



Martins Creek Quarry Update

INFORMATION SHEET 3

Amended Development Application and Response to Submissions Summary

May 2021

Contents

Revised Project	2
Truck Movements	3
Key Benefits of the Revised Project	4
Stakeholder Engagement	5
Environmental & Social Assessment Outcomes	6
Social	6
Traffic & Transport	7
Air Quality	7
Noise	8
Blasting & Vibration	9
Water Resources	10
Rehabilitation & Final Landform	10
Economic	10
Historic Heritage	11
Cultural Heritage	11
Biodiversity	11
What's Next?	12

Introduction

We have now finalised the Amended Development Application (ADA) and Response to Submissions (RTS) for the Martins Creek Quarry Extension Project. This information booklet provides a summary of:

- The Revised Project including a summary of refinements made over the course of the preparation of the ADA / RTS, based on feedback provided from the community and other key stakeholders.
- The assessment of environmental, social and economic impacts and the range of proposed mitigation and management measures. These measures are a combination of changes to the proposed project from what was originally proposed, enhancement of existing onsite management regimes, new measures based on technical advice and modern approval expectations, and suggestions from stakeholders during consultation activities.

Project History & Overview

The Martins Creek Quarry is licensed by Buttai Gravel Pty Ltd, which is part of the Daracon Group. It is an existing hard rock quarry approximately 7 km north of Paterson and 28 km north of Maitland, New South Wales.

In late 2016, Daracon submitted an Environmental Impact Statement (EIS) for the Martins Creek Quarry Extension Project (the Original Project). This EIS was part of the development application process commenced in 2014, for a State Significant Development (SSD), requiring approval under Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The application sought approval for a proposed expansion of the quarry and to consolidate existing consents and operations under a single, modern development consent. It also sought approval for the expansion of the quarry into new extraction areas in the West and East Pit, and to haul by road transport up to 1.5 million tonnes (Mt) of material per annum (pa) over a 30 year period.

Submissions received during the EIS exhibition period raised substantial concern regarding the operational parameters of the Original Project, associated impacts on local communities and the level of assessment that was undertaken for Original Project EIS.

Key concerns from the local communities related to traffic and transport (including the volume and frequency of truck movements and road safety), noise, blasting and vibration impacts, and impacts to rural amenity and lifestyles. Furthermore, some of the government agencies requested further information and/or revised impact assessments to adequately address the assessment requirements relating to noise, traffic and transport, air quality, social, water, land, biodiversity and rehabilitation.

We expect that the public exhibition for the ADA/RTS for the Revised Project will commence in early June 2021. During this period, the public can view the ADA/RTS on the DPIE's NSW Major Project Register and provide submissions to the DPIE to consider in their assessment process.

www.planningportal.nsw.gov.au/major-projects

Summaries of the consultation process and outcomes of key technical assessments are also available on the Project's Social Pinpoint page at:

<https://umwelt.mysocialpinpoint.com/martins-creek-quarry>

The Revised Project

Following detailed analysis of Agency and community feedback on the EIS for the Original Project and subsequent stakeholder engagement, Daracon has committed to a number of key project design changes and additional mitigation and management measures to minimise the project's environmental and social amenity impacts.

In response to Agency and community feedback, the Revised Project now includes a number of amendments including:

- reduced road transportation volumes and reduced peak hourly truck movements
- refined operational hours
- reduced proposed disturbance footprint
- reduced proposed quarry operation approval term.

The key features of the Revised Project include:

