Martins Creek Quarry Community Consultative Committee June 2016 meeting MCQCCC Attendees: Brett Peterkin - chair; Stuart Murray - Site R&D; David Mingay - Daracon; Adam Kelly - Daracon; James Ashton - (for John McNally) Paterson Progress Association; Darach Saunders - (late arrival) Martins Creek Quarry Action Group **Observers:** Nil **Apologies:** John McNally (Paterson Progress Association); Neil Ritchie (Brandy Hill Action Group); Di Steward (Martins Creek) Safety The chair highlighted the evacuation points **Ground rules** Agreed **Pecuniary Interests** Nil Confirmation of Minutes of December 2015 meeting minutes -No feedback or comments received prior to meeting and no comments from meeting. Minutes deemed endorsed. The Chair confirmed October meeting minutes hard copies left at Paterson Post Office and IGA **Business arising** Nil Correspondence In 20/12 - Paterson Progress Association - Z Lyall email - Attachment 1

30/3 – Darach Saunders email – regarding timing of next meeting - Attachment 3

14/6 - Darach Saunders email - list of questions for Daracon - Attachment 4

Out

- 2/2 ARTC works notification Attachment 2
- 4/2 email advising Daracon requiring additional time to address the issues list Attachment 5
- 9/3 Update re Daracon indicating some weeks away from finalising presentation, prepared to participate in meeting Attachment 3
- 24/3 email advising discussions with MCQCCC members indicating preference is to wait until Daracon in a position Attachment 3
- 30/3 Chair's response to Darach Saunders email of 30/3 Attachment 3
- 22/4 Chair's email to MCQCCC with Daracon's response to Darach's questions (email 30/3) Attachment 6

Daracon Update

Adam Kelly

Summary of Daracon update is as follows

Complaints Summary

18th January – truck speed in Station St

20th January – truck speed in Station Street

29th January – not receiving notification of blast

4th Feb – truck speed in Station St

23rd February – stone flicked up off road and caused damage to windscreen

17th Feb – truck speed in Station St

3rd March - truck Speed in Station St

8th April – truck too close to car at Bolwarra road works

17th June – blasting compliant

Group Update

How did you share the information from last meeting (i.e. visual socio economic presentation) with your groups?

James Ashton – was communicated to committee

Daracon Presentation – issues raised at October 2014 meeting and issues raised from Daracon's interaction with others

Adam Kelly provided a PowerPoint presentation (Attachment 7) and provided handouts:

Handout 1 – Issues identified – October 2014 CCC – Attachment 8

Handout 2 – Summary of other issues raised from Stakeholders – Attachment 9

DS arrived

JA indicated he had impact each morning; asked where concerns had been raised by CCC members (sleep disturbance); what does Daracon propose to do to mitigate? Everybody is woken up at 5.45am, appreciates the 5.45am as opposed to earlier trucks through town

AK indicated the issues raised had been taken on board and consultants advised of the issues; the EIS will go to the 'referee' (Department of Planning) to make a decision

DS Daracon going to run with a program as proposed

AK A pavement upgrade will address noise issues; Daracon is proposing to submit program of road works included in VPA

JA PEA has sales at 5.30am

AK That is to allow for truck parking at site

JA what will change anything of consultants reports?

SM consultants' reports are farmed out to agencies that make a call

JA speaking to early morning impacts, sleep disturbance and impacts on rural village amenity, wouldn't it be more progressive for the proponent to make changes and concessions to EIS that they have identified as mitigating impacts, so the proponent has changed things before submitting the EIS to the department of planning? please dont take this as a threat but by submitting an EIS that seeks approval for 80 trucks per hour 1080 trucks per day six days per week you are forcing the community to have to fight.

DS issues raised at meetings, gave feedback and you tell us what you are going to do – no consultation, if the proposed EIS gets up it is unacceptable to community

BP indicated he could recall only one written response received following a presentation (rail presentation) when after each presentation feedback was requested

JA some changes?

AK Some aspects are a commercial reality such as trucks at certain times to meet the market, others i.e. avoid Martins Creek Road, some things can be changed; the quarry is a business

DS its simple – increase supply will increase revenue, happy to do that at any cost

AK That's an opinion

DS consultation hasn't happened

DM An example of consultation – Station Street and issues raised by DI Steward and others in Martins Creek – Daracon has done something about it and taken on board feedback – we have had to negotiate a new entrance to the quarry to avoid Station Street and Martins Creek

JA that is only for about 20 residents

DM but it is a significant change

DS it's only a small part

DM It is not a small part, it is significant

DS it is critical; but it's small but in the over scheme of things only small

DM it is important to those in Station Street and Martins Creek. It is significant for Martins Creek. We will have to agree to disagree

DM the Council had forced Daracon down the path Daracon is taking

DS That maybe the case but council had not forced Daracon to apply for the size and type of expansion

JA attempted to work out value of resource

AK confirmed approx 30 million tonne of resource, JA hypothesized the sales value over life of mine was approx \$1.0Billion, JA asked that surely the value of the resource would underpin economic investment in rail offloading facility investment in Sydney

AK other companies are specifically set up to run rail into outskirts of Sydney then truck to site – 3 to 4 million ton per annum quarries and they have a big resource, rail presentation outlined the line was not long enough and currently only used by ballast trains; there must be a change to the current quarry rail line to accept trains in the future to take different product – need unloading point, new loading point at the quarry, the cost of this needs to be weighed up against other options

JA noise – what going to do to comply

AK two ways we could comply – do nothing and say it is existing operation or carry out sound attenuation – we have chosen to carry out sound attenuation to comply

DS does this include the pug mill? – your value add – Pug mill is a critical part of the process; if just crushing and screening and not processing it's something everybody can come to live with

JA rail line – what is your timeline

AK recall in the 5 – 10 year time when we have access to the area, the EIS confirms details

JA rehabilitation any input for rehab? Just star trekking, none of my business but thinking out aloud

AK there are many options out there – amphitheatre, abseiling, etc. options also trees, grass, natural rehab, different landforms

SM rehab plan will spell out proposal – DRE are the agency responsible

AK outstanding issues

JA is Daracon proposing rates of trucks in the morning peak?

AK yes – 40 per hour I recall, I'd have to check with other documents. October presentation has had this detail

JA can you look at reducing that

AK was looked at in the study, analysis re getting material out to site

JA is that not negotiable?

AK I think 40 is the maximum proposed in order to meet the market. I'd have to check the document to confirm

JA road noise, RNP, SEARs impact on amenity?

SM Amenity – SSD or DA; Department of Planning and Environment will carry out assessment of EIS re cumulative impact; DOPE look at amenity – sound, visual, level of service

JA SEARs impact on Socio

SM separate study has been done. Road noise 4 specific areas – upgrade has been included in VPA offer – this will change the acoustics from the road. PMS outside of J McN house had a negative reading – Daracon previously proposed to Council to fix this. This section of road should be included in the VPA road upgrade offer

DS controlling truck numbers - 40 trucks / hr max – controlled at door/entrance to quarry? AK under this scenario the trucks can come in but not leave

DS 80 truck movements – if 20 turn up at door and contract requires delivery

AK if there is a condition of consent for this, they cannot leave and they will only do it once; quarry is like a shop; aware of other quarries with limits of truck numbers leaving quarry – up to department to determine; one option maybe no unplanned ex-bin sales

JA are you for real

AK if we are at capacity if there is a limit

DS how far off is EIS

DM EIS proposing to go in next week, we are in final stages

SM it goes to the department for adequacy test

DM there is potentially two quarries being assessed

JA can you remember upper limit of trucks

AK maybe the average about 160 per day loaded – I'd have to check, sure this was in October presentation

JA proposing an upper limit on trucks per day?

AK first round – at the moment 80 movements is peak in EIS expected in morning

DM to get product from Wollongong, Newcastle into Sydney the state government has raised the limit in some areas around Sydney, Newcastle and Wollongong and the truck limit has been raised from 51 tonne, now it is 57 tonne – focus is on Sydney and getting product there. We have one of these trucks, not used out of Martins Creek at the tonnage limit

DS 80 truck movements per hour based on coming into quarry

AK yes hypothetically

DS 80 movements truck and dog plus cement trucks

AK that could be 3 or 4 cement trucks per day

DS that's more than 80

AK the assessment process will detail it

JA I am sad and disappointed that the impact on my amenity and the sleep disturbance already being experienced is not being mitigated

JA I believe i said words to the effect of "why have I bothered attending this CCC if for the last +12months, Daracon is not making any concessions on the issues and impacts that occur to Paterson it appears to be all transmit and no receive from the proponent.

DM asked "what are my plans in 10 to 30 years time? no one knows how much quarry product will be needed in 10 years time,

JA stated my plans were that I was hopeful to still be residing in my current residence enjoying my rural village amenity.

DM we went to Council and offered 50 cents per ton and wanted to negotiate with council wanting to upgrade roads, the council has forced us down this route for SSD

JA we have experienced 45 trucks per hour in total (Loaded + empty) and that rate of haulage impacted the rural village amenity, made the pleasure of living in my dwelling impossible – my wife calls me crying; impact is to other residents not just my household – don't get it all the time – Hexham was hell 30/40 trucks per hour (Loaded + empty) – now Daracon is proposing 80 per hour (loaded + empty) – it is sad and disappointing that after attending this CCC for +12 months and communicating these issues and impacts (sleep disturbance and impact on village amenity) that the proponent is choosing not to make or offer any concessions, in fact Daracon is seeking permission to

start the quarry 1/2hr earlier at 05:30 meaning trucks will be travelling through Paterson at 05:15am.

AK we have taken on board the issues raised

DS so long between meetings and then less than a week before submitting EIS – I will be asked and all I can say is nothing for 6 months

AK EIS is currently being finalised, consultants draft reports completed late last year and presented to you

DS within a week of meeting EIS submitted

SM when EIS submitted public document – opportunity to make commentary

DS we are at arm's length, no changes, appreciates changes re driveway – 80 trucks per hour impact on community that's where it's going to be received poorly

DM we have presented EIS sections to CCC as they have become ready

JA traffic studies – averages or peak
DS no changes being made to due to CCC

DM not right

DS only change is the road in and out of quarry – one week before EIS is to be submitted – poorly received

AK entrance to quarry raised at October meeting

DS credit to change driveway re taking on board issues – if told 5 months ago wanting to see changes – this is the first time I have seen driveway changes

JA 80 trucks per hour, 5.30am to 7pm – James tried to calculate number of trucks, Peak at 40 per hour – 1080 per day

AK 1080 per day – this is a silly number

JA EPBC process

SM referral submitted to federal government

DS consultation and community – project not acceptable to community

BP CCC set up with Paterson Progress Association, John McNally and Dungog Council Mayor and General Manager – public can attend meetings

DS you asked CCC members if there were issues when observers attended?

BP the terms of reference was setup with Paterson Progress Association and Dungog Council. I have asked at each meeting when observers present as per terms of reference. Not once has a question from an observer been refused at the meetings and not once has an observer not been made welcome at meetings

Where to from here

SM DoPE will be responsible for exhibition of document

Daracon willing to continue the dialogue/communication process – suggest key milestones Via email A Kelly

DS keep communication by email, no change to input, irrelevant meetings, impact on changes is zero

BP Role of chair is essentially finished – I would ask once draft minutes sent out, I'll ask for comments to be received within two weeks – after two week period I will request they be put on website as final – agreed

BP thank you for your efforts – my role as chair once minutes completed is finished.

General business

MCQAG questions – written response provided by Daracon to CCC – Attachment 10

Meeting closed

PATERSON PROGRESS ASSOCIATION

Secretary: Zoltan Lyall Telephone 49385412

Email: z.lyall@bigpond.com

51 Keppie's Road "Cherrywood Grove" Paterson NSW 2421

3rd of December, 2015

Dear Brett & Adam

Paterson Progress Association believes it would be timely to re-state its position with respect to Martins Creek Quarry Action Group (MCQAG).

MCQAG was formed from within attendees of PPA meetings to represent the PPA's interests and that of several of the local community groups in countering the negative impacts to our communities of the proposed quarry expansion. MCQAG allows pooling of resources and avoids duplication of effort. All groups represented by MCQAG regularly attend the fortnightly meetings, including PPA President and/or Vice President..

PPA is fully aligned with MCQAG and would recommend that unless otherwise stated we are happy that MCQAG speaks on our behalf.

I trust this makes our position clear.

Sincerely yours,

Zoltan Lyall

Secretary



28 January 2016

20 Newton Street Broadmeadow. NSW 2292 Locked Bag 1 Broadmeadow, NSW 2292 P. 02 4978 9800

E. info@artc.com.au W. artc.com.au

Our ref: Your ref: 22/17935

Dear Neighbour,

Australian Rail Track Corporation Ltd (ARTC) – North Coast Rail Line Rectification Works

You may be aware that the recent natural disaster event that occurred in the Hunter Region in April 2015 caused widespread damage across the region. Various communities were severely impacted by the event, and there was extensive damage to ARTC's North Coast Line rail infrastructure. ARTC have in the order of 180 sites on the North Coast Line that require repair and clean up works which commenced in 2015 and will continue into early 2016.

GHD have been engaged by ARTC to oversee the community liaison activities related to these works and act as a point of contact for impacted residents.

As part of these works the project team will be carrying out necessary clean up and repair activities within the rail corridor in the Martins Creek area.

The proposed works involve the reinstatement of a section of the existing creek bank damaged during the April flood event. The works are proposed to commence on the 8th February 2016, and shall take in the order of 5 weeks to complete. All works will be undertaken during normal working hours: 07:00 to 18:00 Monday to Friday and 08:00 to 13:00 Saturday.

During the works you may observe some minor increases to traffic movements along Martins Creek Rd and Cook St Martins Creek. This will include some heavy vehicle movements which are required for the purposes of mobilising and demobilising plant and equipment to the site, as well as minor material deliveries.

The project team will aim to minimise disruption to local residents as much as possible during these works

If you have any questions or concerns regarding these works please contact our Community Engagement Team on FREECALL 1800 066 243 or email at community.input@ghd.com.

Your assistance in facilitating these works is greatly appreciated.

Sincerely,

Michael Ulph

Senior Stakeholder specialist

GHD - on behalf of ARTC

Michael of

Attachment 3

Brett Peterkin

From: Brett Peterkin
brett@peterkinconsulting.com.au>

Sent: Wednesday, 30 March 2016 3:05 PM

To: darach@

Subject: RE: MCQCCC

Hi Darach

I hope all is well and you are in good health.

I have forwarded the questions to Daracon for response.

I too am frustrated with the timing; however as the CCC members I spoke with indicated the preference is meeting when Daracon are in a position to provide responses as requested, noting that Daracon indicated they can meet in the meantime.

I will confirm with the CCC as soon as Daracon are in a position to provide detailed responses as requested and forwarded Daracon's response.

Regards

Brett

Brett Peterkin
Peterkin Consulting
0414 389 519
brett@peterkinconsulting.com.au

From: Darach Saunders [mailto:darach@ Sent: Wednesday, 30 March 2016 9:33 AM

To: 'Brett Peterkin' **Subject:** FW: MCQCCC

Hi Brett,

Sorry about not getting back sooner, I have been out of action.

In regards to having the CCC meetings I have been asked to have the following points clarified,

- When will Daracon table the changes they have made to the EIS as a result of the feedback from the CCC that was referred to at the last CCC meeting held back in 2015?
- How long will it be between the next CCC meeting and when Daracon lodges the EIS?

Brett it should also be noted that the community members that I have spoken to would like to see a true consultative approach and not just an information session. It has been made quite clear throughout the process to date that the CCC is a voluntary meeting held by Daracon and not a requirement for the EIS. This being the case Daracon has the prerogative to hold the meetings at their leisure. There is not much point in holding a meeting if Daracon cannot supply the information that was referred to last year. The fact that we agree not to have a meeting is not as result of things going well rather the contrary. The frustration with the lack of response and consultation from Daracon has made the CCC meetings pointless.

Regards, Darach From: Brett Peterkin [mailto:brett@peterkinconsulting.com.au]

Sent: Thursday, 24 March 2016 3:37 PM

To: 'Paterson Progress' < pnq4paterson@gmail.com'>; 'Neil and Margarete' < nmritchie@incom'>; jcr47@incom'>; jaaron smith@incom'>; jaaron sm

Subject: FW: MCQCCC

Hello Everyone

With regards to the email below.

I have spoken with MCQCCC representatives regarding the response from Daracon below.

Those members with whom I have spoken have indicated their preference is to wait until Daracon are in a position to provide detailed responses.

On the basis of the members indicating this, I will ask Daracon when they will be in a position to provide detailed responses and arrange the next meeting.

Please let me know if you have any questions.

Regards Brett

Brett Peterkin
Peterkin Consulting
0414 389 519
brett@peterkinconsulting.com.au

From: Brett Peterkin [mailto:brett@peterkinconsulting.com.au]

Sent: Wednesday, 9 March 2016 9:38 PM

To: Paterson Progress (pnq4paterson@gmail.com); Neil and Margarete (nmritchie@gmail.com); John

Subject: MCQCCC

Hello Everyone

I received an enquiry from a member from the MCQCCC with regards to the next meeting date.

I asked Adam Kelly the following:

You may remember I provided an email dated 4th February to MCQCCC informing the Committee Daracon would take additional time to provide a response to the requested information from the December meeting.

Could you please provide an update as to when Daracon will be in a position to provide a response, referring to the December meeting DRAFT minutes (emailed 20/12/15) where the MCQCCC indicated it would like to hold another meeting to focus upon issues list (identified at the October 2014) and responses from Daracon; also issues raised from other interactions and Daracon's response.

In response Adam has indicated that Daracon are still some weeks away from being in a position to provide as much information as possible in their response to the issues raised.

However, Adam has indicated that Daracon can participate in a meeting.

Given it appears Daracon is still some weeks away from being in a position to provide detailed responses I am seeking the views of members if there is any value in holding a meeting given Adam's response above?

Could you please let me know you views on this?

Thanks

Brett

Brett Peterkin
Peterkin Consulting
0414 389 519
brett@peterkinconsulting.com.au

Martins Creek Quarry Action Group

PO Box 500 Paterson NSW 2421 Ti 02 4938 5873 www.mcqag.org



Brett Peterkin MCQ CCC Chairman c/o Daracon 17 James St Wallsend NSW 2287 14 June 2016

Via Email

Dear Mr Peterkin,

Whilst we understand commenting deadlines for the EIS presentations presented to the MCQ CCC during 2015 have been reached.

In regards to current quarry operations, the planned expansion and the content of the 2015 presentations we have attached MCQAG comments and questions on notice to this letter (attachment 1) that we would greatly appreciate further consultation and discussion on from Daracon at the next MCQ CCC meeting.

Yours sincerely,

Darach Saunders MCQAG Chairman

CC Adam Kelly

Attachment 1 - Questions on Notice and Comments on 2015 presentations

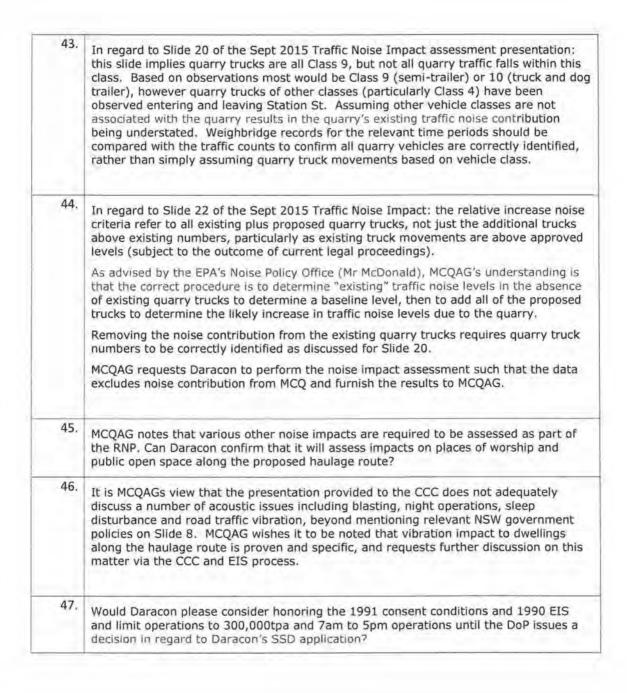
Attachment 1 - Questions on Notice and Comments on 2015 presentations

tem	Questions / Comments
1.	Can Daracon please provide some insight to the current operations of the quarry? Are mobile crushers being used , and if so is material for these mobile crushers being stock piled in the quarry pit area? And what projects are these materials being crushed for?
2.	To enable the community to understand the order of magnitude of operations in the context of the proposed expansion, can Daracon provide an approximate indication of calendar year 2016 Q1 and Q2 daily extraction rates min/max/average?
3.	As per the MCQ CCC terms of reference, can Daracon please distribute the annual environmental reports for FY14 and FY15 to the CCC members?
4.	As per the MCQ CCC terms of reference, can Daracon advise if any audits internal or external have been performed and if so, please provide copies of these to the CCC?
5.	There have been comments from various members of the CCC in past meetings that third party trucks are accessing the quarry and they are in many cases un-identifiable. Does Daracon propose to address this issue as part of MCQ Expansion SSD?
6.	MCQAG understands that a significant portion of the sales volume is "ex bin": how does Daracon propose to manage "ex bin" sales and approved haulage routes given David Mingay's comments on the 31st July 2014 public meeting where he commented that "3rd party sub-contractors accessing the quarry are not in Daracon's control"?
7.	In regard to the proposed alternate access point onto Dungog Road as part of the expansion plans what are the minimum sight distances required for such an entry? And will this require upgrading of Dungog Rd to provide these sight distances?
8.	In regard to the proposed re-alignment of the new entrance road onto Dungog Rd does Daracon intend to consult with the neighboring residents immediately adjacent to this proposed new access way that will be directly affected by haulage traffic accessing MCQ from this location?
9.	Can Daracon please provide a summary to the committee of "what the minimum Road Standards are for road design?" For example in regard to geometric and construction standards what are the criteria that determine whether a road is XXm wide with Xm of sealed verge with XXXMpa of pavement strength etc. etc.?
10.	In regard to traffic studies, it is proven and specific that there is significant pedestrian traffic in Paterson and Lorn shopping areas. These areas require cars to be parked parallel to the carriage way and have people accessing their driver's side doors and also crossing the street to reach commercial buildings. As this is part of the road network can Daracon please indicate whether its Traffic Safety Audit can include an assessment as to the real risks and safety issues associated with proposed peak haulage through these areas and peak persons entering and accessing parked vehicles in this area? It should be noted that MCQ trucks are currently required to pass onto the opposite side of the road (across double white lines) to "make room" for persons entering and egressing their cars.
11.	Regarding Paterson Bridge (corner of Paterson Rd and Tocal Rd); can Daracon please confirm whether and how it intends to mitigate the physical impracticality of truck and dogs passing at that intersection? We note it has been observed that multiple quarry trucks fill the turning lane and block Tocal Rd main lane in order to allow other HVs to exit the bridge west bound.
12.	Could Daracon please confirm load ratings for Paterson Bridge where there are two or more loaded trucks on the bridge?

13.	Having regard to D. Mingay's comment at the public meeting held at Paterson Hall on 31st July 2014 i.e."he can't control sub-contractors" how does Daracon propose to enforce the exclusion of the Lorn route for ex bins and sub-contractors
14.	As noted in past CCC minutes, there is significant variation in truck noise dependent on age / condition of the truck and bin type. Can Daracon propose to commit to utilizing a designated fleet of modern trucks to mitigate this impact as part of its expansion plans?
15.	Page 5, Bullet point 12 of October 2015 MCQ CCC minutes indicate 300/day movements will be looked at as an absolute peak demand in the EIS. Can Daracon please clarify if this is 300 movements total (being 150 empty and 150 full or 300 empty and 300 full)?
16.	Presently whilst Trains are loading at MCQ, trucks are required to use the rear access up Douglas St to enter and exit the quarry. Does Daracon think this is appropriate and will the proposed new exit onto Dungog Rd eliminate the use of this alternate access?
17.	Is the tree felling on Dungog Rd adjacent to the proposed new exit associated with Daracon? If yes does Daracon have council approval for this work?
18.	At the November 2015 MCQ CCC meeting, D Mingay indicated he was not looking at rail opportunities into Sydney. Nevertheless, it is understood that there are several regional distribution centers in Sydney that are utilizing rail offloading facilities for the distribution of quarried construction material into the Sydney market. Can Daracon please indicate if it is willing and able to explore supply into this market which would make use of the existing rail loading facilities at the site and offer a viable alternate method of transport than by 26km of local residential roads to reach arterial routes?
19.	When a driver is "no longer welcome" at the quarry due to complaints or action taken by MCQ in regards to a complaint; and how does Daracon verify whether any given driver on any given day is a "welcome or un welcome driver"
20.	Can Daracon please indicate with its proposed mitigation measures in place, how many noise receivers in dwellings around the quarry are unable to meet the industrial noise (day time and night time criteria)?
21.	Please clarify why Butterwick Rd wasn't assessed during the Noise Impact Assessment.
22.	Can Daracon please advise if the Noise Abatement Program that was suggested by Daracon's noise consultant (in the September 2015 MCQ CCC meeting as a solution to residents that are impacted by noise from Quarry haulage trucks) as an option in which to seek abatement.? Can Daracon confirm if the RMS will provide this funding on MR101? It is MCQAGs understanding that this funding is for RMS maintained roads only and MCQAG's understanding is that MR101 is a local government maintained road?
23.	In Daracon's PEA the proposed operating hours are listed as
	 in pit operations are proposed to occur 6am to 6pm, with processing from 6am to 10pm six days pug milling from 4:30am to 10pm five days
	 sales, loading and road transport from 5;30am to 7pm six days train loading 24hrs seven days
	Can Daracon advise if following the various assessments (and based on discussions and concerns raised at the CCC) to date if there are any planned variations to the proposed operational times listed above?

For example, we note 5:30am start to road transport in the PEA, does this mean that haulage trucks are now proposed to travel through Lorn, Bolwarra, Paterson, Vacy and Martins Creek now half an hour earlier (05:00 to 05:30 am). MCQAG notes that this will further exacerbate the existing sleep disturbance caused by MCQ truck operations 24. Can Daracon please advise what assessment has been made regarding the impact on amenity the proposed expansion will have to residents? As noted in the CCC by members of the community at past meetings, intensification of MCQ operations over and above the 1991 approved 24 trucks per day results in a significant impact on resident's amenity. The noise from trucks wakes many of the residents that reside along the haulage route over and above the "commuter shoulder traffic" which exists without quarry traffic, the truck volumes often occur in long convoys sometimes into the dozens of trucks at a time, the truck noise character is far different and more intrusive than the other traffic noise that occurs along the route. The trucks' physical presence on the haulage route through commercial and rural village precincts in Lorn, Bolwarra, Butterwick, Brandy Hill and Paterson provide a physical impediment to pedestrians and serve to divide the road way in two. When at peak operation the noise makes the "pleasure" of living in a rural village community difficult at best and unbearable at worst. As the CCC is aware the legality of 2014 to present intensification is currently a matter in the L&E court. So, excluding the assertion that "existing quarry traffic and quarry traffic" is rightly or wrongly the status quo can Daracon please provide us with the results of their impact assessment on the amenity to the communities along the haulage route and to those surrounding the quarry site 25. Can Daracon please advise what the biodiversity offset strategy will be for the proposed development? 26. Can Daracon please provide a detailed update on the EPBC process to the CCC? 27. What is the total tonnage of guarried material for the HDC remediation site at BHP Mayfield site, and what order of magnitude tonnage is being supplied by MCQ? 28. What is the total tonnage of quarried material for the Glendale Interchange project, what order of magnitude tonnage is being supplied by MCQ? 29. What is the total tonnage of guarried material for the RAAF base project, what order of magnitude tonnage is being supplied by MCQ? 30. For the benefit of avoiding "surprises" to impacted communities, can Daracon provide a near term 6 month look ahead of projects (major and minor) that may be supplied out of MCQ 31. Has Daracon erected boundary fences around the parameter of the quarry? 32. With reference to a high wall failure that occurred in 2015 Ulan NSW, has Daracon had geotechnical engineering assessment performed to document current and future high wall setbacks from boundaries? Will Daracon share these assessments with the CCC? 33. What are the current high wall setbacks from boundaries at MCQ? 34. What are the proposed high wall setbacks from boundaries on the future mine plan?

35.	Can Daracon advise what volume of water was discharged from MCQ site to waterways for FY14 and FY15?
36.	The presentation to the CCC states that dust gauges "generally" comply with EPL requirements. Can you explain why they don't fully comply?
37.	Have the highest dust readings been compared with periods of high volume throughput? If yes will these comparisons be shared with the CCC?
38.	MCQAG wishes it to be noted and addressed by Daracon that significant amounts of dust emissions from the premises have been noted during start up and shut down of the fixed crushing units and conveyor system in Lot1 and during mobile plant crushing in Lot 5 /6. MCQAG requests Daracon address this issue within the EIS.
39.	There doesn't appear to be any dust or air quality monitoring along public haul routes. MCQAG wishes it to be noted that residents have reported residue build up on washing, external and internal surfaces of residences during periods of high output of the quarry (for example during Hexham rail project work).
40.	Can Daracon please explain how its dust mitigation procedure works when mobile crushing operations occur, i.e. how does dust suppression occur?
41.	During the May 2015 MCQ CCC meeting, when asked what monitoring and mitigations are proposed to be conducted along the transport routes Mr McMahon said this was not planned to be carried out as any excess dust / residue in households due to haulage intensification can be controlled by measures such as window and door seals along with air conditioning. This is an unacceptable response and approach. Increase in diesel residue during 2014 intensification of haulage at residences along the haulage route is proven and specific, and therefore it is an impact. Has Daracon addressed this impact and mitigation measures within the EIS?
42.	In regard to Slide 16 of the Sept 2015 Traffic Noise Impact assessment presentation: the 60 LAeq, 15hr day criterion is mentioned in the slide for sub-arterial roads and principal haulage routes, which is correct. However, this assumes the project approval declares a principal haulage route with corresponding consideration of the impacts on residents. We note that in 1991 the requirement to declare a principal haulage route was not specified in government policies.
	It is inappropriate to assume the principal haulage route criteria apply to Station St unless the determining authority agrees the road is in fact a principal haulage route and consequently residents along that road can be subjected to the higher noise criteria. The EIS needs to clearly bring this point to the notice of the determining authority, not just assume the authority will agree or remain silent.
	The slide does not mention the 55 LAeq, 9hr night criterion despite truck movements before 7 am. It also does not mention traffic-related sleep disturbance before 7 am. Both need to be fully considered in the EIS.
	MCQAG wishes it to be noted by the proponent that sleep disturbance is a proven specific impact of the Quarry's current operations with numerous households along the haulage route reporting being woken pre-dawn by trucks (truck & dog, cement bulker



Brett Peterkin

From: Brett Peterkin
brett@peterkinconsulting.com.au>

Sent: Thursday, 4 February 2016 2:59 PM

To: Paterson Progress (pnq4paterson@gmail.com); Neil and Margarete

(nmritchie@______); John <jcr47@______> (jcr47@_____); darach@_____; aaron_smith@____; davidm@____; adamk@____; r-steward2@____;

davidm@_____; adamk@ CraigD@_____;

Subject: Next MCQCCC Meeting

Hi everyone

I have been advised by Daracon that work on the Environmental Impact Statement is ongoing.

With regards to the suggestion from the December meeting of the MCQCCC that another meeting is held. This meeting would focus upon the issues list (identified at the October 2014 meeting of the MCQCCC and reviewed at the February 2015 meeting) and responses from Daracon and also issues raised from other interactions and Daracon's response to those issues.

Daracon have advised to address this will take additional time, in the order of some weeks.

I will be in contact once Daracon advise there are in a position to provide a presentation on the above.

In the meantime should you have any questions please call.

Regards

Brett

Brett Peterkin
Peterkin Consulting
0414 389 519
brett@peterkinconsulting.com.au

Attachment 6

Brett Peterkin

From: Brett Peterkin
brett@peterkinconsulting.com.au>

Sent: Friday, 22 April 2016 5:47 PM darach@

Subject: FW: MCQCCC

Hi Darach

Please see response from Daracon below.

Regards

Brett

Brett Peterkin
Peterkin Consulting
0414 389 519
brett@peterkinconsulting.com.au

From: Adam Kelly [mailto:AdamK@

Sent: Friday, 22 April 2016 4:49 PM **To:** Brett Peterkin

To: Brett Peterkin **Subject:** RE: MCQCCC

Hi Brett

Further to your emails we have been working through the final stages of the EIS preparation in the last several weeks. My delay in responding is because we are still a couple of weeks away from having the information ready to present at a meeting. Hopefully I can give you a clearer update at the end of next week. We intend to lodge the EIS as soon as practicable after this meeting and this will be dependent on the readiness of the consultant's submission.

As always we are open to meeting before this if the MCQCCC wishes to, otherwise we will convene when the info is ready to present.

Kind Regards

Adam Kelly | General Manager - Construction Materials, Transport & Plant | DARACON GROUP

17 James Street | PO Box 299, Wallsend NSW 2287, Australia p: 02 49037 070 | m: 0400 390 470 | f: 02 49512 833 adamk@daracon.com.au | www.daracon.com.au



From: Brett Peterkin [mailto:brett@peterkinconsulting.com.au]

Sent: Monday, 11 April 2016 6:47 AM

To: Adam Kelly

Subject: FW: MCQCCC

Adam

Could you please provide a response to the email below from Darach?

Thanks Brett

Brett Peterkin
Peterkin Consulting
0414 389 519
brett@peterkinconsulting.com.au

From: Brett Peterkin [mailto:brett@peterkinconsulting.com.au]

Sent: Monday, 4 April 2016 6:48 AM

To: adamk@

Subject: FW: MCQCCC

Adam

Following up on the email request below, could you please provide a response to Darach's questions?

Thanks Brett

Brett Peterkin
Peterkin Consulting
0414 389 519
brett@peterkinconsulting.com.au

From: Brett Peterkin [mailto:brett@peterkinconsulting.com.au]

Sent: Wednesday, 30 March 2016 1:31 PM

To: adamk@

Subject: FW: MCQCCC

Adam

Please see email below rom Darach Saunders containing two questions.

Could you please provide a response to these questions?

Thanks Brett

Brett Peterkin
Peterkin Consulting
0414 389 519

brett@peterkinconsulting.com.au

From: Darach Saunders [mailto:darach@

Sent: Wednesday, 30 March 2016 9:33 AM

To: 'Brett Peterkin'
Subject: FW: MCQCCC

Hi Brett,

Sorry about not getting back sooner, I have been out of action.

In regards to having the CCC meetings I have been asked to have the following points clarified,

- When will Daracon table the changes they have made to the EIS as a result of the feedback from the CCC that
 was referred to at the last CCC meeting held back in 2015?
- How long will it be between the next CCC meeting and when Daracon lodges the EIS?

Brett it should also be noted that the community members that I have spoken to would like to see a true consultative approach and not just an information session. It has been made quite clear throughout the process to date that the CCC is a voluntary meeting held by Daracon and not a requirement for the EIS. This being the case Daracon has the prerogative to hold the meetings at their leisure. There is not much point in holding a meeting if Daracon cannot supply the information that was referred to last year. The fact that we agree not to have a meeting is not as result of things going well rather the contrary. The frustration with the lack of response and consultation from Daracon has made the CCC meetings pointless.

Regards, Darach

From: Brett Peterkin [mailto:brett@peterkinconsulting.com.au]

Sent: Thursday, 24 March 2016 3:37 PM

To: 'Paterson Progress' < pnq4paterson@gmail.com'>; 'Neil and Margarete' < nmritchie@ ; jcr47@ ; darach@ ; aaron smith@ ; davidm@ ; adamk@ ; r-steward2@ ; CraigD@ ; CraigD@

Subject: FW: MCQCCC

Hello Everyone

With regards to the email below.

I have spoken with MCQCCC representatives regarding the response from Daracon below.

Those members with whom I have spoken have indicated their preference is to wait until Daracon are in a position to provide detailed responses.

On the basis of the members indicating this, I will ask Daracon when they will be in a position to provide detailed responses and arrange the next meeting.

Please let me know if you have any questions.

Regards Brett

Brett Peterkin
Peterkin Consulting
0414 389 519
brett@peterkinconsulting.com.au

From: Brett Peterkin [mailto:brett@peterkinconsulting.com.au]

Sent: Wednesday, 9 March 2016 9:38 PM

To: Paterson Progress (pnq4paterson@gmail.com); Neil and Margarete (nmritchie@lanescape); John < icr47@lanescape > (icr47@lanescape); darach@lanescape aaron smith@lanescape | craigD@lanescape | cr

Hello Everyone

I received an enquiry from a member from the MCQCCC with regards to the next meeting date.

I asked Adam Kelly the following:

You may remember I provided an email dated 4th February to MCQCCC informing the Committee Daracon would take additional time to provide a response to the requested information from the December meeting.

Could you please provide an update as to when Daracon will be in a position to provide a response, referring to the December meeting DRAFT minutes (emailed 20/12/15) where the MCQCCC indicated it would like to hold another meeting to focus upon issues list (identified at the October 2014) and responses from Daracon; also issues raised from other interactions and Daracon's response.

In response Adam has indicated that Daracon are still some weeks away from being in a position to provide as much information as possible in their response to the issues raised.

However, Adam has indicated that Daracon can participate in a meeting.

Given it appears Daracon is still some weeks away from being in a position to provide detailed responses I am seeking the views of members if there is any value in holding a meeting given Adam's response above?

Could you please let me know you views on this?

Thanks

Brett

Brett Peterkin
Peterkin Consulting
0414 389 519
brett@peterkinconsulting.com.au

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Daracon Engineering ACN 002 640 262

Martins Creek Quarry CCC 23rd June 2016



Today's presentation

October 2014 issues list

 Summary of other issues raised from Stakeholders

Changes made to the EIS due to consultation

Other information to be presented



ISSUES LIST OCTOBER 2014

- Environmental Assessment/Project Assessment
- Negotiation on
 - o Hours of operation in DA
 - o Tonnes
 - o Road/rail ratio
- PEA proposed operating parameters i.e. hours of operation
- Progress on DGR items
- Dust/noise/visual amenity impacts
 - what quarry will look like in relation to the above
- Proposed extraction and transport methods
- EIS sub section progress update and engagement with community during development of EIS
- Impact of proposed SSD to:
 - o Businesses
 - o Tourism
 - o Open space
 - o Road safety bus stops etc
 - o Places of worship
 - o Tocal



- Role of government agencies
 - Why have council changed the rules on building houses. i.e. brick homes near MCQ
 - Community input into proposed SSD parameters
- Roads
- Condition of roads
- Community Benefit
 - Actions, activities or projects to be included in a potential VPA
 - Daracon's community sponsorship activities (what is proposed)



- Quarry Operation
- 2 Signage to quarry
- In Truck start times
- 2 Blasting impacts
- ② What is the noise rate. Is it in the normal ratio
- 2 Current and forecast quarry operation
- 2 Train times & numbers proposed future
- 2 Complaints
- o New
- o Resolutions
- 2 Safety at corners on roads leading to & from quarry (Station st & Dungog Rd)
- Others
- Resolution (consent conditions)



Response to Oct 2014 Issues List

Refer to handout (to be included with the minutes)



Summary of other issues raised from Stakeholders

Refer to handout (to be included with the minutes)



Changes made to the EIS due to consultation



Traffic & Transport

- Entrance to Dungog Road avoiding Martins Creek village The current entrance to the quarry is via Station Street Martins Creek. The proposed entrance has been located directly joining Dungog Road, avoiding Station Street and Martins Creek village. Also avoids the use of quarry back entrance by heavy vehicles during train loading;
- On site truck parking to reduce traffic travelling to the quarry in morning;
- Avoidance of Lorn
- Internal policy development and code of conduct for drivers, inclusive of sub-contractors to ensure speed, driver behaviour and haulage routes expectations are communicated and adhered to
- Proposed VPA for road assets
- Extension of the rail line if the opportunity allows increased rail transport



Noise Mitigation

- Construction of noise attenuation barriers to the relevant boundaries;
- Refurbishment of fixed plant equipment to decrease noise;
- Relocation of noise sources within the Quarry footprint;
- New access road and internal haul road to reduce noise for Martins Creek;
- Engineering treatments for rail loading facilities.



