ensured that the appropriate legal development consents were in place before the transfer occurred. Since Daracon took over from Railcorp they have seemingly taken the attitude that we will do as they please as regards to extraction rates and road transport. They are currently in court with Dungog Council over severely exceeding current consent conditions.

Also attached to our submission is a petition we have organised in the last few days. It should give weight to our argument that our customers and therefore our business will suffer if the application in its current form is approved.

At the recent community meeting held by the Department of Planning staff, we were advised to lodge submissions by the due date but owing to the length and the complexity of the EIS we could advise that supplementary submissions would be lodged. We have contacted our Australia Post Network manager and forwarded a copy of the proposed plan for traffic changes in Paterson and will be taking this up with the appropriate managers within Australia Post. As this may take some time we reserve the right to make a supplementary submission.

If consent is to be granted conditions must be put in place to ensure that the community does not suffer unnecessarily – things like restricting road transport tonnages and hourly trucking numbers to reasonable levels to give residents a chance to enjoy a safe village life. All output above these limits to go out by rail. Road transport hours should not be extended to 5:30am to 7:00pm 6 days per week as requested. Conditions attached to any consent must be rigidly enforced and if broken must attract significant penalties or revocation of consent.

In conclusion - allowing the proposed expansion in the way that Daracon wants will have a severe detrimental effect on our business and that of other businesses in Paterson and the surrounding communities in general. Truck movements will increase, parking will be lost and businesses will suffer and the only entity benefiting is Daracon.

We are opposed to this application.

Phillip and Michele Ellicott

Paterson Licensed Post Office

22/11/2016