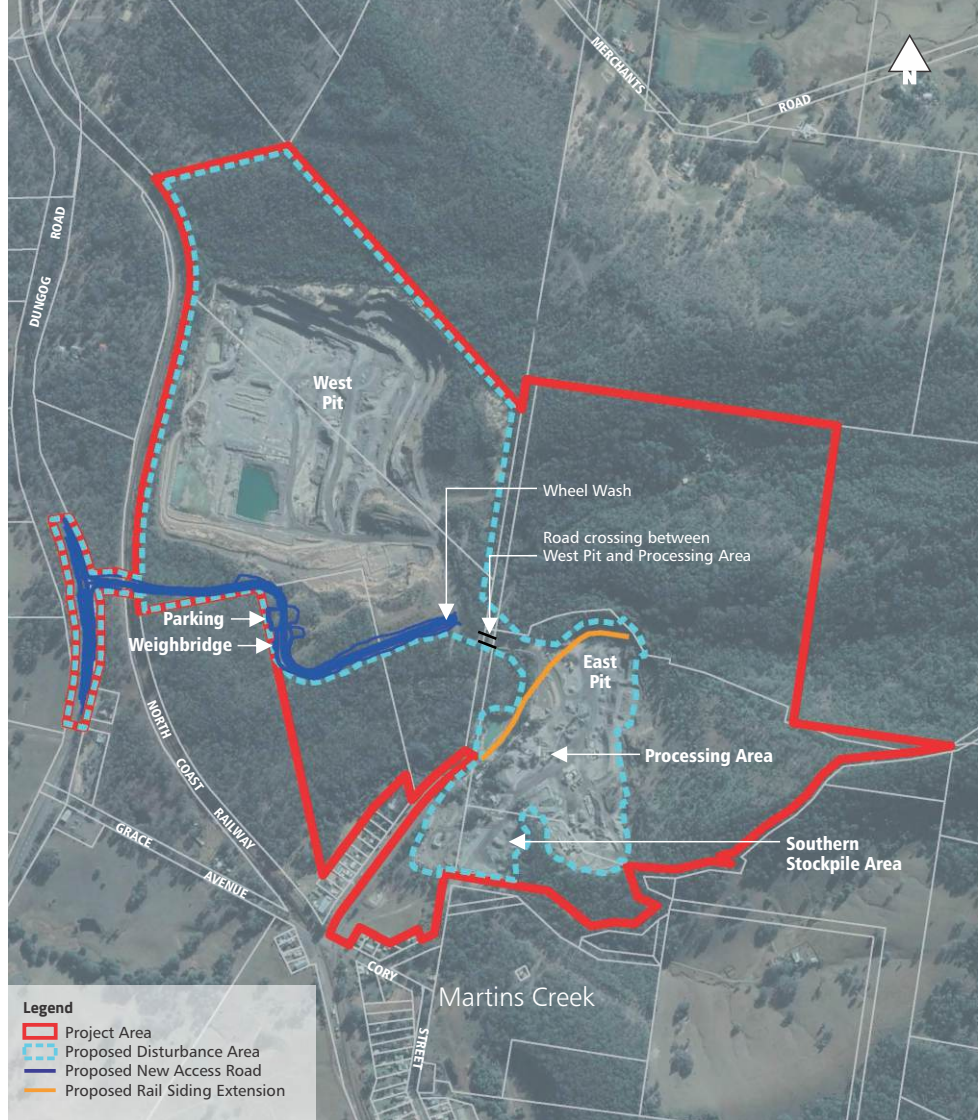
- extraction of up to a maximum of 1.1 Mtpa of quarry product material over 25 years, transported by road and rail, with road transportation up to 500,000 tpa
- revised product transport arrangements, including:
 - reduced peak daily laden trucks of 140 per day (280 movements) for up to 50 days per year, otherwise 100 laden trucks per day (200 movements) with the hourly peak consisting of:
 - 20 laden trucks per hour (40 movements), Monday to Friday between 7.00am and 3.00pm
 - 15 laden trucks per hour (30 movements), Monday to Friday between 3.00pm and 6.00pm
 - no road haulage of quarry product on Saturday
 - no road haulage between 24 December and 1 January, inclusive
 - no trucks through Paterson village before 6.45am
 - increased quarry product transported by rail
 - removal of Haul Route 2 as a primary haul route (now proposed only to service local jobs as required)

- revised operating hours of 7.00 am to 6.00 pm Monday to Saturday, with the exception of road haulage of quarry product which will only occur Monday to Friday, and no evening or night operation, apart from rail loading and transportation and necessary maintenance activities
- 16.8 ha reduction in the proposed disturbance footprint, including avoiding approximately 15.3 ha of native vegetation in the former East Pit (Lot 21 DP 773220)
- construction and use of a new access road and bridge crossing, over the North Coast rail line, to allow for direct access to Dungog Road (MR 101) for all heavy vehicle movements via the new access road, avoiding local road access through Martins Creek village, via the current Station Street entrance to the quarry
- other improvements along primary haulage route including upgrades to the Dungog Road and Gresford Road intersection; the King Street and Duke Street intersection (within the village of Paterson); and upgrades to the approach to Gostwyck Bridge
- extension of the rail spur to facilitate longer trains to transport more quarry product
- establishment of noise bunds and noise attenuation of the existing fixed processing plant with further upgrades and replacements to reduce noise and air quality impacts
- progressive rehabilitation of the quarry.

In addition to the project refinements, a range of other strategies have been proposed to address the identified potential impacts relating to the Revised Project.

Impacts on social amenity were a key issue raised during community consultation, particularly relating to operational and road haulage impacts. In addition to the reduced road transport volumes as outlined on [Page 3](#), specific additional mitigation measures are proposed to mitigate impacts on local residents in proximity to the quarry, the Paterson Village community, and those residents residing along the haul route. Further information on additional strategies specific to addressing social impacts are provided on [Page 6](#).