Quarry Design

- Physical construction of infrastructure for noise attenuation and traffic/ transport management;
- Pit design to minimise off site impacts;
- Maintenance and stockpile relocation;
- Limited quarry expansion into a smaller area of Lot 21, resulting in less clearing compared to PEA.

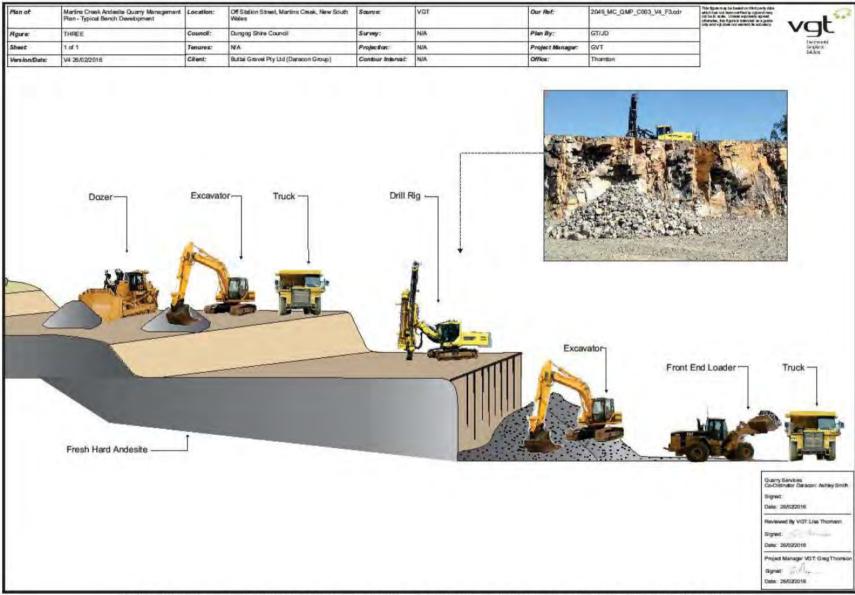


Other Items to be Presented

Proposed Extraction and Transport

What will the Quarry Look Like





VGT Pty Ltd. 4/30 Glemeood Drive, Thomton NSW 2322 PO Box 2335, Greenhills NSW 2323 ph; (02) 4028 6412 fax; (02) 4028 6413 email: mail@vgt.com.au www.vgt.com.au ABN: 79 103 636 353



Stripping of Overburden

Drilling and Blasting

Secondary Processing

Load and Haul

Crushing and Screening

Stockpiling

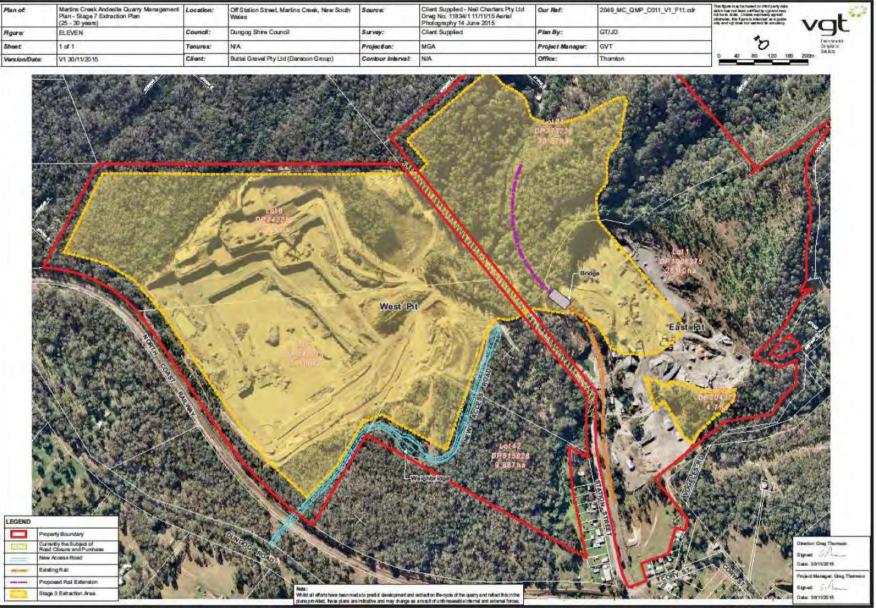
Sampling and Testing

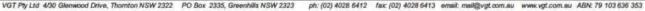
Sales Loading

Weighbridge

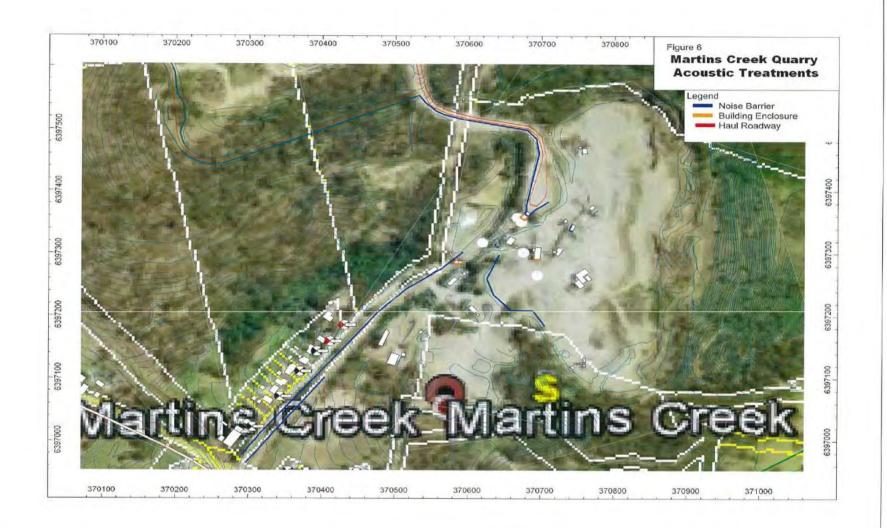
Delivery to Customer



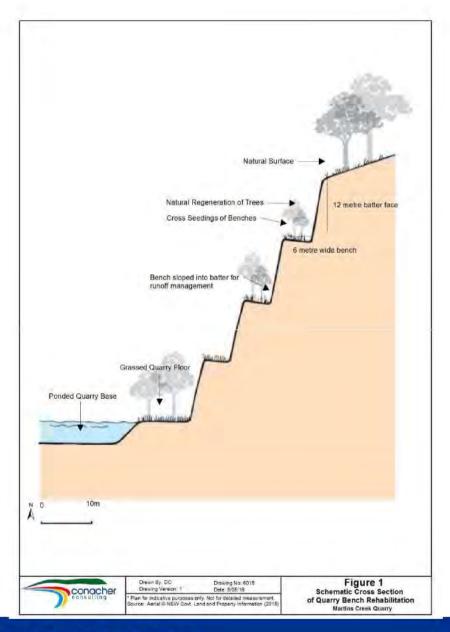














Where to From Here?



Issues Identified - October 2014 CCC

Issues identified throughout MCQCCC consultation process	Details on issues raised	Applicants response to issues identified
Negotiation on: Hours of operation in DA Tonnes Road/rail ratio	 Noise arising from truck movements through the villages. Noise arising from the loading of trains Noise arising from night time quarry maintenance activities Noise arising from Quarry processing. Clarified historic and current tonnages Historic ratio is currently under legal consideration. 	 The proponent has proposed the following hours: In-Pit Quarrying operations between 6am and 6pm (Monday to Saturday). Processing operations between 6am and 10pm (Monday to Saturday). Pug mill mixing and binder delivery operations – 4:30am to 10pm (Monday to Friday), and 4:30am to 6pm on Saturdays. Sales Loading and Stockpiling for Road Transport – 5:30am to 7pm (Monday to Saturday). Train Loading – 24 hours / 7 days a week. Additional actions application: Truck parking on site Noise attenuation to structures & surrounds Relocation of Quarry access point Relocation of Quarry processing areas Refer to Section 5 & 9 of the EIS for further detail. At the December 2014 MCQCCC meeting a presentation was undertaken by Dungog Shire Council (DCS), Port Stephens Council (PSC), Maitland City Council (MCC) and Roads and Maritime Services (RMS) regarding roads impacted by the proposal. The information provided identified the roles and responsibilities of the relevant road managers. At the October 2015 MCQCCC meeting, a presentation undertaken by ACOR Consultants and SECA Solutions outlining details of the civil engineering works and current road conditions was provided. Also included in the presentation was details of

Issues identified throughout MCQCCC consultation process	Details on issues raised	Applicants response to issues identified
		the Pavement Management and Road Inventory System details, historical tonnages and truck movements, assessment of traffic impacts and road safety, details of current and future tonnages and truck movements, road capacity, road safety audit, haulage routes, proposed road works, and traffic modelling.
		It is concluded that no change is required, as the road network is not at capacity and as such the proposed tonnages of 1.5 million remains.
		See Section 8 of the EIS for further detail.
		The proponent indicated that as the road/rail ratio is not fixed, market is therefore dependent upon rail demand for product.
		See Section 8 of the EIS for further detail.
PEA proposed operating parameters – i.e. hours of operation	 Noise arising from truck movements through the villages. Noise arising from the loading of trains Noise arising from night time quarry maintenance activities Noise arising from Quarry processing. 	 Proponent has proposed the following hours: In-Pit Quarrying operations between 6am and 6pm (Monday to Saturday). Processing operations between 6am and 10pm (Monday to Saturday). Pug mill mixing and binder delivery operations – 4:30am to 10pm (Monday to Friday), and 4:30am to 6pm on Saturdays. Sales Loading and Stockpiling for Road Transport – 5:30am to 7pm (Monday to Saturday). Train Loading – 24 hours / 7 days a week. See Section 5 & 9 of the EIS for further detail.
Progress on DGR items	Required regular updates.	Progress updates on the EIS studies provided by The Proponent and Project Manager at monthly meetings of the

Issues identified throughout MCQCCC consultation process	Details on issues raised	Applicants response to issues identified
		MCQCCC.
Dust/noise/visual amenity impacts – what quarry will look like in relation to the above	No specific details on issued raised.	At the May 2015 MCQCCC meeting a presentation by JM Environments (the surface water, groundwater and air quality consultant) was undertaken. The presentation detailed surface water, groundwater and air quality studies undertaken, and the results of these studies. The current stormwater management and existing monitoring undertaken for air quality and EPL requirements were also detailed.
		At the September 2015 MCQCCC a presentation by RCA consultants outlining the acoustic studies and modelling undertaken was provided. The presentation also included an explanation of the statutory requirements for the proposed development, the principles of noise impact assessment and management, outlining of relevant policies, outline of the traffic noise assessment and compliance requirements.
		At the December 2015 MCQCCC meeting a presentation of the Visual Amenity and Socio Economic section of the EIS was provided by the Project Manager, This presentation outlined the visual amenity assessment process, mitigation measures, view point analysis, and socio economic study details and findings relating to the proposal.
Proposed extraction and transport methods	Request for detailed explanation of extraction methodology.	The presentation in June 2016 provided details of extraction.

Issues identified throughout MCQCCC consultation process	Details on issues raised	Applicants response to issues identified
EIS sub section progress – update and engagement with community during development of EIS	Required regular updates.	Updates were provided by the proponent and Project Manager at monthly meetings. The MCQCCC meetings were open to the public, and upon request, the proponent made consultants available to meet and discuss technical aspects of the proposal for committee members and members of the community. Meeting minutes were provided on the proponent's Martins Creek Quarry webpage and hard copies were provided at the local Paterson IGA Grocer and Paterson Post Office.
Impact of proposed SSD to: o Businesses o Tourism o Open space o Road safety – bus stops etc o Places of worship o Tocal	No further details were raised	At the December 2015 MCQCCC meeting a presentation of the Visual Amenity and Socio Economic section of the EIS was provided by the Project Manager, This presentation outlined the visual amenity assessment process, mitigation measures, view point analysis, and socio economic study details and findings relating to the proposal. At the October 2015 MCQCCC meeting a presentation undertaken by ACOR Consultants and SECA Solutions outlining details of the civil engineering works and current road conditions was provided. Also included in the presentation was details of the Pavement Management and Road Inventory System details, historical tonnages and truck movements, assessment of traffic impacts and road safety, details of current and future tonnages and truck movements, road capacity, road safety audit, haulage routes, proposed road works, and traffic modelling. At the December 2014 MCQCCC meeting a presentation was undertaken by Dungog Shire Council (DCS), Port Stephens Council (PSC), Maitland City Council (MCC) and Roads and

Issues identified throughout MCQCCC consultation process	Details on issues raised	Applicants response to issues identified
		proposal. The information provided identified the roles and responsibilities of the relevant road managers.
Role of government agencies Why have council changed the rules on building houses. i.e. brick homes near MCQ Community input into proposed SSD parameters	No further details raised. This is covered by the Department of Planning	A response was provided by Dungog Shire Council during the February 2015 meeting. Council's response concluded: Councils Planning Department can find no policy document with regard to the development in proximity to the Martins Creek Quarry. As such, this pre-dated the EIS undertaken by Railcorp on the Quarry. We can only assume that the officer of the day based upon his knowledge of the location etc. applied the "precautionary principle" in respect of his building standards to safeguard the property owners and to have saved them the costs of having to have undertaken a range of tests from a geological perspective that would have been cost prohibitive. Further to this, recent approval issued by Council (outlined in the December meeting) requires acoustic assessments to be undertaken prior to determination of the development, and requires further assessment to be undertaken prior to the issue of the occupation certificate for the dwelling. The proponent understands the Department of Planning and Environment has taken into consideration community input into the issuing of the SEARs for the project – refer to Department of Planning website for community input details
RoadsCondition of roads	 Proposed mitigation measures. Truck impacts on road conditions Current conditions 	At the October 2015 MCQCCC meeting a presentation undertaken by ACOR Consultants and SECA Solutions outlining details of the civil engineering works and current road conditions

Issues identified throughout MCQCCC consultation process	Details on issues raised	Applicants response to issues identified
	Proposed impacts on roads if the application is approved.	was provided. Also included in the presentation was details of the Pavement Management and Road Inventory System details, historical tonnages and truck movements, assessment of traffic impacts and road safety, details of current and future tonnages and truck movements, road capacity, road safety audit, haulage routes, proposed road works, and traffic modelling.
		At the December 2014 MCQCCC meeting a presentation was undertaken by Dungog Shire Council (DCS), Port Stephens Council (PSC), Maitland City Council (MCC) and Roads and Maritime Services (RMS) regarding roads impacted by the proposal. The information provided identified the roles and responsibilities of the relevant road managers. The proponent is currently preparing a VPA offer inclusive of specific road projects and contributions.
Community Benefit Actions, activities or projects to be included in a potential VPA	No further details given.	At the June 2015 MCQCCC a presentation relating to the Voluntary Planning Agreement The presentation was undertaken by the Project Manager, who provided an overview of the Voluntary Planning Agreement Process and the proponent's proposal to seek community input and ideas for any Voluntary Planning Agreement to be developed. It should be noted that a VPA is currently being prepared.
 Daracon's community sponsorship activities (what is 	No further detailed provided	Refer to Section 8 of the EIS for further detail. The proponent provided details of community sponsorship at the June 2016 presentation. A summary of the proponent's community sponsorship and event activities include:

Issues identified throughout MCQCCC consultation process	Details on issues raised	Applicants response to issues identified
proposed)		 Hunter Valley District Council of RSL Sub-Branches – Donation to Hunter Valley 2015 Gallipoli Student Tour; Paterson Pre-School – Shade cloth structure erected; Vacy Village Country Festival – 2015 Carnival; Paterson Golf Club – Ladies Day; 2015 Gresford Rodeo & Campdraft; Glengallic Shooting Club – Delivery of truck & dog load of gravel to gun club; Gresford Community Group – Gresford Billy Cart Derby; Dungog Bowling Club – Williams Valley Tournament; Farmers Hotel Cricket Club – Vacy – 2015/16 Dungog District Cricket Association; Dungog Shire Community Centre – Annual Christmas Program; Gresford District Agricultural Society Inc – 2016 Gresford Show; 2016 Gresford Rodeo & Campdraft; and 2016 Paterson River Netball Club. The proponent's Social Club also runs various fundraising
		events, and has previously raised funds for the NSW Cancer Council, Mates in Construction, Cerebral Palsy Alliance, Cystic Fibrosis and Hunter Animal Rescue.
		The proponent is also a major sponsor and active participant for "Variety – the Children's Charity," having been involved for more than a decade, and having raised in excess of \$1 Million for children in need. In 2014 the proponent raised \$100,000, approximately \$88,000 in 2015,and \$110,000 in 2016 alone for Variety.

Issues identified throughout MCQCCC consultation process	Details on issues raised	Applicants response to issues identified
		In addition, following the April 2015 super storm and subsequent flooding, the proponent donated both labour & personnel to assist the Dungog Emergency Centre with the Dungog town clean up. The proponent also provided gravel for repair of flood damaged roads to landholders residing within the flood impacted shires at cost. The proponent continues to provide an ongoing supply of storage containers to the SES & Community Green "Common".
		The proponent has also contributed to the construction of the Driver Training Facility, at CB Alexander College.
Quarry Operation		
Signage to quarry	Insufficient signage to Martins Creek Quarry	A signage upgrade adjacent to the railway line at Martins Creek has been undertaken.
Truck start times	Issues raised generally	Refer to EIS for further detail. The proponent has proposed to have on site truck parking to reduce morning traffic noise through the villages.
		The change of access to Dungog Road.
 Frequency of trucks dispatch 	No further details.	A presentation was given at the October 2015 MCQCCC meeting by the engineering and traffic consultants. This outlined details of the civil engineering works and current road conditions. Also included in the presentation was details of the

Issues identified throughout MCQCCC consultation process	Details on issues raised		Applicants response to issues identified
Blasting impacts	What are the current requirements for blasting?	EPL	Pavement Management and Road Inventory System details, historical tonnages and truck movements, assessment of traffic impacts and road safety, details of current and future tonnages and truck movements, road capacity, road safety audit, haulage routes, proposed road works, and traffic modelling. At the February 2015 a presentation by Precision Drill and Blast and Peter Bellairs Consulting was undertaken. The presentation outlined the current process for blasting within the quarry, identified the changes that had been implemented as a result of community feedback, compliance and reporting, and demonstrated how the blast monitor operates.
			Further to this, the blasting consultant and geologist met with residents of View Street Vacy on 22 nd August 2014, to discuss blasting, monitoring and compliance.
			Although within the compliance parameters, blasting patterns were modified to further reduce results below compliance levels.
What is the noise rate? Is it in the normal ratio?			At the September 2015 MCQCCC a presentation by RCA consultants outlining the acoustic studies and modelling undertaken was provided. The presentation also included an explanation of the statutory requirements for the proposed development, the principles of noise impact assessment and management, outlining of relevant policies, outlining of the traffic noise assessment and compliance requirements.

Issues identified throughout MCQCCC consultation process	Details on issues raised	Applicants response to issues identified
Current and forecast quarry operation		At the October 2015 MCQCCC meeting, a presentation undertaken by ACOR Consultants and SECA Solutions outlining details of the civil engineering works and current road conditions was provided. Also included in the presentation was details of the Pavement Management and Road Inventory System details, historical tonnages and truck movements, assessment of traffic impacts and road safety, details of current and future tonnages and truck movements, road capacity, road safety audit, haulage routes, proposed road works, and traffic modelling.
Train times & numbers – proposed future		At the April 2015 MCQCCC meeting a rail presentation provided by the proponent outlined the rail study details, including the current situation and use of rail, current quarry loading details, the proposed location of the rail line to the quarry, identified within the EIS. Formal feedback was received from MCQAG on the rail presentation following the meeting. The proponent indicated that as the road/rail ratio is not fixed, market is therefore dependent upon rail demand for product.
Graph showing tonnage from MCQ over last 10 years		At the October 2015 MCQCCC meeting, a presentation undertaken by ACOR and SECA Solutions outlining details of the civil engineering works and current road conditions was provided. Also included in the presentation was details of the Pavement Management and Road Inventory System details,

Issues identified throughout MCQCCC consultation process	Details on issues raised	Applicants response to issues identified
		historical tonnages and truck movements, assessment of traffic impacts and road safety, details of current and future tonnages and truck movements, road capacity, road safety audit, haulage routes, proposed road works, and traffic modelling.
Complaints o New o Resolutions	Requested details of recorded complaints and how Daracon was	The proponent has provided updates during the monthly meetings on complaints received and resolved.
o Resolutions	to address these.	All complaints received from the public are responded to and have been documented.
Safety at corners on roads leading to & from quarry (Station St & Dungog Rd)	No further details provided	The proponent has addressed this issue by identifying a new entrance to the quarry. The new entrance from Dungog Road will be constructed to relevant standards, which will avoid the need for quarry traffic to enter Martins Creek village. This will also avoid interaction with the existing railway level crossing & Station Street. A Road, Transport and Civils presentation was undertaken in October 2015, which provided details of the proposed new entrance.
Resolution (consent conditions)	No further details provided	Proponent is seeking resolution as to consent conditions. No further action is considered at this stage.

Summary of other issues raised from Stakeholders

 Truck numbers Truck speeds Tonnage limits Civil Works Roadworks Haulage Routes Bus Lanes/ Slip lanes for trucks Proposed haulage routes (including use of Vogeles Road) Traffic safety along haulage routes Peak truck movement details Cumulative impacts with Brandy Hill 	public	At the October 2015 MCQCCC meeting, a presentation undertaken by ACOR Consultants and SECA Solutions outlining details of the civil engineering works and current road conditions was provided. Also included in the presentation was details of the Pavement Management and Road Inventory System details, historical tonnages and truck movements, assessment of traffic impacts and road safety, details of current and future tonnages and truck movements, road capacity, road safety audit, haulage routes, proposed road works, and traffic modelling. At the December 2014 MCQCCC meeting a presentation was undertaken by Dungog Shire Council (DCS), Port Stephens Council (PSC), Maitland City Council (MCC) and Roads and Maritime Services (RMS) regarding roads impacted by the proposal. The information provided identified the roles and responsibilities of the relevant road managers.
 Truck running times Distribution of trucks re: morning peak 	Sleep disturbance Road safety	At the October 2015 MCQCCC meeting, a presentation undertaken by ACOR Consultants and SECA Solutions outlining details of the civil engineering works and current road conditions was provided. Also included in the presentation was details of the Pavement Management and Road Inventory System details, historical tonnages and truck movements, assessment of traffic impacts and road safety, details of current and future tonnages and truck movements, road capacity, road safety audit, haulage routes, proposed road works, and traffic modelling. At the December 2015 MCQCCC meeting a presentation of the visual amenity and socio economic section of the EIS was provided by the Project Manager. This presentation outlined the visual amenity assessment process, mitigation measures, view point analysis and socio economic details and findings relating to the proposal.

		1
		At the September 2015 MCQCCC a presentation by RCA consultants outlining the acoustic studies and modelling undertaken was provided. The presentation also included an explanation of the statutory requirements for the proposed development, the principles of noise impact assessment and management, outlining of relevant policies, outline of the traffic noise assessment and compliance requirements.
Truck speeds along haulage routes	 Excessive speed perceived by public Lack of pedestrian infrastructure. 	The proponent has implemented a Code of Conduct for truck drivers to address these issues.
		All trucks are required to adhere to the Code Of Conduct.
Labelling of trucks to enable identification of trucks	Suggestion to have trucks clearly labelled for ease of truck identification.	Labelling of trucks is being considered and the proponent will adhere to conditions of consent.
Truck standards	Truck compliance to legislation	The proponent has a quality management system in place for its own trucks and contracted trucks. The MCQCCC was offered a presentation from the proponent regarding the quality management program, however declined the offer.
 Truck noise Hours of operation Noise Mitigation Measures Noise modelling information Noise reporting process 	Truck compliance to legislation	At the September 2015 MCQCCC a presentation by RCA consultants outlining the acoustic studies and modelling undertaken was provided. The presentation also included an explanation of the statutory requirements for the proposed development, the principles of noise impact assessment and management, outlining of relevant policies, outline of the traffic noise assessment and compliance requirements.
 Location of noise 		

loggers	What are the standards required and measures proposed	At the May 2015 MCQCCC meeting, a presentation by JM Environments was undertaken. The presentation detailed surface water, ground water and air quality studies undertaken, and included the results of these studies as well as the current stormwater management and the existing monitoring undertaken for air quality and EPL requirements.
Off-site heritage assessment - Paterson	When was it required?	The Project Manager indicated that the SEARs do not require off site heritage assessment. The Roads, Traffic and Transport and Civil Works presentation given in October 2015 identified that if roadworks at Paterson were to be undertaken, it may be a requirement to assess off-site heritage as part of the proposed roadworks.
Operation of rail line from Martins Creek Level Crossing to quarry	 Safety concerns Responsibility – who is responsible? 	ARTC and the proponent provided advice during the April 2015 MCQCCC meeting regarding operational responsibilities of the rail line from Martins Creek Level Crossing to quarry.
 Project area Permits/approvals Land use compatibility Rehabilitation Plan 	No further details provided.	At the June 2016 meeting, the proponent confirmed the project area. Identified permits/approvals will be a results of the SSDA process. The land is zoned rural and extractive industry is permissible with consent. The rehabilitation plan was presented.

Summary of other issues raised from Stakeholders

DARAC

17 James Street Wallsend NSW 2287 PO Box 299 Wallsend NSW 2287 P 02 4903 7000

dgroup@daracon.com.au www.daracon.com.au

SYDNEY 184 Adderley Street West, Auburn NSW 2144 PO Box 6145 Silverwater BC NSW 1811 P 92 8799 2600

HUNTER VALLEY 2 Kime Road, Mount Thoriey 2330. PO Box 225 Singleton NSW 2330 P 02 6574 0200

GUNNEDAH 21 Martin Road, Gunnedah N5W 2380 PO Box 767 Gunnedah NSW 2380 P 02 6742 4977

22nd June 2016

Martins Creek Quarry Action Group PO Box 500 PATERSON NSW 2421

Attention: Mr Darach Saunders

Dear Mr Saunders

Thank you for your recent correspondence and comments on the Martins Creek Quarry Project. As always, all feedback is welcome and responses and discussion on this feedback in a timely manner allows for a more successful project outcome for all parties involved.

As you have correctly pointed out the deadlines for the EIS presentations have been reached. These deadlines were put in place to ensure any concerns and suggestions made were able to be addressed in the consultants reports while still in draft form. You are aware that our submission of the State Significant Development Application (SSDA) will occur shortly. The consultant's reports have been completed to allow the overarching EIS document to be compiled.

In reviewing the comments and questions Daracon believe we have been able to address the majority of these issues in the EIS, and will include this correspondence with our submission. This will allow the Department of Planning & Environment to be across the latest raised issues, and allow the ongoing process to address any outstanding concerns. The CCC has determined certainty of the project as an issue, and in order to achieve this all parties are after a quick resolution to the current issues. We believe moving forward with the SSDA process is the best outcome at this point in time.

You are also aware that the CCC was established from community feedback to communicate what is happening both with existing and EIS related information at the quarry. Daracon welcomed this suggestion and the CCC was set up in conjunction with Dungog Shire Council and the Paterson Progress Association.

Daracon Landscaping

Daracon Contractors Pty Ltd ABN 82 002 344 687



As you are aware in March 2015 class 4 enforcement proceedings in the Land and Environment Court were taken against Daracon, only weeks after the formation of the CCC. This is disappointing as the action by Dungog Council has limited the information flow from Daracon on its current operations during the CCC meetings, and as such some of the answers given in the following document are as a result of this situation. Fortunately this has not affected the continuing consultation on the SSD.

As such please find our response to your letter.

- 1. Daracon is prevented from responding due to the Council's LEC proceedings
- 2. Daracon is prevented from responding due to the Council's LEC proceedings
- 3. Daracon is prevented from responding due to the Council's LEC proceedings
- 4. Daracon is prevented from responding due to the Council's LEC proceedings
- 5. Daracon is prevented from responding due to the Council's LEC proceedings
- 6. Daracon is prevented from responding due to the Council's LEC proceedings
- 7. Dungog Road will be upgraded to allow for sight lines and the intersection design to be provided in accordance with Austroads Guidelines and RMS / Council requirements.
- 8. The entrance is not a road, it is a drive access the same as at farms, houses business premises or other private points of access to a public road. Where road works are required for the connection to Dungog road, it will be done within the requirements of the relevant consent authority. Relevant consultation will be carried out as part of this process if and when approved.
- 9. Minimum road standards are set by the relevant Council, the Local Roads Authority. This will correspond to Austroads 2010 Guide to Road Design Part 3: Geometric Design, generally 7.0m carriageway [2 x 3.5m wide lanes] plus 1.0 1.5m sealed shoulders. Road pavement design and thickness are set for design life, traffic and subgrade conditions corresponding to Austroads 2012 Guide to Pavement Technology Part 2: Pavement Structural Design.
- 10. All trucks accessing Paterson and Lorn must adhere to road rules. Pedestrians crossing the road or accessing their vehicles should also obey all road rules. Quarry trucks should not be crossing solid white lines in an illegal manner. It is noted that Daracon have stated that as part of the approval process they will cease their trucks from accessing the site via Lorn, unless this route is required for emergency access or for specific site access in the Maitland area.
- 11. The intersection corresponds to Austroads standards. There is provision for queuing storage at the Tocal Road left turn in and right turn in to Paterson Road. The quarry truck movements are left in east bound Tocal Road to Paterson Road and right out west bound Paterson Road to Tocal Road and do not restrict concurrent movements. The bridge is 2 lanes width. The bridge crossing and the



- approach roads are all two way. Martin Creek trucks only turn left into Paterson Road and right out of Paterson Road and do not impact upon the sheltered right turn for vehicles turning off Tocal Road into Paterson Road.
- 12. The Paterson Road bridge is not subject to load limitations. Maximum vehicle loading, including multiple heavy vehicles, is considered in bridge design. As there are no stated load limits on Paterson Bridge there is therefore no restriction on truck movements.
- 13. The MCQCCC was offered a presentation by Daracon at the February 2015 MCQCCC meeting regarding the quality assurance process in place for contractor trucks. The MCQCCC declined the offer. Daracon's Code of Conduct will reflect this requirement, and any future Traffic Management Plans required by the SSDA will outline this.
- 14. Daracon will continue to utilise only trucks that have been registered predominantly by the RMS, or recognised by the RMS. The RMS ensures that all vehicles comply with standards set to run on NSW roads.
- 15. The minutes are as follows 'Safety looking at peaks; date; potential hourly 300/day will be looked at as an absolute peak demand'. This comment was made in relation to the reported newspaper truck movements of 600 total truck movements per day (ie 300 in and 300 out). It was stated as part of the assessment of peak historical movements from the quarry.
- 16. Daracon have proposed a new entry and exit via Dungog Rd to the quarry which will ensure Douglas St, Station St and Grace Avenue will no longer be required to be used by heavy vehicles.
- 17. Daracon are not aware of and have not carried out any tree felling on Dungog Rd
- 18. Daracon have indicated during the CCC process that it has and will continue to investigate opportunities to utilise the rail siding for sales into the wider market over and above ballast distribution. Offloading facilities are considered and discussed in the EIS. It should be noted that these existing facilities are owned and operated by businesses currently selling quarry product into the Sydney market and in competition to Daracon.
- 19. Daracon is prevented from responding due to the Council's LEC proceedings
- 20. Information contained in the acoustic assessment report in the EIS, and in particular tables 13 thru 17 and the noise contour plots for Year 10 operations indicate potentially between 1 and 4 residences in Station St may not meet the target noise goals during normal quarry operations.
- 21. Butterwick road receives only a small amount of Martins Creek Quarry traffic and the dwellings are set well back from the road. On these points it was considered the monitoring for noise was not required. This was communicated by the Project Manager in the October 2015 CCC meeting
- 22. The information regarding the RMS NAP was provided by way of informing those at the meeting in response to questions on the topic that such a program existed and it might be possible for stakeholders to discuss Architectural Noise Treatments. The CCC was informed that RMS NAP was



- only available for RMS roads where noise impacts were 'Acute' (ie above 65 dB LAeq 15hr or above 60 dBAeq 9hr). Abatement options will be considered as part of the SSDA process. Funding information for MR101 should be addressed with DSC.
- 23. There are no variations to the proposed operational times listed in the original PEA.
- 24. The following assessment was made in regard to impact on amenity. The acoustic report shows there will be a 10dB reduction in noise levels for residents in Station St, which would clearly represent a significant improvement in amenity. The noise impact assessment under the NSW Road Noise Policy addresses the question of amenity in respect of road traffic noise.
- 25. A Biodiversity Offset Strategy has been prepared and will be submitted with the EIS documentation in accordance with the NSW Biodiversity Offsets Policy for Major Projects. The strategy involves both offset lands, currently controlled, others that have been identified and where appropriate financial adjustments.
- 26. The ecological consultants have held discussions with the Federal agency and have submitted a referral to Federal Department of Environment.
- 27. Commercial in confidence
- 28. Commercial in confidence
- 29. Commercial in confidence
- 30. Daracon is prevented from responding due to the Council's LEC proceedings
- 31. Daracon is prevented from responding due to the Council's LEC proceedings
- 32. Daracon's understanding is that the highwall failure at Ulan was at the Moolarben Coal Mine. Hard rock quarries have rock faces rather than 'high walls'. The faces of the quarry have been assessed as part of the EIS and information will be available with the submission.
- 33. There is a 20m buffer from the current operational area to the boundary
- 34. There is a 20m buffer proposed for future operational areas to the boundary
- 35. Daracon is prevented from responding due to the Council's LEC proceedings
- 36. The dust gauges have complied with the requirements of the EPL with the exception of one dust gauge. This dust gauge is located in a paddock next to cattle yards. The "dust" collected in the gauge contained primarily ash-able material (it can be burnt). Although non-conforming results were obtained from this gauge they are more likely to be plant fibre etc. than dust generated from quarrying.
- 37. Dust emissions have been considered and addressed in the EIS
- 38. Noted
- 39. Noted
- 40. Daracon is prevented from responding due to the Council's LEC proceedings



- 41. The consultant is unaware that there was proven and specific data for diesel particulate matter along the haulage routes in 2014 and would be interested in reviewing this data. Diesel greenhouse emissions are discussed in the EIS (including haul routes) without reference to specific locations and residences.
- 42. The proposed development redirects quarry haulage vehicles away from Station St onto a new route. As this is proposed early in the project the use of Station St will be limited.
- 43. Traffic noise predictions are based on a percentage of heavy vehicles (not specifically Class 9/10 vehicles) in the traffic stream. Weighbridge records were reviewed to determine if there was a significant number of other heavy vehicle classes associated with the quarry and it was found that the non class 9/10 vehicles represented such a small proportion of the quarry traffic as to be negligible from the point of view of noise impact assessment.
- 44. The scope of the development is an expansion of an existing quarry and if there were no proposal to expand the quarry there would be no consideration of the noise impacts associated with the expansion and the existing traffic noise would remain. Therefore, the impact of the proposal is to be assessed based on what happens as a result of the proposed development not as a result of assuming the existing quarry does not exist and making an assessment as if there is an entirely new quarry. It is Daracon's' understanding at this time that no further assessment is needed to meet the Secretary Generals requirements for the EIS.
- 45. There are no identified circumstances which are likely to be a significant impact on any other sensitive receiver, however, if a circumstance is identified during the SSDA process where further assessment is required it will be conducted.
- 46. The acoustic report does not address blasting as this is covered under a separate document. Blasting information was presented to the CCC in February 2015.
 - The SSDA does not envisage 'night time operations' and therefore are not assessed.
 - The question of sleep disturbance is addressed in the acoustic report
 - The comment on road vibration is noted, although the SEARS do not seek an assessment of vibration induced by traffic at this time. If a circumstance is identified during the process where further assessment is required it will be conducted.
- 47. This matter is the subject of the LEC proceedings and Daracon can make no comment in relation to the question.
 - Once again thank you for your feedback and comment. We look forward to the ongoing communication regarding the project as the process continues. We believe the majority of these



issues have been addressed in the EIS document, and the ongoing SSDA process will address any outstanding concerns

Yours faithfully

Buttai Gravel Pty Limited

Adam Kelly

General Manager

Martins Creek Quarry Community Consultative Committee

1st December 2015

Attendees:

The Chair reminded the MCQCCC of the ground rules agreed

Brett Peterkin – Chair; Stuart Murray – Site R&D; Adam Kelly, David Mingay – Daracon; Neil Ritchie; John Redman; James Ashton (for John McNally); D Saunders

Apologies: John McNally

Observers - P Rees - The Chair asked if there were any issues having Peter Rees - no issues raised

Declaration of Pecuniary interest – as per previous; none identified tonight.

Confirmation of Minutes of October meeting minutes

No comments received prior to meeting and no comments from meeting. Minutes deemed endorsed.

Chairs note –confirmed that hard copies of September minutes left at Paterson Post Office and IGA Supermarket.

Business Arising

Adam Kelly – re Hexham type projects; current work load ex Martins Creek is typical for the time of year and activity within associated industries. Given the warm weather seal season is commencing and Asphalt producers are busy with local government and private projects. No unusually large projects currently running that are being supplied ex Martins Creek; supply consists of various materials to various sectors. 41 Customers and 17 different Daracon jobs in October; 39 customers, 17 different Daracon jobs November; biggest sales after Daracon jobs were ex-bin sales, demonstrates there is a wide customer base

Compression braking – a memo was sent out in March and resent and re toolboxed with drivers – Neil thanked Daracon and noted compression braking occurrence had declined in the last month

Stuart – noise contours – Stuart informed the CCC still finalising numbers with 147 noise models needing to be run, which will be amended to the back of the report; Stuart is awaiting the final report

James – re guard rail damage and provision of details – James noted this was a comment

Correspondence

In

ARTC requested removal of email provided to September meeting from the website and notes at IGA and Post Office. (See Attachment 1) The Chair emailed CCC members with regards to this when advised by ARTC.

