

Phillip and Michele Ellicott

Martins Creek Quarry Project

Application No. SSD-6612

We wish to lodge our **objection** to the amended development application by Daracon.

We have owned the Paterson Licensed Post Office on the corner of King and Duke Sts for more than 13 years and lived in Paterson for over 35 years. We have had firsthand experience of what the applicant did to this town – showing arrogance and total disregard in pursuit of profit. In fact it came out during the court proceedings that they had made \$100 million revenue during this time.

It should be noted that throughout the amended application it keeps showing the comparison with what the original application was attempting to obtain as against the new version. This is misleading as it was never approved. Any comparisons should be made against what is currently legally allowed and what Daracon is proposing. I think this was determined as 330,000 tonnes pa with only 100,000 tonnes by road and a maximum 24 trucks per day. Using these figures Daracon is asking for an increase of 5 times in road tonnage and around 10 times the number of trucks per day. This is the true increase they are after.

Paterson is a rural village and as such we expect to have a variety of trucks passing through. These trucks include stock feed, chicken farm, milk tankers, heavy machinery and shop deliveries. These all benefit Paterson and the surrounding area – our roads should not be used as a super freeway for gravel trucks.

The applicant is proposing a maximum of 40 trucks per hour – 5 days per week with a maximum of 280 truck movements per day. This will put an insurmountable strain on the road network all the way from Martins Creek to East Maitland. Starting at Martins Creek itself, then the one lane bridge at Gostwyck, Dungog and Gresford Roads intersection, King and Duke Streets Paterson, Tocal and Paterson Roads at Bolwarra, Flat Road roundabout at Lorn, and finally the 2 intersections in Melbourne Street, East Maitland. The intersections on Melbourne Street during peak times are already very busy and regularly have extensive delays. What will be the effect of throwing 40 large gravel trucks per hour through the area – the roads cannot cope. What also should be taken into account is that additional truck movements from the

recently approved increase from Brandy Hill Quarry will also impact on Bolwarra and East Maitland.

Another problem which seems to be missed is the school bus pickup near the corner of Duke and King Streets - recently we observed a large truck turning and then seeing the bus pulled up - it only just managed to swing around it. What would happen if it had rear ended it, students lined up to access the bus, and ones already on. We have had 5 accidents front of the Paterson Historical Museum in the last 4 years, mainly due to speed approaching Paterson along Gresford Road, with rain making the corner dangerous. Also the intersection of Church Street and Gresford Road handles quite a lot of traffic coming from residents of Webbers Creek Road and Boulton Drive along with those attending the public school and the preschool. With 40 additional truck movements per hour it will be much more difficult to safely exit onto Gresford Road.

After the court decision was handed down that Daracon was acting illegally outside its consent and they decided that they would not continue operations Paterson became a much better place to live. Paterson flourished as more people came to shop and utilise the centre's facilities – with the disappearance of the large number of quarry trucks that used to pass through. If this application is successful in its current form Paterson will once again suffer the brunt of the massive amount of trucks through the village.

The application shows that they want to cut part of the corner of King and Duke Streets and remove the 10 minute parking space out the front of the Post Office. As we own the Post Office licence this will directly affect our business – it is used by our customers, many elderly, to get their P.O. box mail, pay a bill or post a parcel. This parking space is also used by patrons of the newsagent/cafe across the road to quickly pick up their newspapers, bread or coffee. Once again Paterson will suffer.

I can see no financial benefit to Paterson – only to Daracon. When the quarry was operational, businesses in Paterson received little or no patronage from quarry operations; in fact they attract a lot more clients at the moment with it closed down.

All the businesses in Paterson are family owned and run with more staff involved than the 22 FTE working at the quarry - don't these matter? How many of the staff at the quarry live in the Martins Creek / Paterson area ?

The disregard of our worries seem to stem from – “we know best, but we’ll do it anyway” attitude. In a previous meeting held in Paterson the owner of Daracon said “if you don’t like it then move”.

The applicant should be made to stay with what they currently are legally allowed ie 100,000 tonnes per annum by road and make use of the existing rail siding to transport any increase in tonnage granted. The current rail siding at Bloomfield Colliery in East Maitland could be used as an unloading point and this has direct access to the New England Highway.

A lot of the submissions made being pro this development were by those who reside outside the area completely and are not adversely affected if it is approved – some were from interstate. We are the ones who will be stuck with the problems – not them. We had to bear the brunt of Daracon’s arrogance until the courts ruled that what they were doing was illegal. During this time they had revenue exceeding 100 million dollars – total greed at the expense of the community.

Allowing the proposed expansion in the way that Daracon wants will have a detrimental effect on our business and that of other businesses in Paterson and the surrounding communities in general. Truck movements will increase, parking will be lost and businesses will suffer and the only entity benefiting is Daracon.

We are opposed to this application.


Philip and Michele Ellicott

Paterson Licensed Post Office

22nd July, 2021

We have not made any reportable political donations.