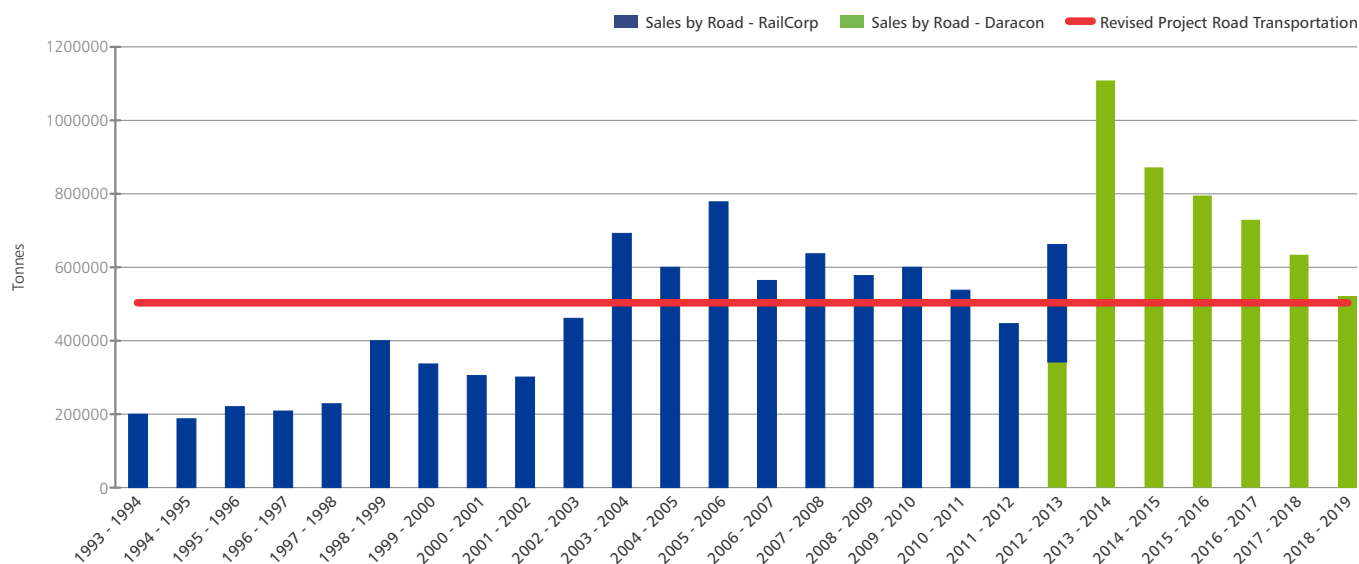


Truck Movements

Daracon recognise that traffic and transport issues are of key concern to the community, in particular with regards to the volume of truck movements, transportation hours, road safety and road capacity, noise emissions, emissions to air, truck vibrations and social amenity impact. Consequently, Daracon have undertaken a thorough review of the Original Project to redesign key operational parameters in order to reduce environmental and social amenity impacts, in particular in relation to traffic and transport.

The proposed road transportation limit of 500,000tpa returns road haulage volumes to a level that is not inconsistent with road haulage volumes occurring prior to Daracon securing its licence in 2012. The figure below illustrates that road transportation volumes proposed for the Revised Project are less than those previously transported by RailCorp through the period of 2003 - 2004 to 2010 - 2011.

The proposed peak of 140 laden trucks per day (280 movements) is to be limited to only 50 days per year.



Key Benefits of the Revised Project include:



Supply and delivery of high quality materials and products for use in rail, concrete, asphalt and general civil construction.

Construction materials play a vital role in delivering the infrastructure required to support population and economic growth in NSW.



Employment of approximately **22** full time equivalent employees



The Cost Benefit Analysis estimates a net benefit of **\$58 million** to NSW in net present value (NPV). It is expected that the Revised Project may generate additional potential indirect benefits to local suppliers of **\$26.2 million** in NPV terms in addition to those generated by approved operations and is estimated to generate a potential net benefit to the Lower Hunter of **\$35.4 million** in NPV terms, including direct and indirect benefits.



Contributions to the improved maintenance of road infrastructure via a Voluntary Planning Agreement with the Dungog Shire Council and Maitland City Council.



Community investment and sponsorship opportunities



Stakeholder Engagement

Stakeholder engagement has been a key component of the ADA / RTS process with a review of submissions on the Original Project EIS and outcomes of more recent discussions all providing Daracon with valuable input from key stakeholders, members of neighbouring communities and local residents.

Outcomes of these discussions have informed the changes to the project design outlined in this information sheet and also a number of the management and mitigation measures outlined above and in the following sections of this booklet.

A number of issues have been raised during consultation activities with a summary of the issues and the frequency that they were raised during engagement presented in the graph below.

A key focus from a stakeholder perspective was the impact of the Revised Project on existing social amenity due primarily to trucks and traffic movements but also due to onsite quarrying activities; changes to the existing sense of community; and engagement related issues largely stemming from an existing distrust in Daracon and subsequently distrust in the company's ability to monitor and manage identified impacts.