Out

Confirmation email details re Martins Creek Level crossing (see attachment 2)

Response from Daracon re enquiry regarding the use of Martins Creek Road as a haul route (see attachment 3 and Attachment 4)

EIS Update

Stuart provided an updated on the key activities of the EIS:

Roads/Traffic

· Report presented last meeting

Survey

• Complete. Crown Road closure process underway

Civil

Relating to quarry presented last meeting

Acoustics

Final draft to be provided

Traffic

Presented last meeting

Environmental Engineer

Draft finalised, presented previously

Town Planning

• Legislative component drafted, awaiting final reports from consultants

Community Consultation

Ongoing

Aboriginal Heritage & Historical

• Presentation supplied

Rail Report

• Completed and presented to CCC

Visual

Presentation to night

Geotechnical

• Roads and survey component complete. Quarry component complete.

Geologist

Quarry completed

Ecologist

Awaiting final rehabilitation plan

Voluntary Planning Agreement

Hold over until Council amalgamations issue sorted and will talk to appropriate body

Daracon Update - Adam Kelly

- 7th October complaint trucks speeding trucks identified not from weighbridge with lots of other trucks in the area, drivers were spoken to re voluntary code of conduct. Daracon representative sent to Paterson to carry out safety observations.
- 9th October driver reported to have ashed cigarette out of window no details provided, hard to track down
- 13th October truck reported to be close to rear end of car at Bolwarra roadworks GPS information indicated no hard braking; driver spoken with
- 28th October truck reported speeding Tocal Road driver reminded of responsibilities
- 11th November truck reported speeding Station St local truck and driver reminded of voluntary speed limits, truck not normally in and out of quarry
- 12th November truck reported going through Paterson early GPS indicated Daracon truck went through Paterson (first truck to quarry) at 5.46am
- 12th November small spill in Paterson cleaned up
- 12th November truck (Not a Daracon truck) breakdown in Paterson council informed and traffic control requested, trucks held at quarry until truck was running and back on the road and out of Paterson memo went to all companies reminding them of community inconvenience when breakdowns occur and informing them of procedures to inform correct organisations

Update from group representatives – re sharing of information from July MCQCCC meeting with rail presentation

N Ritchie – no committee meeting held

D Saunders – forward to group

P Rees – shared briefly with group

J Ashton – discussed at PPA

Visual and Socio Economic Assessment Presentation – (Provided by S Murray) Attachment 5

Visual

- No set laws/standards for visual; it is a subjective exercise
- 16 sites assessed, assessed as expanded project
- Why exercise control over a report? Why doesn't Daracon leave reports as expert stands?
 Doesn't know what control Daracon exercises over report? Not saying Daracon has exercised control, but rather it's a question in mind. D Mingay hasn't read any of the reports; S Murray indicated it is an area that always has the question of independence. A Kelly indicated that inconsistences between reports causes changes, such as naming areas or sites differently
- Does the study pick up receptors? The sites are taken from public view elevation, roads, hasn't identified receptors
- Report indicates visual amenity high, affect nil in Station St has anyone asked residents in Station St? It is an assessment carried out by the landscape architect
- What is the scale? There are no set rules, it's the perspective of the landscape architect;
 UDAS has guidelines (Dept. of Planning)
- Any proposed mitigation, once the quarry plan is reviewed, will be responding to acoustic report, traffic report, etc. – many iterations – acoustics has 147 models to run – aim is to have least impact on community

Socio Economic

- Impacts of site? condition of consents must be met
- Has off site processing plant been considered? Has been considered not economic need to setup loading/unloading facility
- Other quarries don't impact on other residents two do!! Martins Creek impacts on amenity
 with early starts impacts on sleep etc.; concern at impact on Martins Creek, Paterson re
 truck movements reduction of noise is the key how to improve roads royalty to fix
 roads to Dungog?
- The Chair indicated that discussion had been had October 2014; to work with agencies and councils to seek funding to repair roads was offered to the CCC to work with CCC, councils and agencies to attract funding (not related to assisting the project Daracon are pursuing, but to attract government funding to improve road conditions) were discussed at previous CCC meetings the CCC did not follow through
- Daracon offered to assist Dungog & presented this to council with request that Martins
 Creek and Paterson roads be fixed first council did not want to negotiate
- It was noted in the presentation the word Productivity should have been Cost this will be noted as a change to the minutes at the next meeting agreed. The presentation will be included as provided at the CCC meeting.

- Economic impact at micro level is negligible, state and regional there are significant impacts
- Options discussed re time starting at quarry and the need for product to be at construction site first thing in the morning – impacts on cost (productivity) and site construction
- Dungog Council choose to another route other than negotiating plan was discussed with
 Dungog Council re expansion but it was noted it was a SSD project due to its output –
- S Murray indicated in his experience that projects are most successful for community when council work with/negotiate with proponent
- For every \$ spent in construction there is a \$ multiplier benefit
- There are 4 hard rock quarries that specifications for public infrastructure construction they need capacity to produce and meet specifications
- Fixing roads is only part of the solution amenity impact on Paterson regulating trucks per hour may alleviate effect on amenity; traffic mix may pose safety issues
- Stated many times the frequency of trucks is the issue

General Business

- Is it possible to review list of issues identified at October meeting and identify what changes have been made as a result of CCC discussions can a copy be provided? The Chair indicated he could read out a list CCC agreed it would be appropriate to document the issues and where addressed in EIS and what change shave been made a result of CCC
- Issues raised during the CCC and other interactions Daracon have been involved with issues raised will be identified and identified where they have been addressed in EIS
- Any news on rail supply to Sydney no news, negotiations have looked at options; no point
 in discussing hypotheticals
- Trucking is still cheaper to transport product to Sydney from Martins Creek
- Can we discuss the issues from list and those that have been raised? Yes Daracon to
 prepare a response and provide A Kelly indicated this will not be available for at least 4-6
 weeks
- A Kelly asked where to from here for the CCC in its current format? Or Does Daracon hold information sessions at milestones during the EIS assessment process?
- The Chair asked each member where to from here for the CCC?
- D Saunders(MCQAG) will talk to committee
- N Ritchie (Brandy Hill Action Group) would like another meeting
- J Redman(VOWW) would like another meeting to discuss responses
- J Ashton (PPA) agree with J Redman
- Meeting proposed for February The Chair to advise details; meeting to focus upon issues list and responses from Daracon; also issues raised from other interactions and Daracon's response
- Rehabilitation will be included in EIS; no plan for waste
- A Kelly noted that Daracon requested feedback from the traffic and transport/roads presentation and none was provided

From: Brett Peterkin [mailto:brett@peterkinconsulting.com.au]

Sent: Tuesday, November 10, 2015 2:43 PM

To: Cc:

Subject: RE: TRIM: Martins Creek Level Crossing - additional questions - 65/410/1894

Hi Teena

Thanks for your reply.

We will remove the ARTC letter from the meeting minutes going up on the web and inform the committee members that ARTC have requested we remove the letter and ARTC will provide further correspondence as soon as practical. We will also remove the ARTC letter from minutes that are placed in a folder at the IGA Shop and Post Office in Paterson.

We look forward to receiving an updated response from ARTC.

Kind Regards

Brett

Brett Peterkin Peterkin Consulting 0414 389 519

brett@peterkinconsulting.com.au

From:

Sent: Monday, November 9, 2015 10:45 AM

To: brett@peterkinconsulting.com.au

Cc:

Subject: RE: TRIM: Martins Creek Level Crossing - additional questions - 65/410/1894

Good morning Brett,

As discussed briefly last week ARTC and Daracon undertook a Risk Assessment and considered interim procedures for the subject crossing.

Accordingly, and in light of the ongoing liaison between the parties it would be appreciated if the letter dated 11 September 2015 remain in confidence and not published on the <u>Website</u>.

Further correspondence will be provided to the Community Consultative Committee as soon as practical.

Kindest regards,

- Hunter Valley Enterprise Services



From: Brett Peterkin [mailto:brett@peterkinconsulting.com.au]

Sent: Wednesday, November 4, 2015 10:29 AM

Subject: FW: TRIM: Martins Creek Level Crossing - additional questions - 65/410/1894

Hi Teena

Thanks for your letter which was presented to the Martins Creek Quarry Community Consultative Committee meeting in September and provided in the minutes of the meeting to the Committee members.

As with all meeting minutes, including correspondence and presentations, they are placed on the Daracon website (http://www.daraconquarries.com.au/Locations/Martins-Creek/MCQCCC/)

I wanted to double check with you, prior to placing the ARTC letter (attached) onto the website as part of the September meeting final minutes if there are any issues?

Could you please confirm all is in order?

Thanks

Brett

Brett Peterkin
Peterkin Consulting
0414 389 519
brett@peterkinconsulting.com.au

Email to MCQCCC Members 11 th November 2015
September Meeting Minutes
In relation to the September meeting minutes ARTC have requested the following:
"Please remove the ARTC letter from the meeting minutes due to be published on the web including any other locations the document is available. Accordingly, please inform the committee members that ARTC will provide further correspondence as soon as practical."
As soon as I have further information I will provide to MCQCCC members.
Regards
Brett
Brett Peterkin
Peterkin Consulting
0414 389 519
brett@peterkinconsulting.com.au

Hi Brett

Firstly, thank you for coordinating such a prompt reply from Daracon.

I have no issues with you sharing my request re Martins Creek Road at the upcoming CCC.

Regards Stephen

From: Brett Peterkin [mailto:brett@peterkinconsulting.com.au]

Sent: Friday, November 27, 2015 2:14 PM

To: Cc:

Subject: RE: Martins Creek Road.

Stephen

Please find attached response from Daracon.

As discussed I would like to include the correspondence in the Martins Creek Quarry Community Consultative Committee meeting minutes for the next meeting – I will blank out all email details (apart from the request), names and addresses.

Please advise if this is not acceptable.

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

Regards

Brett

Brett Peterkin
Peterkin Consulting
0414 389 519
brett@peterkinconsulting.com.au

From: Brett Peterkin [mailto:brett@peterkinconsulting.com.au]

Sent: Friday, November 27, 2015 8:40 AM

To: Cc:

Subject: RE: Martins Creek Road.

Stephen

Thanks for the phone call and email. As discussed this issue was discussed at the Martins Creek Quarry Community Consultative Committee October meeting and included in the draft minutes sent to member community group representatives from the Committee.

I will follow through today and provide a response from Daracon.

Thanks again for taking the time to call and raise the issue.

Regards

Brett

Brett Peterkin
Peterkin Consulting
0414 389 519
brett@peterkinconsulting.com.au

From:

Sent: Thursday, November 26, 2015 7:31 PM

To: 'brett@peterkincosulting.com.au' < brett@peterkincosulting.com.au >

Cc:

Subject: Martins Creek Road.

Hi Brett

Thank you for taking the time to discuss with me the concerns of residents along Martins Creek Road, the rumors, that the operators of Martins Creek Quarry intent to utilize this route for trucks movement to and from Martins Creek Quarry.

As discussed it is noted in the draft CCC minutes that quarry movements along Martins Creek Road is not an option. Could you please provide more information on the quarry operators position on this issue?

If appropriate I would appreciate a response prior to 7.30pm Monday as I have been informed flyers for a public meeting on Thursday evening to discuss this issue are planned to be distribute Tuesday.

Regards Stephen

Attachment 4

27 November 2015

AK: SJR

Attention: Brett Peterkin

Chair

Martins Creek Community Consultative Committee

Dear Brett



HEAD OFFICE

17 James Street Wallsend NSW 2287 PO Box 299 Wallsend NSW 2287 P 02 4903 7000

dgroup@daracon.com.au www.daracon.com.au

SYDNEY

184 Adderley Street West, Auburn NSW 2144 PO Box 6145 Silverwater BC NSW 1811 P 02 8799 2600

HUNTER VALLEY 2 Kime Road, Mount Thorley 2330 PO Box 225 Singleton NSW 2330 P 02 5574 0200

GUNNEDAH

21 Martin Road, Gunnedah NSW 2380 PO Box 767 Gunnedah NSW 2380 P 92 6742 4977

Re: Use of Martins Creek Road by Quarry Trucks

Thank you for the opportunity to provide a response to Stephen's email. Daracon welcomes the opportunity to provide information regarding the Martins Creek Quarry Project.

I confirm as part of the Environmental Impact Statement (EIS), and as discussed at the Martins Creek Quarry Community Consultative Committee October meeting, all potential options for access to and from the quarry have been reviewed by consultants compiling the EIS.

Martins Creek Road was deemed not an option for haulage traffic for a number of reasons including:

- Martins Creek Road has a load limit which excludes haulage traffic
- Martins Creek Rail Bridge (located in Martins Creek) cannot accommodate haulage traffic
- Martins Creek Road is not a regional road
- A Road Safety Audit carried out on Martins Creek Road indicated the road was of poor standard
- Dungog Shire Council indicated to the consultants carrying out the investigations Martins Creek Road was unacceptable to use as a haulage route

As mentioned above, this issue was discussed at the October meeting of the Martins Creek Quarry Community Consultative Committee.

Should you have any further questions we would be pleased to hear from you.

Yours faithfully

Buttai Gravel Pty Ltd

Adam Kelly

General Manager

Construction Materials, Transport & Plant

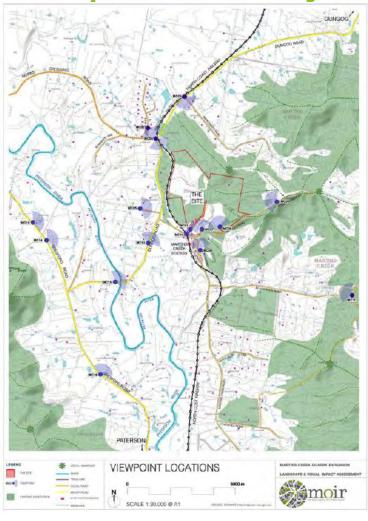
Attachment 5

Landscape & Visual Impact:



- Visual quality relates to aesthetics & its assessment is largely subjective.
- Visual sensitivity is a measure of how critically a change to the existing landscape is viewed by people from different areas.
- Visual effect is classed as low, moderate & high.
- Visual impact is the combined effect of sensitivity & visual effect.

Viewpoint analysis:



Overview of Viewpoint Analysis

- ▶ 16 points were located looking back on to the Quarry area.
- 8 viewpoints from which the project was visible, of these:
- . 3 had low visual impact.
- 5 had moderate visual impact.
- III. 8 had nil visual impact.

Summary of Visual assessment:

VIEW- POINT	LOCATION	DISTANCE TO SITE	VISUAL SENSITIVITY	VISUAL EFFECT	VISUAL IMPACT	
MC01	Station Street	15m	HIGH	NIL	NIL	
MC02	View Street	650m	HIGH	NIL	NIL	
MC03	Dungong / Merchants Road	1.04km	MODERATE	NIL	NIL	
MC04	Dungog / Horns Crossing Rd	420m	MODERATE	NIL	NIL	
MC05	Lane off Dungong Road	557m	HIGH	NIL	NIL	
MC06	Martins Creek Tennis Court	375m	HIGH	NIL	NIL	
MC07	Vogeles Road	10m	MODERATE	MODERATE	MODERATE	
MC08	Douglas Voge Road	30m	MODERATE	LOW	LOW	
MC09	Douglas Voge Road	650m	MODERATE	LOW	LOW	
MC10	Cory Street	45m	HIGH	NIL	NIL	
MC11	Black Rock Road	2.66m	LOW	NIL	NIL	
MC12	Dungog Road	740m	MODERATE	MODERATE	MODERATE	
MC13	Gostwyck Bridge	1.55km	MODERATE	LOW	LOW	
MC14	Gresford Road	2.34km	MODERATE	MODERATE	MODERATE	
MC15	Gresford Road	2.52km	MODERATE	MODERATE	MODERATE	
MC16	Gresford Road	2.98km	MODERATE	MODERATE	MODERATE	

Mitigation Methods:

- Mitigation measures are intended to avoid, reduce and where possible remedy adverse through:
- A. Design considerations of the Quarry.
- B. Rehabilitation Planning.
- c. Residential Screen Planting & Street treatments at the Quarry.

Socio Economic Assessment:

- Two broad categories, "micro and macro"
- What are the economic implications of the quarry:
- 4 major hard rock supplies.
- Market segment: 2 are "chain suppliers", 2 are "market segment suppliers".
- Hard rock must meet specifications for the uses that it goes to.
- Specifications dictate nature of the material, handling and working requirements, non blending or mixing of materials used on a project.

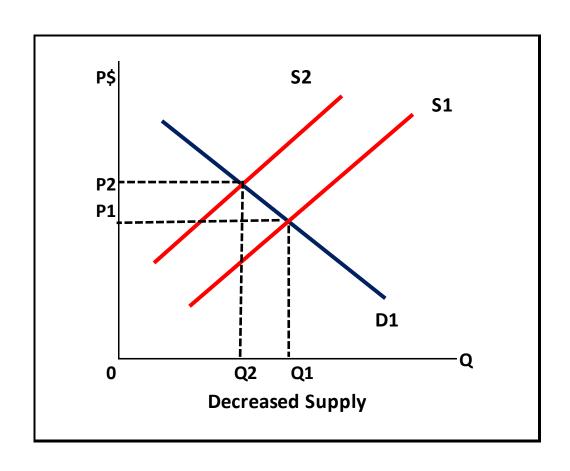
Demand & Supply Characteristics of Hard Rock Product.

Supply:

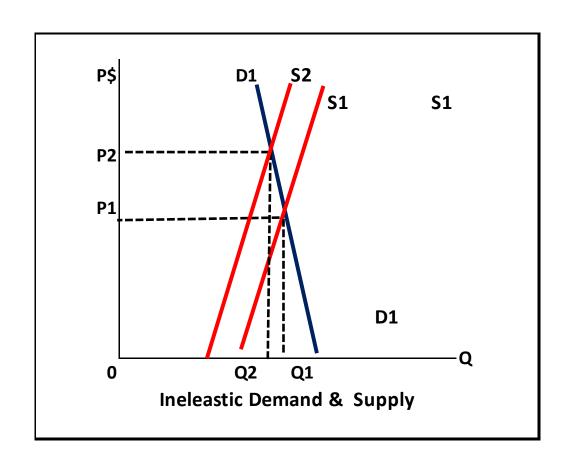
- ▶ Hard Rock products is an "Inelastic supply" it is deemed a necessity-
- The supply of hard rock products is constrained due to:
- 1. Limited sources of the material
- 2. Quota limits for production for each source
- 3. Controls set by specifications

- Demand:
- 1. Classed as a necessity- hard rock is the second most used natural resource on the planet after water.
- 2. Availability of material
- 3. Availability of alternates
- 4. Extremely limited choices to the product.
- ► Hard Rock Products Demand & Supply is "Inelastic"

Base Supply & Demand Impacts.

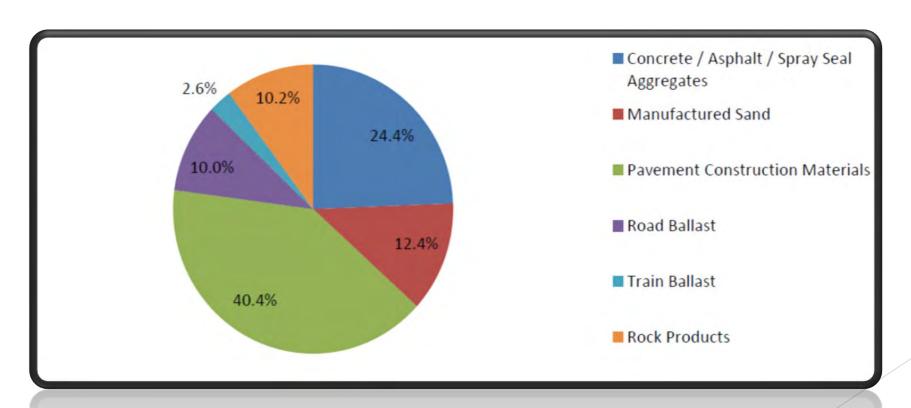


Hard Rock Quarrying Demand & Supply

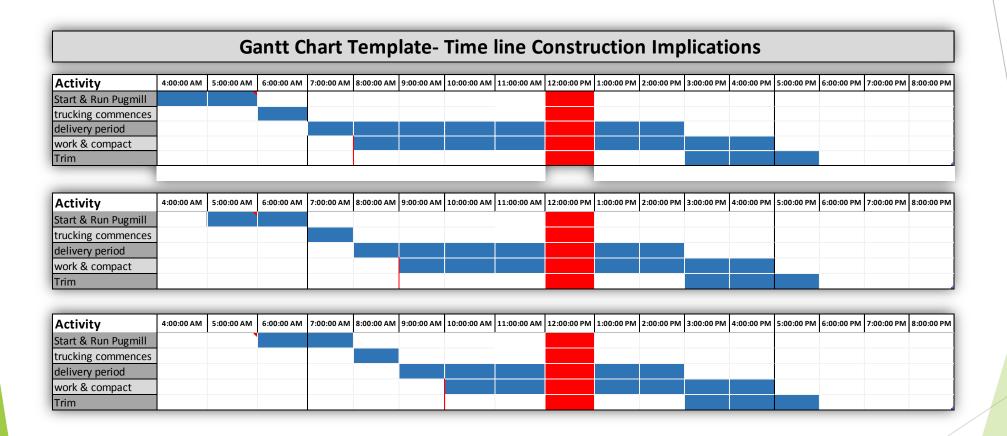


Time efficiency and implication of Quarry Operations:

Remembering that Martins Creek Quarry has a multi segment market the quarry operations has a flow on effect to a wide range of industries:



Example Pavement Construction:



Implications of Production Delay:

	Bound Pavement						
Duration	Description	Qty	Unit		Rate	Margin	Total
8 Weeks	Normal Production (a) Supply, Place and compact 350mm Bound Base	10555	m3	\$	124.70	7.50%	\$ 1,414,924.14
	Revised with Quarry delay allowing for both production and operational deficiently						
10 Weeks, 1 day	(a) Supply, Place and compact 350mm Bound Base	10555	m3	\$	145.06	7.50%	\$ 1,645,941.42
	Decreased productivity loss % productivity loss for pavement	ts inclu	dina ma	atori	als		\$ 231,017.29 16.30%
	% productivity loss for pavement	is iliciu	unig m	iteri	ais		10.30%
2 Weeks, 1 day	Project Delay Costs - Onsite overhead costs ~\$14,000/day	11	day	\$	512,500.00	7.50%	\$ 147,812.50
	Total decreased productivity loss						\$ 378,829.79
% productivity loss for the group total							26.80%

Implications for infrastructure:

- Reduction in efficiency attributes additional costs in dollar values for the roads, rail & community assets.
- Reduction in efficiency attributes additional time delay in provision of the infrastructure projects.
- ► The state and federal fiscal policy is focussed on the catalyst of economic health by the provision of funds to build infrastructure projects that stimulate private sector investment.
- ► Hard rock products are at the foundation of the construction industry and as such will be required to facilitate the construction of infrastructure and the flow on effect of private sector investment and development.

Socio Economics Impact - Regional & State.

- For every \$1.0 million spent in the construction industry:
- 1. There is an increase in output estimated by the ABS to be 2.866, that equates to \$2.9 million on flow.
- 2. 7 jobs in manufacturing in construction of materials such as quarrying and steel frame manufacturing
- 3. 9 jobs in direct construction
- 4. \$217,000 in wages & salaries
- 5. \$241,000 in small business profits
- 6. The spending of these wages & salaries in a further round of consumption stimulates an additional 21 jobs, the majority part time.

Martins Creek Quarry Community Consultative Committee

21st October 2015

Attendees:

The Chair indicated Tocal has requested the premises be vacated earlier than last meeting due to courses being carried out. The Chair indicated to the meeting that we will finish meeting, if still underway, soon after 6pm to adhere to this request.

The Chair reminded the MCQCCC of the ground rules agreed

Brett Peterkin – Chair; Stuart Murray – Site R&D; Adam Kelly – Daracon; John McNally; Neil Ritchie; Peter Rees (for John Redman); James Ashton (for Darach Saunders)

Apologies: David Mingay, Darach Saunders MCQAG; John Redman

Observers - NIL

The Chair welcomed Sean Morgan, SECA Solutions (Traffic Impact Assessment) and Bob Staniland, ACOR (Engineering) who will present the Traffic and Road Reports, including civil works.

Declaration of Pecuniary interest – as per previous; none identified tonight. The Chair indicated whilst not a pecuniary interest, he had been engaged by AGL to work with councils, community and stakeholders groups in the Greater Gloucester Region to assist with the development and seeking of funding for community benefit projects such as assisting communities in the rebuilding of Stroud Showground following the April storm.

Confirmation of Minutes of June meeting minutes

No comments received prior to meeting and no comments from meeting. Minutes deemed endorsed

Chairs note –confirmed that hard copies of August minutes left at Paterson Post Office and IGA Supermarket.

Business Arising

Assessment of of-site heritage (i.e. buildings in Paterson) – Stuart seeking advice. Stuart indicated the buildings not looked at on a heritage basis. Bob Staniland indicated if road works carried a dilapidation report maybe required.

Neil Ritchie – truck blinker not working when turning into Dunns Creek Road – Adam Kelly to follow up. Adam confirmed he had called the quarry, with the details and requested drivers be tool boxed regarding the incident, which had been completed. Neil thanked Adam for the follow up.

ARTC letter – Adam was to follow up inaccuracies in ARTC letter re level crossing into quarry. Adam indicated he had met with ARTC and discussed the scope of the letter, and indicated the issue was being addressed and will provide the outcome to the meeting. ARTC control the level crossing, Daracon is not a rolling stock operator.

John Redman – re no location of noise loggers along Butterwick Road. Stuart indicated he had checked with Ray Tumney and Butterwick Road was not identified as a significant route; houses were located a significant distance from the road Correspondence Out Nil In NIL **EIS Update** Stuart provided an updated on the key activities of the EIS: Roads/Traffic Report presented tonight Survey Complete Civil Relating to quarry will be presented tonight Acoustics Presentation last meeting, final modelling due Friday with draft report due next Wednesday Traffic Presentation tonight – traffic movement as well as discussion of trucking routes on roads **Environmental Engineer** Draft finalised **Town Planning** Legislative component drafted

Community Consultation

Ongoing

Aboriginal Heritage & Historical

Presentation supplied

Rail Report

Completed and presented to CCC

Visual

• First part of report provided as draft, Second part (Station Street) being prepared

Geotechnical

• Roads and survey component complete. Quarry component complete

Geologist

Quarry completed

Ecologist

Awaiting rehabilitation plan

Voluntary Planning Agreement

• In limbo until Council amalgamations issue sorted and direction from ?????

Daracon Update - Adam Kelly

September – one complaint – truck ashing out a window, with no further details.

J McNally indicated there were a large number of trucks, especially new trucks to the area, with 3 and 4 in a convey, and not identifiable with no large numbers on the trucks. P Rees indicated there were 3 and 4 trucks together.

A Kelly indicated there were no Hexham type projects at present – Adam will investigate and comeback to the meeting

Update from group representatives – re sharing of information from July MCQCCC meeting with rail presentation

John McNally - No PPA meeting held

J Ashton – shared at committee meeting

N Ritchie – no committee meeting held

P Rees – shared briefly with group

Roads, Traffic and Civils Presentation – Attachment 1

The Chair asked the MCQCCC to recall his email with the August meeting notes, and as per the discussion at the August meeting, requesting any issues/questions from committee members or the groups represented, be forwarded and The Chair would provide these to the presenters to be addressed in the roads, traffic presentation. None were received by The Chair.

- Water Management on site is to the EPL; NSW Office of Water will assess impacts on streams; Extraction proposed to be staged, mounds constructed to maintain barrier between noise & houses; rail spur will be extended; current haul routes predominantly via Paterson to Lorn and Raymond Terrace
- Alternate routes were reviewed the use of Martins Creek Road is not an option due to road alignment and pavement width. Council also have a weight limit on the length of the road that prohibits its use.
- Current route through Lorn is proposed to be avoided, using Flat Road (Third River Crossing)
 and Melbourne Street instead as part of the approval process for the on-going use of
 Martins Creek Quarry and its expansion
- An alternate access to site is proposed directly onto Dungog Road, avoiding the use of Station Street and Vogeles Road (when train loading underway); this proposal will avoid the use of Grace Ave
- Proposed road works in Paterson regarding turning from Gresford Road into Tocal Road (see presentation) to improve road safety in accordance with Austroads and RMS design guidelines Council will decide on this
- Proposed road works at Butterwick Road/Clarence Town Road intersection. Council will decide on this.
- If the road outside J McNally's was gravel how this would be assessed? Can only assess what impacts of extra traffic; the current condition of the road is road owners responsibility
- The minimum standard for road design has not been adopted by Council along Butterwick Road
- Road owner is responsible for the road surface
- RMS have high standards for road specifications ie Flat Road for both geometric design and construction standards
- Proponent offered to fix section of road (in Paterson) Dungog Council refused
- Did you have a look at traffic safety in Paterson business area re parking and pedestrians (around butcher and IGA)? Volume of traffic not an issue;
- Heavy vehicles not just quarry trucks doors open to enter cars; opening of doors should be
 done on the kerb side and same with children getting in/out of cars can you look at this;
 the issue of road widening is driven by Council as the owner of the road
- This issue is not just in Paterson –people reside in Newcastle experience trucks, large heavy vehicles and church goers on Sundays
- Have you entered into discussion with Brandy Hill? Yes regarding combined traffic numbers and will be in report
- Have provided Brandy Hill with predicted traffic volumes associated with Martins Creek Quarry
- Are Daracon's production rates the same as Brandy Hill? Unsure
- Figures 30% increase going to 1.5m tonnes per annum over current?; Historical production is approximately 1m tonnes per annum mark
- At 1.5m 8hour day 21 loaded, 42 per hour about one truck every 1.5 minutes
- Frequency re Hexham project 30/40 trucks hour, 600 day
- Capacity of loading is a limiting factor

- If Daracon produced at that volume every day it equates to approximately 2.5m tons per annum
- Distribution of trucks re morning peak what can practically be done –on site at Hunter Expressway licence was from 7am to 6pm – Paterson residents disturbed at 5.45am re delivery to site
- Pavement materials "goes off" over time, for it to be ready for use at site needs to be there
 early; if the volume getting to site is delayed product goes off; therefore maximum traffic in
 morning
- There is a variation in the noise trucks make some hardly heard, others shake the house; can anything be done to take this into account? standards?
- If the pavement is good it takes a lot of the noise away; if there is a big job, subbies need to adhere to
- RMS/EPA investigation when Daracon asked for results it was told not available
- Trucks can be compliant but still generate noise
- PMS used by Maitland & Port Stephens Councils; pavement condition & optimised maintenance determines road pavement segments condition. Cost difference for increased truck
- A good road (i.e. south of Paterson) PCI index of 9/10 a good road deals with most of the noise is there anything that can be done? Small section of road? Road authority!
- A poor section of road near Sloane Street Paterson has PCI of -0.7
- Brandy Hill assessed peak load and extrapolated for projected tonnage so the work was
 done on peaks will the report be about averages? Pavement design really makes the
 difference; if 1.5m is pulled out of quarry, can't go over this; if it takes time for this to occur
 the life of the development could be extended same impact
- Safety looking at peaks; date; potential hourly 300/day will be looked at as an absolute peak demand
- Safety assessment maximum per truck per hour, work to a peak, realistic peak from sales, absolute typical average
- Process going forward for consultation; Details of the whole package, draft EIS; Daracon
 propose in a couple of weeks' time comeback with questions from tonight, Daracon seeking
 feedback, look at the items on the list that were identified earlier, tidy up any outstanding
 issues; identify any changes from presentation
- Information for tonight has been pulled together in last 2/3 weeks; collecting of Pavement Mgt System information was delayed due to floods in April – had to wait for the roads to dry out:
- Difference between benklemen beam (manual method) and PMS falling weight reflectometer (automated)

General Business

- Progress with rail paths to Sydney; No progress since last meeting.
- VPA has stage 1 been completed; No
- Noise contours, noise attenuation measures can that be shared with CCC? Yes will talk with Ray Tumney
- 80km speed signs residential area, compression braking would ask if this could be tool boxed with drivers only a few do it but it stands out from the majority who don't; Adam will pass onto drivers
- J McNally majority of truck drivers do the right thing
- Alternative route Station Street/rail sidings what year will this happen within first few years, with rail 5 – 10 years

- Quarry plan has been finalised 0-2 years, 2-5 years, then 5 year increments identifying work to be done; ARTC are ok with proposed bridge re access to Dungog Road design and construct to their standards
- J Ashton will provide details of alleged guard rail being broken by float carrying crusher plant

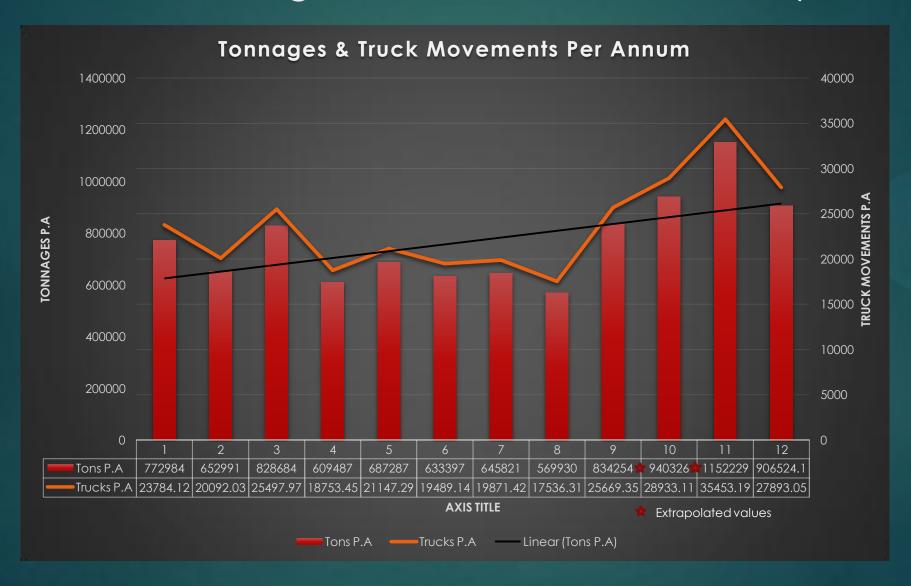
Martins Creek Production & Transportation



Historical Context:

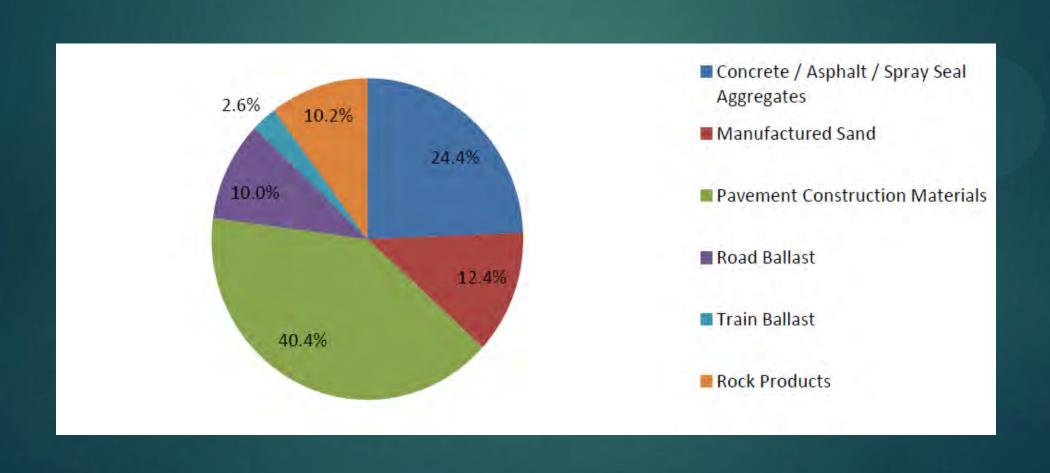
- Quarry started in its present location around circa 1915.
- ▶ **Early 1990's** State Rail submit a D.A for lots 5,6 & 42 for extraction of rock.
- ▶ **2007** SRA commence work on an EIS for the Quarry but the work is never submitted.
- ▶ 2009 Dungog Shire Council commences legal proceedings against State Rail and other entities relating to the Quarry.
- ▶ **2010** out of court settlement between Dungog & SRA.
- ▶ **2012** the quarry is operated by Daracon from 1st December 2012.
- ▶ 2013 Daracon approaches Council relating to the operation of the Quarry and a way forward whilst the Quarry is brought up to contemporary standards.
- ▶ 2015 Dungog Shire Council commences legal proceedings against Daracon entities relating to the Quarry and with the EPA.

Historical Tonnages & Truck Movements Per year



Types of Materials & Markets/ Uses:

80% of Materials are civil & building construction related.







