

My opposition to the Martin's Creek Quarry Expansion proposal is based on the key point that no residential community should have such a burden of hazardous traffic movements inflicted on them. If 'state significance' does not take into account the well-being of its residents, then what is it that the 'state' regards as significant in the first place? If the residents of a particular area of NSW, and their physical welfare are not significant to the state, then what is? **Any 'state' which disregards the welfare of its citizens fails to adequately represent its constituents.**

My objections involve the impact on the geographical areas listed below, all of which are in the proximity of, or will experience significant impact from, the proposed extension and traffic use.

Impact on residents of Paterson, Martins Creek, Butterwick, Duns Creek and Tocal

All current and future residents in these areas will have increased hazards in their daily lives, including

- Difficulty exiting and entering driveways and properties
- Driving risks, due to increased combinations of trucks, farm machinery movement, stock movements, wild animal movements and more cars due to proposed residential development.
- Danger in transporting children to and from school along truck routes
- Danger in parking, crossing roads, and using local village services, such as shops, post office, chemist, medical practice, School of Arts Hall, churches etc
- Damage to road surfaces by major heavy trucking movements, on roads built on clay soils of floodplain of Paterson River.

Impact on residents of Duns Creek

The residents of Duns Creek were reported in the proponent's previous submission as not having responded to surveys and requests for information. Until very recently, there were no letterbox drops or information circulated by the proponent in this area. We have lived here for seven years, and until May this year had received NONE of the information circulated by the proponent in other areas, and no notification of any public meetings.

Duns Creek depends entirely on the village of Paterson, and further centres of Green Hills, Lorn, Raymond Terrace and Maitland, for all its services, medical, shopping, schooling, etc.

There are no shops or schools, or any community hall, in the Duns Creek locality, yet there is a significant community here, which is increasing steadily, due to sales of farming land for property development, and additional housing. Within five km of our home, at least eight new dwellings have been built in the last 2 years.

All traffic from Duns Creek must use Duns Creek Road, then Butterwick Road or Paterson Road, to gain access to the village of Paterson, and beyond. The turn from Paterson Road into Butterwick Road is tight, and on an 80 kph stretch of road. Large trucks frequently encroach on the far side of the road to make their turn safely, both at that intersection and at the intersection of Butterwick Road and Duns Creek Road. Increased truck traffic will significantly increase the hazards faced by all Duns Creek residents, in negotiating the roads they **must use**.

The bridge across Paterson River close to Tocal Road is just wide enough for a car and truck to use at the same time, and has ZERO provision for foot, or cycle traffic. The access onto Tocal Road from the bridge, essential to navigate for any Duns Creek resident, or any other vehicle, including trucks, is an extremely hazardous turn, with vehicles approaching from both directions

at the speed limit of 100 kph. Since the preferred route for the proponent's trucks is Tocal Road, then the very high volume of trucks proposed, travelling legally at 100 kph, will render hazardous the turn onto or off Tocal Road for every vehicle.

Impact on Paterson

Paterson is an historically significant village, representing the earliest days of European settlement in the Hunter Region, and a long but relatively undocumented Aboriginal history.

The village is laid out along the Paterson River, and has a railway line across its main street, cutting the village in two. The rail line crosses the main access road to Newcastle and Maitland for residents of Vacy, Gresford, Dungog, and other districts beyond. The backup of traffic during the passage of trains is already significant, since coal trains take time to clear the intersection. The passenger trains on this route are relatively infrequent, but important to the community, and the XPT trains which travel several times daily to and from Brisbane and all major points between.

Imagine the impact, when a large coal train has gone through, and ten to twenty quarry trucks are lined up in each direction, in addition to the residents' vehicles of all these centres. Clearing the narrow street of Paterson, negotiating the turn outside the Commercial Bank Bed and Breakfast, and Paterson Post Office, will be not only difficult and dangerous for all the residential traffic, and service vehicles to the businesses along the road, but difficult and dangerous for the truck drivers, themselves, who seem to be the forgotten actors in this discussion.

The character, businesses, social fabric, and identity of the town of Paterson is under threat from this proposal. Every week, many public meetings, such as the CWA, the Red Cross, Rotary, the Fishing Club, and other community meetings, are held in the churches, community School of Arts, school and other venues, with often older constituents visiting those centres. Even crossing the road or parking become hazardous activities for those people, with increased truck movements, and may see the dwindling to nothing of these vital elements of village and community life.