The engagement program has included:



Distribution of two community information sheets (in addition to this one) which have both encouraged community members to participate in engagement activities or have a personal interview.



Small group collaborative assessment forums addressing key issues of concern and interest including traffic and trucks, air quality and blasting, noise and social impacts.



198 face to face and phone interviews or online surveys completed with members of the community and representatives from local services providers, businesses and representatives from special interest and community representative groups over two rounds.



Project briefings and discussions with the Martins Creek Quarry Action Group (MCQAG).

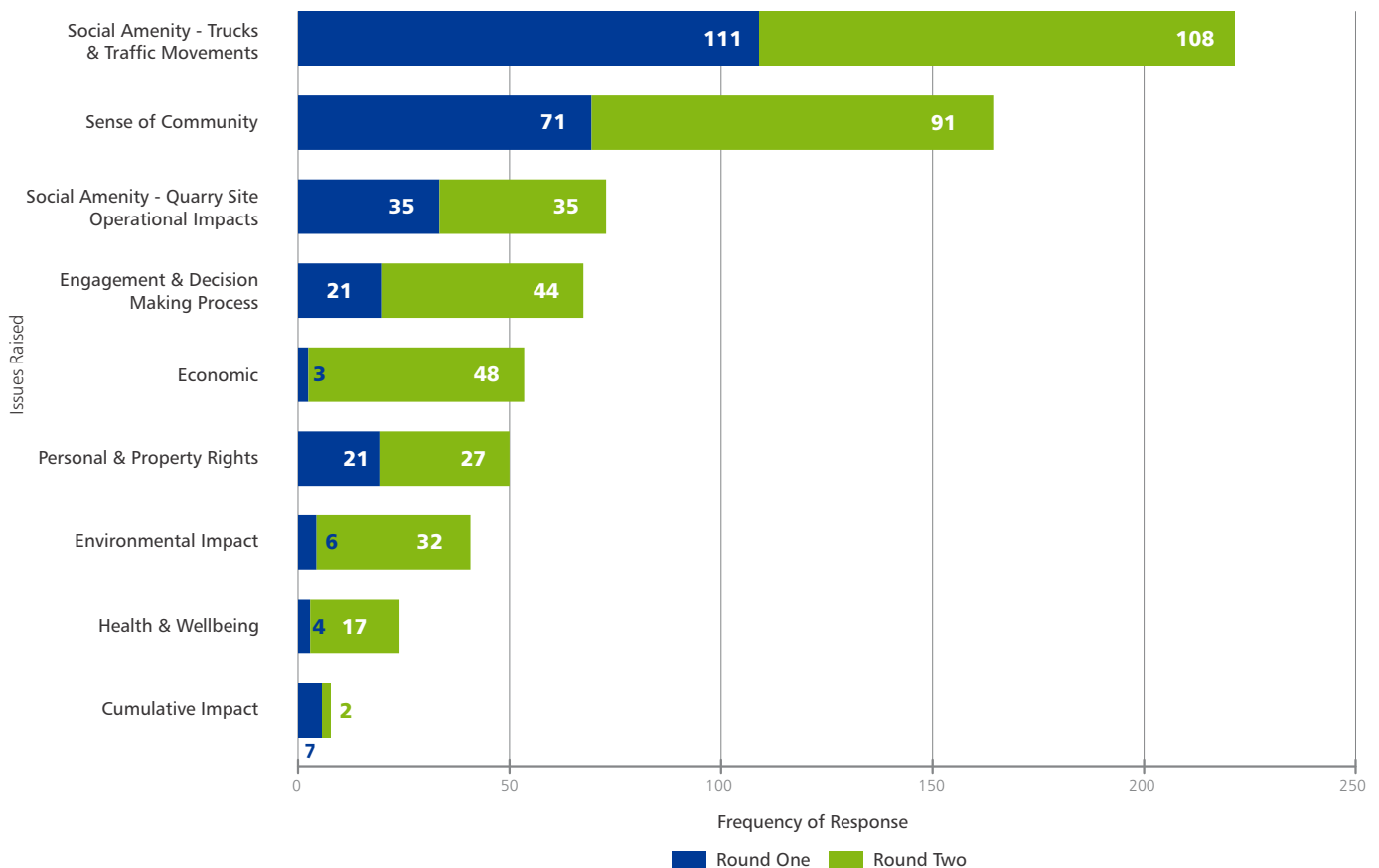


Establishment of a dedicated Social Pinpoint page to share project related information such as Revised Project presentations and information sheets and encourage involvement in engagement either via contact forms and an online survey.



External meetings and briefings including with Local and State Government agencies.