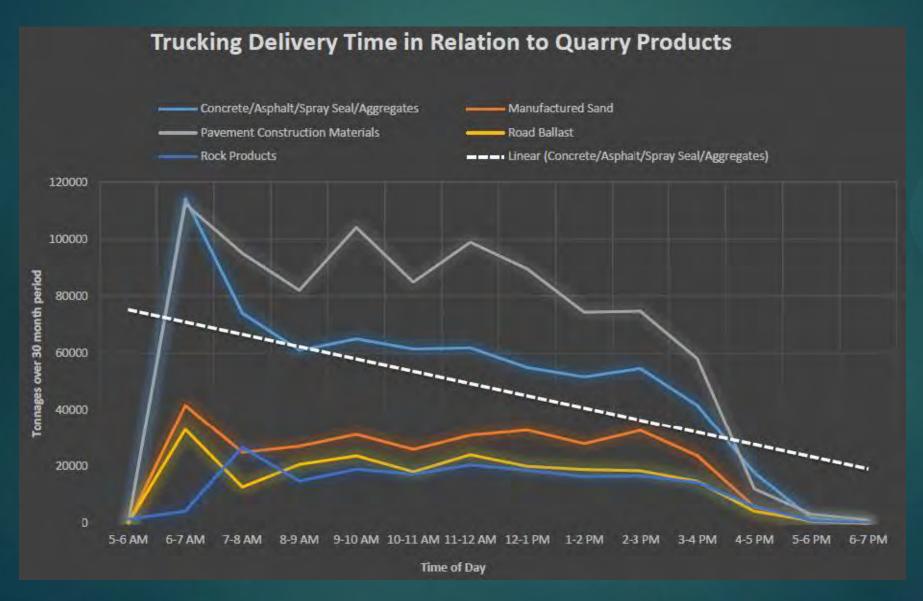








Types & Times for Product Transportation



SECA solution >>>>

Assessment of Traffic Impacts and Road Safety

SEAN MORGAN - SECA SOLUTION

OVER 25 YEARS EXPERIENCE, RMS ACCREDITED ROAD SAFETY AUDITOR, WORKED IN THE PRIVATE SECTOR AS WELL AS LOCAL COUNCIL AND THE RMS

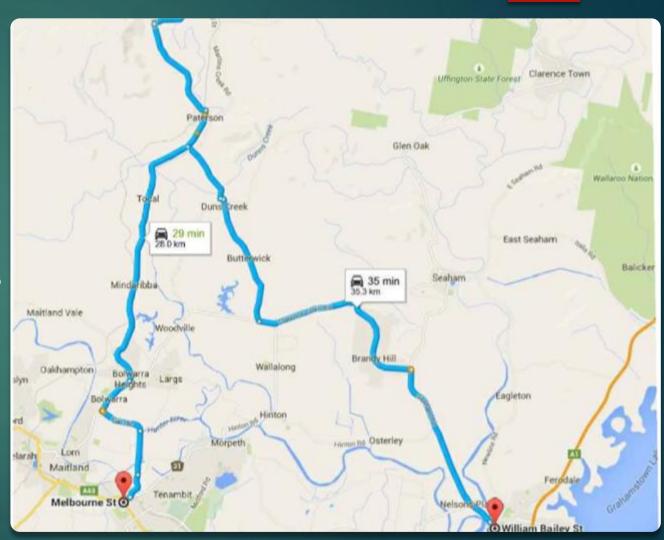
Key Traffic routes

Via route 1 – Paterson, Tocal, Bolwarra Heights, Flat Road to New England Highway at East Maitland

Via Route 2 – Paterson, Butterwick, Brandy Hill, Raymond Terrace to Pacific Highway

Other minor routes

- Gresford Road to Vacy and Singleton
- Dungog Road to Dungog
- local distribution to Maitland area





Current traffic volumes

In July 2015 automatic traffic count data has been collected at nine locations:

- Dungog Road mid-way between Cory Street and Gresford Road
- Gresford Road mid-way between Dungog Road and Patterson township (Tocal Road)
- Tocal Road mid-way between Patterson township and Bolwarra Heights
- Paterson Road mid-way between Bolwarra Heights and Flat Road
- Flat Road/ Glenarvon Road/Pitnacree Road mid-way between Paterson Road and Melbourne Street (East Maitland)
- Butterwick Road mid-way between Duns Creek Road and Clarence Town Road
- Clarence Town Road mid-way between Butterwick Road and Brandy Hill Drive
- Brandy Hill Drive mid-way between Clarence Town Road and Seaham Road
- Seaham Road mid-way between Brandy Hill Drive and the Williams River (Raymond Terrace)

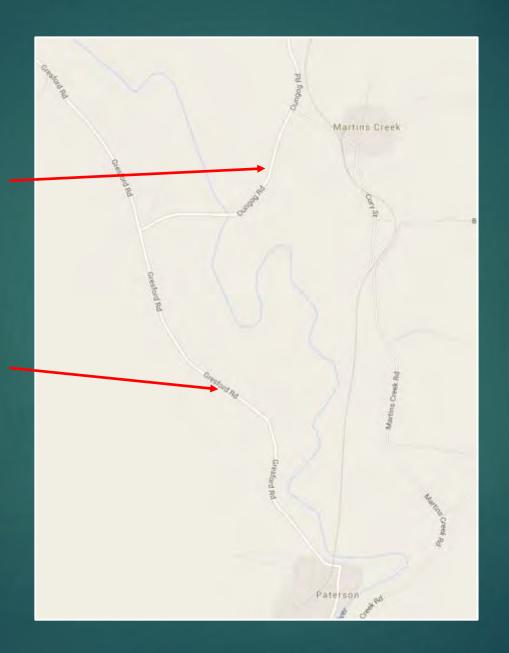


Traffic count data was collected by an approved RMS service provider. Information provided from automatic count stations:

- Daily traffic volumes Monday to Friday and full 7 days
- Split of traffic volumes by vehicle classes light vehicles, medium and heavy vehicles over 13 different Austroads classes
- Vehicle speed by vehicle classification
- Vehicle speed 50th, 85th percentile, average and maximum
- Split of traffic flows by hour, by direction by day over full 24 hours

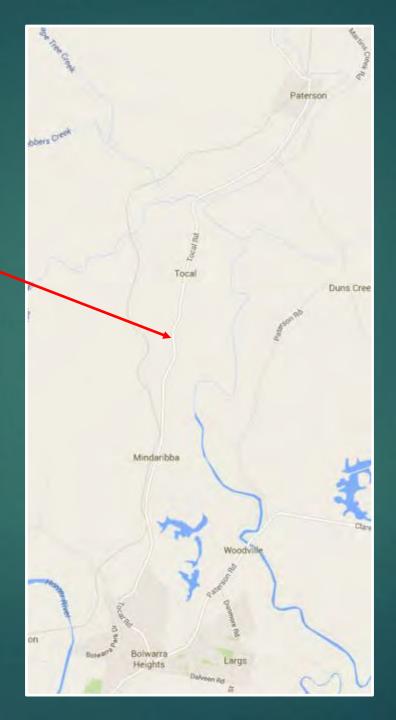


Monday – Friday flow = 1,445 85th percentile speed = **93** km/h 14% large vehicles associated with Martins Creek quarry Monday – Friday flow=**3,078** 85th percentile speed= **95** km/h 7.6% large vehicles -Martins Creek quarry plus others





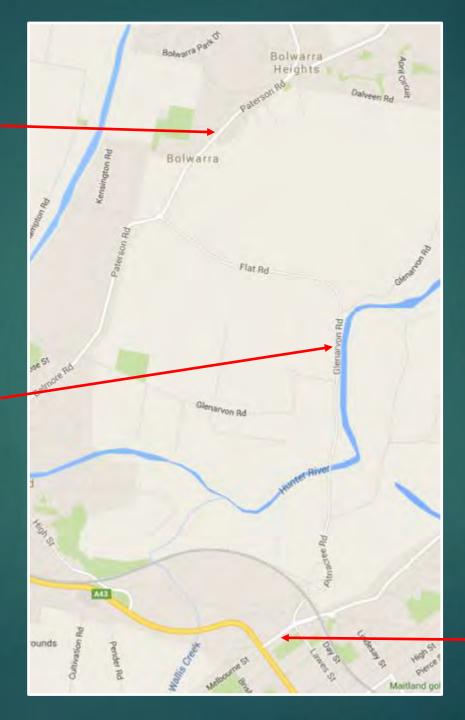
Monday – Friday flow = 3,616
85th percentile speed= 98
km/h
5.5% large vehicles
associated with Martins
Creek and others





Monday – Friday flow=
11,688
85th percentile speed = 68
km/h
2.2% large vehicles
associated with Martins
Creek and others

Monday – Friday flow=
8,659
85th percentile speed = 87
km/h
1.7% large vehicles
associated with Martins
Creek and others

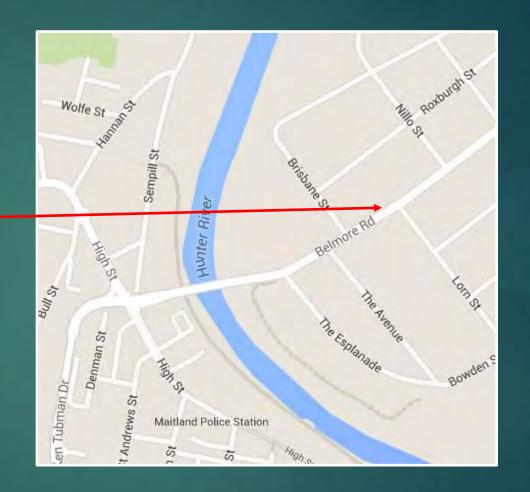


Monday – Friday flow= 9,007 85th percentile speed = 56 km/h 1.2% large vehicles associated with Martins Creek and others



Traffic data collected October 2014

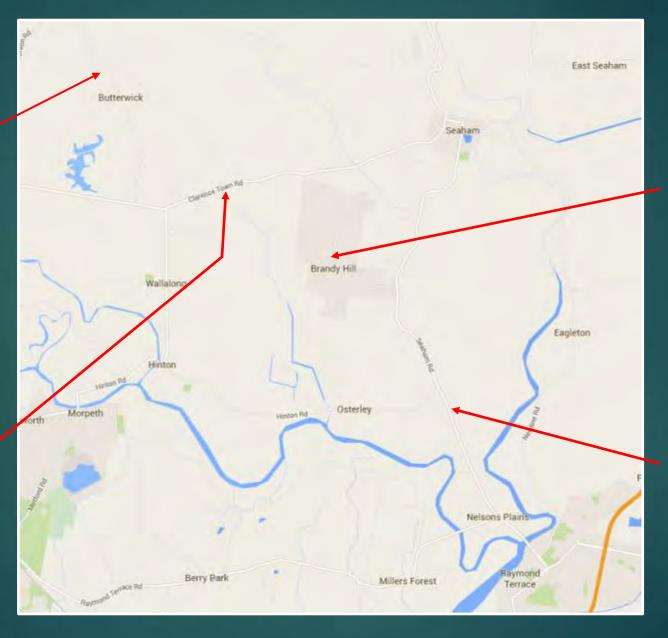
Monday – Friday flow = 12,698
85th percentile speed = 53 km/h
1.9% large vehicles associated with
Martins Creek, Brandy Hill and
others (240 trucks per day of which
142 per day are quarry trucks).
NOTE that as part of the current
application, Daracon will agree to
re-route their trucks to avoid
heading via Lorn and will use the
alternative route via Flat Road to
East Maitland





Monday-Friday flow=
1,423
85th percentile speed=
105 km/h
3.7% large vehicles
associated with Martins
Creek and others

Monday-Friday flow=
3,389
85th percentile speed=
105 km/h
2.6% large vehicles
associated with Martins
Creek and others



Monday-Friday= 1,816 85th percentile speed= 88 km/h 8.9% large vehicles associated with Martins Creek, Brandy Hill and others

Monday-Friday= 6,623 85th percentile speed= 102 km/h 3.7% large vehicles associated with Martins Creek, Brandy Hill and others



Vehicle speeds / Truck speeds (Paterson, 50 km/h)

Count Number	1075	Ref : SECA	Carriageway
Street	GRE SFORD ROAD, P.	ATERSON: From PARK ROAD to TOC	AL ROAD: EAST BOUND
Location	Near the Paterson raily	ay crossing, ELP 010033	

Start Date 03-SEP-14
Start Time 1000

 Start Time
 1000

 Duration
 7 DAYS

 Interval
 1 HOUR

 Weekly 50th Percentile Speed
 35

 Weekly 85th Percentile Speed
 45

 Five Day AADT
 1614

 Seven Day AADT
 1559

WED

	Speed Class	0 10	10 20	20 30	30 40	40 50	50 60	60 70	70 80	90 100	100 110	110 120	120 150	Class Total	Class 85 Pct
	1	2	57	327	656	367	53	4	1	1	1	1	1	1471	45.6
	2		8	12	16	1	1							38	37.5
	3	1	8	39	27	10	4		1					90	40.6
	4		2	14	12		1							29	37.2
	5			3	1									4	34
	6		1	2	1									4	34
	7			2	2									4	37
	8		1	1										2	27
	9		9	58	43	8								118	37.6
	10		1	4	6	1	1							13	40.5
Speed	d Total	3	87	462	764	387	60	4	2	1	1	1	1	2	

Vehicle speeds – Paterson Road south of Tocal Road

Count Number	918	Ref : SECA	Carriageway							
Street	PATERSON ROA	PATERSON ROAD, BOLWARRA: From EKERT LANE to WALLALONG ROAD: NORTH BOUND								
Location	South of Tocal Ro	South of Tocal Road (south intersection), Bolwarra Heights, Scenic Lookout Sign								
Start Date Start Time Duration Interval	27-AUG-14 100 7 DAYS 1 HOUR	Weekly 50th Percentile Speed Weekly 85th Percentile Speed Five Day AADT Seven Day AADT	61 68 5055 4827							

THU

	Speed Class	0 10	10 20	20 30	30 40	40 50	50 60	60 70	70 80	80 90	90 100	110 120	120 150	Class Total	Class 85 Pct
	1		5	15	58	106	1597	2631	244	6		1	1	4664	68.2
	2					1	24	38	2					65	68
	3	2	1		4	10	70	82	10	4	1		2	186	68.3
	4			4	4	9	21	19	1		1			59	66.4
	5						2	4	1					7	69.8
	6						3	6						9	67.8
	7						3							3	58.5
	8					1	2							3	57.8
	9					2	21	15	3					41	67.7
	10					2	5	3						10	65
Speed	d Total	2	6	19	66	131	1748	2798	261	10	2	1	3	1	



Vehicle speeds-Flat Road

Count Number	2353	Ref : SECA	Carriageway
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Street FLAT ROAD, BOLWARRA: From PATERSON ROAD to PITNACREE ROAD: SOUTH BOUND

Location Site 5, Mid-way between Melbourne Street (Elast Maitland) and Paterson Road, on Guardrail.

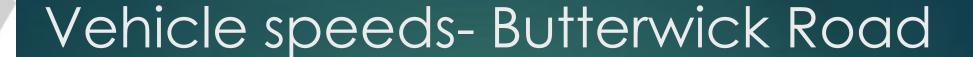
Start Date	17-JUL-15
Start Time	100
Duration	7 DAYS
Interval	1 HOUR

Weekly 50th Percentile Speed	78 `
Weekly 85th Piercentile Speed	87
Five Day AADT	4302
Seven Day AADT	4085

THU

	Speed Class	10 20	20 30	30 40	40 50	50 60	60 70	70 80	80 90	90 100	100 110	110 120	120 150	Class Total	Class 85 Pct
	1	5	10	18	14	20	196	2071	1526	139	22	3	2	4026	86.8
Γ	2						5	30	25					60	86.1
Γ	3	1	1	2		2	13	86	39	5	6	4	6	165	87.6
	4		1	1	1		1	11	3	1				19	83.8
	5							2						2	78.5
Γ	6		1	1			2	2		1	2		4	13	103.3
	7							3						3	78.5
	8							3	1					4	84
	9	1					4	21	8					34	82.7
	10							1	2					3	87.8
Speed	Total	7	13	22	15	22	221	2230	1604	146	30	7	12	2	





Count Number	2354	Ref : SECA	Carriageway
Street	BUTTERWICK ROAD, BUTTE	RWICK: From CLARENCE TOWN RO.	AD to PATERSON ROAD : NORTH BO

Location Site 6, Mid-way between Clarence Town Road and Duns Creek Road, 200M North of Green Wattle Creek Road

Start Date	17-JUL-15	
Start Time	100	
Duration	7 DAYS	
Interval	1 HOUR	

Weekly 50th Percentile Speed	93
Weekly 85th Percentile Speed	105
Five Day AADT	722
Seven Day AADT	670

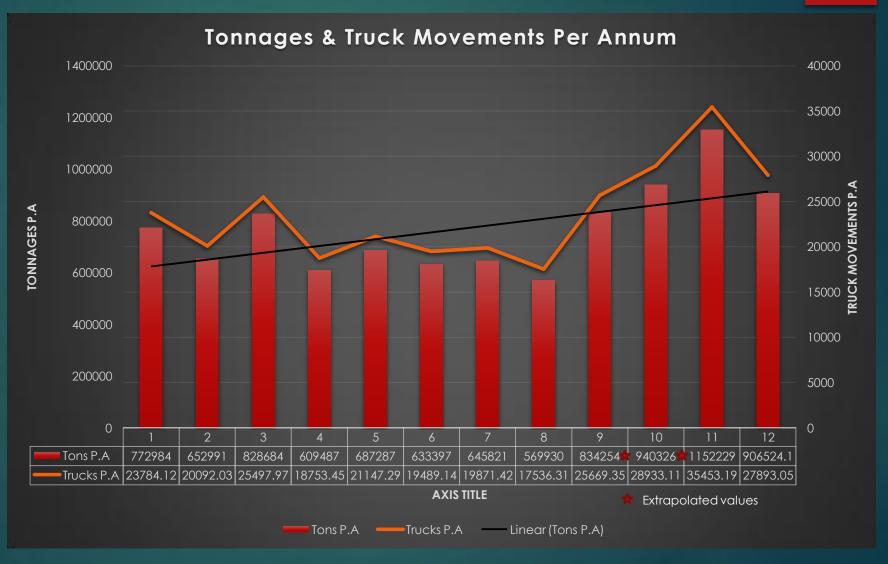
MON

	Speed Class	50 60	60 70	70 80	80 90	90 100	100 110	110 120	120 150	Class Total	Class 85 Pct
	1	2	10	28	166	249	129	27	8	619	104.6
	2				8	8	3	1		20	103.3
	3	1	1	2	9	11	4	1		29	101.6
	4				5	4				9	95.5
	6				3					3	88.5
	9				3	10	2			15	98.7
Spee	d Total	3	11	30	194	282	138	29	8	1	



Historic tonnage sales- Martins Creek

Volume of sales 2003/04 to 2014/15 financial years (red columns)





Historic truck numbers (based on 32.5 tonnes per truck)

Financial Year	Sales for Financial Year	Truck Movements per Year	Per Wk (50 wks/pa)	Trucks per day Monday- Friday	Trucks per day Saturday
2003/2004	772,984.00	23,784	476	86	43
2004/2005	652,991.00	20,092	402	73	37
2005/2006	828,684.00	25,498	510	93	46
2006/2007	609,487.00	18,753	375	68	34
2007/2008	687,287.00	21,147	423	77	38
2008/2009	633,397.00	19,489	390	71	35
2009/2010	645,821.00	19,871	397	72	36
2010/2011	569,930.00	17,536	351	64	32
2011/2012	834,254.00	25,669	513	93	47
2012/2013	940,326.00	28,933	579	105	53
2013/2014	1,152,228.76	35,453	709	129	64
2014/2015	906,524.12	27,893	558	101	51

AVERAGE truck numbers per day



Future truck numbers (based on 1.5 millions tonnes per year and 32.5 tonnes per truck)

- ▶ 1.5 million tonnes equates to 46,154 loads per annum
- Based on 50 weeks equates to 923 loads per week
- ▶ Based on 5.5 working days per week equates to 168 loads per day AVERAGE
- Based upon 8 hour working day equates to 21 loaded trucks per hour
- ▶ This output also requires the same number of empty trucks to travel to the site



Split of demand / truck movements

Based upon the historic data for the quarry sales by Daracon the following split of traffic volumes are given:

- ▶ 61% via Flat Road (103 trucks per day, 13 per hour AVERAGE)
- ▶ 25% via Brandy Hill (42 trucks per day, 5-6 per hour AVERAGE)
- ▶ 6.5% via train
- 2.3% local market (4 trucks per day, less than 1 per hour AVERAGE)
- ▶ 4.7% north (8 trucks per day, 1 per hour AVERAGE)





Table 4.5
peak hour flow on two-lane rural roads (veh/hr)
(Design speed of 100km/hr)

Torrain	Level of Service	Percent of Heavy Vehicles			
Terrain	Level of Service	0	5	10	15
	В	630	590	560	530
Laval	С	1030	970	920	870
Level	D	1630	1550	1480	1410
	E	2630	2500	2390	2290
	В	500	420	360	310
Dellin a	С	920	760	650	570
Rolling	D	1370	1140	970	700
	E	2420	2000	1720	1510
	В	340	230	180	150
Mountainaus	С	600	410	320	260
Mountainous	D	1050	680	500	400
	E	2160	1400	1040	820



Table 4.4
Urban road peak hour flows per direction

Level of Service	One Lane (veh/hr)	Two Lanes (veh/hr)
Α	200	900
В	380	1400
С	600	1800
D	900	2200
E	1400	2800



Road capacity for access routes (2-way)

Location	AM peak flows	% heavy vehicles	Capacity	PM peak flows	% heavy vehicles	Capacity
Dungog Road	127	20%	310 (level of service B)	128	20%	310 (level of service B)
Gresford Road (north of Paterson)	280	11.6%	310 (level of service B)	281	11.6%	310 (level of service B)
Paterson Road (Bolwarra)	369 / 744 North / South	6.2%	900 (level of service D Urban Road one way)	669 / 400 North / South	6.2%	900 (level of service D Urban Road one way)
Flat Road	753	5.1%	970 (level of service C)	779	5.1%	970 (level of service C)
Melbourne Street	852 / 637 South /North	6.7%	900 (level of service D)	662 / 862 South / North	6.7%	900 (level of service D)
Butterwick Road	124	8.5%	360 (level of service B)	130	8.5%	360 (level of service B)

Capacity continued

Location	AM peak flows	% heavy vehicles	Capacity	PM peak flows	% heavy vehicles	Capacity
Clarenceto wn Road	302	8.7%	360 (level of service B)	305	8.7%	360 (level of service B)
Brandy Hill Drive	150	12.3%	530 (level of service B)	159	12.3%	530 (level of service B)
Seaham Road	532	8.7%	560 (level of service B)	576	8.7%	920 (level of service C)



Road Safety

- Road safety audit completed along truck access routes
- Audit completed along Martins Creek Road but considered NOT safe without considerable upgrades. Current load limit bans trucks on this road and Council have indicated Martins Creek trucks cannot use this route
- Route via Paterson, Bolwarra Heights and Flat Road along Regional Road
- Route along Seaham Road along Regional Road
- Other routes use local roads



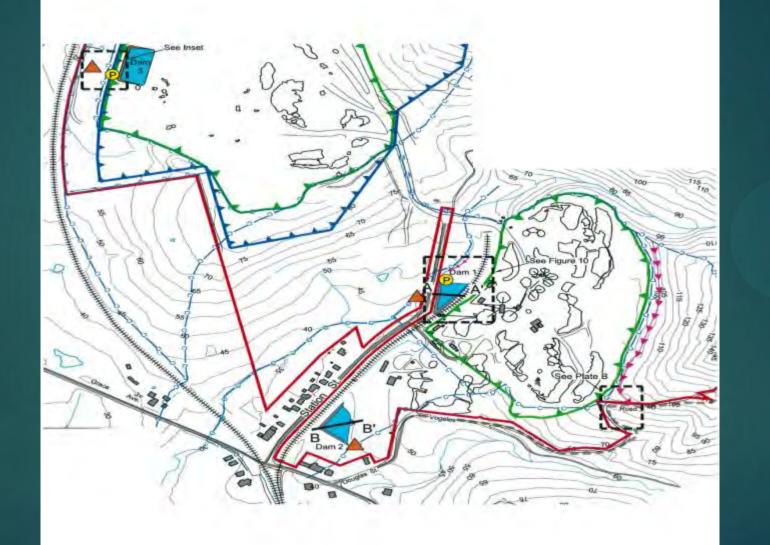
- ▶ The road safety audit completed along the route via Paterson, Bolwarra Heights, Flat Road and Melbourne Street indicated that there are no road safety issues along the route. The road alignment and width is consistent with rural road design and the volume of additional truck movements generated by the expansion of Martins Creek quarry does not require improvements to the existing alignment and controls;
- ▶ The road audit completed along the route via Butterwick Road, Clarencetown Road, Brandy Hill Road and Seaham Road indicated that the majority of the length was satisfactory for the volume of traffic. However the audit did indicate that the length of Butterwick Road did not allow for any shoulders as per the requirements of Austroads Guidelines. However even without the trucks associated with Martins Creek quarry, this road is not adequate for the volume of traffic using this road and is the responsibility of the road authority to provide the required road standard
- ▶ The safety audit highlighted the following road upgrades are required to bring the road network upto current standards:
 - Upgrade of intersection of Gresford Road and Dungog Road to allow for sheltered right turn lane on Gresford Road;
 - Upgrade of intersection of Butterwick Road and Clarencetown Road to allow for sheltered right turn lane on Clarencetown Road;
 - Provision of pedestrian median in Paterson to assist pedestrians and define vehicle movement paths
 - Upgrade of Butterwick Road to allow for sealed shoulders in both directions;

Accident data for the routes is currently being compiled by the RMS and will be included in the reporting for the project. Discussion with the RMS and Council has NOT raised any concerns with regard to accidents associated with trucks from Martins Creek quarry.





MARTINS CREEK QUARRY Site Civil Works



Water Management

- ► Environment Protection License
- ▶ 3 water quality dams
- Treatment
- ▶ 3 discharge points
- ▶ Use for dust suppression
- Erosion and sediment controls
- Vehicle wheel wash

Impacted Watercourses

▶ NSW Office of Water requirements

Acoustic Facilities

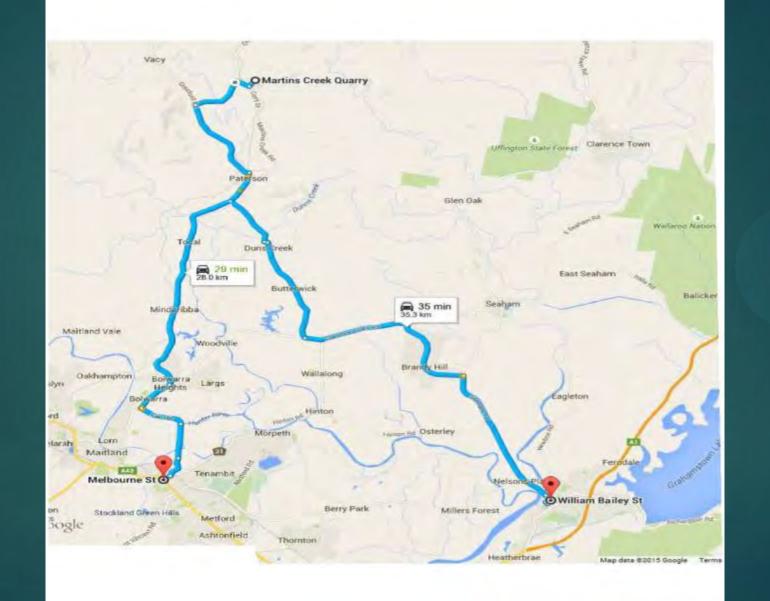
- Extraction staging to maintain land form barrier
- Earth mounding

Rail Facility

- Extension of existing rail spur
- Extraction staging to accommodate extension

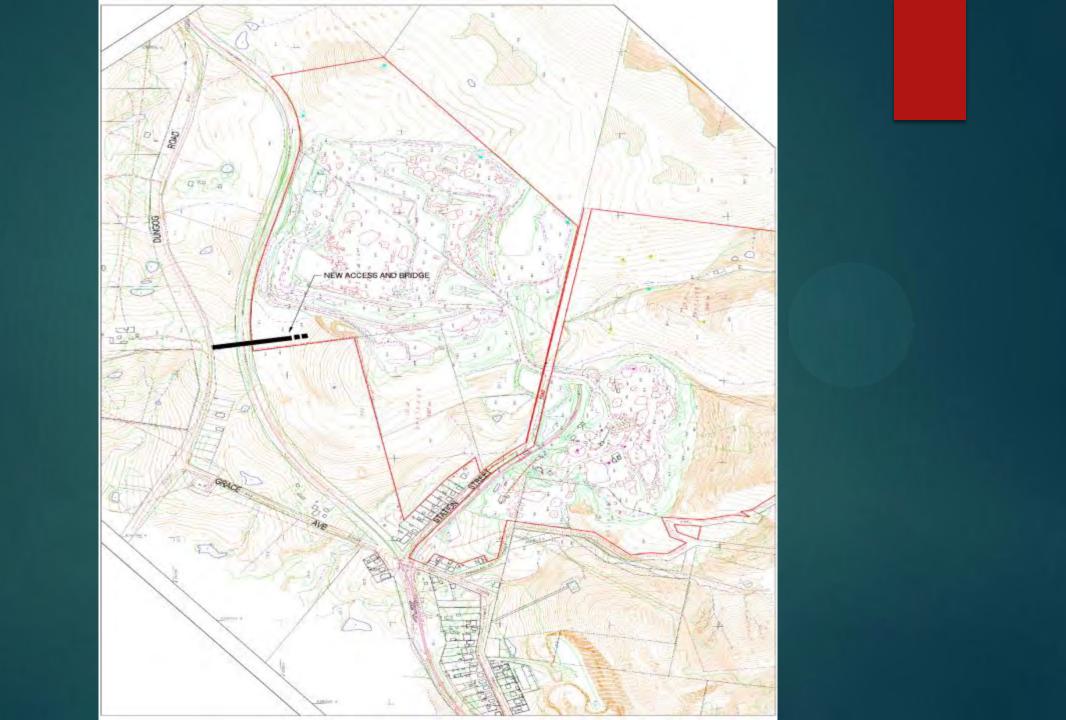


MARTINS CREEK QUARRY Roads and Haulage

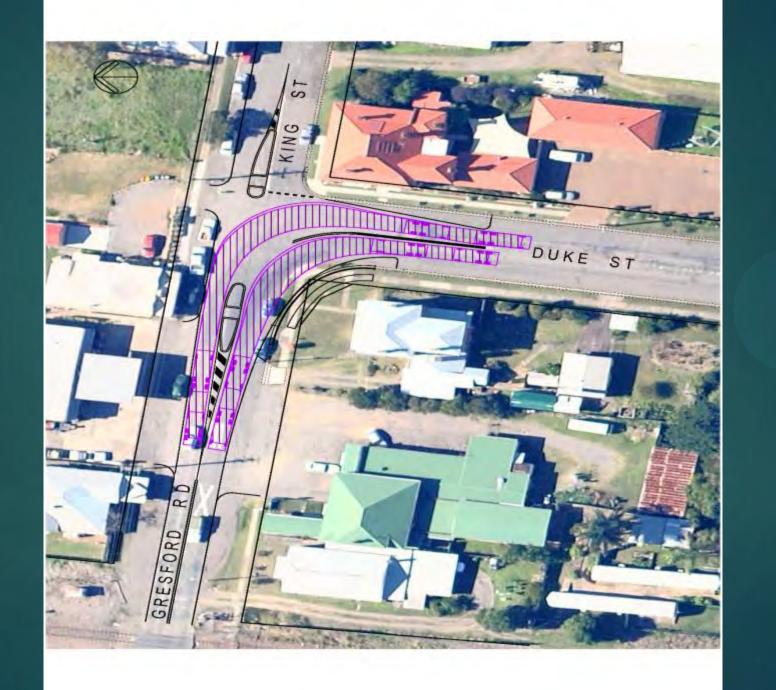


Transport Routes Road Length

- ▶ Dungog Shire Council -13.22km
- Maitland City Council- 15.56km
- Port Stephens Council- 22.91km
- ▶ Total lane length each way- 103.4 lane km











SMEC Pavement Management and Road Inventory System (PMS)

- Database of pavement condition and structure, road inventory and traffic details.
- Road deterioration prediction model.
- Optimises and schedules maintenance and rehabilitation.
- Discrete 100m road segments, 1142 total.
- Utilised by Maitland and Port Stephens Council- records of pavement structure and treatment history were used.

Pavement Testing

- Laser profiler for roughness and rutting.
- High definition camera for surface defects- cracking and potholing.
- Falling Weight Deflectometer for structural condition- subgrade and pavement strength.

Pavement Condition Index (PCI)

- Summarised score based on a weighted combination of the different stresses affecting the pavement.
- Stresses include roughness, rutting, cracking, stripping, ravelling and potholing.
- Pavement with no distresses has PCI = 10
- Pavement in very poor condition has PCI = 0

Traffic

- ▶ 6 wheeler truck and dog trailer.
- ▶ Each truck carries 32.5 tonnes of material.
- Current traffic.
- ▶ Traffic to 2040 with and without increased quarry haulage traffic.

PMS Analysis and Modelling

- Set up according to the Council's current treatment intervention levels and unit costs.
- Value of asset and cost to maintain the asset value over time with predicted traffic.
- Treatments for seals and rehabilitation at optimum condition and timing.

Current Road Condition

- ▶ Dungog Council Roads- PCI = 8.1
- ► Maitland Council Roads- PCI = 8.5
- ▶ Port Stephens Council Roads PCI = 8.0



Predicted Future Road Maintenance Requirements

- Range of treatment options- preventative, spray seals, overlays and reconstruction/ rehabilitation.
- Treatment unit rates from Maitland Council data base.
- Analyse for current condition and traffic to select optimum treatments over 25 year period to maintain the existing PCI. Established annual and total cost.
- Analyse for increased quarry haulage traffic. Difference in costs is that resulting from increased quarry haulage traffic.

Martins Creek Quarry Community Consultative Committee

23rd September 2015

Attendees:

Brett Peterkin – Chair; Stuart Murray – Site R&D; Adam Kelly – Daracon; Darach Saunders MCQAG (late arrival); John McNally; Neil Ritchie; John Redman

Apologies: David Mingay, Dianne Steward

Observers - James Ashton; Peter Rees

The Chair welcomed Ray Tumney from RCA who will present the Acoustic Assessment.

Declaration of Pecuniary interest – as per previous; none identified tonight

The Chair reminded the MCQCCC of the ground rules agreed

Confirmation of Minutes of June meeting minutes

The Chair indicated he had received emails from P Rees (30/8 and 20/9) with comments on minutes and raising an issue relating to the inclusion of post meeting notes. The Chair indicated he had included post meeting notes as a means of providing information/responses in a timely manner and not having to wait for the next meeting to receive information/responses. The Chair asked the MCQCCC if there was an issue – it was agreed that post meeting notes from the August meeting be removed and included in September meeting minutes.

Feedback from P Rees on minutes accepted.

J Ashton (23/9) email with comments – note The Chair asked the MCQCCC if it was prepared to accept the comments from an observer – MCQCCC agreed.

The Chair indicated he would amend the minutes. The Chair asked for further comment/feedback – no further comment, the minutes deemed endorsed with comments/feedback. The Chair indicated he would send amended minutes to MCQCCC.

Chairs note –confirmed that hard copies of July minutes left at Paterson Post Office and IGA Supermarket.

Business Arising

A Kelly response re complaints for August: Historically the update is on the previous month and August complaints will be updated at next (Sept) meeting.

S Murray re – Assessment of off-site heritage (i.e. Heritage buildings in Paterson) will they be assessed? Not part of specifications (SEARs) so will not be done.

Follow up question from J Ashton – Is it possible to be done

S Murray will take advice from client

In • P Rees (30/8 and 20/9) emails re August minutes – Attachment 1 • J Ashton (23/9)email re August minutes – Attachment 2 • J Ashton 31/8 email seeking information regarding noise - Attachment 3 A Kelly (23/9) email response to J Ashton email – Attachment 4 T Renes (ARTC 11/9) response to letter re level crossing – A Kelly noted Daracon will follow response up from ARTC Property section (T Renes) as there appears to be some inaccuracies and provide a response to MCQCCC. **EIS Update** Stuart provided an updated on the key activities of the EIS: Noting as per last month not much change, quarry plan yet to be finalised Roads/Traffic Final report from SMEC due 24/9 Survey • Complete Civil Draft completed, away details from SMEC PMS report interrelating with traffic report Acoustics Draft complete presentation tonight Traffic – combined with roads **Environmental Engineer** Presentation provided to CCC; Groundwater requires additional meeting with NSW Office of Water

Correspondence

Town Planning

• Legislative component drafted

Out

Nil

Community Consultation

• And consultation (as per SEARs) ongoing

Aboriginal Heritage & Historical

• Completed & presented to CCC; report has been provided back to the Aboriginal groups who attended the field day with response due 23/9 form groups

Rail Report

• Completed and presented to CCC

Visual

 Awaiting to finalise with addition mitigation (Station Street area) – treatment not yet finalised until quarry plan finalised

Geotechnical

Roads and survey component complete

Geologist

• Tied to quarry plan; another version of quarry plan being produced

Ecologist

- Draft report complete
- Presentation to CCC August
- Work for State and Federal Assessment process to be undertaken

Voluntary Planning Agreement

- Received submissions from public following advertising seeking input
- Nothing further on VPA until road report completed

What is the ETA of the EIS?

This swings off the back of government agencies, i.e. NSW Office of Water requirements, and other agencies changes in requirements (i.e. OEH). Can't provide a definite date

Daracon Update

14th August

Reports received of trucks travelling in excess of 20km in Station Street

Action – Drivers spoken to regarding the 20km voluntary speed limit in place in Station Street.

20th August

Compliant received of truck driver driving aggressively – no certain details provided, unable to identify truck

24th August

Complaint from truck driver regarding driving behaviour of truck driver – Daracon investigated with driver no longer welcome at quarry

24th August

Complaint received truck in Station Street not having cover over trailer. Driver indicated that his cover was on. Daracon followed up and the company owner provided toolbox and written advice to drivers.

26th August

EPA indicated there was a complaint with regards to blasting impacts on house in Merchants Road. Unable to follow up as no details provided as per EPA procedure. All results were well within the limit.

N Ritchie raised issue whilst driving to meeting tonight at Dunns Creek Road a truck indicator did not work (Left hand blinker) Neil didn't recall the truck having a Daracon brand, but likely to be a gravel truck travelling Dunns Creek Road to Brandy Hill. The truck turned into Dunns Creek Road with no blinker. Neil was turning right from Dunns Creek Road into Paterson Road.

A Kelly will follow through and provide response

Update from group representatives – re sharing of information from July MCQCCC meeting with rail presentation

J McNally - no PPA meeting last month

P Rees – no meeting

Neil Ritchie – small meeting, no discussion re Martins Creek Quarry

D Saunders – was not at meeting

Acoustics Presentation – Attachment 6

Acoustics Presentation

• Aim of Industrial Noise Policy is to protect 90% of the people 90% of the time from adverse noise impacts

- EPA policies (Industrial Nosie Policy; Road Noise Policy) are guidelines and are not mandatory
- Where Environment Protection Licence (EPL) / Conditions of Consent have noise limits, these are mandatory
- Current EPL for Martins Creek Quarry has no daytime noise limits; has requirement not to be audible at night (for maintenance only)
- Outcome of the Development Application process, if approved, will be a new Environment Protection Licence and conditions of consent that specify noise levels for Martins Creek Quarry – these are/will be mandatory; apply to quarry operations/maintenance only
- Industrial Noise Policy project specific noise goal (PSNG) for quarry operations and maintenance is 35 dB(A) Leq 15 minute this is for any residential receiver
- Train operations the quarry is not a proposed 24/7 operation; it is train loading that is proposed 24/7
- Rail Noise, train noise, shunting, crew noise has this been measured? Yes; At night time?
 —No the sound from an activity doesn't change from day / night (at night there is lower ambient noise); therefore assessment purposes there is no need to measure night time noise from trains. The noise can be assessed for night time impact using daytime measured levels.
- What about a car exhaust? This is dependent on the car if the car meets ADR (Australian Design Rule) 1m from cars exhaust is 75dB(A)
- An example on the side of the road approximately 3m from carriageway, a normal modern car passing by is approximately 65db(A); where an old car, not maintained with hole in muffler would be approximately 85dba; A Harley motor cycle modified exhaust would be approximately 89-93dB(A).
- Harley Motorcycle with loud exhaust pipes (modified, no longer complying with ADFR) if testing, it is tested as a "drive by/pass test"
- Pug Mill (mixing plant) was tested, it is not a crushing plant and is much quieter Yes it was
 included in assessment
- Given Martins Creek is an existing operation, it may be expected that there will be a program over time to progressively meet noise criteria
- Verification to community/reporting Noise Impact Assessment will set out requirements applied for, public document. When Martins Creek Quarry operating (assume approval) the EPA will mandate regular noise monitoring at nearby residences, currently the EPA requirement is quarterly (not applicable to Martins Creek Quarry yet as no noise limits exist). EPA and Dept. of Planning are moving towards monthly noise monitoring; Generally the operator is not advised when this monitoring undertaken to avoid perception of bias.
- Policies regarding noise are on EPA website
- Shoulder Periods (Road Nose Policy (RNP) 2.5.5) Traffic Noise assessed in accordance with RNP; RNP 2.5.5 describes how to address shoulder periods
- Shoulder period is where noise rises earlier than 7am and limits are to be negotiated on a case by case basis with the regulator
- It is intended to assess road traffic noise in Paterson during shoulder periods against daytime criteria

- Assessable criteria why weren't loggers situated near areas of poor road surface? We have
 to make an assessment of the general traffic condition, independent of road surface. If
 particular problem area on road surface it is not assessable as such and considered to be the
 responsibility of the road owner to maintain
- RNP recommends daytime noise limits of 60dB(A) under RNP if noise level above the
 recommended limit extra traffic, as a consequence of the development, can increase noise
 level by 2dB(A) without it being considered significant
- Why isn't the assessment done on the existing DA approval of 23 trucks per day to the proposed 600 trucks? Assumption is that all existing road noise at the time of the application including existing quarry trucks forms the basis for the assessment
- Station Street classified as haulage route and assessed as such under RNP and not as a local route
- Houses closer to the road are impacted more by traffic noise.
- What weather data used re monitoring? EPA allows weather stations within 30km Tocal and hand held devices used
- When wind is at more than 3m/ second @10m above ground no measurements taken;— will be similar at site and Tocal
- Noise reflected from quarry wall it is accounted for in the modelling and when measuring it is included in measurement as it is there "We measure what we measure"
- How is noise measured from quarry separately? Time coding using specialist equipment and experienced staff
- There is a variation in noise emission from vehicles Yes a 15hour average is measured. Then logarithmic averaging in Leq is sensitive to the higher noise levels.
- Will you assess absolute number of trucks? _ Yes 24 hour data stored every 15 minutes
- What if really high noise levels logged? Because logging close to road. Leq measure we make assumption all of the noise from Leq and LaMax is road traffic noise
- Are hourly noise levels assessed for traffic noise? No road classification require assessments as a 15hr and 9hr assessment
- Can we have a copy of recordings? Yes they contain spreadsheets with thousands of numbers James Ashton has a copy
- Highest recorded noise level? Recall it was approximately 95dB(A) probably not to do with traffic
- Shoulder Periods if 15 trucks on site in the shoulder period (4am) that's when the shoulder period starts? Not in this particular case the shoulder period is defined by the general ambient noise climate which starts to rise about 5 am due to commuter traffic.
- - 24/7 operation is for train loading
- The Shoulder period is assessed as it is doesn't start at 4am shoulder period assessed independently of what is proposed and determined based on all activity generating ambient noise level i.e. people going to work in cars
- Why wasn't Butterwick Road included in noise monitoring? Will take on notice?
- You produce a report, you could double numbers and still be compliant, huge impact at 5.45am with noise, wakes up kids, I am not knocking what you have to do but it is b-----
- Are Daracon proposing to mitigate noise so we can live with it?

