

4. Rail as an alternative carrier/investigate potential off loading points:

a) It was pointed out at the meeting 24/6/2021, that Bloomfield Quarry and Hexham could be potential off loading points for the gravel if transported by rail. Daracon trucks could then transport loads to required sites. Major roads from points such as these are easily accessible instead of navigating the winding and poorly maintained roads for at least 23 kilometres.

Parking in Paterson:

a) If you park on Duke or King Streets and a B-double is passing in front of the Butcher's, IGA P.O. Service Station or Country Café you must stand flat against your car with door closed or if you are wise jump around to the footpath. It is a walk on the wild side when those trucks are bearing down on you.

b) Daracon has bought a block of land for us to park in while shopping but to reach the two major shops it is still necessary to cross to the PO corner thus braving the huge trucks. Every day the above streets are filled with parked cars, also on the road to the Pharmacy and Surgery. Exiting that car park also would be dangerous for drivers.

c) School buses from Maitland and Dungog public and independent schools drop students at the P.O. thus adding to the general congestion at this very dangerous corner.

Community Consultations:

- a) Initially it seemed that Daracon was going under cover. The notifications for consultation were sent only to residents within, I think, a 4 kilometre radius of Martins Ck. We did finally have two very professional Umwelt ladies come to our house. We felt that Daracon was and is going through the motions of ticking boxes.
- b) At a Tocal meeting with the community a couple of years ago, Mr Kelly, when asked about Daracon having a Badgery's Ck contract, confirmed that was correct. Yes, it is a huge and important development ... the Western Sydney Aerotropolis too BUT why can't Daracon follow the example of the 'Gold Standard' Marulan quarries? eg building noise and dust chambers, and placing effective lighting covers over loading points and using rail to maximum effect? Apparently according to a former engineer who is familiar with the rail into the quarry, it would be a feasible proposition. After all, it was stated in the Land and Environment Court that Daracon's income during the time it was illegally quarrying, was \$100,000,000.
- c) So, you can see why our communities are at a loss to understand why there seems to be no intention on the part of Daracon to compromise and reassure us of a decent standard of living.