

## **A submission to the NSW Department of Planning in regard to the proposed expansion of the Martin's Creek Quarry, Martin's Creek, NSW**

We wish to strongly object to the proposal by Daracon Quarries to expand the Martin's Creek Quarry. In doing so we outline below the impact on our safety and the personal and financial impact on us that will arise from the proposed expansion. In addition, we make recommendations as to how the current and potential impact, not only on our selves but the broader community living on or using Belmore Rd, Lorn, and Paterson Rd, Bolwarra, could be minimised.

### ***Impact***

As residents of Paterson Rd Bolwarra we have been significantly impacted by the current Martin's Creek Quarry activities. The proposed expansion of the Quarry activities (including extending working hours of the quarry into weekend) will most certainly exacerbate the impact that its activities have on our safety and day to day lives. The current impact is already of significant concern to us.

### ***Current Impact***

The primary direct impact on us concerns heavy vehicle traffic along Paterson Road.

In particular,

#### **1) Safety**

We are very concerned about the impact of heavy vehicle traffic that services the Martin's Creek Quarry not only has on our safety, and those whose residence and businesses front on to Paterson Rd, Bolwarra, but also the community at-large who travel along Paterson Rd, Bolwarra which has, in the recent past, seen significant increased traffic movements with the residential developments at Bolwarra Heights and Largs.

That part of the Bolwarra community that fronts onto Paterson Rd is not only a residential community but also includes a childcare centre, café/shop and small businesses that local residence and visitors to the region use daily.

The access to Paterson Rd from the driveways of many properties fronting Paterson Rd in Bolwarra are blind to transit traffic and at least one neighbour no longer parks within their own property in order to avoid being struck by transiting vehicles. This inherent danger along Paterson Rd is reflected in the current signage posted by NSW Roads and Maritime Services that includes an advisory speed limit sign of 45km/hr when negotiating a bend in the road and signage indicating blinded driveway entrances and exits. In spite of this many heavy vehicles, and presumably those servicing the Martin's Creek Quarry, exceed the current speed limit of 60km/hr leaving little opportunity to safely avoid an accident.

In addition, when traveling toward Lorn from Bolwarra there is a dip in Paterson Rd, at the corner of Westbourne Rd and Paterson Rd, which creates a blind spot so that vehicles traveling along Paterson Rd toward Lorn cannot see oncoming smaller vehicles traveling toward Bolwarra. On those occasions when vehicles veer across the dividing line, as they do, there is the potential for life threatening accidents when they are traveling at speed coming up the rise on Paterson Rd into Bolwarra. Our neighbours have had their vehicle re-ended on more than one occasion while trying to enter their property. We have also had a

number of occasions where we have almost been rear-ended by a following vehicle. There is no doubt that the likely-hood of such road accidents will be exacerbated if the truck movements increase and or include weekends when the tourist traffic and street parking, often to use the iconic Bolwarra Café, increases.

We appreciate that safety involves all types of vehicles traveling along Paterson Rd. However, the consequences of a collision involving a heavy vehicle and general commuters or pedestrians, which include families and children, alighting to enter the childcare facility and or other businesses or using the designated bicycle cycleway on Paterson Rd, would be devastating to all concerned. We are making a concurrent submission to the NSW Roads and Maritime Services in this regard as this matter also involves other users of Paterson Rd, Bolwarra and the physical characteristics of the road.

## **2) Personal Impact and costs**

2.1 We are awoken by heavy vehicle traffic noise that has started as early as 4:30am most Monday to Friday mornings and certainly involves persistent heavy vehicle traffic by 5:30am. This traffic typically involves empty heavy haulage trucks that are travelling well in excess of the designated speed limit. As these heavy haulage trucks travel past our property on their way to the quarry they not only make the usual heavy vehicle engine accelerating noises as they attempt to negotiate the incline at the corner of Paterson Rd and Westbourne Rd, but the tailgates on these empty double-bogie heavy cartage vehicles make an abrupt loud banging noise as they go over road humps and or potholes.