- Something may assist and works for Roads and Maritime (RMS) Noise Abatement Program

 involves high noise areas, need to be above 75dba Leg 15 hours; façade treatments for buildings. Road Noise Policy allows for discussions to be had, can design and install treatments; RMS pays for treatments on RMS roads but for other roads there is no government funded program.
- RNP doesn't require assessment of sleep disturbance because the development is a daytime operation
- Shoulder period noise levels RNP outlines process
- Attended monitoring it clearly identifies the source of noise
- RNP views roads as a community resource
- Council complaints re road surface my experience is NCC has responded to complaints by measuring noise and making changes to road Most Councils do this some do not.
- What triggers requirement for traffic noise assessment? Dependent upon the type of work i.e. scheduled work under POEO require assessment; other works may or may not need assessment

General Business

The Chair indicated the time was approximately 6.50pm and if the CCC would like to go to general business. It was agreed the meeting end.

From: <u>peter rees</u>
To: <u>Brett Peterkin</u>

Subject: Re: Draft Meeting minutes - August
Date: Sunday, 20 September 2015 9:48:44 AM

Brett,

I have reviewed the draft Minutes for the August meeting and my corrections are:

1. you have stated the incorrect date of the meeting.

- 2. 3rd para before Business Arising: should read: "P Rees commented that Adam's response was incorrectly recorded in the July minutes as it was not made at the meeting."
- 3. last para before correspondence: "' Daracon do not provide meaningful answers to questions put to it and respond..."
- 4. Ecologist: "Draft report completed"
- 5. Under Daracon Update: P Rees indicated these were the same complaints reported to the last meeting in July and were there any complaints for August?"

BRETT PLEASE NOTE: Again we have a statement follows which was given NOT AT THE MEETING "Post meeting A Kelly noted...". If these minutes are later adopted as a true and correct record of what transpired at the August meeting then the POST MEETING NOTE MUST BE REMOVED.

6. General Business: 2nd para: "S Murray...set of information is received from SMEC it will be presented."

3rd para:" J Ashton- off-site impacts (ie Heritage buildings in Paterson)..."
7th para: J Ashton -progress on rail supply agreement to Sydney?"
8th para: the rseponse included the statement that the access to Sydney

details were commercial in confidence.

12th para: the answer was "commercial in confidence"

7. During General Business D Mingay stated that "...you (referring to the community representatives) come here to enjoy the proceedings..." P Rees later pointed out that remark to D Mingay who replied "Did I?" P Rees responded that "we (the community representative)s hardly enjoy these meetings".

Your response is awaited.

Regards Peter Rees

On 30 August 2015 at 19:15, peter rees wrote:

Brett,

Thank you for the draft minutes upon which I will comment in the next day or two.

However a quick read shows again the introduction of a post- meeting response and in my view and as previously advised, it is inappropriate, and as it did not occur at the meeting it should not appear.

I have not received a copy of the amended July minutes and would like to receive same when convenient.

Thank you.

Kind regards

Peter Rees

On 24 August 2015 at 17:52, Brett Peterkin wrote:

Please find attached draft minutes from August meeting. As you may recall, there was a lot of discussion and I have endeavoured to capture as much as I could in the draft minutes.

If you have any comments, additions etc. please let me know.

Further to the discussion regarding traffic/transport and mitigation measures I would suggest to enhance the presentation if you could provide me with a list of issues/questions you or the group you represent may have regarding this topic, I will collate and forward to the presenter in time for him/her to research and incorporate, where applicable, into the presentation — this should allow the presentation to focus on the issues of concern from you and your community group.
Should you have any questions please call.
Regards
Brett
Brett Peterkin
Peterkin Consulting

Attachment 2

From: james ashton
To: Brett Peterkin
Subject: August draft minutes

Date: Wednesday, 23 September 2015 1:13:53 PM

Brett

I have reviewed the draft meeting minutes and my corrections are as follows;

- 1. JA asked at the end of Biodiversity Assessment Presso; are koala's considered threatened species as a colony or individually, believe the answer was yes individually
- 2. General business questions; JMc asked will anything that has been said or requested by representatives of the CCC at these meetings from the community change the EIS out comes. DM responded we know what the impacts are, we know what you don't like, we know not everyone will be happy with the outcomes of a consent being issued
- 3. JA asked if step 1 of the DoP practice note for VPA's has commenced in Stuart's comments regarding VPAs (including the words already in the minutes) Stuart confirmed that they have not commenced step 1 of the process yet.
- 4. JA noted in July minutes that civils aspect has been completed and asked if this can be shared with the CCC, answer was yes
- 5. JA asked if there was any progress in negotiating supply agreements by **rail** into sydney (words by rail have been omitted from the draft minutes) AK's response was awaiting rail authorities advice regarding line access and "commercial in confidence"

Regards James

Attachment 3

From: james ashton
To: Brett Peterkin
Cc: Adam Kelly

Subject: noise modelling data

Date: Monday, 31 August 2015 8:22:23 AM

Hi Brett

MCQAG is commissioning various in parallel assessments of the proposed expansion. In relation to noise impact assessment of the expansion when it is available (preferably before the EIS is submitted to the DoP) would Daracon be able to provide the following information listed below for our specialist to work with, thanks in advance.

Regards

James

The intention is to reproduce the noise contours and other results from the noise model that will be reported in the EIS. The following detailed information is therefore required:

- Terrain files as used in the EIS noise model, including any proposed/modelled noise bunds or other barriers, in dxf or dwg format suitable for importing into AutoCad. The terrain files must include polyline, line or other entities with the correct z-value set to reflect elevation. Separate terrain files must be included for each production year or stage assessed in the EIS. Terrain files must cover the entire assessed area, including the entire area shown on the noise contour figures in the EIS. Noise barriers can be included in separate dxf or dwg files provided a table is included to show which barriers apply in each modelled scenario.
- Surface roughness value or category (eg rough pasture) for the entire modelled area or for each separate area, including the boundaries of surface categories in dxf or dwg format.
- Source location points including elevation in dxf or dwg format or as a table of z,y,z coordinates
- Source location lines (for line sources) in dxf or dwg format including elevation, typically in the form of 3-d polylines.
- Source sound power levels in octaves or 1/3 octaves, including directivity data where relevant, as modelled for each line or point source. Note that "as modelled" includes any time duration or other corrections applied to the raw source sound power levels in the EIS noise model. Sound power levels for each entire line source are required, rather than sound power levels per metre or similar data.
- Receptor height for the noise contours, typically 1.5m above the ground.
- Locations including elevations as points/text in dxf or dwg format or a table of x,y,z coordinates for all identified receptors for which noise levels are reported in the EIS.
- Atmospheric parameters for each modelled time period (day, evening, night) and scenario including:

Air temperature at 10m
Relative humidity
Wind speed at 10m
Wind direction
Either inversion rate in deg/100m or stability class A-G

 From:
 Adam Kelly

 To:
 Brett Peterkin

 Cc:
 james ashton

Subject: RE: noise modelling data

Date: Wednesday, 23 September 2015 1:38:09 PM

Attachments:

Hi Brett, James

All of this information will be included in the final acoustic report submitted as part of the EIS as a matter of course.

A presentation on noise is obviously scheduled for tonight's CCC meeting. Daracon would be happy for your acoustic expert to organise a time for your expert to discuss our report with our consultant.

Kind Regards

Adam

Adam Kelly | General Manager - Construction Materials, Transport & Plant | DARACON GROUP 17 James Street | PO Box 299, Wallsend NSW 2287, Australia

From: james ashton

Sent: Wednesday, 23 September 2015 1:15 PM

To: Brett Peterkin Cc: Adam Kelly

Subject: RE: noise modelling data

Hi Brett

any news on this request

Regards James

From: james ashton To: Brett Peterkin CC: Adam Kelly

Subject: noise modelling data

Date: Mon, 31 Aug 2015 08:22:15 +1000

Hi Brett

MCQAG is commissioning various in parallel assessments of the proposed expansion. In relation to noise impact assessment of the expansion when it is available (preferably before the EIS is submitted to the DoP) would Daracon be able to provide the following information listed below for our specialist to work with, thanks in advance.

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- Surface roughness value or category (eg rough pasture) for the entire modelled area or for each separate area, including the boundaries of surface categories in dxf or dwg format.
- Source location points including elevation in dxf or dwg format or as a table of z,y,z coordinates
- Source location lines (for line sources) in dxf or dwg format including elevation, typically in the form of 3-d polylines.
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- Locations including elevations as points/text in dxf or dwg format or a table of x,y,z coordinates for all identified receptors for which noise levels are reported in the EIS.
- Atmospheric parameters for each modelled time period (day, evening, night) and scenario including:

Air temperature at 10m Relative humidity Wind speed at 10m Wind direction

Either inversion rate in deg/100m or stability class A-G

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Daracon Engineering ACN 002 640 262

Noise Impact Assessment Martins Creek Quarry

- Review the Underlying Statutes and Regulations
- Explain the NIA Assessment Process
- Explain works to date
- Expected Outcomes based on Work today
- Ongoing Monitoring and Evaluation.

Sound & Vibration or NOISE ????

- We live in a world full of sound generated by all sorts of things. Some sources include:-
 - Road Traffic
 - Rail Traffic
 - Aircraft
 - Commercial and Entertainment Facilities
 - Industries
 - Local Sound Sources (Garden equipment Air conditioners)
 - Animals (Domestic pets, native birds)
 - People (Children and Adults)

What is Noise

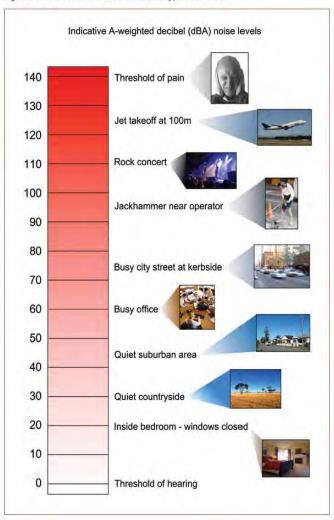
- Unwanted Sound
- Unwanted Vibration

• This is important because it means that noise is highly

SUBJECTIVE.

2.4 Common sources of noise

Figure 2.2; Some common sounds and their typical noise level



Noise Impact Assessment Framework

- Statutory –
 Protection of the Environment Operations Act
- Regulation-Protection of the Environment Operations Regulation Not generally applicable to industries of any size.
- Implementation Policies /Guidelines
 Used to provide standardised methods of evaluation and assessment.

Offensive Noise

From the Protection of The Environment Operations Act. **offensive noise** means noise:

- a) that, by reason of its level, nature, character or quality, or the time at which it is made, or any other circumstances:
 - i. is harmful to (or is likely to be harmful to) a person who is outside the premises from which it is emitted, or
 - ii. interferes unreasonably with (or is likely to interfere unreasonably with) the comfort or repose of a person who is outside the premises from which it is emitted, or
- b) that is of a level, nature, character or quality prescribed by the regulations or that is made at a time, or in other circumstances, prescribed by the regulations.

FUNDAMENTAL PRINCIPAL OF NOISE IMPACT ASSESSMENT AND MANAGEMENT

- The basic premise is that we should aim to protect 90% of the population for 90% of the time.
- The basis for all the various measurement and assessment techniques and methods is that demographic studies have been conducted on sets of **well controlled** test subjects to determine at what level when measured with what parameter 10% of the sample group considers themselves to be seriously adversely affected.
- World Health Organisation has published many studies on the effect of noise exposure on populations.

Noise Assessment and Evaluation for this Project

Industrial Noise Emissions

Industrial Noise Policy (Non Mandatory)

Blasting

- Mining
 - Mining Licences and Approvals
- Construction
 - ANZECC Blasting Guidelines (Non Mandatory)

Road Noise

- Road Traffic Noise Policy (Non Mandatory),
- Department of Planning Guidelines for Building Near Busy Roads and Railways (Non Mandatory),
- Assessing Vibration a Technical Guide (Non Mandatory)

Steps to Mandatory Requirements

- Noise Impact Assessment (NIA) is completed by proponent,
- NIA is submitted to DOP and EPA and is assessed by the regulators
- If it is acceptable to the regulators a licence can be issued which specifies mandatory requirements for this Project.
- At that point the outcomes of the NIA and subsequent negotiations become enforceable elements.

Project Noise Goals

- Industrial Noise Policy
 - Project Specific Noise Goal for sound emissions from the operational site to surrounding residences is a 15 minute energy average sound pressure level of

for all operational periods of the day.

Current Situation

- Daracon Holds a licence from the EPA that does not specify Daytime noise emission allowances from the Quarry.
- It does specify that sound from Night time maintenance activities **must not be audible** at nearby residences.

Work To Date

- Establish Sound emissions from all the plant and equipment including Rail and On Site Trucking;
- Planning of future quarry operations to enable effective noise control 26 operational scenarios and treatments investigated.
- Sound level surveys of Road traffic at:-
 - Station Street, Martins Creek
 - Three locations in Paterson
 - One Location at Bolwarra

Outcomes

Site Noise Emissions

- Existing daytime Quarry Noise Levels at Station Street are in the range 56 to 65 dB $L_{Aeq 15 min}$.
- Challenge:-
 - To reduce those levels significantly.
 - **Aim** for Project Specific Noise Goal of 35 dB L_{Aeq 15 min.}
 - Under the **Best Available Technology Economically Available** (BATEA) provisions of the INP.

Noise Control

- Challenge:-
 - To reduce existing site emission levels significantly.
 - **Aim** for Project Specific Noise Goal of 35 dB L_{Aeq 15 min.}
 - INP requires "Reasonable and Feasible" sound mitigation.
 - INP also requires using the **Best Available Technology Economically Available** (BATEA).

Noise Mitigation Quarry site

Noise Control

- Design of extraction plan to provide natural shielding.
 (ie Dig behind the hill.)
- Enclosure and Acoustic Treatment of Crushing Plant
- Construction of Noise Bunds to the south and east of the plant area,
- Construction of Noise barriers along haul roads,
- Relocation of stock pile areas,
- Relocation of mechanical workshops,
- Relocation of internal haul and access roads.

Traffic Noise

Road Traffic Noise

- Road Noise Policy for a Sub-Arterial Road or Principal Haulage Routes along Public Roads.
- This Project is Assessable under the RNP as "Additional Traffic from Land Use Developments"
- Absolute Assessment Criteria Daytime 15 hour energy average Sound Pressure Level.
 - 60 dB(A) L_{Aeq 15hr}

or

• 2 dB(A) increase in L_{Aeq 15hr} above existing levels.

Station Street Existing Facade Level Road Traffic Noise

Location	Dates	Week Average L _{Aeq 15hr}	Worst Day	RNP Criteria
Station Street	30 May – 6 Jun 14	58	62	60

Traffic Noise Measurement at Paterson



Traffic Noise Measurement at Bolwarra



Existing Avg Truck Movements

Vehicle Type	Vehicle class	Paterson			Bolwarra	
		25 Aug 2014	31 Oct 2014	21 July 2015	25 Aug 2014	31 Oct 2014
3 Axle Truck or Bus	Class 4	59	59	35	105	162
4 Axle Truck	Class 5	6	7	2	12	26
6 Axle Articulate d	Class 9	111	224	179	82	192
Truck + Trailer / B Double	Class 10	8	11	22	11	15

Paterson / Bolwarra Existing Facade Level Road Traffic Noise

Location	Week Average L _{Aeq15hr}		Worst Day in Week L _{Aeq15hr}		RNP Criteria
Paterson	25 Aug 2 Sept	31 Oct 11 Nov	25 Aug 2 Sept	31 Oct 11 Nov	
Loc 1	60	61	62	62	60
Loc 2	64	63	65	64	60
Loc 3	61	60	62	62	60
Bolwarra 25 m from Roadway	67	65	68	66	60

Traffic Noise Outcomes at Paterson

 Assume existing quarry trucking numbers (Class 9) doubles without increasing other traffic,

	Existing (Aug 2014)	Assumed Doubling from MC	Existing (Oct 2014)	Assumed Doubling from MC
Total Traffic	3290	3433	3883	4178
Number Trucks Total	412	555	579	8 ₇₄
Number Class 9	143	286	295	590
% Heavy Vehicles	12	16	15	21
15 hr Leq	63	64	64	65

15 hr L_{Aeq} increases by 1 dB or less.

What Happens After Approval

- Regular compliance testing will be mandated in the Licence
- Usually this is ¼ ly attended monitoring.
- In most circumstances it is not notified to the operator.

Compliance Measurement

The contribution of the noise source of concern at the regulated compliance location.

The amount of noise in a given sample period that comes **ONLY** from the source of interest.

Requires that we:-

- Exclude all other noise from the measurement,
- Assess only the sound type and quality from the source.

Where Do We Measure

Measure at the compliance location or

• Measure at a "Checkpoint" defined in AS1055 and then calculate to the compliance location.

Measurement and Reporting

AS 1055 Clause 7

- Date and Time of Measurement
- Details of measurement Positions
- Weather conditions
 - wind speed and direction
 - Humidity and Temperature
 - Rainfall
- Operating Conditions of the Sound Source
- Instruments used and types of analysis made
- Results of Acoustic Measurements and Any Analysis
- Noise due to Other Sources
- Calculation Procedures used in evaluating the measurements
- Results and Interpretation

Measurement & Reporting

- Parameters that adequately describe the impact of the noise.
- Level of the Sound
 - The level of the sound as described by the appropriate descriptor.
 - There are lots of descriptors but the common ones are L_{eq} , L_{90} , L_{01} , L_{10} .
- Character of the Sound
 - Does it contain pure tones
 - Is it impulsive
 - Does it have excess low frequency
 - Is it intermittent
- Other descriptive data
 - Variability in level

What if the Quarry Does not Comply

- A Non compliance is defined under the INP as and exceedance by more than 2dB of the Licence Limits.
- In the event of an exceedance it will be reported to the regulator and the reason must be determined.
- Depending on the reason appropriate action may be required to address any ongoing exceedance.

Terms You May find Useful

Background Sound Level

Sound level determined for planning purposes as the one tenth percentile of the ambient L_{A90} noise levels in accordance with App B of INP

- **L dB(A)** Unit of sound pressure level, modified by the A-weighting network to represent the sensitivity of the human ear.
- **SPL** The incremental variation of sound pressure from the reference pressure level expressed in decibels.
- **SWL** Sound Power Level of a noise source per unit time expressed in decibels from reference level.
- L_{eq} Equivalent continuous noise level averaged over time on an equivalent energy basis.
- L_X Statistical Sound Level descriptor. Where (x) represents the percentage of the time for which the specified sound level is exceeded.
- L₀₁ Average Peak Sound Level in a measurement period.
- L₁₀ Average Maximum Sound Level in a measurement period.
- L₉₀ Average Minimum Sound Level in a measurement period.
- L_{Max} Maximum Sound Level in a measurement period.

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Martins Creek Quarry Community Consultative Committee

19th August 2015

Attendees:

Brett Peterkin – Chair; Stuart Murray – Site R&D; Peter Rees (alternate for John Redman); Adam Kelly – Daracon; Darach Saunders MCQAG (late arrival); David Mingay; Dianne Steward; John McNally; Neil Ritchie;

Apologies: John Redman – Voice of Wallalong & Woodville;

Observers – James Ashton

The Chair welcomed Phil Conacher, Dean Conacher and Jake Manners from Conacher Consulting who will present the Biodiversity Assessment.

Declaration of Pecuniary interest – as per previous; none identified tonight

Confirmation of Minutes of June meeting minutes

Darach Saunders provided email clarifying comments:

"Just to qualify my question also asked would Daracon run six hundred trucks a day through Paterson if EIS permitted and the answer also was yes."

Adam Kelly provided context:

Daracon confirm that if the consent permits 600 trucks per day it would run them. This question has been previously explained that there is no constructive reason to pre-empt the decisions of the department who have to weigh all issues before making a determination on the consent. The studies will present the information on traffic in due course and then an informed decision based on these facts can be used to formulate the traffic arrangements.

P Rees commented that Adam's response was incorrectly recorded in the July minutes as it was not made at the meeting. Adam's response be recorded and discussed in July minutes. The Chair asked Adam to confirm the context.

Adam restated the context and The Chair asked if there were any further comments/feedback from the CCC and asked if there were any objections to the July meeting minutes, with the additions. No objections. The Chair confirmed the minutes deemed endorsed with the additions.

Chairs note –confirmed that hard copies of June minutes left at Paterson Post Office and IGA Supermarket.

Business Arising

The Chair indicated a response from Daracon was contained in the July meeting minutes re J McNally and P Rees questions.

P Rees raised the concern that Daracon do not provided meaningful answers to questions put to it and respond with either (a) legal proceedings or (b) it will be contained in or wait for the EIS.

Correspondence

Out

- Letter to ARTC re Martins Creek Crossing note delay in sending of letter as chair telephoned ARTC prior to sending the letter to confirm precisely what was being asked Attachment 1.
- Daracon letter to all CCC members seeking community input in draft VPA Attachment 2.

In

- Darach email re minutes (see confirmation of minutes)
- Telephone request from James Ashton seeking confirmation from Daracon presenting chapters
 of the EIS prior to lodging of the EIS & Could you please confirm that a presentation regarding
 the traffic/road chapter of the EIS will include the identified impacts and mitigation measures
 proposed
 - Adam Kelly provided response "Yes"

EIS Update

Stuart provided an updated on the key activities of the EIS:

Roads/Traffic

• Pavement Management Strategy (PMS) due next week; data gathered from traffic counters placed out in July provided to SMEC to finish report

Survey

Complete

Civil

• Draft completed, away details from SME PMS report

Acoustics

Awaiting next version of the quarry plan to progress

Traffic – combined with roads

Environmental Engineer

 Presentation provided to CCC; Groundwater requires additional meeting with NSW Office of Water

Town Planning

Legislative component drafted

Community Consultation

• And consultation (as per SEARs) ongoing

Aboriginal Heritage & Historical

• Completed & presented to CCC; report has been provided back to the BAoriginal groups who attended the field day

Rail Report

Completed and presented to CCC

Visual

• Awaiting to finalise with addition mitigation (Station Street area)

Geotechnical

• Roads and survey component complete

Geologist

• Tied to quarry plan; another version of quarry plan being produced

Ecologist

- Draft report completed
- Presentation to CCC tonight
- Work for State and Federal Assessment process to be undertaken

Voluntary Planning Agreement

- Daracon have gone out to the public seeking ideas for draft Voluntary Planning Agreement
- Councils have also been contacted seeking input to draft Voluntary Planning Agreement

P Rees comment – very little has changed since last meeting. Daracon can you please give a date when the EIS may be available for inspection by the committee?

S Murray confirmed the target date is end of September; also explained that there have been changes re State and Federal assessment for biodiversity which is to be clarified

Daracon Update

Adam indicated there were two complaints received since last meeting:

6/7 - Complaint Bolwarra Heights - re two trucks speeding

20/7 – Complaint Bolwarra – noise from tube counters – noting the tube counters to be removed

P Rees indicated these were the same complaints reported to the last meeting in July and were there any complaints for August?

Adam indicated he would take on notice.

P Rees also indicated it was premature to seek input into VPA until the impacts were know

Daracon were asked if there were any major projects

Adam indicated there were no major projects, business as usual with the current market situation

Update from group representatives – re sharing of information from July MCQCCC meeting with rail presentation

Peter Rees – little to share at group meeting

Darach Saunders – provided information back to committee

Biodiversity Assessment Presentation

Phil Conacher and Jake Manners provided an overview of the biodiversity assessment

General Discussion and questions following the presentation:

What is the biodiversity offset strategy?

Yet to be determined

• Differences between Part 3a and new Framework for Biodiversity Assessment (FBA) Surveys are different, FBA is more transparent; although same type of survey there is less subjectivity; target species and site inspections i.e. noting koala and slatey red-gum on site;

Koala is a threatened species – a difference between the state and federal – the federal view is that there is one population in Qld and NSW whereas NSW view more isolated populations; so a spot assessment technique such as sampling for scat under trees – standard method – whilst not required is being carried out for this assessment

The project will also be referred to the Federal Govt. for the Federal assessment - EPBC

• What is the trigger for offsets?

If vegetation is impacted an offset is required.

Offset Ratios – can be different – can be 1:1 or even 10:1 – dependent upon landscape features, vegetation and threatened species present.

Protection of offsets to be determined in consultation with OEH

Private treaty

Bio-banking (State)

Financial payment to OEH where they may purchase offsets

Offsets are protected – they are "in perpetuity" and include management costs

Computer modelling determines the ratio of offset

The FBA based on NSW Bio-diversity Policy and all impacted vegetation require offset

Certified person is required to enter the data into the OEH website/software

J Ashton asked are koala's considered threatened species as a colony or individually, believe the answer was yes, individually

The Chair asked the CCC if any further discussion or explanation of the State (FBA) or Federal (EPBC) assessment processes we required – The CCC indicated no further discussion was required.

Chairs note:

For further information:

Framework for Biodiversity Assessment -

http://www.environment.nsw.gov.au/resources/biodiversity/140675fba.pdf

Environmental Protection and Biodiversity Conservation Act

http://www.environment.gov.au/epbc/about

http://www.environment.gov.au/protection/environment-assessments/assessment-and-approval-process

General Business

J Ashton asked when will the juicy stuff – civil, roadworks, road related work be shared – There appears that there will only be one more presentation

S Murray indicated that when the whole set of information is received from SMEC it will be presented

J Ashton – off-site heritage (i.e. Heritage buildings in Paterson) will they be assessed?

S Murray – This wasn't specified in the SEARs, only the land and quarry

J Ashton – can it be done?

S Murray – take on notice and will ask

J Ashton noted in July minutes that civils aspect has been completed and asked if this can be shared with CC, answer was yes

J Ashton – was there any progress in negotiating agreements by rail into Sydney?

A Kelly – progress is slow, awaiting rail authority's advice regarding rail line access, delays in getting things progressed, with a whole range of issues, and details were commercial in confidence

J Ashton – visual – draft completed – can a presentation be arranged?

A Kelly – Yes

J Ashton – what is the total tonnage to Hexham (shutdown maintenance project)

A Kelly – take on notice. Commercial in Confidence

J Ashton - Target date for Hexham job completion

A Kelly – take on notice. This is a rail shutdown job with work completed for the current shutdown. Final work will be carried out in October shutdown.

J Ashton – Voluntary Planning Agreement – can Daracon confirm if Step 1 of the DOPE process for VPA has been done

S Murray – Daracon are trying to find out what the community would like to see in a VPA; chances are Daracon going to DOPE seeking a VPA – Daracon are seeing what interest there is re a VPA by seeking input to a draft VPA. Stuart confirmed that they have not commenced step 1 of the process yet

J Ashton - Impacts – can we talk haulage routes, transport, and mitigation measures, and will Daracon take on board these impacts? Will anything change in this chapter from the feedback?

D Mingay – this process started with J McNally and Dungog Council, we got to a certain point with Council identifying what could be done (re impact on roads & mitigation), the discussion then went in ever diminishing circles; Daracon decided we needed certainty for the community, council and Daracon, so Daracon decided a new DA to tidy up all these things was the path forward; Its frustrating Council don't attend these meetings; Daracon had no option but to go this path of the EIS.

J McN asked will anything that has been said or requested by representatives of the CCC at these meetings from the community change the EIS out comes. DM responded we know what the impacts are, we know what you don't like, we know not everyone will be happy with the outcomes of a consent being issued

D Saunders – people are concerned about lifestyle – will the impacts be addressed? Will anything change?

D Mingay indicated Daracon had heard and listened to the issues and the impacts

J Ashton re identifying impacts and where addressed in EIS???

The Chair asked J Ashton if the question was the same as the one he provided via telephone? The Chair then asked J Ashton to clarify & identify what issues to be addressed?

J Ashton indicated identifying the issues (haulage routes, impacts, mitigation measures) so the consultants can address these issues

The Chair indicated it is up to Daracon to address the issues raised and it would be unwise of Daracon not to address those issues raised.

The Chair asked the group where do we go from here?

P Rees indicated It is up to Daracon. P Rees also indicated there was no specific detail provided

D Mingay stated that "...you (referring to the community representatives) come here to enjoy the proceedings..." P Rees later pointed out that remark to D Mingay who replied "Did I?" P Rees responded that "we (the community representative)s hardly enjoy these meetings".

A Kelly indicated details had been provided, tonight the presentation from P Conacher identified processes, species of flora and fauna found on site

D Mingay confirmed Daracon had purchased the former McCloy land possibly for offsets.

D Steward asked CCC members how long they had lived in the area? Each responded. D Steward than outlined she had lived at Martins Creek for 38 years – she indicated that she had experienced the quarry and trains in that time and understood the impacts better than anybody. She indicated this was progress. There was discussion as to the definition of progress and discussion regarding if people wanted the quarry closed or to operate at all.

D Saunders indicated that not one person he represented wanted the quarry shut.

D Mingay indicated he originally went to council to seek a resolution to negotiate the consent – Daracon estimate there is up to \$1.5 m in levy fees that could have been to Council from road levy if it was made it clear as to what the consents were – Daracon only request was the money be first spent on Station Street and the road through Paterson then it was up to Council where the money was spent. There is now a legal issue with council. The biggest issue Daracon is aware of are the trucks on the road

J Ashton – what is on the walls of the Daracon boardroom, what options?

D Mingay waiting for Stuart and the consultants to finish their report. Daracon talked with Council about fixing Station Street and repairing the road at Paterson

S Murray indicated the traffic count was complete; acoustics had been completed during wet and dry weather and readings taken place outside J Ashton house. Roads are 60 or so years old – PMS work will indicate the factual situation of the roads – it will contain more detail than council have on their roads – Stuart indicated he required facts and evidence regarding the status of the roads for the EIS

J Ashton – what other issues are Daracon aware of?

A Kelly – aware bus lanes/stops at Bolwarra, slip lanes for trucks due to fatigue levels more stops are required – some of the issues

J Ashton - What is the concept how to plan to take out 1.5m with 30 ton trucks?

D Mingay – this is a maximum number

J Ashton – Traffic safety/network peak truck movements?

D Mingay - yet to be determined

P Rees – are loads covered?

D Mingay – all loads are covered

P Rees – I have two chips in windscreen from quarry trucks, assume exbin trucks.

D Mingay – Daracon are not trying to frustrate anyone – will pass on the information from the studies when the reports are completed

J Ashton – major projects?

A Kelly - no major projects - Hexham spot job

D Steward – appears the truck numbers have dropped recently

A Kelly –No drop, the nature of the market

The Chair again asked the group where to go from here

P Rees – to go home

Next meeting – to be confirmed

Peterkin Consulting ABN 54 831 192 373

197 Gullivers Lane, Louth Park 2320 Phone & Fax: (02) 49 333 802

Mobile: 0414 389 519 Email: brett@peterkinconsulting.com.au

Teena Renes

Property Manager - Hunter Valley

ARTC

By email - trenes@artc.com.au

14th August 2015

Dear Teena

Martins Creek Level Crossing

Thank you for your letter dated 26th June 2015 and the time on the phone to clarify additional questions from the Martins Creek Quarry Community Consultative Committee regarding the Martins Creek Level Crossing.

Could you please clarify the term "Public Road Accommodation Level Crossing"?

In relation to the rail line that enters the quarry, could you please confirm the status of the level crossing?

Should you have any questions please do not hesitate to call me

Thank you

Butt Petel.

Brett Peterkin

Chair,

Martins Creek Quarry Community Consultative Committee

(Date)
(Name)
(Attention)
Dear (Name)
Re: Martins Creek Quarry Project – Voluntary Planning Agreement
Daracon will be lodging an environmental impact statement for the Martins Creek Quarry Project with the NSW Department of Planning and Environment.
As part of that process Daracon is proposing to develop a Voluntary Planning Agreement (VPA).
Daracon commenced the process of consulting with the community with the establishment of the Martins Creek Quarry Community Consultative Committee (MCQCCC) in September 2014. At the June 2015 meeting of the MCQCCC Daracon provided a presentation on the proposed voluntary planning agreement and also sought input and ideas from the MCQCCC to be considered in the development of the VPA.
In addition to consulting with the MCQCCC, Daracon will be advertising in local papers seeking input and ideas from the broader community to be considered in the development of the VPA during August 2015.
Daracon is seeking input and ideas from groups who are represented on the MCQCCC that maybe considered for inclusion in the development of the draft VPA. Daracon proposes to publicly exhibit the VPA during the environmental impact statement public exhibition period.
Daracon seeks your group's input and ideas for consideration by 31st August 2015.
Input and suggestions can be emailed to Daracon at quarries@daracon.com.au .
Further enquiries can be made by contacting 1300 663 151.
Yours sincerely
Buttai Gravel Ptv Ltd

Adam Kelly

General Manager



Project Background Consulting

- Conacher Consulting have been undertaking seasonal biodiversity surveys over the last 12 months
- Surveys are to the government requirements and include:
 - Plot based plant surveys
 - Searches for threatened plant species
 - Mapping of plant community types
 - Bird, reptile and frog census
 - Mammal spotlighting and trapping
 - Remote camera surveys
 - Microbat surveys
 - Identification of Landscape Features

Survey Methods















Biodiversity Characteristics

Threatened Flora Species

Slaty Red Gum





Biodiversity Characteristics

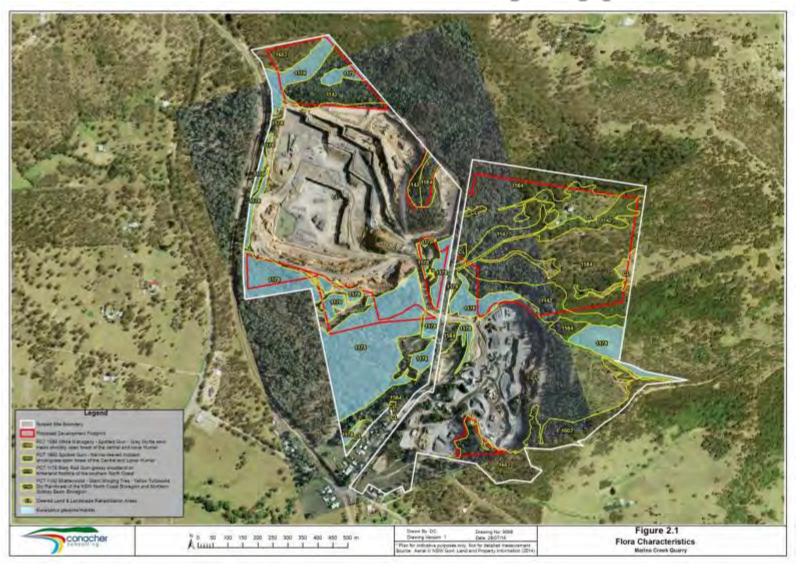
Threatened Fauna Species

- Little Lorikeet
- Speckled Warbler
- Powerful Owl
- Koala
- Squirrel Glider
- Grey-headed Flying-fox
- Yellow-bellied Sheathtail-bat
- Eastern Freetail-bat
- Little Bentwing-bat
- Eastern Bentwing-bat

- Large-footed Myotis
- Greater Broad-nosed Bat



Plant Community Types



White Mahogany – Spotted Gum – Grey Myrtle semi mesic shrubby open forest of the central and lower Hunter Valley



Spotted Gum – Narrow-leaved Ironbark shrubgrass open forest of the Central and Lower Hunter



Slaty Red Gum grassy woodland on hinterland foothills of the southern North Coast

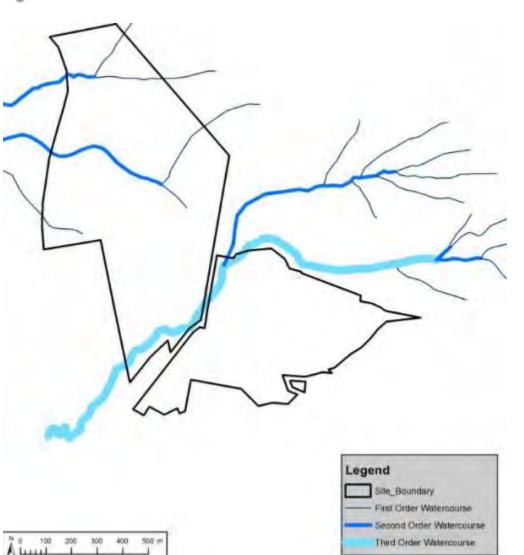


Shatterwood - Giant Stinging Tree - Yellow Tulipwood Dry Rainforest of the NSW North Coast Bioregion and Northern Sydney Basin Bioregion



Landscape Features

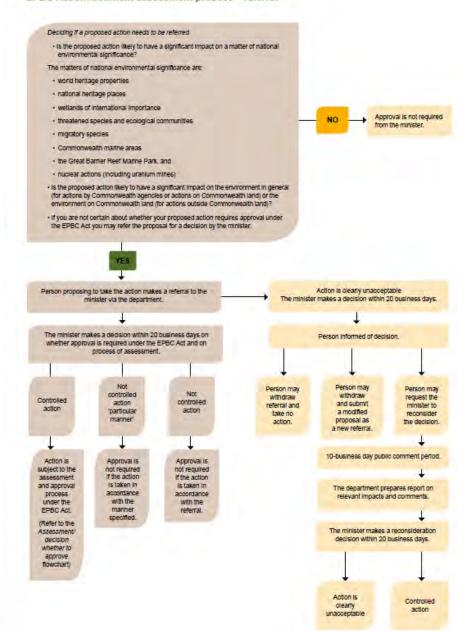
- IBRA bioregion
- IBRA subregion
- Rivers and streams
- Significant links
- Vegetation extent



EP&BC Act Referral

- The project is to be referred to the Australian Government Department of the Environment
- The referral will focus on Federally Listed threatened biodiversity
- The referral process is transparent and will be published on the departments website

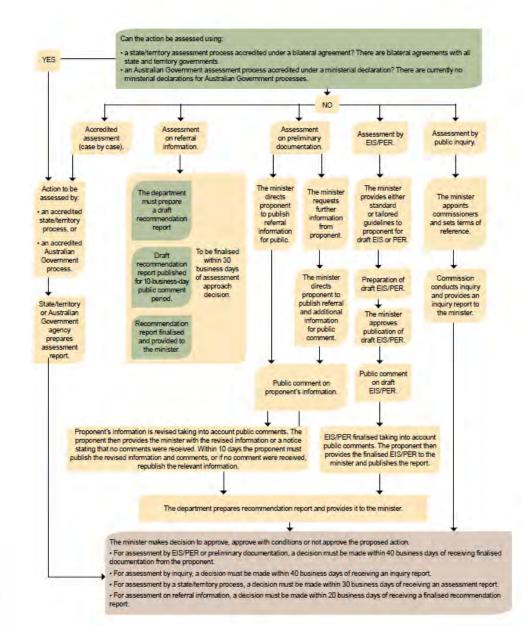
EPBC Act environment assessment process—referral





Australian Government

Department of the Environment



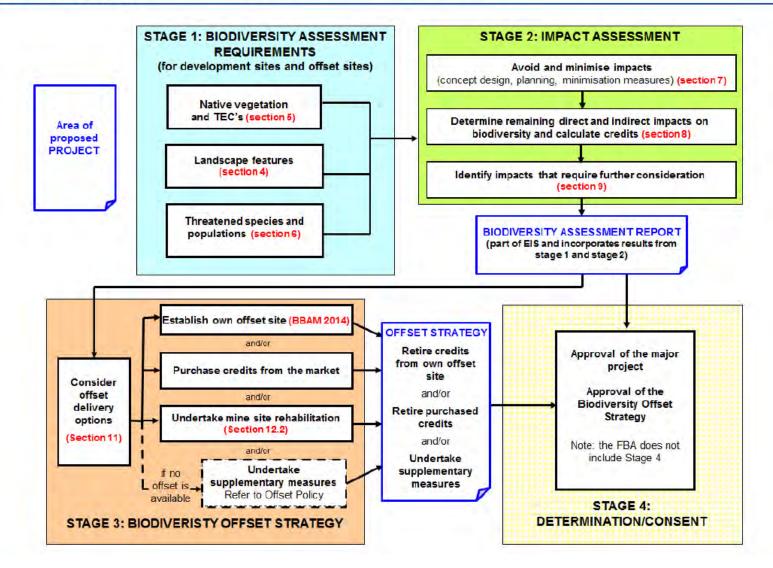


Framework for Biodiversity Assessment

- FBA Assessment will follow the policy guidelines
- Requires surveys to determine threatened biodiversity and plant community types present within impact area
- Is the methodology to quantify and describe the impacts and associated offsets required



FBA overview



Biodiversity Offsets

- Mandatory under the FBA Assessment Process
- Plant community types and threatened species will require like for like offsets
- The proponent is currently working to identify suitable offset sites in the local area
- Offsets are to be in accordance with the NSW Biodiversity Offsets Policy for Major Projects

Thank you for listening

Please present any feedback to the chair by 2nd September 2015



Martins Creek Quarry Community Consultative Committee

22nd July 2015

Attendees:

Brett Peterkin – Chair; Stuart Murray – Site R&D; Peter Rees (alternate for John Redman); Adam Kelly – Daracon; Darach Saunders MCQAG

Apologies: John Redman – Voice of Wallalong & Woodville; Neil Ritchie – Brandy Hill Action Group; Di Steward – Martins Creek; Deborah Fischer (alternate for N Ritchie); David Mingay – Daracon; Aaron Smith – Bolwarra Heights Action Group; John McNally – Paterson Progress Association

Observers - nil

Declaration of Pecuniary interest – as per previous; none identified tonight

Confirmation of Minutes of June meeting minutes

No comments/feedback received prior to meeting; The Chair sought any additional comment - no comments provided. Minutes deemed endorsed. Chairs note –confirmed that hard copies of May minutes left at Paterson Post Office and IGA Supermarket.

