

The Director, Resource Assessments  
Department of Planning and Environment  
PO Box 39,  
Sydney NSW 2001  
29/07/2021

Dear Matthew

My name is Aaron Worley and I live on Butterwick Road Butterwick. I object to the Martins Creek Quarry Project (SSD 6612) based on the following;

- Daracon has had demonstrated a continued breach of consent conditions since taking over operation of the quarry in 2012.
  - 2016-Found guilty by land & Environment Court- Daracon exceeded Dungog council approval to extract 3000000 ton of material by extracting 1.1million ton in the 12 months between 2012 & 2013
  - 2015- Daracon fined by EPA for breaching Erosion and Sediment control requirements.
  - 2020- Daracon fined by EPA- breach of site noise conditions and breach of erosion & sediment control conditions.

This would demonstrate that Daracon has little regard for consent conditions nor operating standards and should not be allowed to continue to operate the Martins Creek Quarry.

Daracons' application should not be approved based on the following

- Route 1 (Paterson Road) & Route 2 (Butterwick Road) are both described by the proponent as not to current RMS standard for the volume of traffic to be generated by the project but propose no upgrades. Both of these roads are rural single lane roads with no sealed shoulders or verges, and are unsuitable for heavy vehicles. Daracon are proposing 50 trucks movement per hour, which is one truck every 1.2 minutes. That is unacceptable for road safety, and would significantly impact residents in the area from both a noise & visual aspect
- The volume of traffic to route 2 (Butterwick Road to Clarencetown Road) is undefined and cannot be controlled by Daracon. Daracons' traffic management plan classes use as sporadic. What is the definition of sporadic? The company has stated that majority of the road transport is undertaken by subcontractors. Daracon cannot control what route these trucks will take once they leave site. The Traffic volume on the roads in the area is already congested with light vehicles. Significant residential development around Patterson & Vacy has increased the daily volume of light vehicles. The proposed volume of truck movements is unacceptable, and creates a significant safety hazard for light vehicles and pedestrians and traffic noise would impact the rural amenity.
- The Traffic assessment has not included cumulative impacts from Hanson Brandy Hill Quarry or Boral Seaham Quarry.
- Proponent has not considered nor assessed the impact of road transport noise on the community. As road transport represents 50% of extracted volume movement, this would be an impact of the operation.

The quarry has a dedicated rail line which is capable of transporting the current approved 300000ton offsite without impacting the community. Martins Creek Quarry could continue to operate at the

current approval limit in a sustainable manner using the dedicated rail line, without impacting the community. However a new Quarry operator would be needed, one that could demonstrate an ability to operate in accordance with consent conditions

I have worked in construction/mining for over 25 years, and acknowledge that quarries are a key supplier of materials for my industry. However Daracons' proposal is unacceptable as the impacts outweigh the benefits, and should be rejected on this basis.

Should you have any questions please do not hesitate to contact me at any time.

Yours Sincerely

Aaron Worley

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