Summary of Issues Raised during Engagement



Environmental & Social Assessment Outcomes

The ADA / RTS includes a detailed assessment of the potential environmental, social and economic outcomes of the Revised Project and the identified management and mitigation measures that will be implemented to reduce or avoid these impacts. Daracon remains committed to monitoring the success of these identified strategies and management measures should the project be approved.

A summary of the key findings of each area of assessment is provided below.



Social

A comprehensive Social Impact Assessment (SIA) has been undertaken to identify, assess and manage the potential negative impacts and enhance positive social impacts associated with the Revised Project on local and neighbouring communities. This SIA has been undertaken in accordance with the Department of Planning, Industry and Environment's (DPIE's) Social Impact Assessment Guideline for State significant mining, petroleum production and extractive industry development.

Engagement with the community has been a key component of the SIA program and has been supported by documentary and data review.

The SIA has identified a range of anticipated social issues and impacts that Daracon would need to manage as a part of the Revised Project if approved. Throughout the ADA and SIA process, a range of project design changes have been implemented to address these concerns, with mitigation and enhancement strategies identified, where possible, to minimise social impacts of the Revised Project.

Key negative social impacts predicted include impacts relating to social amenity (as a result of traffic related impacts and onsite quarrying operations), changes to sense of community and community cohesion and culture. In addition to these impacts, stakeholders have raised concerns relating to noise, personal safety, livelihoods and health and wellbeing impacts.

Positive impacts of relevance include potential economic benefits to the region and State through employment, procurement and business opportunities. The Revised Project will also provide for secured availability of construction materials for local markets.

Consideration of the identified concerns and stakeholder feedback on potential mitigation measures to address these has resulted in a number of changes to the Revised Project's parameters— largely related to proposed truck movements, hours of quarry operations and proposed monitoring and management activities.

In addition to these, a number of measures have been proposed, including:

- restriction of proposed maximum daily truck movements to only occur up to 50 days per year
- no road haulage of product on Saturdays (or weekend or public holidays)
- reduced truck movements between 3.00pm and 6.00pm weekdays to avoid times of higher community traffic and school pick up times
- quarrying activities to be planned around likely extra traffic days within the community
- reduced speed limits for quarry trucks travelling through Paterson
- investigation of the use of radar variable message signs
- review and update of Driver Code of Conduct
- provision of a Camera Monitoring Station at the King and Duke Street Intersection and reduced truck speeds to 20-25km/ hr
- regular ongoing engagement with local bus companies
- a restructured **Community Engagement Strategy** that improves information and accessibility through the following:
 - Ongoing engagement of Daracon's existing dedicated **Community Liaison Representative**
 - Commitment to working with a State Government appointed Chair to a re-established **Community Consultative Committee (CCC)**
- a refocused **Community Contributions Program**
- implementation of **Local Employment and Procurement Policy**
- implementation of a **Voluntary Planning Agreement** with the Dungog Shire Council and Maitland City Council
- development and implementation of a **Social Impact Management Plan (SIMP)** to outline how social and community impacts will be monitored, evaluated and managed.

A range of additional impact management and mitigation measures have also been identified during the ADA and associated assessment process and have either been committed to or will be the subject of further investigation should the Revised Project be approved.

Many of these are also of direct relevance to the SIA outcomes. Examples of these are presented in the relevant summary outcomes of other technical assessments.

Traffic & Transport

Truck movements and traffic were identified by the community as one of the issues of most concern. A comprehensive Traffic Impact Assessment (TIA) has been prepared to assess the road traffic impacts of the Revised Project. The updated TIA concludes that traffic associated with the Revised Project would have a minimal impact upon the operation of the key intersections along the primary haul route and is not expected to have any adverse impacts on the safety of the road network.

In addition to the reduced limits on transport volumes, peak hourly rates and product haulage times, there are also an extensive range of other proposed controls including updates to the Drivers Code of Conduct, additional traffic monitoring and auditing.

Commitments include:

- continued rigorous assessment and pre-qualification process prior to the engagement of any transport subcontractors
- all drivers attending the quarry are required to sign and adhere to the Driver Code of Conduct
- the Driver Code of Conduct will require drivers to report any substantial road pavement irregularities in Paterson, and along the entire primary haul route
- conduct regular monitoring, spot checks and observation of driver behaviour
- investigate all complaints and potential breaches of Daracon's Traffic and Transport policies and procedure to the fullest extent possible and initiate disciplinary action as required
- planning quarry activities, and revise haulage as required around days when there is extra traffic in Paterson due to community events, e.g. Tocal Field Days, car show events, Baptist Church events and funerals.

Air Quality

Air quality impacts were identified by the community as one of the key issues of concern. A comprehensive assessment of potential air quality impacts of the Revised Project has been prepared using the NSW Environment Protection Authority (EPA) prescribed method for understanding air quality modelling and assessment.

The design and planning of the Revised Project has closely considered air quality impacts and incorporated air quality mitigation and management measures into the Revised Project design.

