

Sergio Diez Alvarez
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Paterson, 2320

Director- Resources Assessment
Planning and Assessment Department
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29th June 2021

Re: Martins Creek Quarry (Application SSD 6612)

To whom it may concern,

I write to **object** to the proposal of Martins Creel Quarry Expansion for the below reasons:

The increase in production from 330,000tpa to 1,100,000tpa will have a major impact on the health and wellbeing of not only us living near to the quarry but to all those along the propose haulage route.

This was clearly demonstrated with the previous illegal haulage from the quarry, however since then there has been massive property developments in many areas along the route and this will have a massive impact on individuals, businesses and overall functioning of all the suburbs along the haulage route.

This expansion has safety and wellbeing issues that will lead to long term costs on the local economy, health and education industries. This is not just about the small town and community of Paterson; this is about Maitland and all its surrounding communities, which will have a domino effect across the Hunter, as already seen in the hospital systems across Newcastle and the Hunter.

Our communities local lived experience along the haulage route and part of my reason for objecting to SASD6612 are as follows: -

- There were numerous accidents where vehicles parked within the shopping precinct were damaged by gravel trucks travelling through.
- Trucks impacted the traffic flow in the area by losing part of their loads when tail gates opened and trucks have jack knifed within Paterson causing complete road closures.
- Fearful of the interaction with the trucks locals began shopping elsewhere and our economy and local employment opportunities suffered.
- The amenity within the village suffered due to excessive dust, exhaust fumes, unbearable noise and horrendous traffic congestion. This was not only in Paterson, these consequences extended the entire haulage route into East Maitland and even through Lorn into Maitland.

- Pedestrian safety became a major risk. As with most small rural heritage village's part of the pleasure in being there, is leisurely walking around and soaking in the culture. This was lost to Paterson during that period and as such the tourist visitation suffered. Not only in Paterson but to the Dungog Shire as Paterson is the gateway to Dungog and the Barrington's.
- People started not attending their local social outings in Paterson and in a rural community this places a huge burden on the mental health of a community.
- The school drop off points along the routes from Maitland to Dungog in either direction became a real point of concern for parents and bus drivers. As most of these locations don't have verges to pull off and with a conga line of trucks (as it usually ends up due to other traffic and railway line closures) the risk to parents and students was intense.
- The haulage route has a direct impact on the access road to Paterson Preschool, Paterson Primary School, Paterson Sports Ground, Paterson Netball Courts, Paterson Golf Club, a local Church and the two local cemeteries. The route then dissects the historic village of Paterson. The only heritage issue covered in the submission covers truck vibration. The proponent has not considered the impact on amenity, cultural values and economics of dissecting a heritage town.
- The haulage route also beyond Paterson directly impacts Paterson boat ramp and dissects Tocal Agricultural College and the Hunter Regions Local Land Service Offices. Tocal is the hub of regional agricultural education and also is a centre of great historical significance. Tocal also has a function centre which is booked most days and nights of the week. All of this traffic enters directly into the proposed truck haulage route. The impact upon these services has not been addressed in the submission.
- From here to Bolwarra Heights on both sides of the route there are lots of property access points without merging lanes.
- In Bolwarra Heights there is a service station on the corner of the proposed Darracon haulage route and the existing Hansen Quarry haulage route. This intersection is already chaotic. SSD6612 has very little real qualitative and quantitative data to reflect this existing situation in the Traffic Impact Assessments. An assessment of the impacts (environmental, social, economic and health and wellbeing) of increasing the truck movements from 24/day to 280 /day has not been done.
- Five hundred meters towards Bolwarra we have the new Hunter Glen Estate. A massive housing development with only two exit points Both of these have to give way to the haulage route traffic. Most of the hundreds of homes already constructed in this estate are unaware of the proposed expansion at the quarry and blocks are still being sold without a mention of the proposed quarry expansion. This community has not been considered in SSD6612.
- Moving along the route we have residences either side of the route a Child Care facility access points to a church, access points to Sporting complexes, Bolwarra Primary School. Impacts to these have not been addressed in SSD6612.
- Further into the East Maitland, the haulage route dissects the Melbourne Street shopping precinct there are two sets of traffic lights. SSD6612 has not addressed the environmental, social, economic and health and wellbeing impacts within this area. There is no assessment on the increase from existing consent criteria to the new SSD6612. Given Maitland has been one of NSW growth centres over the last five years or more there has been no consideration

