



Jenny Aitchison MP

Member for Maitland

3 November 2016

Director, Resource Assessments
Planning Services
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001



Dear Director,

Sir/Madam

I wish to make a submission on behalf of the Bolwarra Heights Community Group regarding the proposed expansion of the Martins Creek Quarry that will allow the quarry to increase its maximum output to 1.5 million tonnes a year.

The Group is comprised of a number of residents from Bolwarra Heights who have experienced the social impacts of the Quarry since works commenced in December 2012, when I was advised Daracon was operating outside its consent conditions. I understand this matter is currently before the courts, with action being taken by Dungog Shire Council.

The Group have provided a summary of their concerns and I have enclosed this document for your attention and information.

I would urge you to consider the concerns of the residents.

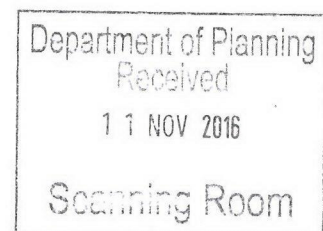
Yours sincerely,

Jenny Aitchison MP

Member for Maitland

Shadow Minister for the Prevention of Domestic Violence and Sexual Assault

Shadow Minister for Small Business



The Bolwarra Heights Community Group

Outline of Objections to the Martins Creek Quarry expansion Nov 2016

Who are we? The Bolwarra Heights Community Group is made up of residents who live on or near Tocal Rd Bolwarra Heights, mainly in the narrow section of Tocal Rd between the intersection of Maitland Vale Rd and Paterson Rd. Our group was formed in 2014 due to our serious concerns for road/pedestrian safety and increased road noise and congestion caused by a major increase of quarry truck traffic on Tocal Rd, this increase in quarry trucks was a result of Daracon's Martin Creek quarry supplying hard rock for the Hexham rail depot upgrade, the quarry increased output from 300,000TPA to an estimated 1 million TPA for the duration of the project. This increase was outside their DA approved output capacity and was NOT approved, continued complaints from residents in all affected communities to the EPA and to Daracon had no effect on the situation.

What we are asking for with this EIS and DA to increase output to 1.5MTPA?

We ask that the application to increase quarry output be rejected for the following reasons:

1. Pedestrian and vehicle SAFETY. The section of Tocal Rd between Maitland Vale Rd and Paterson Rd was originally built as a minor access road to local farms from Maitland Vale through to Lambs Valley, now it is the main road to Paterson and Dungog areas, it is a narrow and congested and NOT suitable for fully laden 50 ton double quarry trucks at a rate of 80 movements per hour. It is very narrow with no shoulders to avoid a potential accident, power poles and one side has a pedestrian footpath with NO room for error with the pedestrians walking within one metre of these large trucks doing 60kmph.
2. Local NOISE at our homes. This section of road is a tree lined previously quiet part of the community to live, that is why we moved here, with the illegal increase of trucks in 2014/15 as mentioned above the noise was unbearable for all with empty quarry trucks rattling through as early as 4:30am and going well into the evening each day. This propose increase will see at least 50% more truck movements than in 2014/15, it is totally unacceptable that we and other residents should endure this just to allow one company to enjoy healthier profits. NB: the EIS states that of all areas surveyed, the Tocal Rd area will be the MOST AFFECTED by proposed increased (69dba).
3. The EXTENDED HOURS asked for will mean that Daracon, contractor and private quarry trucks will be on our roads from before the quarry opens to after it closes, this in our area will mean FROM 4:30am till 8:00pm continually for 6 days a week. This is totally UNACCEPTABLE.
4. The CONSULTATION process of the EIS was a farce. We and other concerned groups attended the scheduled meetings, but it was only one way communication, we were not allowed to give input or query the expansion plans. All it did was allow Daracon to ste in the EIS that they have consulted with the communities. It was a complete waste of time for what we as concerned residents required.
5. The EIS has not taken into account future housing communities vehicle loading or the COMBINED TRUCK loads or both Martins Creek and nearby Brandy Hill quarries into consideration. Trucks from both quarries meet at the intersection of Tocal Rd and Paterson

Rd which now makes this tight intersection very hazardous for all users. The vast increase in trucks proposed by the Martins Creek quarry expansion would see this intersection and the roads south extremely congested and dangerous.

6. The vast majority of trucks that haul to and from their quarry are non Daracon trucks (contractors or private trucks). Darcon (David Mingay) has openly admitted and the company has proven they have NO CONTROL over the non Daracon Trucks which regularly do not conform with Daracons road use policies in the way of speed reductions, engine breaking and general poor/noisy condition of the trucks. Any expansion of the quarry will see the amount of non Daracon trucks and their associated problems increase dramatically and Daracon will still have no control.
7. We strongly believe the ENVIRONMENT around the Martins Creek quarry will be severely affected by the clearing of an additional 37 hectares of native forest. Endangered species have been identified in this area, what right has Daracon to take the native environment away just to increase profits for some company or persons? Our local roads have seen a vast increase in traffic over the last few years with many native animals being hit and killed by road users including possums, lizards, snakes and kangaroos, any increase in truck movements will only exasperate this problem
8. It has been stated that the quarry does not pay the State Government any royalties for the tonnage of product that is extracted from the quarry. It is also understood that the ongoing major repairs to Tocal Rd is funded by our taxes, this is not acceptable.

What limitations or changes to the EIS would we suggest if the project was to be approved?

If the Department of Planning and Environment chooses to approve the EIS, we ask for the following limitations and improvements:

1. That the output tonnage carried by trucks from the quarry is limited to 300,000TPA, that is, any extra to 300,000TPA be transported by means of rail transport.
2. Hours of truck haulage are minimised to between 7am till 5Pm Monday to Friday.
3. That Daracon enforce a 40kmph speed limit to **ALL** trucks that travel the section of Tocal Rd between Maitland Vale Rd and Paterson Rd, and that engine breaking is not used in residential areas.
4. A system be implemented that gives clear identification of **ALL** trucks that haul to and from the quarry, similar to the high vis ID labels used by coal mines. This will help identify rouge truck drivers on the public roads, and that Daracon enforce a disciplinary system to deal with drivers who contravene Daracon's procedures.
5. That Daracon contribute to public road repairs and upgrades, minimising the burden on tax payers.
6. That Daracon enforce that ALL trucks comply with a 'minimum good condition standard' which will minimise noise on our roads. Currently the owned and operated Daracon trucks appear to be to such a standard, but nearly ALL non Daracon trucks are below standard.
7. That Daracon supply new electronic speed advisory signs on either side of Tocal Rd in our vicinity.