Business Arising

Letter from D Saunders received 21st May & Daracon response included in June meeting minutes;

Correspondence

Outgoing

Email notification discounted gravel for Primary Producers (7/7) (see attachment 1)

Email notification re traffic tube counters placement (10/7) and road maintenance at quarry (20/7)

Incoming

Letter from ARTC with regards to the status of Martins Creek level crossing (see attachment 2)

Action – The Chair to seek clarification from ARTC

D Saunders letter re rail and Daracon response

Questions from J McNally re VPA (addressed in EIS update section)

EIS Update

Stuart provided an updated on the key activities of the EIS:

Roads

 Traffic tube counters installed in road segments identified by Dungog, Maitland and Port Stephens Councils – traffic tube counters to be removed 24/7 and is the last piece of information required for Pavement Management System report

Survey

Complete

Civil

• Road related work completed; quarry related work assessing variance of quarry itself, i.e. internal parts of quarry; will go back to NSW Office of Water

Acoustics

Assessing changes due to changes in finalising quarry plan

Traffic

 This report is tied to the road assessment (Pavement Management Assessment Vehicle) report & is awaiting the report to be finalised

Environmental Engineer

• Completed with report/presentation at May CCC meeting

Town Planning

• The town planning drafts underway

Community Consultation

• As per SEARs requirements, all agencies contacted – SEARs submissions clarified

Aboriginal Heritage & Historical

Report/presentation at June meeting, completed

Rail Report

Presentation at April meeting, completed

Visual

• Draft complete and being reviewed in conjunction with changes as quarry plan develops (i.e. landscaping treatments)

Geotechnical

Road component completed

Geologist

• Resource calculations continue

Ecologist

- Has been requested to prepare studies for EIS
- State & Federal assessment required
- FBA process for State

Voluntary Planning Agreement

 Daracon presented at June meeting – requested ideas/suggestions from the MCQCCC for consideration for inclusion in the Draft VPA. Daracon will advertise publicly seeking input into the draft VPA from the community

Response to J McNally questions

1. Can Daracon please seek formal confirmation from the Department of Planning to confirm who will be party to any proposed VPA agreement relating to MCQ SSD (Will it be the three LGA councils or the Minister for Planning) and revert to the Community Consultation Committee with the response

Daracon response: Daracon will engage with the Department of Planning when appropriate.

2. In order to provide context to any future VPA considerations regarding community input into VPA considerations such as suggestions for public infrastructure upgrades or requests for in kind works, can the proponent please provide the Community Consultation Committee a list of public infrastructure (roads, intersections, verges, signage etc) identified in its assessments that will be required to be upgraded as part of the EIS specialists recommendations and proponents planned capital investment in the project.

Daracon response: These details, to be contained in the EIS are yet to be finalised.

3. In order for the wider community to understand magnitude of MCQ expansion impacts whilst contemplating VPA input/suggestions; please can the proponent provide the Community Consultation Committee the proposed quarry operating parameters that will be tabled in the EIS (the proposed final haulage routes, proposed frequency controlled truck movements to/from the site, proposed mitigation to be implemented regarding noise, dust, lighting, vibration, visual screening. Proposed frequency and limit on rail movements to/from the site)

Daracon response: As advised at the June meeting of the MCQCCC the PEA outlines the proposal. The EIS is yet to be finalised.

4. Please provide a recent example of an extractive industry VPA to the Community Consultation Committee for their review

Bago Quarry – Hastings Council: http://pmhclistening.com.au/bago-quarry-planning-agreement

Karuah East Quarry

https://majorprojects.affinitylive.com/public/2a49e21b42ab5f5742c520684f33fcd9/Karuah%20East%20Quarry%20Project%20Approval.pdf

Department of Planning website - http://vparegister.planning.nsw.gov.au/

5. Please provide a copy of the current NSW Planning Practice Note regarding VPA process to the Community Consultation Committee and confirm that Daracon will follow this due process

Daracon response: Details can be found at:

http://www.planning.nsw.gov.au/planning_reforms/p/final_practice_note_planning_agreements.pd <u>f</u>

Daracon will adhere to the relevant legislation.

6. Based on DoP response to Q1 and practice note direction from Q5 above, have it noted that our group (and likely wider community) will be seeking workshops with that listed party be it council or minister for planning to have community input into any future VPA document

Daracon response: Noted

We look forward to Daracon's responses as we believe the answers should give more context to the VPA discussions and there relevance at this point in the process.

Regards

John

Daracon Update

Adam indicated there were two complaints received since last meeting:

6/7 - Complaint re trucks exceeding voluntary speed restrictions - Bolwarra Heights — Daracon provided response noting both were ex-bin trucks

20/7 – Complaint – noise from tube counters Bolwarra – complainant met on site – noting the tube counters to be removed 24/7

Adam indicated there were no major projects, business as usual with the current market situation

Update from group representatives – re sharing of information from May MCQCCC meeting with rail presentation

Peter Rees – at group meeting provided update

Darach Saunders – June meeting report was provided to group

No EIS Presentation

As advised prior to meeting, no EIS presentation was available for the July meeting

General Business

DS – Has the Daracon position changed re EIS proposal for 1.5 million?

Daracon response – Can't make comment until EIS is finalised

DS – If EIS allows/permits 1.5million will Daracon do this? Daracon response – Yes, subject to EIS consent conditions

Darach Saunders provided email clarifying comments:

"Just to qualify my question also asked would Daracon run six hundred trucks a day through Paterson if EIS permitted and the answer also was yes."

Adam Kelly provided context:

Daracon confirm that if the consent permits 600 trucks per day it would run them. This question has been previously explained that there is no constructive reason to pre-empt the decisions of the department who have to weigh all issues before making a determination on the consent. The studies will present the information on traffic in due course and then an informed decision based on these facts can be used to formulate the traffic arrangements.

PR – Question on notice to Daracon:

Since Daracon commenced quarrying operations at Martins Creek Quarry, has Daracon erected new boundary fencing, whether by replacement or otherwise, if so, when, where and type of fencing?

Daracon response (provided post meeting) - No comment due to Council Legal Action

Next meeting – to be confirmed



Discounted Gravel for Primary Producers

Flood / Storm recovery assistance for Primary Producers in Dungog Local Government Area

Hunter Local Land Services has been working with Daracon to develop a recovery assistance package for Lower Hunter primary producers to repair or reconstruct farm roads/ laneways following the recent storm event. Daracon has generously offered to provide road base material from their Martin's Creek Quarry at a discounted rate to help the farming community with their recovery efforts.

Nominal 50mm road base will be made available from Martins Creek Quarry for \$7.70 per tonne (GST inclusive)

To be eligible for the discount you must be registered as a Primary Producer and located within Dungog Shire.

All orders are to be placed directly with Martins Creek Quarry – 4938 5261, with a minimum of 24hrs notice prior to dispatch. Opening Hours are 6am-6pm Monday-Friday and Saturday by appointment. Payment via Credit card and EFTPOS only.

Dungog based transporting company, Burns Earthmoving are available to assist with transportation of road base if required. Please contact John Burns on 0428 979 827 for any delivery requests.

Please contact the *LLS Flood Recovery Officer*, Skye Moore if you require any further information. Ph: 4938 4956 or 0428 048 060. Email: skye.moore@lls.nsw.gov.au



Hunter Local Land Services Paterson Office 816 Tocal Road, Paterson, NSW 2430 Phone: (02) 29301030 Fax: (02) 6552 2047



Unit 5, 33 Newton Street Broadmeadow NSW 2292 Locked Bag 1 Broadmeadow NSW 2292

F. 02 4941 9738
E. info@artc.com.au
W. artc.com.au

P. 02 4941 9600

Mr Brett Peterkin Peterkin Consulting 197 Gullivers Lane Louth Park NSW 2320

Email: <u>brett@peterkinconsulting.com.au</u>

26 June 2015

Dear Brett

Martins Creek Level Crossing - 218.690 km

Thank you for your correspondence dated 30 May 2015 in relation to the present status of the abovementioned Level Crossing.

Subsequently, I advise that ARTC's records indicate that it is a Signalled, Public Road Accommodation Level Crossing, intersecting Grace and Corey Streets, Martins Creek.

I trust I have responded adequately to your enquiry, however please do not hesitate to contact me on (02) 4941 9619 should you require further information or clarification.

Yours sincerely

Teena Renés

Property Manager, Hunter Valley

Martins Creek Quarry Community Consultative Committee

24th June 2015

Attendees:

Brett Peterkin – Chair; David Mingay – Daracon, Stuart Murray – Site R&D; Peter Rees (alternate for John Redman); James Ashton (alternate for John McNally & Darach Saunders)

Apologies: John Redman – Voice of Wallalong & Woodville; Darach Saunders – Martins Creek Quarry Action Group; John McNally – Paterson Progress Association; Neil Ritchie – Brandy Hill Action Group; Adam Kelly – Daracon; Di Steward – Martins Creek; Deborah Fischer (alternate for N Ritchie)

Observers - nil

Declaration of Pecuniary interest – none identified

Confirmation of Minutes of May meeting

No comments/feedback received prior to meeting; The Chair sought any additional comment - no comments provided. Minutes deemed endorsed. Chairs note – confirmed that hard copies of May minutes left at Paterson Post Office and IGA Supermarket.

Business Arising

The chair noted that blast monitor had been located in View Street as requested for 3 blasts and landowners on where the blast monitor was placed indicated they had no issues.

Correspondence

Outgoing

Letter to ARTC with regards to the status of Martins Creek level crossing (see attachment 1)

Daracon Update

David indicated there were no major projects, business as usual.

Question was asked if there was maintenance or a lull in activity at the quarry; David indicated it was business as usual with the current market situation

EIS Update

Stuart provided an updated on the key activities of the EIS:

Roads

Road assessment (Pavement Management Assessment Vehicle) has completed inspection;
 data collected is currently being analysed with report anticipated mid July

Survey

Complete

Civil

• Have had discussions with NSW Office of Water, awaiting final quarry plan to finalise report

Acoustics

• 3rd assessment of assessing & dealing with quarry changes has been drafted

Traffic

This report is tied to the road assessment (Pavement Management Assessment Vehicle)
 report & is awaiting the report to be finalised

Environmental Engineer

• Completed with report/presentation at May CCC meeting

Town Planning

- The draft social & economic impact reports have been produced for review
- Stuart noted updated SEARs provided by Department of Planning with regards to the FBA ecological report (see attachment 2)

Community Consultation

• As per SEARs requirements, all agencies contacted – SEARs submissions clarified

Aboriginal Heritage & Historical

• Report/presentation at tonight's meeting, both aboriginal and historical reports indicated there is nothing to report within the study areas

Rail Report

Presentation at April meeting, completed

Visual

 Draft complete and being reviewed in conjunction with changes as quarry plan develops (i.e. landscaping treatments)

Geotechnical

Road component completed

Geologist

• Resource calculations continue

Ecologist

- Updated SEARs provided re Framework for Biodiversity Assessment (see attachment 2)
- Cameras on site monitoring
- Spring, summer, autumn & winter surveys will be included

Questions:

When will EIS be completed?

When all reports are completed – difficult to provide exact date, e.g. SEARs updated adds additional areas to work on, essentially aiming for the end of August for draft EIS. It is also dependent upon the state & federal governments & their requirements. There are two processes, state & federal for the assessment of ecological reports. It is not clear as to how the state & federal agencies interact & their requirements re: Framework for Biodiversity Assessment needs to be clarified.

Update from group representatives – re sharing of information from May MCQCCC meeting with rail presentation

Peter Rees – a group meeting last night & advised in accordance with minutes

James Ashton – May minutes were discussed at PPA & MCQAG

Archaeology and Voluntary Planning Agreement Presentation – (see attachment 3)

Presentation provided by Stuart Murray

Questions:

General discussion regarding VPA.

Stuart asked for ideas/suggestions/projects to be provided that could be included in the VPA.

An issue was raised indicating that the EIS was required prior to getting ideas for the VPA and that parameters were required. Stuart confirmed the PEA outlined the parameters of the EIS that was being sought. It was suggested Daracon provided a draft VPA for input and questioned if the Council would be involved and made aware. Stuart indicated Dungog Council were on the CCC but had not attended meetings. The Chair indicated copies of the minutes were provided to Council and the minutes are placed on the website for the public. The Chair confirmed Daracon were seeking ideas/suggestions for inclusion in a VPA and were looking to start the process of developing a VPA – Stuart confirmed Daracon are seeking ideas. The Chair indicated in his experience that early involvement in such processes was important and indicated it was his understanding, that one option for the proponent could be to go direct to The Minister to develop the VPA – The Chair indicated that in his view this was an opportunity for the local community to identify possible

projects for inclusion in the VPA. The Chair asked Stuart if the VPA could be negotiated and if it was released the same time as the EIS – Stuart confirmed this was the case. The Chair reiterated that this opportunity was for the local community group representatives to identify possible projects (such as road improvement projects and other ideas) for inclusion in a VPA.

Peter suggested a draft VPA be provided for comment.

General Business

NIL

Next meeting – to be confirmed

Chairs note – please note attachment 4 is the MCQAG feedback on the rail presentation (April meeting) and attachment 5 is Daracon's response. The MCQAG feedback was received on the day of the May meeting.

Peterkin Consulting ABN 54 831 192 373

197 Gullivers Lane, Louth Park 2320 Phone & Fax: (02) 49 333 802

Mobile: 0414 389 519 Email: brett@peterkinconsulting.com.au

Teena Renes

Property Manager - Hunter Valley

ARTC

By email: trenes@artc.com.au

30th May 2015

Dear Teena

Martins Creek Level Crossing

Thanks for your time on the phone to discuss the Martins Creek Level Crossing question that was raised at the Martins Creek Quarry Community Consultative Committee May meeting.

As discussed could you please provide a response to the question below?

Could you please confirm the current status of the Martins Creek Level Crossing with regards to its current operation?

Thank you for your help.

Brett Petal-

Yours sincerely

Brett Peterkin

Chair

Martins Creek Quarry Community Consultative Committee

Secretary's Environmental Assessment Requirements

State Significant Development

Section 78A(8A) of the Environmental Planning and Assessment Act 1979

Application Number	SSD 6612
Proposal	 The Martins Creek Quarry Extension Project, which involves: extracting up to 1.5 million tonnes of hard rock material per annum; expanding into new extraction areas and clearing approximately 36.8 hectares of vegetation; increasing the hours of operation for quarrying to 6am – 6pm (Monday to Saturday), processing to 6am - 10pm (Monday to Saturday), mixing and binding to 4:30am - 10pm (Monday to Friday) and 4:30am - 6pm (Saturdays), stockpiling, loading and dispatch of road transport to 5:30am - 7pm (Monday to Saturday) and train loading to 24 hours per day, 7 days per week; consolidating existing operations and approvals; and rehabilitating the site.
Location	Station Street, Martins Creek, in the Dungog local government area
Applicant	Buttai Gravel Pty Ltd
Date of Issue	22 May 2015
General Requirements	The Environmental Impact Statement (EIS) for the development must comply with the requirements in Clauses 6 and 7 of Schedule 2 of the Environmental Planning and Assessment Regulation 2000. In particular, the EIS must include: • a full description of the development, including: - the resource to be extracted, demonstrating efficient resource recovery within environmental constraints, and having regard to NSW Trade and Investment's requirements (see Attachment 2); - the site layout and extraction plan; - processing activities; - a waste (overburden, leachate, etc.) management strategy, dealing with the EPA's requirements (see Attachment 2); - a water management strategy, dealing with the EPA's and Department of Primary Industries' requirements (see Attachment 2); - a rehabilitation strategy, having regard to the key principles in the Strategic Framework for Mine Closure; and - the likely interactions between the development and any other existing, approved or proposed extractive industry development in the vicinity of the site (such as the Brandy Hill Quarry); • a list of any approvals that must be obtained before the development may commence; • an assessment of the likely impacts of the development on the environment, focussing on the specific issues identified below, including: - a description of the existing environment likely to be affected by the development, using sufficient baseline data; - an assessment of the likely impacts of all stages of the development, including any cumulative impacts, taking into consideration any relevant laws, environmental planning instruments, guidelines, policies, plans and industry codes of practice; - a description of the measures that would be implemented to mitigate and/or offset the likely impacts of the development, and an assessment of: o whether these measures are consistent with industry best practice, and represent the full range of reasonable and feasible mitigation measures that could be implemented;

- the likely effectiveness of these measures; and
- whether contingency plans would be necessary to manage any residual risks; and
- a description of the measures that would be implemented to monitor and report on the environmental performance of the development if it is approved;
- a consolidated summary of all the proposed environmental management and monitoring measures, identifying all the commitments in the EIS;
- consideration of the development against all relevant environmental planning instruments (including Part 3 of the State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007); and
- the reasons why the development should be approved having regard to biophysical, economic and social considerations, including the principles of ecologically sustainable development.

While not exhaustive, Attachment 1 contains a list of some of the environmental planning instruments, guidelines, policies, and plans that may be relevant to the environmental assessment of this development.

In addition to the matters set out in Schedule 1 of the *Environmental Planning* and Assessment Regulation 2000, the development application must be accompanied by a signed report from a suitably qualified expert that includes an accurate estimate of the:

- capital investment value (as defined in Clause 3 of the Environmental Planning and Assessment Regulation 2000) of the development, including details of all the assumptions and components from which the capital investment value calculation is derived; and
- jobs that would be created during each stage of the development.

Key Issues

The EIS must address the following specific matters:

- Traffic & Transport including:
 - accurate predictions of the road traffic generated by the construction and operation of the development, including a description of the types of vehicles likely to be used for transportation of quarry products, the public roads in the Dungog Shire, Maitland City and Port Stephens LGAs likely to be so used and the times during which those roads would be so used;
 - a detailed assessment of potential traffic impacts on the capacity, condition, safety and efficiency of the local and State road network (as identified above), having regard to the requirements of the RMS, Dungog Shire, Maitland City and Port Stephens Councils (see Attachment 2):
 - a detailed assessment of the existing railway siding facility at the site as an alternative transport option for delivering quarry products and avoiding potential impacts associated with road delivery; and
 - a detailed description of the measures or works (including concept plans) that would be used and/or implemented to upgrade, maintain and improve the capacity, efficiency and safety of the road network used by the development.
- Blasting & Vibration including:
 - proposed hours, frequency, methods and impacts; and
 - an assessment of the likely blasting impacts of the development on people, buildings, animals, infrastructure and significant natural features having regard to the relevant ANZECC guidelines.
- Air Quality including a quantitative assessment of potential:
 - construction and operational impacts, with a particular focus on dust emissions including PM_{2.5} and PM₁₀;
 - dust generation from blasting and processing, as well as diesel emissions and dust generated from the transportation of quarry products;
 - reasonable and feasible mitigation measures to minimise dust and diesel emissions; and

- monitoring and management measures, in particular, real-time air quality monitoring.
- **Noise** including a quantitative assessment of potential:
 - construction, operational and off-site transport noise impacts in accordance with the *Interim Construction Noise Guideline*, *NSW Industrial Noise Policy* and the *NSW Road Noise Policy* respectively;
 - reasonable and feasible mitigation measures to minimise noise emissions; and
 - monitoring and management measures, in particular real-time and attended noise monitoring.

• Water – including:

- an assessment of the potential impacts of the development on:
 - o the quantity and quality of regional water supplies;
 - o regional water supply infrastructure; and
 - affected licensed water users and basic landholder rights (including downstream water users);
- a detailed site water balance, including a description of site water demands, water disposal methods (inclusive of volume and frequency of any water discharges), water supply infrastructure and water storage structures;
- an assessment of proposed water discharge quantities and quality against receiving water quality and flow objectives;
- identification of any licensing requirements or other approvals under the *Water Act 1912* and/or *Water Management Act 2000*;
- demonstration that water for the construction and operation of the development can be obtained from an appropriately authorised and reliable supply in accordance with the operating rules of any relevant Water Sharing Plan (WSP);
- a description of the measures proposed to ensure the development can operate in accordance with the requirements of any relevant WSP or water source embargo; and
- a detailed description of the proposed water management system (including sewage), water monitoring program and other measures to mitigate surface and groundwater impacts.

• Land – including:

- an assessment of the likely impacts of the development on the soils, land capability:
- and assessment of the likely impact of the development on landforms (topography), paying particular attention to the long term geotechnical stability of any new landforms (such as overburden dumps); and
- an assessment of the compatibility of the development with other land uses in the vicinity of the development in accordance with the requirements in Clause 12 of State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007;

Biodiversity – including:

- an assessment of the likely biodiversity impacts of the project, having regard to OEH's and DPI's requirements (see Attachment 2);
- an offset strategy to ensure the development maintains and improves the biodiversity values of the region in the medium to long term;
- Heritage including an assessment of the likely Aboriginal and historic heritage (cultural and archaeological) impacts of the development, having regard to OEH's requirements (see Attachment 2);
- Visual including an assessment of the likely visual impacts of the development on private landowners in the vicinity of the development and key vantage points in the public domain, paying particular attention to the creation of any new landforms (noise bunds, etc.);
- **Greenhouse Gases** including an assessment of the likely greenhouse gas emissions of the development, dealing with the EPA's requirements (see Attachment 2);
- Hazards including an assessment of the likely risks to public safety, paying particular attention to potential bushfire risks and the transport, handling and use of any dangerous goods; and

• Social & Economic – including:

- an assessment of potential impacts on local and regional communities including impacts on social amenity;
- a detailed description of the measures that would be implemented to minimise the adverse social and economic impacts of the development, including any infrastructure improvements, or contributions and/or voluntary planning agreement or similar mechanism; and
- a detailed assessment of the costs and benefits of the development as a whole, and whether it would result in a net benefit for the NSW community.
- Rehabilitation including the proposed rehabilitation strategy for the site having regard to the key principles in the Strategic Framework for Mine Closure, including:
 - rehabilitation objectives, methodology, monitoring programs performance standards and proposed completion criteria;
 - nominated final land use, having regard to any relevant strategic land use planning or resource management plans or policies; and
 - the potential for integrating this strategy with any other rehabilitation and/or offset strategies in the region.

Consultation

During the preparation of the EIS, you must consult with relevant local, State and Commonwealth Government authorities, service providers, Aboriginal stakeholders, community groups and affected landowners.

In particular, you must consult with the:

- Commonwealth Department of the Environment;
- Office of Environment and Heritage (including the Heritage Branch);
- Environment Protection Authority;
- Division of Resources and Energy within the Department of Trade and Investment, Regional Infrastructure and Services;
- Department of Primary Industries (including the NSW Office of Water, NSW Forestry, Agriculture and Fisheries sections and Crown Lands division);
- Roads and Maritime Services;
- Hunter Local Land Services:
- Dungog Shire Council;
- Maitland City Council;
- Port Stephens Council: and
- community groups including, but not limited to: Paterson Progress Association, Bolwarra Heights Community Group and the Voice of Wallalong and Woodville.

The EIS must:

- describe the consultation process used and demonstrate that effective consultation has occurred;
- describe the issues raised by public authorities, service providers, community groups and landowners;
- identify where the design of the development has been amended in response to issues raised; and
- otherwise demonstrate that issues raised have been appropriately addressed in the assessment.

ATTACHMENT 1

Environmental Planning Instruments, Policies, Guidelines & Plans

Air	
	Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (EPA)
	Approved Methods for the Sampling and Analysis of Air Pollutants in NSW (EPA)
	Coal Mine Particulate Matter Control Best Practice – Site Specific Determination Guideline (EPA)
	Generic Guidance and Optimum Model Settings for the CALPUFF Modelling System for Inclusion into the 'Approved Methods for the Modelling and Assessments of Air Pollutants in NSW, Australia'
	National Greenhouse Accounts Factors (Commonwealth)
Noise	
	NSW Industrial Noise Policy and associated Application Notes (EPA)
	Interim Construction Noise Guideline (DECC 2009)
	NSW Road Noise Policy (EPA)
Water	
Water Sharing Plans	Water Sharing Plan for the Paterson Regulated River Water Source 2007
	NSW State Groundwater Policy Framework Document (NOW)
	NSW State Groundwater Quality Protection Policy (NOW)
	NSW State Groundwater Quantity Management Policy (NOW)
	NSW Aquifer Interference Policy 2012 (NOW)
	Office of Water Guidelines for Controlled Activities (2012)
Groundwater	Groundwater Monitoring and Modelling Plans – Information for prospective mining and petroleum exploration activities (NOW)
	Australian Groundwater Modelling Guidelines 2012 (Commonwealth)
	National Water Quality Management Strategy Guidelines for Groundwater Protection in Australia (ARMCANZ/ANZECC)
	Guidelines for the Assessment & Management of Groundwater Contamination (EPA)
	NSW Government Water Quality and River Flow Objectives (EPA)
	Using the ANZECC Guideline and Water Quality Objectives in NSW (EPA)
	National Water Quality Management Strategy: Australian Guidelines for Fresh and Marine Water Quality (ANZECC/ARMCANZ)
	National Water Quality Management Strategy: Australian Guidelines for Water Quality Monitoring and Reporting (ANZECC/ARMCANZ)
	National Water Quality Management Strategy: Guidelines for Sewerage Systems – Effluent Management (ARMCANZ/ANZECC)
	NSW Water Conservation Strategy (2000)
	State Water Management Outcomes Plan
Surface Water	NSW State Rivers and Estuary Policy (1993)
	Approved Methods for the Sampling and Analysis of Water Pollutants in NSW (EPA)
	Managing Urban Stormwater: Soils & Construction (Landcom) and associated Volume 2E: Mines and Quarries (EPA)
	Managing Urban Stormwater: Treatment Techniques (EPA)
	Managing Urban Stormwater: Source Control (EPA)
	Technical Guidelines: Bunding & Spill Management (EPA)
	Environmental Guidelines: Use of Effluent by Irrigation (EPA)
	A Rehabilitation Manual for Australian Streams (LWRRDC and CRCCH)
	NSW Guidelines for Controlled Activities on Waterfront Land (NOW)
	1.5.1 Galasimos for Controlled Activities on Waterford Land (140W)

Land	
	Soil and Landscape Issues in Environmental Impact Assessment (NOW)
	Agfact AC25: Agricultural Land Classification (NSW Agriculture)
	Agricultural Issues for Extractive Industries (NSW Trade and Investment)
	State Environmental Planning Policy No. 55 – Remediation of Land
	Australian and New Zealand Guidelines for the Assessment and Management of
	Contaminated Sites (ANZECC)
Traffic	
	Guide to Traffic Generating Development (RMS)
	Road Design Guide (RMS) & relevant Austroads Standards
Biodiversity	
•	Draft NSW Biodiversity Offset Policy
	Guidelines for Threatened Species Assessment (DP&E)
	Framework for Biodiversity Assessment (OEH)
	NSW State Groundwater Dependent Ecosystem Policy (NOW)
	Risk Assessment Guidelines for Groundwater Dependent Ecosystems (NOW)
	State Environmental Planning Policy No. 44 – Koala Habitat Protection
Heritage	Otato Environmentan Franking Folloy No. 11 Roda Frankia Frankia
Tieritage	The Purre Charter (The Australia ICOMOS charter for places of cultural significance)
	The Burra Charter (The Australia ICOMOS charter for places of cultural significance) Draft Guidelines for Aboriginal Cultural Heritage Assessment and Community
	Consultation (DP&E)
	Aboriginal Cultural Heritage Consultation Requirements for Proponents (OEH)
	NSW Heritage Manual (OEH)
	Statements of Heritage Impact (OEH)
	Hunter Regional Environmental Plan 1989 (Heritage)
Public Safety	
,	State Environmental Planning Policy No. 33 – Hazardous and Offensive
	Development
	Hazardous and Offensive Development Application Guidelines – Applying SEPP 33
	Hazardous Industry Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis
Waste	
	Waste Classification Guidelines (EPA)
Rehabilitation	
	Mine Rehabilitation – Leading Practice Sustainable Development Program for the
	Mining Industry (Commonwealth)
	Mine Closure and Completion – Leading Practice Sustainable Development
	Program for the Mining Industry (Commonwealth)
	Strategic Framework for Mine Closure (ANZMEC-MCA)
Environmental Pl	anning Instruments - General
	State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007
	State Environmental Planning Policy (State and Regional Development) 2011
	State Environmental Planning Policy (Infrastructure) 2007
	Dungog Local Environment Plan 2014
	. 0-0

ATTACHMENT 2

Agency Correspondence

ATTACHMENT 3

Community Group Submissions

Heritage Summary & Voluntary Planning Agreement

MARTINS CREEK QUARRY- MAJOR PROJECT (SSD 6612)

Heritage Study Area



Heritage of Martins Creek Quarry

- ► Two separate reports- Heritage and Prehistory
- Martins Creek Quarry is a Locally Significant Heritage item listed in the LEP.
- ▶ No Historical remnants remain.
- Prehistory site inspection involved 9 LALC representatives- nothing located.

Definition of a Voluntary Planning Agreement:

"A voluntary planning agreement (VPA) is an agreement entered into by a planning authority (such as the Department of Planning and Environment) and a developer. Under the agreement a developer agrees to provide or fund: public amenities and public services."

What can a VPA Provide?

- Funding
- ▶ Tangible Asset
- works in kind.
- a combination of any of these
- ► Complete or partial with s94 contributions

Why a VPA rather than s94 or s94a?

- ▶ Tailor made to the situation
- Flexibility
- Targeted
- Can be made with multiple parties
- Effective public participation

VPA- Proactive & outcome driven.



What is the format of a VPA?

- 7 mandatory contents:
- a) Description of the land that the VPA applies
- b) Description of the development
- c) Nature and the extent of the development contributions
- d) Does the VPA exclude s94 or s94a being applied to the development
- e) Can the benefits be considered in determining a s94 contribution.
- f) Dispute mechanism
- g) Enforcement of the agreement.

VPA- it's a binding contract.

Minister for Planning and Infrastructure ABN 38 755 709 681

and

Hanson Construction Materials Pty Ltd

ACN 009 679 734

Planning Agreement

Environmental Planning and Assessment Act 1979

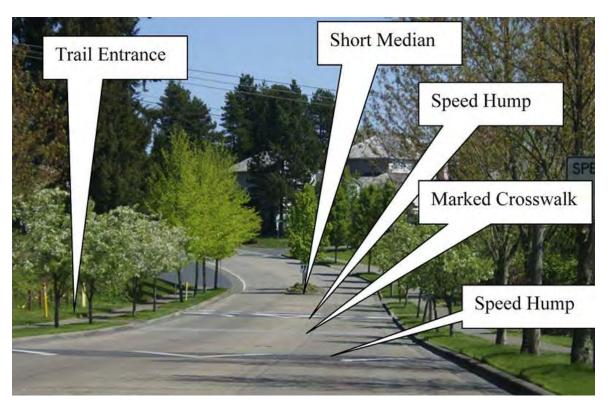
EXECUTED as a deed Signed sealed and delivered for and on behalf of the Minister for Planning and Infrastructure in the presence of: Signature of the Minister for Planning and Signature of Witness KICHARD JOHN HAMMONI) Name of Witness in full Minister for Planning and Infrastructure Signed sealed and delivered by Hanson Construction Materials Pty Ltd ACN 009 679 734 in accordance with section 127 of the Corporations Act: Vides Vinco Signature of Director Signature of Director/Secretary KEVIN GLUSKIE VICTORIA VINCENT Name of Director Name of Director/Secretary

Basic Procedure for entering into a VPA

- 1. clarify who should be party to the agreement.
- 2. Parties can negotiate the draft VPA
- 3. The Developer makes a formal offer to the relevant authority
- 4. Relevant agencies are consulted.
- 5. publicly exhibited and submissions
- 6. Draft VPA, submissions and application are considered.
- If the DA is granted consent then the VPA may become a condition of consent.

Examples of using a VPA

VPA can fund traffic management in areas of conflict- Provision of funds for Traffic calming devices.



VPA can ameliorate development impacts- Provision of funds for recurrent costs of road works.



What Next?

- Daracon will most likely pursue a VPA.
- ▶ It can be with either the Minister for Planning or all three LGAs.
- Daracon can work in isolation preparing the offer to put to the other party to commence negotiation.
- Public Participation- before or after the draft document?-



Daracon
c/o Brett Peterkin
17 James Street,
Wallsend 2287

21 May 2015

Dear Brett

Please find below requested comments in regards to the Martins Quarry Logistics draft that was presented to the CCC on the 15th April-15.

Martins Creek Quarry Rail Logistics Draft

As was confirmed at the MCQCCC meeting the introduction of the extended hours for the rail loading to include nightshift loading is not an alternative or solution to the truck movements but rather another method of increasing the overall output of the quarry.

It is noted that no weekend movements have been requested and we agree and appreciate this.

For a night shift to be acceptable by the community the following would need to be addressed.

- 1. The increased hours would be to reduce truck movements, allowable under the current consent, through the local communities.
- 2. The quarry rail siding infrastructure is upgraded to allow the loading of the wagons without the need to split the wagons.
- 3. There is noise mitigation put in place around the loading siding that meets EPA Industrial Noise policy requirements
- 4. A clear safe work procedure for the entry and exit of all trains from the quarry site.
- 5. Warning signals installed on the goods siding to the quarry consistent with those on the main line.

MCQAG maintains the request to Daracon; that the new approval being sought limits extraction by road to existing approved limits (0.3MMtpa) and that any approved expansion beyond this amount be by way of rail export taking into account the above points.

Yours faithfully

Darach Saunders 0428 508 135

26 May 2015

Martins Creek Quarry Action Group Attention: Darach Saunders PO Box 500 PATERSON NSW 2421

By email: darach@dinosaurlogic.com.au

Dear Darach

Thank you for your letter containing your feedback following the presentation of the Martins Creek Rail Logistics report at the April meeting of the Martins Creek Quarry Community Consultative Committee (MCQCCC).

We again emphasise the report presented is in draft. We note your comments on that basis.

We confirm that the Environmental Impact Statement is being undertaken as a result of not being able to negotiate an outcome with Council regarding the existing consents. The EIS process is being undertaken to confirm the future operating parameters of the quarry.

To clarify the proposed operational hours, these have been provided in the Preliminary Environmental Assessment (PEA). The proposed operational hours as follows:

- · In pit operations:
 - Quarrying between 6am and 6pm (Monday to Saturday)
 - Processing between 6am and 10pm (Monday to Saturday)
- Pugmill mixing and binder delivery operations 4.30am to 10pm Monday to Friday and 5.30am to 6pm Saturdays.
- Sales loading and stockpiling for road transport 5.30am to 7pm Monday to Saturday
- Train loading 24 hours / 7 days a week

We confirm the rail siding is being investigated to accommodate rail loading and transport of materials. As discussed at the presentation, this will entail the possible extension of the existing siding.

Daracon has and will continue to consult with Australian Rail Track Corporation (ARTC) the agency responsible for train operations to and from the quarry. All legislative requirements will need to be addressed in the EIS process.