2.2 Throughout the day this heavy haulage vehicle traffic continues and includes movements both to and from the quarry. This traffic has resulted in damage not only to public facilities such as the road but also damage to our residence and that of our neighbours that includes cracking of windows and plasterwork in rooms nearest to the road due to the vibrations produced by these heavy transport vehicles. This includes damage to irreplaceable etched glass windows and plasterwork with heritage value identified and regulated by Maitland Council. The vibration is also impacting on the structural integrity of the peer-based foundations of our residence. This damage to our residence has a major impact on us because it imposes direct costs on us for the restoration or repair of such damage that is above and beyond normal wear and tear on our residence. This is not a simple matter as any repairs or structural modification to the frontage of our property and residence is under strict restrictions imposed by Maitland Council. Consequently, any changes and restoration to deal with the impact of these vehicles on our residence become protracted and very expensive to us.

2.3 The noise, which can also include that arising from air brakes even though they are not supposed to be used in this area, and diesel emissions (odour and particulate matter) that arise from these vehicles is such that we are often unable to open our front door and or front bedroom windows to allow fresh daytime air flow through the house. This can be particularly bad when there is a traffic holdup due to peak traffic movements and these

heavy vehicles are near stationary belching diesel fumes outside our residence. Not being able to open up the front, and oldest part of our house has resulted in mould build-up in these front rooms.

### *Future Impact*

#### **1) Safety**

The proposed increased extraction of hard rock materials and consequential increase in heavy vehicle transport of those materials arising from the proposed expansion and extension of working hours of the Martin's Creek Quarry, will not only exacerbate the impact that the heavy vehicles are already having on our residence and lives but will significantly increase the likelihood that our safety, those of our neighbours and anyone else using Paterson Rd Bolwarra will be at significantly greater risk of accident or injury.

#### **2) Personal Impact and costs**

Any increase in movements of heavy transport vehicles traveling to and carting heavy materials from the Martins' Creek Quarry along Paterson Rd will exacerbate the current damage to our residence and those of neighbours. This will be at considerable financial cost to us particularly given this involves specialised work necessary to comply with and preserve the heritage status of the buildings and area. We are not aware of any opportunity for recompense and thus this becomes an impost on us alone. This is not acceptable to us when the likelihood of these events can be reduced if not prevented.

### ***Recommendation***

That all heavy vehicle traffic transiting to or from Martin's Creek Quarry that needs to travel the New England Highway at or near Maitland should be required to transit to and from the New England highway via what is known as the Third Hunter River Crossing along Flat Road and Melbourne St, East Maitland. This route is wider than Paterson Rd and residential buildings along this route are well back from the roadway. Using this route will not only prevent all the issues raised above concerning the impact of heavy vehicles on the Bolwarra community but also the impact these heavy vehicles are having on the community fronting Belmore Rd, Lorn who face the same impacts.

We understand that Daracon Quarries have the capacity to so direct their drivers and have done so. This has reduced the number of Daracon badged heavy vehicles using Paterson Rd at Bolwarra but some continue to use this route. Not all heavy cartage vehicles involved with the Martin's Creek Quarry are at the direction of Daracon Quarries and use their own discretion about the route they use. In order to reduce such vehicles from unnecessarily using Belmore and Paterson Roads we believe rezoning the use of Belmore and Paterson roads, from the junction of Ken Tubman Dr and Belmore Rd, Maitland, to the Bolwarra round-about at the corner of Paterson Rd and Flat Rd to 'light (<4.5 ton) traffic only' is necessary. Furthermore, that the current maximum speed zones be revised and adjusted as proposed by us in our submission to the NSW Roads and Maritime Services which is attached.

We urge the NSW Department of Planning to consult with NSW Roads and Maritime Services about our proposal. We believe our proposal will resolve both the current concerns about the safety of the entire community using Paterson Rd in Bolwarra and concurrently reduce the impact of the unnecessary movements of heavy

vehicles associated with Martin's Creek Quarry through the Bolwarra and Lorn communities.