in SSD6612 how the proponents 25 years application will impact upon Maitland projected growth over the same time period. Costs and social burdens associated with this should be on the project proponent not the state or regional community.

The lived experiences within the local surrounds reflect a community and an environment under siege and include:-

- A decrease in air quality not only from increased operations and vehicular movements but from the proposed additional (210,000tpa up to 600,000tpa) rail movements. SSD6612 has not adequately defined these impacts. The silica nature of the product, the covering of the train wagons (as there is an intent to cover road trucks) has not been committed to. The rail will traverse through many built up areas and the health risk to those adjacent to the rail corridor has not been quantified.
- Understand the impacts of temperature inversions on the accumulation of exhaust emissions on the community during the proposed 24x7 train loading has not been assessed in SSD6612.
- Noise impacts in the noise impact assessment are not supported by real time data in the SSD6612 along the rail corridor and the inference that the quarry is inaudible away from the quarry is inaccurate. The quarry is often heard at distances over 2.5km away.
- The biodiversity assessment confirms the SSD6612 area to provide core Koala habitat. We can confirm this with siting's shown below. These pictures were taken and included in this application were by locals during 2021 off Vogels Road which adjoins the quarry. Data by the Threatened Species Scientific Committee shows koala numbers on the NSW North Coast will decline by a further 50% over the next ten years to around 4000. This proposal will have a significant impact. The SSD6612 application refers to a management plan yet in the same document states the rehabilitation of the site will be for grazing rather than proactive position of enhancing koala and native flora and fauna habitat. The area is also known by locals as a good area for quolls. It is surprising they weren't found during the survey period. The Spotted-tailed Quoll's conservation status is listed as vulnerable in NSW and endangered under the Commonwealth legislation.

I sincerely hope you consider my real lived experience and comments on the SSD6612. This proposal due to the impacts I have listed above should be rejected.

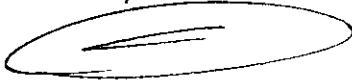
I appreciate the quarry currently functions and believe that a compromise can be made by all parties. To optimize safety, tourism, traffic congestion, pollution, wellbeing and nature- perhaps considering 10-2pm Monday – Friday as the time to undertake works. This eliminates school zones/ travelling to and from work for all those who live along the haulage route, enables tourism to continue on weekends for the local communities in Paterson and the Hunter. This enables harmonious co-existence, mutual respect for people and lives.

I for one work own a bulk-billing medical practice, we aim to offer our community a service to optimize their health and wellbeing. I have purchased the property at Paterson as a place where I can relax and connect with nature, be with my loved ones. My property has an abundance of wildlife such as koalas, kangaroo's, echidnas, an array of birds and lizards. I chose not to have domestic

animals in order to promote nature on my property. I am fearful that the quarry expansion will destroy my property and its habitants. Additionally, I have ponds that will be at risk of chemical waste run off.

I do not understand how it is possible that for the short-term benefit of money, Darracon can have so much power and influence to destroy local communities, impact the day to day lives of all families and businesses along the haul route. I do not understand with the knowledge we have about the environment, nature and future, how such a development can be supported, why alternatives that are not going to impact communities are not considered to be the only option.

Sincerely Yours

A handwritten signature in dark ink, enclosed within a hand-drawn oval. The signature appears to be "Sergio Diez Alvarez".

Sergio Diez Alvarez
Doctor & local business owner
Resident of Paterson