Thank you again for your feedback - we look forward to receiving further feedback from the presentations at the MCQCCC.

Yours sincerely Buttai Gravel Pty Limited

Adam Kelly

General Manager Construction Materials, Transport & Plant

DARAC

dgroup@daracon.com.au www.daracon.com.au

17 James Street Wallsend NSW 2287 PO Box 299 Wallsend NSW 2287

184 Adderley Street West, Auburn NSW 2144

PO Box 6145 Silverwater BC NSW 1811

2 Kime Road, Mount Thorley 2330 PO Box 225 Singleton NSW 2330

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HEAD OFFICE

P 02 4903 7000

P 02 8799 2600

P 02 6574 0200 GUNNEDAH

P 02 6742 4977

HUNTER VALLEY

Martins Creek Quarry Community Consultative Committee

21st May 2015

Attendees:

Brett Peterkin – Chair; Darach Saunders – Martins Creek Quarry Action Group; John McNally – Paterson Progress Association; Neil Ritchie – Brandy Hill Action Group; David Mingay & Adam Kelly – Daracon, Stuart Murray – Site R&D; Bill Archer – Bolwarra Action Group (late arrival; alternate for A Smith); Peter Rees (alternate for John Redman)

Observers: - James Ashton (late arrival)

Apologies: John Redman – Voice of Wallalong & Woodville;

Observers – James Ashton. (when James arrived) The Chair asked committee if there were any issues regarding observers – all indicated there were no issues having the observer present

Declaration of Pecuniary interest – none identified.

Confirmation of Minutes of February meeting

No comments/feedback received prior to meeting; The Chair sought any additional comment - no comments provided. Minutes deemed endorsed

Business Arising

- D Saunders
- 1. please advise if Daracon are willing to allow Paterson Valley Estate resident's to "sight" the blast result directly from the monitor following a blast. We have been advised that presently the blast monitor display is shielded from view, in the context that the shielding is required to prevent sun damage to the display screen can Daracon advise on an alternate shielding method that enables view by residents of the readout screen to enable readouts to be taken directly? We understand results are loaded on to the website however allowing residents to view direct from the blast monitor provides credibility/reassurance of results to the community.

Response from Daracon blasting contractor;

"Our comments regarding the question from the MCQCCC for the viewing of blast monitor data directly after the blast.

This is not able to be done due to the following;

 There should be no persons near the blast monitors when set up as this could lead to triggering of the blast monitor prematurely

- If a person is close to these instruments when monitoring, their presence (vibration or noise) could cause or contribute as a false reading.
- The actual blast generated levels may be missed when the monitor has been prematurely triggered by a person
- The thermal shields are put in place to avoid UV heat distorting the LCD display
- The small LCD screen on the monitor is provided for accessing set up menu and starting the machine
- A total of events is all that is viewed post blast as it can not be determined until downloading that the event is an actual blast generated waveform.
- Results are not conveyed to our client until we are 100% sure the waveform is from the blast and not a train, dog, car, truck or person near the monitor
- For the consistency and accuracy of our data collection we need the monitors left alone while set up
- The monitors are worth more than \$8,500.00 each and are precise, sensitive, measuring instruments, not for tampering.

Any questions, please call for clarification."

No further questions raised.

Correspondence

Incoming

Email C Gilholme (Attachment 1)

Outgoing

Notifications regarding emergency repair works to MCQCCC - 23/4/15; 24/4/15; 30/4/15; 5/5/15

Road Surfacing Works - 20/5/15

Daracon Update

Stuart provided an updated on the key activities:

Roads

- Road assessment (Pavement Management Assessment Vehicle) vehicle delayed due to storm; Clearance and sign off from Councils was required prior to the road assessment being carried out; commenced 19/5/15
- Approximately one month behind due to storm impacting this and other work
- Report anticipated July

Survey

Complete

Civil

- Work now focussing upon internal aspect of quarry (i.e. water management)
- Water mgt. on site and sound attenuation will also be designed along with acoustical mitigation
- This work is not yet complete

Acoustics

Focus now on the quarry itself informing final design of quarry

Traffic

- Traffic counts, survey of traffic, road safety audit completed
- Truck movements & traffic movements included
- Additional information from road assessment yet to be finalised

Environmental Engineer

 Presentation at May meeting – air quality, groundwater, surface water, stormwater management

Town Planning

- 3 components this will be the last task completed once all the expert reports have been finalised
 - o Writing the EIS completed when all reports finalised by sub consultants
 - o Social assessment with set criteria mostly a desktop study
 - o Economic impact assessment of project

Community Consultation

As per SEARs requirements, all agencies contacted – SEARs submissions clarified

Aboriginal Heritage

- Aboriginal representatives carried out site inspection 21st May
- Report anticipated within 2 weeks

Rail Specialist

- Presentation at April meeting
- Discussion re ARTC management of trains at level crossing in Martin's Creek The Chair will write to ARTC to seek an understanding of the current status of the level crossing

Visual

Draft complete and being reviewed

Geotechnical

• Part of the visual road assessment

Geologist

- Resource calculations
- Exploratory cores drilled
- Requirement of DPI
- Not the first piece of work may have to come back to carry out additional exploratory work once final quarry plan developed

Ecologist

- Ecologist has met with Federal agencies
- Additional field work for winter (June)
- Separate approvals process
- Writing to DoPE to ratify approvals process

Questions:

Traffic – will traffic numbers be exchanged with Hanson?

• Yes they will be; as yet nothing has been exchanged; draft report with all numbers will be provided along with details from the Pavement Management Assessment Vehicle report

Daracon Update - A Kelly

- Summary of complaints during emergency works
 - o 9 related to trucking (out of normal hours, truck speed)
 - o 1 related to quarry operation
 - o 1 related to any additional water use
- Emergency repair works to Northern Rail Line (see attachment 2 picture of Tocal site)—ARTC contacted Daracon on 22nd April after initial assessment, requesting Daracon be on standby to supply materials for Northern Line Emergency Repair Works; following the initial assessment of damage ARTC requested Martins Creek Quarry operate 24/7 for a 7 day period; Daracon contacted the EPA to outline the request; on further assessment by ARTC (23rd April) it was indicated that there were 49 sites needing emergency repair ARTC requested Daracon operate 24/7 for a three week period to supply materials, Daracon contacted the EPA to outline the request; Daracon confirm the quarry or trucking from Martins Creek Quarry DID NOT OPERATE on ANZAC Day; following is a summary of working hours:

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27<sup>th</sup> & 28<sup>th</sup> April – 24 hours per day
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29th April to 1st May – 5am to 1am

2nd May – 5am to 5pm

3rd May – 7am to 6pm

Major Northern Rail Line Emergency worksites access to rail corridor - Tocal College and Eelah Road, with Tocal College site having a culvert washed away – (See attachment 2);

Extended operating hours of the quarry were shortened due to material being supplied in a shorter timeframe; During the emergency works Daracon had supervision of trucks especially at night; 40km per hour speed limit signs erected at Paterson.

Daracon offered Dungog Shire Council help & assistance (by phone 22nd April, formal correspondence 30th April confirming the offer was available to DSC; by phone 3rd May – re Tocal Road south of Paterson) by means of supplying labour, plant/machinery and materials to assist Dungog Shire Council throughout the shire for the recovery effort following the storm; 30th April A Kelly visited Council and Dungog Community Centre and offered assistance; the volunteer community centre accepted the offer and Daracon provided assistance as directed by the volunteer centre (i.e. Daracon provided labour and machinery to assist in the clean-up; Daracon provided storage containers as requested by SES and community volunteers).

Update from group representatives – re sharing of information from April MCQCCC meeting with rail presentation

J McNally – shared information with group

Neil Ritchie – shared info with group

Bill Archer - unaware

P Rees - unaware

D Saunders – put to group – feedback provided this evening

Surface Water, Ground Water and Air Quality Presentation – (see attachment 3)

Presentation provided by Dr James McMahon

Questions:

Potable water use at quarry – it is used as it is part of RMS specification; also used as it does not clog sprays; water from dam is used for dust suppression

Explanation of 1^{st} , 2^{nd} and 3^{rd} order streams – 1^{st} has no other tributaries, 2^{nd} order has two tributaries; and so on

Will impacts of diversion, interception downstream be addressed in EIS – Yes

Who has control over water release? – An independent third party professional does monitoring, EPL license specifies requirements, Quarry Manager ultimately responsible; when discharging water testing is done daily

Does the EIS include monitoring of air quality around road network? – experience when large number of trucks go past house grim left on outside; when number decrease grim decreases?

This will be part of the assessment if required

What about monitoring of trucks during operations?

Can be undertaken. It is understood the EPA has completed some monitoring with regards to this

A hypothetical - What if monitor exceeds guidelines?

Measures can be used and could include sealing of house around doors, windows, air conditioning etc

Currently – Daracon are installing a truck wheel wash and rumble grid – to ensure the removal of dust and material on draw bars etc.; asphalting of the quarry entrance (Station Street entrance) is part of these works

D Mingay indicated that former McCloy land south of quarry had been purchased by Daracon – currently no plans for use

General Business

Chair asked if a brief presentation from ARTC (re emergency works) would be of any interest. It was indicated this would not be necessary.

Are there any major projects re truck numbers? No major projects – business as usual.

J Ashton confirmed his email/phone call following the storm was a heads up for Daracon

Next meeting

May - date to be confirmed

Attachment 1

Email from C Giholme 11th May:

Following our phone conversation, I would like to submit the following suggestion for the consideration of the committee :

I feel that there is a need for a pedestrian crossing, or at least a refuge island, at the intersection in Paterson where people frequently cross the road from the Post Office to the Café and back. Since the increase in traffic volume, and the added amount of vehicles due to the Chemist and General Practitioner, parking is at a premium in this area. This has also resulted in an increase in the number of drivers doing u-turns, all of which is making the area less safe for pedestrians, who need to be watchful in so many directions when waiting to cross. The intersection itself is really too narrow for trucks to negotiate easily, and with cars often parked at the corner of the Post Office it reduces both space and visibility for all concerned. The situation needs to looked at, and given serious consideration for future safety,

Thank you in anticipation,

Yours sincerely,

Carolyn Gilholme



Tocal – 6 May, 2015





SURFACE WATER, GROUNDWATER AND AIR IMPACT QUALITY ASSESSMENT

MARTINS CREEK QUARRY EXTENSION PROJECT

PRESENTED BY: DR JAMES MCMAHON



Martins Creek Fast Facts

- High quality hard rock source
- Originally established by the NSW Government 1915
- Originally supplied construction material for the Northern Railway
- Buttai Gravel Pty Ltd took over the lease in 2012
- Operates under Environmental Protection License 1378
 - Three licensed surface water discharge points
 - 6 Air monitoring stations



Martins Creek Surface Water

- Rainfall (based on available data from Tocal All weather station 1967-2015)
 - Typical dry year 720mm rainfall
 - Typical average year rainfall 939mm rainfall
 - Typical wet year 1,176mm rainfall
 - Year to date 2015 rainfall 778mm rainfall (BOM 19 May 2015)

JM ENVIRONMENTS

Martins Creek Surface Water Setting



- The project site (~107 hectares) lies within Paterson/Allyn Rivers catchment which is approximately 644km². i.e. ~0.2%
- 124 Water Access Licenses have been issued for the Paterson Allyn Catchment.
- More thirty relevant legalisations, policies and guidelines are required to be addressed in assessing the surface water and groundwater impact.

Quarry



Martins Creek Surface Water Setting

• There are two first order, one second order and on third order streams in the project

extension area.

- First order intercepted
- Third order diverted
- Second order avoided





Martins Creek Surface Water Impacts and Mitigation

- Interception of the first order ephemeral streams.
 - Runoff collected in quarry void
 - Used for dust suppression
 - Allow to settle and discharged from time to time
- Diversion of third order stream
 - Maintains environmental flows to Paterson River
 - Potential improvement of upstream riparian corridor
- Avoidance of second order stream
 - Maintain a 20m buffer zone

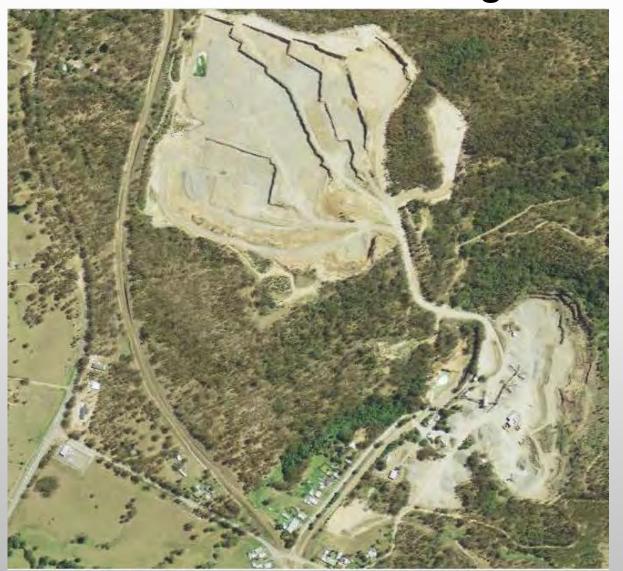


Martins Creek Stormwater Management System

- Purpose is to reduce downstream contamination risk (suspended solids)
- Three stormwater dams:
- Dam 1
 - Collects water from the production area and receives water from Dam 2
 - Water is treated for suspended solids and pH prior to discharge
- Dam 2 is pumped to Dam 1 for treatment
- Dam 3 collects water from the western quarry. Water is discharged from time to time.



Martins Creek Stormwater Management System





Martins Creek Stormwater Management System

- Stormwater from Dam 1 and Dam 2 is currently not used on site
- Stormwater from Dam 3 is used for dust suppression
- Potable water used for production area-this may change in the future



Martins Creek Groundwater

- Groundwater would have been intercepted in the western quarry 10-20 years ago.
- Groundwater seepage is evident on quarry walls
- Groundwater exists as a fractured rock aquifer
- Very low yield/poor aquifer
- pH 6.71-7.23
- Electrical conductivity 1.6-3.44 dS/m



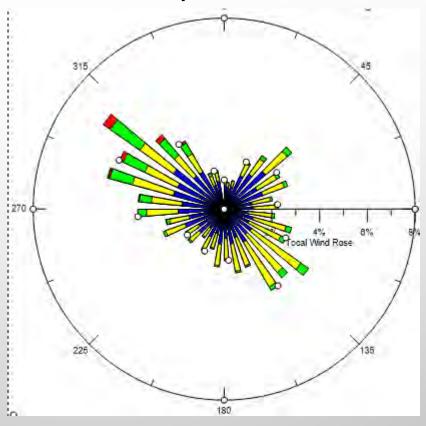
Martins Creek Groundwater

- Groundwater inflows were observed between 12-23m bgs in the monitoring wells
- The floor of western pit floor is more than 30m bgs.
- Preliminary design of the eastern pit indicates groundwater may not be intercepted.
- It is expected that the groundwater would normally discharge to the Paterson River
- Groundwater seepage would collect in Dam 3 (western quarry void) where it will be discharged to ephemeral streams from time to time.
- Groundwater seepage will require a Water Access License from NSW Office of Water



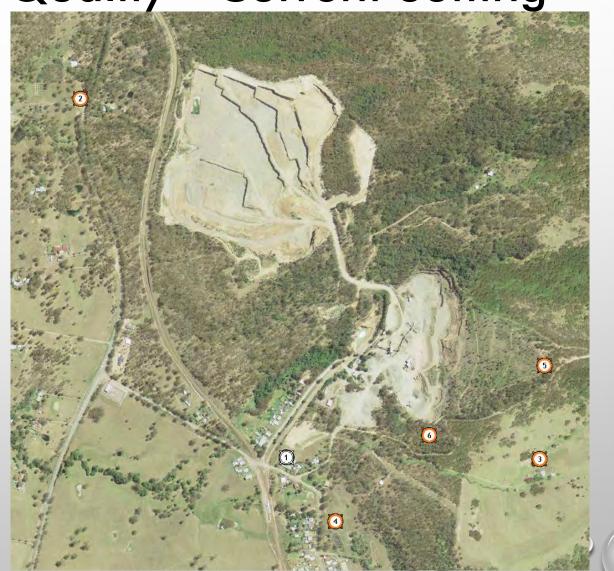
• Dominant wind direction is north west followed by south east

Tocal Wind Rose



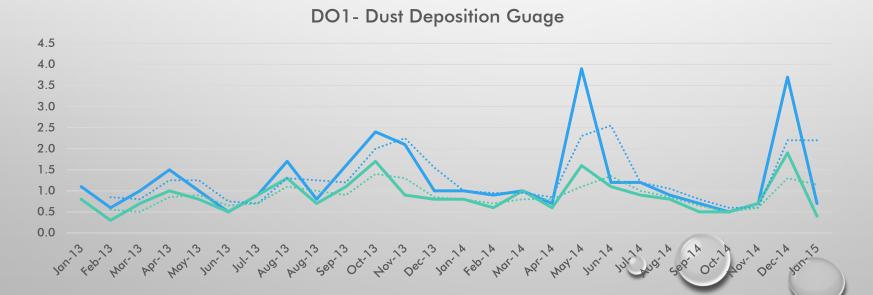


- 20+ residential receptors along the south/south eastern boundary
- 5 Dust Gauges
- 1 High Volume Air sampler



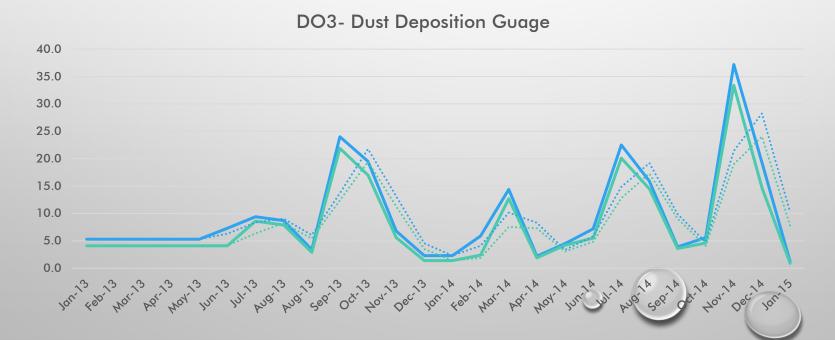


- Dust gauges measure Particulate Dust and Ash
- Regulations require
 - the maximum increase in deposited dust level is 2 g/m²/month
 - the maximum total deposited dust level is 4 g/m²/month
- Dust gauges generally comply with EPL requirements



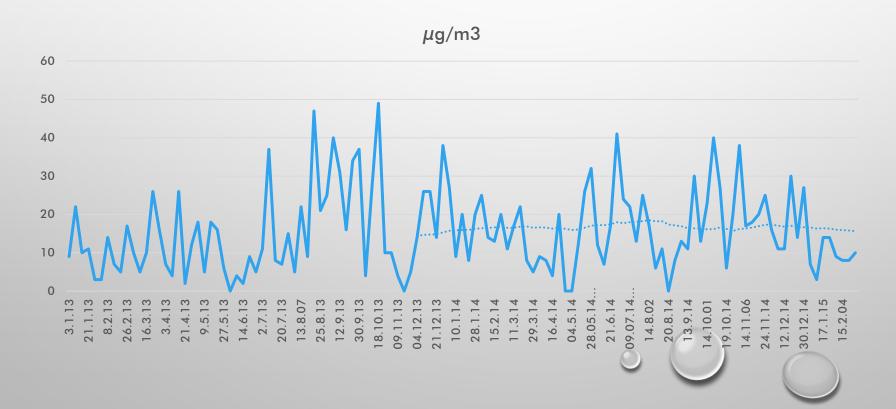


- Dust gauge 3 being the exception
 - Located furthest south east of site (350m)
 - Other dusts sources located between/nearer quarry and dust gauge; including Vogeles and Douglas Voges Roads (250m) and cattle yards (10m).
 - Further analysis of the particulate collected in this gauge is required to assess the source.





- ullet High Volume Air Sampler can measure Total Suspended Solids (TSP), PM $_{10}$ and PM $_{2.5}$
- PM_{10} Particulate matter less than 10 μm in aerodynamic equivalent diameter
- Regulations require PM_{10} less 50 $\mu g/m^3$ per 24 hours and less 30 $\mu g/m^3$ per annum





- Dusttrak Aerosl Dust Monitor can measure Total Suspended Particles (TSP), PM_{10} and $PM_{2.5}$ at the same time
- Real time -10 minute sampling loop provides better identification of dust sources (on and off site)



Martins Creek Air Quality – Potential Impacts and Potential Mitigation

- Dust generated from:
 - Blast Blast management plans
 - Stockpiling Keep product moist
 - Hauling Keep Haul Roads Moist
 - Production Keep product moist
 - Truck movements Wheel wash/move access/keep product moist
 - Train movements Keep product moist



Martins Creek Air Quality – Air Modelling

CALPUFF is a multi-layer, multi-species, non-steady-state Gaussian puff dispersion model that is able to simulate the effects of time- and space-varying meteorological conditions on pollutant transport. This enables the model to account for a variety of effects such as spatial variability of meteorological conditions, causality effects, dry deposition and dispersion over a variety of spatially varying land surfaces, plume fumigation, low wind speed dispersion, pollutant transformation and wet removal. CALPUFF has various algorithms for parameterising dispersion processes, including the use of turbulence-based dispersion coefficients derived from similarity theory or observations.



Closing

- Thank you for attendance and showing interest in this project
- We welcome questions from the floor
- We value your feedback and input-feel free to send any comments on this
 presentation or others you may have attended for this project to Brett Peterkin
 brett@peterkinconsulting.com.au by 30 May 2015

• Thanks again

Martins Creek Quarry Community Consultative Committee

15th April 2015

Attendees:

Brett Peterkin – Chair; Darach Saunders – Martins Creek Quarry Action Group; John McNally – Paterson Progress Association; Neil Ritchie – Brandy Hill Action Group; David Mingay & Adam Kelly – Daracon, Stuart Murray – Site R&D

Observers: - James Ashton

Apologies: John Redman – Voice of Wallalong & Woodville; Dianne Steward – Martins Creek resident

Observers – James Ashton. The Chair asked committee if there were any issues regarding observers – all indicated there were no issues having the observer present

Declaration of Pecuniary interest – none identified.

The chair reminded all of the ground rules agreed to at the October meeting as to conduct at CCC meetings.

Confirmation of Minutes of February meeting

Noting

- 1 Comments from D Saunders and Daracon response
- 2 Emails from Chair to D Saunders, Daracon & Daracon response added to minutes

Summary of the additions:

16/3 – Darach email re meeting minute's additions; cancellation of March meeting; seeking questions on notice response from March

19/3 – Chair's response to Darach and email to Daracon - the message The Chair was sending to all parties is we need to respect the process and each other and be constructive

13/3 - Daracon response

The Chair asked if CCC members had any comments regarding minutes – none received the minutes deemed endorsed

Business Arising

Issues List – The Chair wanted to reconfirm the context of the issues list identified at the October meeting:

Context – identified the issues the MCQCCC wanted to have further information – most were EIS related – i.e. required information from EIS studies; the groups named below:

Environmental Assessment/Project Assessment – note the Department of Planning presentation

Role of Government agencies – council building permissions – response from DSC; community input into SSD parameters – submissions were made by community to the Dept. of Planning & are on the Dept. of Planning website

Roads – EIS work is underway

Community Benefit – VPA which would be at the back end of the process

Quarry Operations – given the legal scenario this constrains Daracon sharing some information

Others – resolution – about clarifying the consents

It was discussed at October meeting and subsequent meetings and Daracon provided a commitment that when the EIS studies were in a stage to be presented they would be presented. The rail presentation is the first report at a stage ready for presentation tonight.

With regards to Darach and the MQCCC cancellation of the March meeting – The Chair called all community group representatives who indicated no objection to cancelling the meeting – the common comment was if there is no need to meet/no presentation cancel the meeting. The Chair noted the issue regarding the proponent having 28 days to respond as per the TOR – The Chair acted upon immediately and Daracon responded within the timeframe requested.

Various questions on notice – Daracon response - and The Chair's response noted to both parties that best outcomes are achieved by parties who engage positively and respect the process and one another and being positive.

The Chair suggested we now are starting to have the EIS presentations and some project detail and that should be the focus.

Correspondence

- D Steward and J Priestley re possible roads projects both have been forwarded to Daracon for consideration in any future VPA see Attachment 1 and 2
- D Saunders 16/3 re minutes addressed earlier
- Darach email- 7/4 Darach email to Chair (Attachment 3) The Chair had been on leave and offered to meet Darach to further discuss the issues raised The role of The Chair; Daracon sharing information and Daracon responding to questions raised; use of the word adversarial Chair's Initial comments the discussion re The Chair's role as chair has been had before; there are a number of inaccuracies; eg The Chair has not campaigned advocating the project on behalf of Daracon; the Terms of reference were developed with PPA DSC etc, subsequent to this groups asking to join MCQCCC were aware of the TOR; Daracon themselves are still not certain as to what the details the EIS will contain at this stage; adversarial the message The Chair was sending a message to all parties we need to respect the process and each other and the approach need not be adversarial from anyone lets be constructive

The Chair believes people wish to hear/see the presentations from Daracon regarding the EIS at the meetings.

Darach outlined his concern that at the front end there was no/little information flowing regarding the tasks being carried out as part of the EIS. John advised the MCQCCC should meet every month, share the updated details of the of the major EIS activities and have the presentations of the EIS.

Stuart provided an updated on the key activities:

Roads

- Road Safety Audit visual completed
- Road dilapidation assessment completed
- Pavement Management System to be carried out towards the end of April this will
 involve a vehicle with a camera drving possible route options; a bean test will be carried out
 to check road condition, this work will assist in determining condition of road
- Use of Councils Road Segments to assess roads

Survey

- Aerial photography carried out
- Yellow lines marked on (roads) route options every 1km and white lines every 100m so from aerial photography can identify faults using the markings to ground truth

Civil

- Internal and external civil works
- Civil engineer will look at how the road is constructed with PMS
- Water mgt. on site and sound attenuation will also be designed along with acoustical mitigation
- This work is not yet complete

Acoustics

- Blasting, crushing etc on site and other internal machinery will be assessed, such as the
 positioning of machinery onsite this will be modelled, a noise contour (modelling) has been
 extended to include View Street
- Sound attenuation for Station Street modelled
- Ambient background levels are included
- Also involved with traffic monitoring already undertaken during wet and dry weather

Traffic

- Traffic counts, survey of traffic, road safety audit completed
- Truck movements & traffic movements included
- Noted Daracon movements can be identified as Daracon trucks have GPS fitted
- Adam confirmed that a meeting has taken place with Hanson and agreed that traffic numbers be shared so cumulative traffic can be assessed

How are current movements defined versus future movements?

Set winter (wet) counts and summer (dry) counts and current truck movements – assumptions will be modelled and assessed

Environmental Engineer

- Dust existing and additionally monitoring undertaken
- Groundwater exploratory bores for groundwater details undertaken
- Surface water management on site
- Report/presentation should be ready for May meeting

Town Planning

- 3 components
 - o Writing the EIS completed when all reports finalised by sub consultants
 - Social assessment with set criteria mostly a desktop study
 - Economic impact assessment of project

Community Consultation

- Chairs Note added post meeting
- MCQCCC continues monthly
- As per SEARs requirements, agencies contacted SEARs submissions clarified

Aboriginal Heritage

- Is a legislated process
- Aboriginal archaeology no field work undertaken until all aboriginal groups have responded noted there are 70 interested parties identified themselves
- Historical field work yet to be done, desktop work completed

Rail Specialist

- Presentation tonight
- Hard infrastructure and businesses component

Visual

- Draft complete and being reviewed
- Will need to include noise attenuation if there is noise mitigation (possible bund) for Station St if rail is a viable alternative

Geotechnical

Part of the visual road assessment

Geologist

- Resource calculations
- Exploratory cores drilled
- Requirement of DPI
- Not the first piece of work may have to come back to carry out additional exploratory work once final quarry plan developed

Ecologist

- Local, state and federal legislative requirements to be met
- Changes in legislation in the last few months
- Ecologist is meeting federal department to confirm federal requirements
- Winter, summer field surveys completed (including trapping)
- There maybe additional requirements (i.e. federal survey requirement) to be confirmed

Questions on notice:

- D Saunders
- 1. please advise if Daracon are willing to allow Paterson Valley Estate resident's to "sight" the blast result directly from the monitor following a blast. We have been advised that presently the blast monitor display is shielded from view, in the context that the shielding is required to prevent sun damage to the display screen can Daracon advise on an alternate shielding method that enables view by residents of the readout screen to enable readouts to be taken directly? We understand results are loaded on to the website however allowing residents to view direct from the blast monitor provides credibility/reassurance of results to the community.
 - Daracon response advice required from blasting contractor
- 2. Can Daracon confirm what is the extraction limit they are working to if any at present?
 - O Daracon response no comment due to Council legal action
- 3. Does Daracon inform potential clients prior to contract award of the current legal action by DSC and the community issues/sensitivities with the extraction rates from the site?
 - Daracon response this is commercial in confidence
 - J Ashton questions on notice James' was requested in future any questions be identified if coming through a group or as an individual

Can Daracon confirm if the strip counters currently positioned along the haul route between Paterson and East Maitland have been installed by Daracon's consultants as part of the EIS? if yes please can you explain the reason why they have been re-installed (in different locations to the previous set and why re-counting is required)

- Daracon response these are not Daracon's counters
- 2. Can Daracon provide estimated tonnage (delivered & yet to be delivered) to Kooragang Island project(s)
 - Daracon response Some material going to job, noting the scope of the job has changed; NB Daracon confirmed on 16/4 that they have been advised by the client the job is completed
- 3. Can Daracon please have it noted in the CCC minutes that the magnitude of haulage during Q1 2015 calender year (where on some days order of 30 to 50 trucks per hours from 05:50am onwards have been transiting past my dwelling six days per week) has and is continuing to impact on my households amenity (by way of truck noise, vibration), given this fact can Daracon advise if and when they will limit truck movements to 24 trucks per day as per; the Lot 5 & 6 1990 EIS and 1991 consent condition no.7 until such time as their SSD approval process has been completed?
 - Daracon response The EIS process is underway and will clarify.
- 4. Can Daracon confirm the quarry floor base RL? this was a question taken on notice from 17-July-14 meeting
 - O Daracon response no comment due to council legal action
- 5. At the 17-July-14 community meeting John Mingay advised that Daracon could commit to a 80,000te/month (0.96MMtpa) cap on production. Can Daracon indicate this financial year how they are tracking in terms of a % used to this limit
 - O Daracon response no comment due to council legal action

Daracon Update - A Kelly

- o Blasting complaint 3/2/15 via EPA monitor results within consent limits
- Blasting complaint 13/2 excessive noise & vibration monitor results within consent limits
- Trucking 5/2 Grace Ave 1 piece of ballast rock on driveway, cleaned
- o Trucking 14/2 (see attachment 4) J McNally forwarded enquiry; Daracon response;
- Trucking 2/3 2 complaints rocks on road, contacted Council, sweeper deployed; tailgate faulty driver no longer employed
- Trucking 5/3 Faulty grain chute, picked material Station St, cleaned up no further action
- o Trucking 11/3 Oil sump 500m small oil line, absorbent placed no further action
- Trucking 26/3 Ex bin truck popped tail gate while driving; reported to council,
 Daracon cleaned up initial material, and driver returned to clean up remainder
- o Hanson met with Hanson and agreed to share traffic data for cumulative assessment

• Update from group representatives – re sharing of information from December MCQCCC meeting with roads presentation from RMS and Councils,

Nil reports from MCQCCC community members

Rail Presentation – see attachment 5

General Business

Darach requested details of blast mgt – The Chair indicated that blasting presentation was provided last meeting – Darach confirmed he will clarify the specifics of question and return

John raised the issue re tonnage limit - There has been a fleet of unidentified trucks, noisier than Daracon trucks, not all holding 40km through Paterson – the annual limit isn't everyone's issue; some trucks travelling through town at 5.45am and 5.50am;

Daracon response – recently some days have had ex-bin sales of 50%; truck safety observations are ongoing.

The Chair raised that there had been comment as to the MCQCCC consultation and sought comment from members as to the format of the process.

- It was agreed the April meeting was productive with reference to the update on the EIS tasks being carried out and the presentation of the rail report
- It was also agreed to continue to meet monthly with the update on the EIS tasks and EIS sub-sections being presented
- The three lessons agreed by MCQCCC community members for MCQCCC to take forward were:
 - Continue meetings with monthly updates (as per provided by S Murray)
 - o Continue with the presentations of the EIS sub-sections
 - o Feedback and communication follow up important to the process

Next meeting

May – date to be confirmed

Attachment 1 Correspondence re roads:

Dianne Steward: 6/3/15

Hi Brett,

Sorry to be so late with this e-mail my Internet has been playing up the first e-mail went somewhere 1. The corner of Station and Cory Streets it has a blind spot as you come out of street, the truck are high so they have a better view. If you are turning into station street it is sometimes hard to see on coming cars

- 2. Corner of Douglas Street and Cory Street is also blind spot as you turn right, the road is also very narrow.
- 3.Blackrock also does need to be wider and as a blind spot as you come out and try to turn right
- 4 The road at the end of Martins Creek Road and Woodville Road has a blind spot as you turn right to go cross the bridge

Hope this helps you Brett once again sorry about it being so long, not sure where the first one went

Regards Dianne

18th March 2015

To: Brett Peterkin

Peterkin Consulting

197 Gullivers Lane

LOUTH PARK NSW 2320

Dear Brett,

I write re Anti- Quarry Campaign.

As a local 79 year old resident of 220 Gresford Road Paterson, I have experienced the increase of road traffic from horse and cart to the present day traffic flow.

I can't foresee there will be any reduction in heavy traffic due to the growing demand for blue metal from Martins Creek Quarry.

One way of easing the stress caused by growing traffic within the commercial area of Paterson, namely King and Duke Streets would be the installation of a pedestrian crossing and or safety islands in that area.

On a personal note, I feel, co-operation between all interested parties could lead to a much better outcome for all concern.

Yours faithfully

John Priestley



Brett,

Your position of being an INDEPENDANT Chair will always remain an issue with the majority of the members of the MCQCCC. As you have already identified you are contracted or employed by Daracon to perform this role, and secondly our understanding is that you are engaged by Daracon in you capacity as a Registered Lobbyist and that you are also campaigning on Daracon's behalf to secure the expansion. We fail to see how this cannot be a conflict of interest. Comments made by the then National Party candidate for the Upper Hunter, Michael Johnsen, when meeting with the MCQAG would support this belief.

We have not at any stage suggested that "consultation" meant that Daracon could not proceed with their application. However we have made it quite clear, and are again reiterate that we believe Daracon is going through what they call "the consultation process", purely to tick a box in the EIS process and not with any true intent of carrying out genuine consultation with the community.

Anyone who undertakes "consultation", be it voluntary or as a mandatory requirement, must let the people know what they are proposing and why, give them a chance to comment, and conscientiously take into account their responses with an open mind before deciding whether or not to do what was proposed. It is no good consulting just on issues of timing and implementation where the principle has already been decided upon.

You are correct in your statement that "the MCQCCC will be successful if all parties seek to engage positively" and you make this statement as though Daracon is the only party doing this. Under the terms of reference that you refer to, Daracon has not and continually avoids or closes down answering or discussing any issues or topics raised by other members of the MCQCCC. We believe that Daracon is the only party NOT seeking to engage positively and that they have no real intention to consult the community.

In regards to your comment indicating that myself or other community members are being adversarial I find this adversarial in itself. Every time we ask an open straight to the point question, it is either deflected or closed down, as previously stated. You, as the Chair, should be well aware of this. To date Daracon has been the one party at the table with the adversarial approach with comments such as "yea if you want to pay" and informing members of the committee that Daracon can't give them feedback because of legal reasons. What could possibly be in those trucks travelling to the quarry that would require legal advice before the community can be informed?

We would ask that if you are a truly **INDEPENDANT** chair, that you please tell us how you could construe Daracon's behaviour as "engaging positively"?

Regards

Darach Saunders

Chair

Martins Creek Quarry Action Group Incorporated

Attachment 4

Email from J McNally - 17/2/15

XXXXX followed a T&D on Saturday morning behaving in cowboy fashion.......110+kph in 100 zone, 90+ in the 80 zone north of Paterson and managing to hit 100kph after turning out from Martins Creek bridge south of Paterson to the 50 sign. He eventually got down to 40 but then took off like a scalded cat from the railway crossing.

Driver response - 17/2/15

In relation to the statement below my truck is speed limited to 100km it is physically impossible for my truck to go any faster.

I also know it is impossible for me to reach 100km from the bridge to the 50km zone as I am coming off the bridge and I need to proceed with caution as the trees hinder the view of vehicles leaving Paterson towards Tocal.

From the bridge to the 50km sign is about 500 metres at a guess.

So to claim a truck and dog can reach that speed from a standing start in such a short length of road is just not possible.

As far as the other claims I can only reply by saying that I do my upmost to obey all speed signs to the best of my ability.

Please note that Saturday's in the Paterson/Martins Creek area is littered with push bike riders and therefore irresponsible of me as a professional driver to drive in that manner not to mention dangerous.

As a contractor for Daracon I am well aware of the strict guidelines and rules that we must obey, we are well aware of the Paterson communities animosity towards the quarry, Daracon and the trucks that come and go.

Daracon is an integral company that provides my family with an income so that we can enjoy living in such a great region of Newcastle, it would be irresponsible of me as the head of my family to give Daracon a reason to allow this to cease.

We have been contracting to Daracon for a little under 4 years and have enjoyed what I consider to be a healthy working relationship.

I apologize to the person who felt my driving was not to their standard and will take their concern as a reminder that we are all being observed at all times.

Martins Creek Quarry Rail Logistics 15th April 2015

• Presentation is provided to the MCQCCC on the basis that the report is still in draft form, and not fully completed.

• It is still in draft form as other studies may have direct impact on the final information required



Current Situation Analysis

- The current layout suitable for loading the ballast trains operated by ARTC in the Hunter Valley but is too short for the operation of longer trains and aggregate trains serving non railway markets.
- ARTC control and operate all trains into and out of the quarry siding.
- The North Coast line has sufficient network capacity to support the current and increased use of rail transport of ballast and aggregates



Current Situation Analysis

- Hunter Valley and electrified passenger areas do not have the same level of capacity and the restrictions on night loading at Martins Creek are halving the utilisation of the ARTC ballast trains and doubling the fixed cost of rail ballast distribution. This provides an incentive for the rail networks to deliver the ballast by road to temporary stockpiles for distribution.
- Were Martins Creek to be used to load aggregate for the general construction industry then night time loading would be essential to produce a cost advantage for the rail logistics chain.
- The ability to transfer the current aggregate output from road to rail in the Hunter Region is not possible due to the large number of customers and small volumes being delivered to each.
- There are currently no suitable operating receival terminals for aggregate in the Hunter Region.



Ballast – The areas supplied

- Martins Creek Quarry provides the main source of materials for an area bounded by Hawkesbury River in the South to Aberdeen and Wauchope in the north and Ulan in the west. This represents about 10% of the NSW Rail Network and some of the busiest lines in NSW including the Main Newcastle to Sydney passenger lines and the Hunter Valley Coal Network.
- Significant portions of this length such as the sections between Hawkesbury River and Woy Woy, Sandy Hollow to Coggan Creek and Gloucester to Wingham, are not accessible by road relying solely on rail delivered ballast for all maintenance and renewal requirements. These areas are also in or directly adjacent to National Parks and sensitive waterways.