Impact on residents of Bolwarra, Lorn, Largs, Pitnacree, East Maitland, Brandy Hill, Seaham, Raymond Terrace

The suburbs listed, particularly Bolwarra and Bolwarra Heights, Lorn, East Maitland, and Raymond Terrace, are built up areas with significant housing on standard quarter acre blocks, many of which have been in place for over 100 years, particularly in Lorn. All will now be subjected to traffic movements which render the very act of leaving their driveways, or having visitors parking on the roadside, hazardous and dangerous, given the size of the trucks to use these standard size roads, and the frequency of their movements along the roads. Some are new developments, such as Bolwarra Heights, with hundreds of new houses, exemplifying the development pressure in this corridor.

Residents of all these suburbs must also use the roadways to access all services. Bolwarra Heights, for example, has no shops or schools servicing hundreds of new dwellings and residents. Thus, all residents must use the proposed route of Paterson Road and Tocal Road, and will be subjected to significant hazards even turning onto those roads, by the existing short access lanes off Paterson Road. Tocal Road has NO safe turn lane to access the Bolwarra Heights development, thus vehicles wishing to turn off Tocal Road will be at constant risk of rear end collisions from increased truck numbers.

Future Development

If the proposed housing developments on the high ridges along Clarence Town Road go ahead, between Woodville and Wallalong, the number of vehicles using Clarence Town Road, Brandy Hill Road, Seaham Road, Paterson Road, the Dunmore Bridge, and Flat Road, will increase significantly, and continue to increase over the life of the project.

In the proposed 25 years extension, the number of children who are presently either not born, or very young, who will become drivers in the emerging new communities of Bolwarra Heights, and the proposed Wallalong Heights development, will place hundreds, if not eventually thousands, of new vehicles on the roads, in addition to the vehicles of their parents, tradespeople, builders and services, using the roads.

The conjunction of these additional vehicles, with the significant trucking movements, not only place great likelihood of damage on the road surfaces themselves, they also make navigation of such areas as the one lane Dunmore Bridge, the entry onto Paterson Road at the conjunction of Paterson Road and Tocal Road, and other locations such as the roundabout at Flat Road, and the East Maitland entry onto Melbourne Street, traffic zones likely to become significant bottlenecks for all travellers, for far more than the ten or twenty minutes frequently already experienced on working days at peak hour.

The current assessment of traffic use at peak times is inadequate and amateurish, in its failure to acknowledge the increase in traffic volumes as inevitable further development takes place over the next 25 years.

Impact on wildlife

The lives of many wild creatures will be threatened more than they are now, by the proliferation of trucks proposed. As the last refuge close to the cities of Newcastle and Maitland, for wild kangaroos and wallabies, phascogales, koalas, echidnas, reptiles such as lace monitors, and many bird species, all of which have been observed on the roads between Duns Creek and Woodville, the sacrifice of wildlife to trucking movements cannot be supported, and constitutes a form of ecocide.

Anecdote #1

While travelling along Seaham Road to Raymond Terrace, in daylight hours in May 2021, behind a large truck transporting materials from Hanson's Quarry at Brandy Hill, the truck was forced to come almost to a standstill behind a very slow-moving tractor using the road between farming properties.

The roadway has a speed limit of 100 kph. The size of the truck made visibility for drivers behind impossible, so we could not see what was impeding the progress of the truck, or anticipate its slowing to almost a stop. Passing the truck was impossible, due to frequent vehicles in the other direction.

The potential for cars to drive into the back of the truck was high. The truck driver made no attempt to activate hazard warning lights, to indicate that he was slowing below 80 kph.

Anecdote #2

On a Friday afternoon, driving home from work, I was tailgated by a truck with two trailers, which sped up after each turn to catch my vehicle, then sat only a metre behind me at 100p kph. This kind of activity indicates that the behavior of truck drivers is not always beyond reproach, and will be magnified by their own frustration at the significant traffic they will encounter along all the access roads to the quarry.

Anecdote #3

On a winter's morning, while commuting to work, I was travelling along Butterwick Road, near the intersection with Duns Creek Road. It was 8am and sunny, but a kangaroo leaped out onto the road immediately in front of my vehicle, and then across the path of a truck coming from the other direction. Both vehicles were travelling at 80 kph and another vehicle was close behind me. The timing of the kangaroo was, thankfully, impeccable and the event caused no accident.

The possible scenarios were:

- I collided with the kangaroo, and was impacted by the vehicle following, or veered into the path of the truck.
- The truck collided with the kangaroo, and was then thrown towards my vehicle, and the vehicle behind me drove into my vehicle.
- The truck veered to avoid the kangaroo, and hit my vehicle instead.
- My vehicle or the truck veered off the road.
- And so on THE POTENTIAL for such life-threatening encounters will be magnified many fold by the proliferation of truck movements proposed.