Key measures included in the Revised Project design that have minimised air quality emissions include:

- reduction of the overall disturbance footprint by approximately 16.8 ha through optimisation of the proposed extraction area and therefore reducing the area of operations that could generate dust
- reduced operational hours which would reduce the running of processing equipment, stockpiling and transportation of material and thereby reduce the amount of dust generated by the operation of the Revised Project
- limiting the number of in quarry haul roads (where feasible), thus minimising associated dust generation and diesel emissions
- progressive rehabilitation of disturbed areas to reduce wind generated dust, where feasible
- ongoing implementation of the air quality management practices of the previous operations at the quarry.

The findings from this assessment conclude that with the proposed project design and dust controls, cumulative dust levels and other air quality parameters are predicted to comply with the relevant criteria at all surrounding private residences.

Daracon is committed to effectively managing the air quality impacts associated with the Revised Project and will implement a range of dust management measures for the key dust generating activities.



Noise

Noise is a key issue for the local community, particularly in relation to the historic operations at the quarry, including truck movements on site and off site via the public road network. A detailed Noise Impact Assessment (NIA) has been undertaken for the Revised Project in accordance with the NSW Noise Policy for Industry, 2017 (NPfI). The NIA has also considered road and rail traffic noise impacts associated with the Revised Project as well as the noise impacts from construction activities.

The design and planning of the Revised Project noise modelling was completed on an iterative basis to enable the minimisation of noise impacts as far as practicable. Extensive work has been undertaken to optimise quarry plans, rail and road haulage configurations and assessment of mitigation and management measures. Key features of the Revised Project that are related to the management and mitigation of potential noise impacts from the operation include:

- rail spur extension into the northern end of the East Pit
- construction of a dedicated access road onto Dungog Road removing trucks off Station Street (except for emergency purposes) with the access road to be commissioned as early as possible, and by the end of Year 4, from project approval
- significant changes to the proposed hours of operation for the Revised Project and reductions in maximum truck movements compared to the Original Project.

Daracon have also committed to implementing a range of reasonable and feasible physical and operational noise mitigation measures. Physical noise control measures include noise barriers in key locations, noise attenuation of processing equipment, and replacement of parts of the processing plant with new attenuated equipment.

The detailed NIA completed for the Revised Project confirms that these measures will reduce operational noise levels experienced by many residences in close proximity to the existing quarry processing and rail loading area. That said, a number of these close residences will experience day time noise levels that are marginally to moderately above contemporary limits in accordance with the NPfI which are set to protect noise amenity for residences in a locality that interfaces with existing industrial facilities.

The extension of operations in the West Pit, the use of the new access road, and evening and night-time rail loading activities have all been assessed against the more stringent criteria for 'new development'. There are a number of residences that are predicted to be marginally or moderately impacted, with the three closest residences predicted to experience significant impacts during night-time rail loading activities. In accordance with the DPIE's Voluntary Land Acquisition and Mitigation Policy (2018), the significant and moderately impacted residences will be subject to proactive noise management and monitoring to guide operations and minimise the potential impacts of the Revised Project.

The detailed road noise assessment confirms that addition of quarry trucks at the capped maximum daily and hourly rates results in an exceedance of the Environment Protection Authority's Road Noise Policy (RNP) criteria at one residence where it was not already calculated to exceed the criteria with the baseline traffic levels. Where the RNP criteria has been exceeded or is predicted to be exceeded with quarry haulage, the predicted increase in road traffic noise due to the quarry trucks is predicted to be less than 2 dB.





Blasting & Vibration

During stakeholder engagement blasting impacts were identified by the community as an issue of concern, particularly in relation to the potential for damage to private property. A comprehensive assessment of potential blasting and vibration impacts of the Revised Project has been undertaken.

Daracon has continued to take this feedback on board and sought to address it through project design changes such as reducing the blasting window, and operational changes by committing to independent blast monitoring.

The results of the assessment indicate that ground vibration and blast overpressure levels can be managed to meet relevant blast emission criteria at all sensitive receiver locations through appropriate blast design and the implementation of appropriate control measures.

Daracon has a demonstrated track record of managing blasting impacts and each blast will be designed to comply with the relevant criteria and the design practice at Daracon incorporates a factor of safety to provide for unexpected conditions (that is, blasts are designed to result in impacts below the limit, not on the limit).

Daracon will implement the appropriate blast management controls necessary to meet the relevant criteria for private residential receivers, heritage items and infrastructure.

Independent Blast Monitoring

In response to community feedback in the Blasting Collaborative Assessment Forum, Lindsay Dynan Consulting Engineers were engaged in 2019 to undertake inspections, monitoring and reporting relating to blast vibrations from the quarry.

A representative structure (residential dwelling) located in View Street, Vacy, was selected for the blast monitoring assessment due to its proximity to the quarry and for its typical residential construction style.

