

I oppose the Martins Creek Quarry Expansion to 1.5million tonnes. I further propose that the extraction level be reduced to the 300,000 tonnes that was the limit under the 1991 EIS consent.

This application sees application for truck movements to be increased from 24 trucks per day to 600 trucks per day. These truck movements are through the village of Paterson – but as the first rural village in the Paterson Allyn Valley impacts on the amenity of the entire area.

The Paterson Allyn Valley has retained its rural nature within the Hunter River catchment when much of the rural nature of the Valley has been lost in the expansion of the open cut coal mining operations .

We breed cattle, run a wholesale nursery & value to historic nature of our valley & have restored a 1870's homestead & are in the process of restoring a 1820's homestead – important to early Australian history – as is the village of Paterson.

Paterson is our local service town – we buy our food in town, use the post office & chemist. We get our vehicles serviced in the town & have our machinery & irrigation equipment repaired there. We attend church in the town.

We have been at Paterson for 11 years – having moved our rural enterprise from Jerry's Plains – a rural community that was decimated by the quarrying business – open cut mining.

Paterson is a model rural community that many State governments over the years have been trying to encourage. It is a community with high employment, both local & dormitory for Maitland & Newcastle, good community involvement (look at the monthly activities in the Paterson Psst – our local newssheet), good education, health & transport services & access to clean, ample & reliable water.

TRAFFIC

To have the traffic associated with this proposal roll through our village:

- * would totally destroy the safety & amenity of our village.
- * It would impact on the viability of the businesses in the community which provide employment & services.
- * It would impact on the nearby businesses associated with the area being a wedding venue destination, the area as a tourist destination.

The proposal required the company to answer a number of questions including whether there was any alternative to the proposed action – Daracon answered NO. It is my understanding that there is an alternative route that would have the trucks go on Martins Creek Road , after construction of bridges & road widening, rather than through Paterson.

WHY was this not entertained?

LOSS OF HABITAT

The proposal has a clearing of 37.8 ha. This is unacceptable.

The Daracon proposal is not part of a larger Government initiative. However, at the time of this proposal there has been a Hunter Regional Plan just been handed down.

Any reduction in habitat needs to be looked at in a cumulative sense. The Hunter Regional Plan sees an increase in residential development in the Lower Hunter. Surely there will be loss of habitat with residential development.

One has to ask whether the needs of the community both human & natural are not more important than the profits of one family?

HOURS OF OPERATION

How can a family have the temerity to propose an increase in hours of operation?

- ***increasing the hours of operation,***
- ***for quarrying to 6am – 6pm (Monday to Saturday),***
- ***processing to 6am - 10pm (Monday to Saturday),***
- ***mixing and binding to 4:30am - 10pm (Monday to Friday) and 4:30am - 6pm (Saturdays),***
- ***stockpiling, loading and dispatch of road transport to 5:30am - 7pm (Monday to Saturday)***
- and***
- ***train loading retained at 24 hours per day, 7 days per week,***
- ***Maintenance works retained at 24 hours per day, 7 days per week,***

This would see not only an increase of trucks on the road but see an increase of when these trucks are on the road.

What is the impact on the village of Martins Creek with such an expansion of operation hours?
Surely it would significantly reduce the amenity of the residents in the village

HISTORIC IMPACT

Daracon have answered that their proposal would not impact on any National Heritage Places – 3.1

Paterson is a village settled early in Australia's white history. Many of the early buildings are still standing. We are not able to do anything to the dwellings on our property without proper approval which considers their historic significance.

I certainly consider that these properties only have significance within the context of the village of Paterson. A destruction of Paterson would see a destruction of the historic value of the buildings that have been preserved within the village & its surrounding area.

IN SUMMARY

I would like to see Daracon restricted to the taking of 300,000 tonnes of material from the quarry.

That the hours of operation are restricted to what the "reasonable man" would want his neighbour to operate.

No clearing takes place, particularly given the likely cumulative impact of any clearing foreseen in the Hunter Regional Plan.

That the history of the area be taken into consideration – it is not just the quarry it is the wider impact of trucks travelling through our historic area.

I have not made a reportable donation

Julia Wokes 24.11.16