The assessment indicated that the peak particle velocity of the measured blast was of a magnitude 10 to 20 times lower than the levels likely to cause damage to residential properties.

The assessment found that the dwelling at View Street, Vacy has not been damaged by the blasting operations at the quarry. Similarly, due to the representative selection of the property, and its proximity to the quarry, it is considered unlikely that any other residential buildings, located in View Street, Vacy, have been damaged due to the blasting operations at the quarry.

Water Resources

Water Management System

Daracon have an existing water management system (WMS) in place at the quarry to contain potentially contaminated water for reuse or treatment (if required) to achieve water quality discharge criteria prior to release at the licenced discharge points.

The WMS will be modified over the life of the Revised Project to incorporate the proposed changes. The proposed WMS will continue to meet the water quality values and criteria of the Environment Protection Licence (EPL) during discharge.

A Water Management Plan (WMP) will be prepared to guide the overall management of water as part of the Revised Project.

Surface Water

The Revised Project will no longer intercept a third order stream due to its reduced disturbance footprint, as a direct result of excluding proposed expansion of quarrying activities into new undisturbed areas to the east.

The surface water assessment found that the Revised Project is not predicted to have significant impacts on downstream water quality, flows, flooding or water users.

Daracon will implement a number of management and mitigation measures should the Revised Project be approved to manage impacts on surface water resources.

Groundwater

A comprehensive assessment of potential groundwater impacts has been undertaken for the Revised Project.

The assessment predicted that there will be no additional drawdown impact on groundwater due to the Revised Project and there will be no impacts on private bores. Therefore it will not have any additional impact on any groundwater dependent ecosystems.

Based on the predicted seepage rate, Daracon hold adequate licences for the Revised Project.

Daracon will review the current monitoring network and practices during the development of the WMP, with regular review included in the procedures of the WMP.

Rehabilitation & Final Landform

Daracon is committed to the effective rehabilitation and closure of the quarry at the cessation of operations. The overarching principles which apply to the rehabilitation and closure of the Revised Project is the development of a safe, stable and non-polluting landform. This will be achieved through managing quarry assets, operations and rehabilitation on a progressive basis to work towards the final rehabilitation and closure of the quarry.

Rehabilitation will occur progressively within the quarry pit and benches as operations progress. Whilst a conceptual quarry closure plan will be outlined within the proposed Biodiversity and Rehabilitation Management Plan, a detailed Quarry Closure Plan will be developed approximately three years prior to cessation of quarrying activities. The Quarry Closure Plan will describe the proposed operational and progressive rehabilitation procedures for the remainder of the quarry life and following quarry closure.

Several final land use options are available for the quarry. Currently, final land use is focused on promoting the rural landscape by establishing native grassland or exotic pastures in low lying areas whilst focusing on the re-introduction of pockets of woodland species across the benches consistent with endemic vegetation types.

Economic

A key benefit of the Revised Project includes the economic benefit to the State and region. Employment and economic benefits were the most common response from landholders when they were asked to identify the benefits and costs of the Revised Project during consultation.

The Economic Assessment describes a range of positive benefits from the Revised Project that will result at a local, regional and State level. These benefits include:

- employment of approximately 22 full time equivalent employees
- the Revised Project is estimated to provide a net benefit of \$58 million to NSW, in net present value (NPV) terms
- the Revised Project is estimated to generate \$1.5 million in royalties, payroll tax and Council rates in NPV terms.



Historic Heritage

A Historical Heritage Assessment (HHA) was undertaken for the Original Project to identify and assess potential heritage impacts associated with the Original Project's proposed quarrying operations. The HHA concluded that there would be no impact on the heritage significance of local heritage items.

During the exhibition of the Original Project EIS, a number of agencies have requested additional investigation to assess the potential heritage impacts associated with the proposed haulage route, particularly relating to heritage values in Paterson and Bolwarra.

The primary haulage route extends through two heritage conservation areas (HCAs), being the Paterson village HCA, as defined under the Dungog Local Environment Plan (LEP) 2014, and the Bolwarra HCA, as defined under the Maitland LEP 2011, and passing in the vicinity of four State listed and 61 locally listed sites.

The Heritage Impact Statement (HIS) concluded that it is unlikely that the Revised Project will result in any adverse visual or physical impacts to the heritage significance of the HCAs or individually listed heritage items.

The implementation of mitigation measures to address traffic impacts are expected to prevent any impacts on heritage values associated with quarry truck movements.

Cultural Heritage

An Aboriginal Cultural Heritage Assessment Report (ACHAR) was prepared for the Original Project, in consultation with the Registered Aboriginal Parties (RAPs) and Knowledge Holder groups to assess the Aboriginal cultural heritage values of the Project Area and surrounds.

The assessment concluded that the quarry is located in an area of low Aboriginal archaeological potential and the proposed expansion of the quarry is unlikely to harm any known Aboriginal objects or cultural heritage values. The Office of Environment and Heritage recommended no further assessment was required, following review of the Original EIS.

Biodiversity

Biodiversity impacts were identified by the community and other key stakeholders as one of the key issues of concern. In a response to address this concern, Daracon has redesigned the quarry plan for the Revised Project resulting in a reduction of the quarry disturbance footprint of 16.8 ha, including re-designing the East Pit to avoid clearing 15.3 ha of native vegetation.

A comprehensive Biodiversity Assessment Report (BAR) has been prepared for the Revised Project. The potential ecological impacts of the Revised Project have been assessed following the NSW Framework for Biodiversity Assessment – NSW Biodiversity Offsets Policy for Major Projects (FBA).

Whilst Daracon has strived to minimise impacts on biodiversity through the design process, not all impacts could be avoided by the proposed design and a detailed assessment of the impacts was undertaken of the Revised Project. The Revised Project will require the additional disturbance of approximately 21 ha of native vegetation from within the 127 ha of the Project Area.

Daracon is committed to delivering a Biodiversity Offset Strategy (BOS) that appropriately compensates for the unavoidable loss of ecological values as a result of the Revised Project with offset options including:

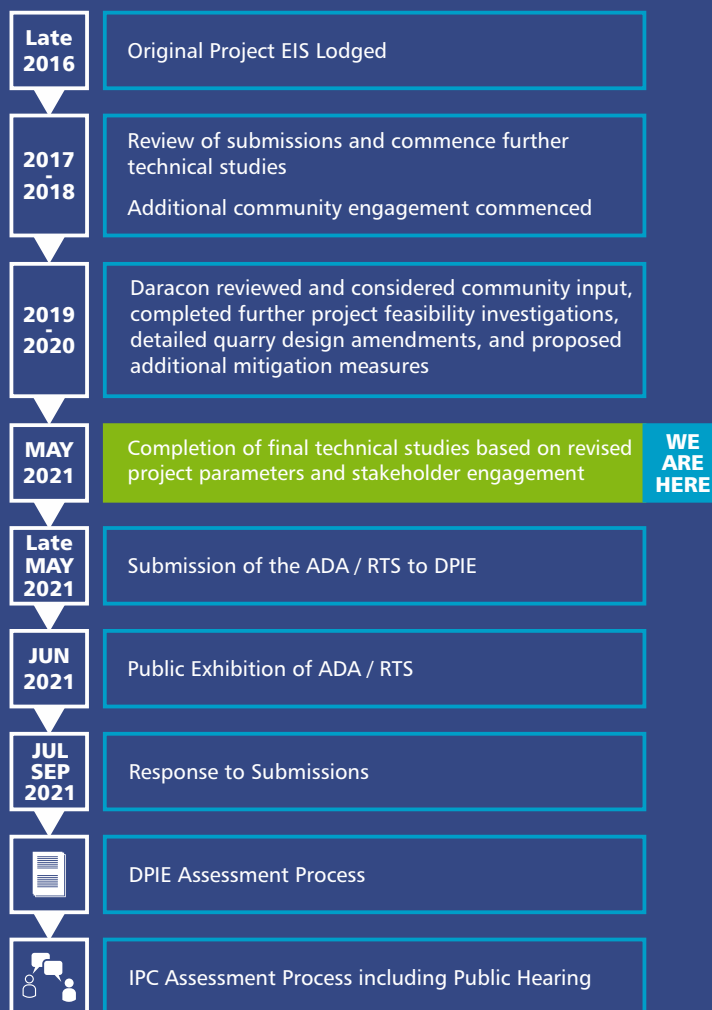
- land based offsets through the establishment of new Stewardship Sites
- purchasing credits from the market, and/or
- paying into the Biodiversity Conservation Fund.

Daracon will also prepare a Biodiversity and Rehabilitation Management Plan (BRMP) as part of the implementation of the Revised Project. The BRMP will set out all management and mitigation measures relating to biodiversity at the quarry.



What's next?

We expect that the public exhibition period will commence in early June 2021. During this period, the public can view the ADA/RTS on the NSW Major Project Register (www.planningportal.nsw.gov.au/major-projects) and provide submissions to the DPIE to consider in their assessment process. A copy of the ADA/RTS will be available to view at Dungog Shire Council.



Thank you.

We hope you have found the information contained within this booklet useful and we look forward to your continued input and feedback as the Project progresses.

Contact Information

DARACON
Group

Louise Neville
Community Liaison Representative

m: **0407 907 755**
e: louise.neville@daracon.com.au


Environmental & Social
Consultants

Sarah Bell
Senior Social Consultant

m: **0436 674 277**
e: social-team@umwelt.com.au