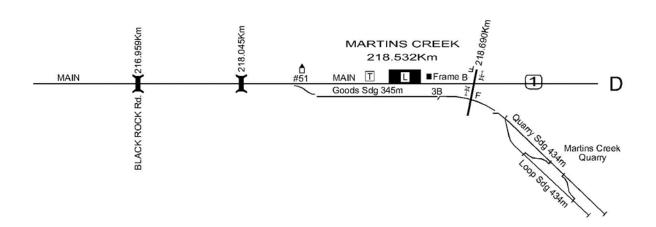


Quarry loading

- Once in the quarry yard, the engines run around the train so that they are on the Sydney end of the train. The train is then split for loading. The track beyond the loading bin can accommodate 210 m of wagons which is just over half of the wagons on ARTC's current 22 wagon trains. The train is pushed back underneath the loading bin and wagons are loaded one at a time. Each wagon takes around five minutes to load. The entire loading operation including entering the site, running around, loading the train splitting and joining the train and preparing to depart the site would take between 3.5 and 4 hours. All shunting is carried out by the train crew.
- The railway facilities at Martins Creek Quarry are in reasonable condition suitable for the usage they receive at present. The current facilities do not allow for the operation of modern aggregate or ballast trains because of the shunting time involved in loading and the restricted train length.



Quarry Loading





Quarry Loading





Initial Conclusions

- The capital cost of a receival plant and the inability to achieve multiple cycles of a train consist in a 24 hour period (due to rail network congestion) makes rail transport expensive over short distances and small volumes.
- In order to encourage the ongoing use of Martins Creek quarry by rail networks to supply ballast and construction materials / aggreggate to the rail network it is recommended that the practice of night time train loading be reinstated which should enable the productivity of distribution to increase.
- To maintain the competitive position of the facility consideration should be given to extending the sidings to allow for the operation of longer trains.



Your Feedback

 Please submit written comments / feedback to the chair by 30th April to be considered in the finalising of the report



Martins Creek Quarry Community Consultative Committee

11th February 2015

Attendees:

Brett Peterkin – Chair, James Ashton (alternate for John McNally)Paterson Progress Association, John Redman – Voice of Wallalong & Woodville, Bill Grey (alternate for Darach Saunders) – Martins Creek Quarry Action Group; – Jill Slatter (alternate for Aaron Smith)Bolwarra Community/Action Group, Dianne Steward – Martins Creek resident, David Mingay & Adam Kelly – Daracon,

Observers: Peter Rees

Apologies: John McNally, Darach Saunders, Aaron Smith

Invited Guests: Peter Bellairs – Peter Bellairs Consulting, Marty Bracher – Precision Drill and Blast

Observers – Peter Rees. The Chair asked committee if there were any issues regarding observers – all indicated there were no issues having the observers present

Declaration of Pecuniary interest – as per December meeting.

The chair reminded all of the ground rules agreed to at the October meeting as to conduct at CCC meetings.

Confirmation of Minutes of December meeting

- The Chair noted email from Aaron Smith confirming minutes.
- The Chair asked if CCC members had any comments regarding minutes none received the minutes deemed endorsed.

Business Arising

- J Ashton questions
 - Would Daracon consider putting a blast monitor next to a house in View Street?
 - A Kelly response YES Chair will follow up
 February update The Chair received contact details from J Ashton 11/2/15
 and has contacted the landholder.
 - O Would Daracon provide a presentation on blasting to the CCC?
 - A Kelly response Yes next meeting
 - February update blasting presentation provided at February meeting
 - Would Daracon consider an open day at the quarry?
 - A Kelly response once the assessment process is completed
 - Margarete asked why not? It would be good for people to gain an understanding of how the quarry operates?
 - A Kelly response Due to pending legal action by Dungog Shire Council Daracon's advice suggests not appropriate. A Kelly agreed he would follow up internally and report back on this issue.
 - February update Daracon advice remains the same

- Timeline for EIS studies
 - A Kelly provided details status summary provided in attachment 5

Issues List

As a result of discussion from the December meeting regarding the issues list identified at the October meeting when the CCC members identified a list of issues the MCQCCC would provide information on over the coming months. The Chair outlined Daracon have committed to providing presentations on the EIS sub sections to the CCC when they become available. The Chair outlined the discussion from the December meeting, and refreshed CCC members with his telephone call to them in January regarding the issues list and its review at the February meeting. The Chair, referring to the issues list identified at the October meeting, asked the CCC if there were any additional issues to add to the list. The CCC did not identify any further issues to add to the initial list.

Roads Working Group

- The chair confirmed his January telephone discussions with CCC members and provision of the Dungog Shire Access Routes (Dungog Shire Council June 2008) to CCC members noting its availability on the Dungog Shire Council's website and its importance in Dungog Shire Council's successful approach to government for \$20 million in road funding. The Chair indicated he would follow up CCC members in relation to the identification of appropriate road infrastructure related projects.
- Aaron Smith question with regards to rail load capacity
 - A Kelly response: average approximately 300 ton per hour, dependent upon wagon shunting and ARTC train paths
- The chair confirmed November meeting minutes placed at Paterson IGA and Paterson Post Office

Correspondence

The Chair reminded CCC members that the MCQCCC was not an assessing authority or body, was not a consent authority, but a consultative committee, set up voluntarily by Daracon, in consultation with Council and Paterson Progress Association. The Terms of Reference outline the purpose of the committee. The Chair reminded all to be constructive and that the oversight of the quarry's current compliance with approvals remains with relevant government agencies.

- A Smith confirming minutes
- Dungog Shire Route Access Strategy provided to CCC members
- C Deasey re D Steward request for Council building requirements see attachment 1
- Darach Saunders list of questions see attachment 2 provided to Daracon for response
- Daracon Update A Kelly
 - 1 reported incident Daracon trucks regarding speed limit in Station Street exceeding 20km per hour
 - Nelson Bay job is nearing completion

- J Redman enquired about a 'near miss" Margarete Ritchie reported to B Peterkin.
 The Chair indicated he telephoned the relevant community member with no further action required.
- Truck running out of fuel in Paterson The driver made an effort to roll the truck off the road to the safety of the road shoulder. However, during this the motor shut down resulting in the truck becoming immobile and blocking both lanes for a short time. Daracon immediately notified relevant authorities and attended the scene and in conjunction with the authorities to put in place temporary traffic management. To alleviate congestion at this time, Daracon ordered a halt to truck movements to and from the quarry. Daracon has written to all sub-contractors to remind them of their obligations and to try to avoid a similar situation in the future.
- Daracon offered to have presentation on the quality assurance process in place for sub-contractor trucks – the CCC declined the offer
- Update from group representatives re sharing of information from December MCQCCC meeting with roads presentation from RMS and Councils,
 - o J Ashton there was no December meeting for Progress Association
 - Bill Grey Darach Saunders was not present at last MCQAG meeting; is keen to learn about the traffic study to be in EIS and indicated whilst everyone is keen to have better roads but not at the sacrifice of rural amenity
 - J Slatter nothing to report
 - D Steward nothing to report
 - John Redman nothing to report; enquired if Daracon had met with Hanson as per the SEARS; A Kelly reported Daracon had met with Hanson and another meeting was proposed shortly – J Redman asked if an update could be provided at the next meeting

Peter Bellairs - Peter Bellairs Consulting and Marty Bracher Precision Drill and Blast.

- The Chair welcomed the guests and invited Peter and Marty to provide presentation, with both accepting questions during the presentation. Marty setup a blast monitor outside the room and explained the operation and interpretations from readings
 - Please see Attachment 3 and 4 for details provided by each guest.

General Business

James Ashton

- Indicated that there was positive feedback from View Street residents, especially since December with regards to blasting and lesser complaints
- o PPA had received complaints regarding the truck breakdown in Paterson
- Telephone call received from community member regarding dead platypus in Martins Creek
- Community member concerned at the replacement of rail sleepers near the quarry AK responded indicating that was ARTC maintenance/upgrade work. James Ashton will pass on response.

Chair's note – Should any enquiries be received from community with regards to the Martins Creek Quarry The Chair would be pleased to accept these enquires and follow up with relevant people.

 EIS progress reporting to CCC – AK indicated that at this point it may be possible for a sub section to be presented at the next CCC meeting – AK will notify as soon as it is known, at least one week out from the next CCC meeting

Next meeting

Wednesday 18th March

The Chair confirmed Daracon will advise if a subsection of the EIS will be ready to be presented at the next meeting.

Chair's note – Daracon advise that no subsections of the EIS are ready for presentation at the March meeting.

Attachments:

- 1 Dungog Shire Council response to enquiry from D Steward
- 2 D Saunders list of questions
- 3 P Bellairs presentation details
- 4 M Bracher presentation details
- 5 EIS Status summary

Attachment 1

Emails from C Deasey to B Peterkin 29/1/15 regarding question from Dianne Steward and building requirements Station Street, Martins Creek

Brett,

Councils Planning Department can find no policy document of the Council in respect of development in proximity to the Martins Creek Quarry back at the time of Mrs Stewards building construction. As such pre-dated the EIS etc. undertaken by Railcorp on the Quarry we can only assume that the officer of the day based upon his knowledge of the location etc. applied the "precautionary principle" in respect of his building standards to safeguard the property owners and to have saved them the costs of having to have undertaken a range of tests from a geological perspective that would have been cost prohibitive.

Regards

Craig Deasey

General Manager

Dungog Shire Council

Brett,

Further to that there was a recent approval issued by Council (December meeting) that required acoustic assessments etc. to be undertaken before a decision on the dwelling was made by Council, and requires further assessments to be undertaken prior to the issue of the occupation certificate for the dwelling.

She may want to peruse the report as regards Councils requirements of today compared with the past it is on our website as the matter was determined by Council not the staff under delegated authority.

Craig Deasey

General Manager

Dungog Shire Council

Attachment 2

Email from Darach Saunders 11th February

Hi Brett

on behalf of Darach and the MCQAG committee please find a list of questions for this afternoons CCC.

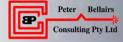
- 1. The Dec-2014 MCQCCC response to questions indicate Daracon does not have a project schedule for the delivery of the EIS. In lieu of providing the CCC with a schedule update on the EIS progress could Daracon please provide a percentage complete update for each of the EIS sections and confirm target milestone activities, durations and dates that precede submission of the final EIS to the DoP.
- 2. Would Daracon indicate it's willingness to adjust proposed operating parameters utilized in the EIS based on CCC and community feedback prior to the final EIS document being submitted to the DoP.
- 3. In regards to the truck jack knifing incident that occurred on the 8th January could Daracon please provide the CCC copies of; the incident report, MCQ traffic mgt plan, Current MCQ Driver Code of Conduct
- 4. 4. Please provide copies of permits and approvals for the land clearing that has occurred in Lot 6 since December 2012 at the MCQ site.
- 5. Residents have recently noted full trucks (truck & dog tippers AHE and others) travelling to the quarry, please provide details of the material being received at the quarry; type, quantity, origin and intended use.
- 6. Will Daracon please acknowledge, minute and respond to MCQAG and wider community requests that;
- a. Having regard to the existing impacted residential communities and continued urbanization of land surrounding and in the vicinity of the quarry and haul routes; the impacted community sentiment in regards to Daracon's SSD proposal is that an expansion of the quarry to 1.5MMtpa is an inappropriate and incompatible land use development and
- b. These communities request to Daracon that any new operating parameters associated with modernizing of approvals include the following limits;
 - i. total daily truck movements to/from the site to 24 trucks per day
 - ii. an annualized cap of 0.3MMtpa product exported by road.
 - iii. hours of operation of these haul trucks to be limited to 7am to 5pm five days per week

Martins Creek Quarry Community Consultation Drill and Blast Presentation



Drill and Blast Discussion

- Welcome
- Interactive
- Knowledge about Drill and Blast?
- Knowledge about Licence limits for drill and blast?
- Please feel free to ask questions at any time



- License Conditions:
 - Ground Vibration
 - Air overpressure
- Ground Vibration
 - Less than or equal to 5mm/s PPV 95% of the time
 - Greater than 5mm/s but ≤ 10mm/s 5% of time
 - Can't exceed 10mm/s PPV
- What do these mean?



- Ground Vibration
 - What does 5mm/s PPV and 10mm/s PPV mean?
 - They are velocities of ground movement
 - 5mm/s PPV does not mean the ground or house moves 5mm
 - The ground moves far less for example if a reading of 5mm/s is obtained at a frequency of 20 cycles per second or Hertz the ground moves elastically
 - -0.04mm (S = PPV/(6.28 X Frequency)



- Ground Vibration
 - What does 5mm/s PPV and 10mm/s PPV mean?
 - A person jumping up and down near the vibration monitor generates about 90mm/s PPV
- Reason PPV is used is due to a big study in the US and this related damage to PPV
- All License conditions for ground vibration in PPV world wide
- Damage does not occur at 10mm/s PPV but at far higher values



- License Conditions ctd:
- Air Overpressure
 - Less than or equal to 115dBL 95% of the time
 - Greater than 115dBL but ≤ 120dBL 5% of time
 - Can't exceed 120dBL
- What do these mean?



- License Conditions ctd:
- What does 115dBL or 120dBL mean
 - It's a logarithmic scale
 - The measurement includes all over pressure sources at the time of measurement
 - Each 6dBL means a doubling of pressure
 - No damage at less than 140dBL
 - Damage that occurs initially at greater than 140dBL is very old large plate glass windows break
 - Highly unlikely that air overpressure will damage residences?



- License Conditions Air Overpressure:
- Lets put 115dBL or 120dBL in context
- Role of Wind
- Wind exerts an air overpressure
- Speaking exerts an air overpressure
- Thunder
- Any noise
- Any noise in the correct frequencies will be part of blast air overpressure monitoring and be included



 Lets put 115dBL or 120dBL in context – Affect of Wind



Affect of Wind on Air Overpressure

Velocity		Pressure (Pa)	dBL Equivalent
m/s	Km/hr		
0.5	1.8	0.125	75.9
1	3.6	0.5	87.9
2	7.2	2.0	100.0
3	10.8	4.5	107.0
4	14.4	8.0	112.0
5	18.0	12.5	115.9
6	21.6	18.0	119.0
7	25.2	24.5	121.9
8	27.2	32.0	124.0
9	32.4	40.5	126.1
10	36.0	50.0	127.9
11	39.6	60.5	129.8
12	43.2	72.0	131.1



- License Conditions Air Overpressure many factors affect this reading such as:
- Wind speed
- Wind direction
- Inversions
- Background noise

None of these are due to blasting.



- License Conditions set for human comfort
- The limits are well below those that cause damage
- They used to be higher
- Australia has the equal lowest License conditions in the world for ground vibration and air overpressure



- License Conditions described are in place now
- Martins Creek Quarry has met these License conditions and in nearly every case is below the lower environmental Licence limits for vibration and air overpressure
- There have been no upper limit exceedances
- Martins Creek Quarry has its blasting in control and is adhering to license limits



Conclusion

- Environmental Drill and Blast Licence Limits set for quality of life
- Well below the values that cause the onset of damage
- Martins Creek Quarry has observed and met these limits
- Wind is more likely to damage a residence that blast induced air overpressure
- Risk Management is put in place for all blasts undertaken at Martins Creek Quarry to meet Lower limit License conditions



Questions



DARACON

Martins Creek Quarry

Rock Blasting Techniques Presentation

Tocal 11.02.15

Introduction

GOOD AFTERNOON

- I am Martyn Bracher from Precision Drill and blast
 - We are a family owned business
 - Specialise in quarry and construction
 - Blast in quarries and council pits all over NSW
- Contracting to Daracon for over 2 1/2 years at their hard rock sites

Drill and Blast Process

- Direction from Quarry Production Manager
 - Location in quarry
 - Product requirements big, small
 - Rock type red, blue or upper zone
- Set out drill pattern and drill blast holes
- 10 14 days drilling time
- Set date for blasting
- Notifications distributed through neighbourhood by our crew
- Blast Loaded dependant on weather
- If weather is favourable monitors set up
- Blast fired using loud siren and the same sequence ever time
- Post Blast documents and video sent to Daracon

Techniques/ Factors

- To ensure our compliance to license conditions
- To produce well fragmented rock for our client to process safely and efficiently
 - Eg poor result = rock hammers, hang ups
- Re-orientation of old quarry faces
 - Taken 2 years and still going
 - Direct away from View st & vacy
 - In doing this some blasts orientation have not been favourable
- Design vibration or overpressure risk
 - Location 5 levels each different geology
 - Product being made
- Latest Design on-going improvement includes both
 performance and compliance factors, post low
 level exceedence investigation
 - Extra cost to Daracon
 - Smaller hole diam on front row
 - More holes drilled for same qty
 - Deck loading initiation of blasts at cost \$\$
 To control first air pressure movement
 - Millisecond control of firing sequence
 - Explosive charge detonation limited
 - Maximise shot size to explosive truck capacity to reduce the frequency of blasting
 - Increased the stemming length of our back row holes to prevent any venting

- Measure the air speed in m/s in the quarry prior to blasting
- Blasts not tied up until weather conditions are sure to be favourable
- To not fire the blast if weather is not favourable at the cost of security and blast crew expenses

Wrap Up

- Our aim is to as far as we can control the blast induced disturbance to a minimum
- Combined with our site knowledge and blasting experience throughout our other quarries and technical construction work, we are using the latest techniques and also developing new techniques to achieve the best for our client and their neighbours.
- Our reputation is also at stake every blast we conduct
- This is why the license and AUS STANDARD allows for a small number of low level excedences in all quarries
- We can control a big part of our process but there are some variences in geology and climatic conditions that change quickly.

PROJECT STATUS REPORT

Wednesday, 11 February 2015

Consultant Service	Status	
Surveyor	Aerial photography completed. Road Chainages Completed, Title and tenure completed.	
	roads geometry assessment completed, stormwater design underway, civil design of Sound	
Civil Engineering	attenuation bunds in concept, internal vehicle movement work is being done in unison with	
	the acoustic assessment work.	
	Quarry sources of noise assessment done, noise mitigation plan underway. Assessment of	
Acoustic Engineer	Blasting is completed.	
	traffic counts- 2 rounds completed, traffic assessment of main routes, road safety audit	
Traffic Engineer	completed. Draft being compiled	
Environmental Engineer	dust monitoring analysis is a constant, water quality assessment underway,	
Facility O Durchfine	winter assessment complete, summer assessment underway, offset vegetation assessment	
Ecology & Bushfire	underway	
	planning assessment commenced, social and economic research completed, draft report	
Town Planning	under preparation.	
Community Consultation	all relevant referrals and meetings are underway	
	Statutory referral s commenced 1 month until returns, field work begins after reply, historical	
Aboriginal Heritage	literature review has begun	
Rail Specialist	Draft report being compiled	
······································	not started as yet, commences work once the noise attenuation bunds are located and quarry	
Visual & landscape	plan finalised	
Geotechnical Engineer	part of the road assessment	

Questions and Answers Questions to Daracon - February 2015

Email from Darach Saunders 11th February

Hi Brett

on behalf of Darach and the MCQAG committee please find a list of questions for this afternoons CCC.

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 - i. total daily truck movements to/from the site to 24 trucks per day
 - ii. an annualized cap of 0.3MMtpa product exported by road.
 - iii. hours of operation of these haul trucks to be limited to 7am to 5pm five days per week

Daracon Response

From: Adam Kelly

Sent: Monday, 23 March 2015 5:14 PM

To: Brett Peterkin

Subject: MCQCCC intended response from March Meeting

Brett

Further to my previous email,

In March's meeting it was Daracon's intention to respond to Darech's email dated 11th February. Please find responses below to these questions that were attachment 2 in February's meeting minutes

- 1. Daracon's response has been provided which is to be included in the February's meeting minutes
- 2. All feedback will be considered in the EIS process. The CCC is the primary mechanism for this to occur
- 3. Daracon's response has been provided which is to be included in the February's meeting minutes
- 4. Legal advice is that Daracon is not in a position to provide this information at this time, but will be addressed in the EIS
- 5. Legal advice is that Daracon is not in a position to provide this information at this time, but will be addressed in the EIS
- 6. All feedback will be considered in the EIS process.

Kind Regards

Adam Kelly
DARACON GROUP

Questions to Daracon - March 2015

From: Darach Saunders

Sent: Monday, 16 March 2015 11:35 AM

To: 'Brett Peterkin'

Subject: Martins Creek Quarry Community Consultative Committee

Hi Brett,

Just need to clarify a few issues with the draft MCQCCC meeting minutes from February and the cancellation of the March meeting and more questions on notice and comments.

Draft MCQCCC meeting minutes;

- Attachment 5: Adam Kelly's comments at the meeting when presenting the EIS update mentioned updates on resource quantification and qty surveyors work (please revise and include this update in the attachment 5), MCQAG assume it to be reasonable for Daracon to provide % complete and target milestone completion dates to the CCC.
- Adam Kelly's update on complaints omitted reported incident discussed of "failed to stop at an intersection and Daracon GPS indicating no issues with the truck in question"
- Adam Kelly's update on Quarry operations omits his comments regarding upcoming projects, Adam indicated at the meeting they have a quiet forecast ahead, no major projects ahead as they are all currently in detailed design. This quiet forecast seems to be contrary to the intensification observed week 1 and 2 of March.

Cancellation of the MCQCCC meeting.

- Owing to the fact that Daracon have yet to engage on the 24 posted note key issues that were recorded at the November-14 meeting and has not answered the "questions on notice" from the February meeting we request in future the meetings are not postponed.
- We request that Daracon takes a deep dive and attempts to address and get on the table
 these issues rather than just relying on presentations from 3rd parties to fill and justify CCC
 meeting agendas. Under Daracon's "Martins Creek Quarry Consultative Committee" "Terms
 of Reference", "Responsibilities of the Company" they state that they will respond within 28
 days from the time of the committee meeting in which the questions were asked.

Questions on notice,

- · We still request the incident report on the truck jack knifing incident as the response in the minutes does not reflect what did or could have happened.
- · Please provide copies of the notifications distributed throughout the neighbourhood as identified in attachment #4 from the February meeting.
- Please provide copies of the "Post Blast documents and video sent to Daracon" for the blast's that were reported to both Daracon and the EPA over the last 12 months as per attachment #4 from the February meeting.
- Please identify the time and location for the consultation meetings that are called for in the "Secretary Environmental Assessment Requirements for MCQ". It has been made quite clear at the current information sessions that they are voluntary only and not required under the "Secretary Environmental Assessment Requirements for MCQ". Under the "Secretary Environmental Assessment Requirements for MCQ" page 4 Consultation it states that "During the preparation of the EIS, you must consult" and they have nominated community

groups that are required in that consultation and do not restrict it only to those groups. It need to be quite clear that the majority of attendees of the MCQCCC do not consider this a consultative meeting rather a report and education on current quarrying activities and quarrying in general. Although we do appreciate this the issue of the expansion and consulting on an amical outcome is not forthcoming. It has been made clear that Daracon intend to go forward with the full EIS proposal no matter what the community thinks, as per previous meeting correspondence.

Regards

Darach

From: Brett Peterkin

Sent: Thursday, 19 March 2015 4:55 PM

To: Darach Saunders

Subject: RE: Martins Creek Quarry Community Consultative Committee

Darach

Thank you for your email.

Before I respond to individual points, I think it is important to clarify the various roles that I play on the MCQCCC relative to the role Adam Kelly plays.

Although Daracon does pay my fee, I am an **Independent** Chair and am therefore the appropriate person for you or any community member to forward requests to regarding specific information or agenda items. It is also appropriate for Daracon to forward requests to that they wish to make of the process or of other contributing parties.

I cannot compel any member of the MCQCCC to provide any particular piece of information. I can and will remind members again of the intent of the process and their responsibilities within such.

It is appropriate for me to clarify points of process and to manage expectations of all parties.

As such, I believe that your final comment requires a response. In the context of NSW Planning and Environment, the term "consultation" encompasses notification inviting comment; engagement through facilitation; conciliation and mediation; as well as public participation in the strategic planning or development assessment process. It does not mean that a party cannot proceed with an application if some stakeholders have expressed an objection to any part of their stated intent.

The MCQCCC will be a successful consultation if all parties seek to engage positively, to create shared understanding and to seek mutual advantage. This is incumbent on all parties, not just on Daracon.

It has been discussed at the November 2014 and December 2014 meetings that Daracon has established the MCQCCC as the primary source of consultation with the community groups. Daracon has also established a website containing minutes of the MCQCCC meetings and other project details.

With regards to your questions on notice, it is clearly stated in the Terms of Reference, the purpose of the MCQCCC is to provide a forum for Daracon and community representatives to discuss a range of topics relating to the operation of the Martins Creek Quarry.

As such, the MCQAG is welcome to bring questions and discussion items to the meeting. These will then be responded to in the appropriate manner and the discussion open for all MCQCCC members to see and contribute to.

Given we did not have a meeting in March, I will respond to questions on notice at this time.

It is important to note the circumstances of the cancellation of the March meeting. Daracon did not cancel the meeting. All community members agreed that a postponement of the meeting to April was appropriate if there was no presentation proposed.

At the February meeting Daracon indicated if the sub section of EIS relating to rail was ready, a presentation would be provided at the March meeting. Daracon indicated it would confirm one week out from the March meeting if the rail presentation would be ready for presentation to the MCQCCC. In accordance with this commitment, Daracon confirmed in advance that the rail presentation would not be ready for the March meeting. I then personally telephoned all community members and indicated this – it was raised with me during these discussions that if there was no presentation ready it would be preferred to cancel the March meeting and meet in April when the rail presentation would be ready. I telephoned you on 10/3/15 and you confirmed that this arrangement was suitable to yourself. Having spoken with all community members of the MCQCCC and taken into account their comments regarding the cancelling of the meeting due to no presentation being ready I believed it fair and reasonable to do so.

With regards to your specific questions:

- 1. Draft MCQCCC meeting minutes I have forwarded each of the three requests to Daracon and requested a response within 28 days. I acknowledge your specific request for % complete and target milestone completion dates but it is up to Daracon to determine whether they consider this to be the most constructive way to engage on this point.
- 2. Cancellation of the MCQCCC meeting per above, all community members agreed to cancel the March meeting. While this matter has no bearing on the response to the November issues raised, I will ask Daracon for an update on these issues
- 3. Responsibilities of the company I believe this dot point refers to questions on notice I will ask Daracon to provide a response.
- 4. Questions on notice I will ask Daracon to provide a response to the first three dot points. The fourth dot point I have responded to above regarding what constitutes consultation.

I will send you a copy of the correspondence I send Daracon regarding these requests for information. I will send this request to Daracon today.

Darach, I appreciate your involvement in the MCQCCC, and that of other community members and of Daracon. I understand that you are frustrated regarding some points of detail you have asked for clarification on and I will follow this up. However, with many years of experience in facilitating this type of role, I can advise that it need not be adversarial and that best outcomes will be achieved as long as all parties respect one another and the process.

Regards

Brett Peterkin

Peterkin Consulting

From: Brett Peterkin

Sent: Thursday, 19 March 2015 5:00 PM

To: Adam Kelly

Subject: Response to questions on notice

Adam

As previously advised, I have received correspondence from Darach Saunders of the MCCAG, requesting specific information from Daracon. I have attached the original email, together with my response to Mr Saunders. I will also provide him with a copy of this email.

I have advised Mr Saunders that for transparency for the entire committee, the MCQCCC meetings are the appropriate time to table questions they would Daracon to respond to. However, given that all community members elected to cancel the March meeting, I do believe some questions have been raised in his email that it is reasonable for Daracon to answer out of session.

I have indicated to Mr Saunders that I cannot compel Daracon to respond to any request but it is appropriate for me to remind Daracon that the MCQCCC was established in order to create a forum for the exchange of information. In the spirit of this, would you please provide advice to the MCCAG via me as to whether Daracon will be responding to the questions below and if so, when this response can be expected.

In the same spirit, should Daracon be unlikely to give a response to any of the questions, it would appropriate to provide this rationale please.

Could I ask for this initial response to be provided to MCCAG via me by COB Monday 23 March please?

Finally, I will remind Daracon, as I have reminded Mr Saunders that the MCQCCC will be a successful consultation if all parties seek to engage positively, to create shared understanding and to seek mutual advantage. This is incumbent on all parties.

Regards

Brett Peterkin

Summary of actions for Daracon

Draft MCQCCC meeting minutes;

- Would Daracon please revise Attachment 5 to include updates on resource quantification and Quantity Surveyor's work (ideally MCCAG would like Daracon to provide percentage complete and target milestone completion dates). <u>Daracon response</u> required.
- 2. Update on Complaints omitted reported incident discussed of "failed to stop at an intersection and Daracon GPS indicating no issues with the truck in question". <u>Daracon response required</u>.
- 3. Update on Quarry Operations please include comments regarding upcoming projects. Daracon response required.

Cancellation of the MCQCCC meeting

- 4. MCCAG incorrectly asserted that Daracon had cancelled the March meeting. I have clarified this to them. <u>No Daracon response required.</u>
- 5. They have requested that future meetings are not cancelled this is a matter for all members to decide on a case-by-case basis and coordinated by Chair. <u>No Daracon response required.</u>

Outstanding issues

6. MCCAG reminds Daracon that MCQCCC "Terms of Reference", "Responsibilities of the Company" they state that they will respond within 28 days from the time of the committee meeting in which the questions were asked. <u>Daracon to note.</u>

Questions on notice

- 7. MCCAG requests the Incident Report on the truck jack-knifing incident as it believes response in the Minutes does not reflect what did or could have happened. <u>Daracon</u> response required.
- 8. MCCAG requests copies of the notifications distributed throughout the neighbourhood as identified in attachment #4 from the February meeting. <u>Daracon response required.</u>
- 9. MCCAG requests copies of the "Post Blast documents and video sent to Daracon" for the blasts that were reported to both Daracon and the EPA over the last 12 months as per attachment #4 from the February meeting. Daracon response required.

Brett Peterkin

Peterkin Consulting

Daracon Response

From: Adam Kelly

Sent: Monday, 23 March 2015 4:29 PM

To: Brett Peterkin

Subject: FW: Response to questions on notice

Hi Brett

Apologies for leaving out any info. As we have continually stated in the meetings we are available to share whatever info we are able to. As such please find responses below to the enquiries

- * Please find included Attachment 5 (Status Report for MCQCCC Feb15) with additional information as requested
- * In regards to % complete, as the project will continue to change on a regular basis we will not provide a % complete. However updates will be provided at each MCQCCC
- * Omitted incident reported at the meeting was an incident on 18/12/14. 3 trucks allegedly not stopping at an intersection. GPS was checked and trucks were in the area. Drivers tool boxed to take care at intersection as it has a give way sign only. No further reported issues at this intersection since
- * With regards to quarry operations forecast no major projects have been forecast at this time. Current day to day sales continue and as previously advised can vary on a day to day basis Also, in response to Questions on Notice
- * The jack knifing incident Daracon reported on this issue at the February meeting and the minutes have captured our response. No further report to be provided. Daracon provide a monthly summary of any relevant incidents at the meeting
- * Please find attached a copy of the blasting notification letter distributed
- * Post blast docs and videos are for internal use only. Info for each blast is available to the public through Daracon's website

Kind Regards

Adam Kelly DARACON GROUP

Martins Creek Quarry Community Consultative Committee

10th December 2014

Attendees:

Brett Peterkin – Chair, John McNally – Paterson Progress Association, Margarete Ritchie – Brandy Hill Action Group, John Redman – Voice of Wallalong & Woodville, Darach Saunders – Martins Creek Quarry Action Group (delayed arrival); Aaron Smith – Bolwarra Community/Action Group (delayed arrival), David Mingay & Adam Kelly – Daracon,

Observers: Peter Rees, James Ashton (delayed arrival)

Apologies: Dianne Steward

Invited Guests: Michael Papadopoulos – RMS (delayed arrival), Michelle Viola – Port Stephens Council, Steve Hitchens – Dungog Shire Council, and Stephen Hawes – Maitland City Council (delayed arrival)

- The chair noted telephone calls from D Steward & A Smith re possible late arrival.
- Observers Peter Rees & James Ashton (delayed arrival) The Chair asked committee if there
 were any issues regarding observers all indicated there were no issues having the
 observers present
- Declaration of Pecuniary interest none identified. The Chair wanted it noted Daracon has approached him to assist with facilitating consultation between agencies and Daracon for the EIS Secretaries Requirements consultation section.

Confirmation of Minutes of November meeting

The Chair noted comments from J McNally with thanks – The Chair asked if there were any
comments – none identified. The minutes were deemed endorsed. The Chair indicated the
reason the draft minutes were circulated to committee members prior to being placed on
the website was for comment & suggestions.

Business Arising

- J Ashton questions
 - o Would Daracon consider putting a blast monitor next to a house in View Street?
 - A Kelly response YES Chair will follow up
 - O Would Daracon provide a presentation on blasting to the CCC?
 - A Kelly response Yes next meeting
 - Would Daracon consider an open day at the quarry?
 - A Kelly response once the assessment process is completed
 - Margarete asked why not? It would be good for people to gain an understanding of how the quarry operates?

- A Kelly response Due to pending legal action by Dungog Shire Council Daracon's advice suggests not appropriate. A Kelly agreed he would follow up internally and report back on this issue.
- Voice of Wallalong & Woodville (VOWW) The Chair outlined following October meeting he had emailed/discussed with Darach if his group represented VOWW. Darach indicated VOWW was keen to be a participant on the CCC. The Chair consulted with Paterson Progress Association and Dungog Shire and Daracon and all confirmed it appropriate one representative be welcomed to the CCC. The Chair welcomed VOWW representative and observer (John Redman and Peter Rees) to the CCC. The Chair noted the Terms of Reference have been amended and include VOWW The Chair asked if there were any issues none identified.
- Minutes being placed at Paterson IGA and Paterson Post Office and on Dungog Shire website
 - The Chair reported hard copies have been provided in folders at the Paterson IGA and Paterson Post Office. The Chair noted he had emailed a request to Dungog Shire requesting the minutes be placed on the Dungog Shire website. A reply from the General Manager indicated there was no IT section at Council and no financial resource allocation.

Correspondence

- J McNally minutes changes
- Article provided to CCC members, then to Paterson Pssst and Gresford News
- C Deasey re request for CCC minutes to be placed on Dungog Council website
- C Deasey re D Steward request for Council building requirements
- D Saunders confirming all in order for CCC minutes to go on MCQAG website
- J Ashton email received 9/12/14:

Hi Brett

A question on notice for the CCC;

There is conflicting information in the public domain in regards to EIS timing, Maitland Mercury media article 24th Nov quotes a Daracon spokeswoman inferring a February 2015 EIS submission, whereas Nov CCC minutes indicate the EIS process has only just commenced. Can Daracon please present to the committee at tomorrow's CCC a level 2 project schedule in relation to development of the EIS subsections and advise on the current milestone date/target for submission of the document to the DoP.

Can Daracon also please formally advise their intentions too or not too consult with the community on the EIS subsection outputs prior to it's submission to the DoP. Regards

James

- A Kelly response: EIS submissions date now looking like April note this is an estimate only. D Mingay indicated the consultants first met this morning to discuss the Secretary's Requirements and confirmed as soon as any report is finished it will go to him and then to the CCC. A Kelly re level 2 project schedule more appropriate for construction & not an EIS/planning phase of project. D Saunders indicated James was seeking some key dates/timelines of when the project would unfold and acknowledged this was a live document that would likely change. A Kelly confirmed he would provide some information on milestones. A Kelly/D Mingay confirmed as soon as information from EIS subsections/key areas is ready it will be provided/presented to the CCC for review/comment.
- Daracon Update A Kelly
 - 3 complaints re trucking debris on road in Port Stephens Council area, truck complaints Bolwarra and Dungog Road
 - o 25/11 Positive feedback received regarding blast
 - o ARTC have cancelled trains in December
 - Nelson Bay Road job as per November advice
 - No other major projects anticipate at this time of year getting a little busier as people want to finish jobs before Christmas
- Update from group representatives re sharing of information from MCQCCC meetings, issues raised
 - o J McNally there was no November meeting for Progress Association
 - M Ritchie indicated the group met and issues revolved around traffic truck numbers, speed, safety
 - John Redman indicated his group had similar concerns as Margarete
 - Darach Saunders Darach raised the issue of consultation and too date the CCC had not looked at the issues identified at the first meeting and the independence of The Chair. The Chair indicated that Daracon had voluntarily established the CCC in consultation with Paterson Progress Association and Dungog Shire Council Mayor and General Manager. The Chair indicated the Terms of Reference guide how the CCC operates – which was developed with Paterson Progress and Dungog Shire Council for the environmental assessment stage of the project. Should the project be determined and proceed in some form it would be expected that one of the mandatory conditions would be the formation of a CCC – (refer to the Karuah Quarry approvals). The current CCC is a voluntary initiative from Daracon. J McNally indicated that there may be some confusion regarding mandatory consultation. The Chair indicated the Daracon have voluntarily made a decision to consult with the community via the CCC as the main mechanism and initiated the CCC on this basis (Chair's note - as well as the CCC being an issue raised at the Council organised closed meeting in July). Daracon could have chosen not to do so and carry out the consultation in another manner. The Chair also indicated the initial identification of issues was that and it was clearly outlined at the time – The Chair indicated the list was not final and would be revisited and added to which was also communicated at the time. Darach was concerned the issues identified were not being addressed. The Chair confirmed that the list was focussed upon EIS related detail and the EIS reports have not been undertaken. D Mingay confirmed as soon as the EIS reports are available they will be provided. The Chair confirmed the first meeting identified issues and outlined the CCC operation and the history of its establishment. The

second meeting we had Department of Planning present and third meeting RMS & Councils regarding roads – so the CCC has an understanding of the assessment process and details and relevant contacts and is aware of the current status of roads, road funding and proposed works and relevant contacts from RMS and Councils. Daracon have made the commitment that once EIS information is available it will be presented. The Chair, with permission from Darach and CCC held the discussion over and invited the Guests to present.

Michael Papadopoulos – RMS, Michelle Viola – Port Stephens Council, Steve Hitchens – Dungog Shire Council, and Stephen Hawes – Maitland City Council -

• The Chair welcomed the guests and outlined the purpose of their attendance at the meeting is purely to share information - it is to clarify for community groups representatives the role and responsibilities of your organisation and to provide an overview on the current situation regarding routes that trucks use to and from the quarry use.

The Chair requested the following from the guests:

- Overview of role and responsibility of your organisation regarding the roads to and from the quarry
- Funding for the roads identified
- Proposed works on the identified roads

A presentation/discussion was presented by each guest on the above points.

Please see Appendix for details provided by each guest.

Discussion ensued. Many examples of experience with poor roads, and speed being unacceptable were raised.

The Chair asked the guests where the MCQCCC can assist as funding was competitive and support from the community is a key component for funding.

S Hitchens indicated support via letters of support, ensuring the local members were aware would assist. Provide suggestions to Council's traffic committee as this is where the first point of contact should be made – for any traffic related issue - (RMS also have a website with a facility for feedback). The local traffic committees make recommendations to RMS who are ultimately responsible for speed limits and signage.

S Hitchens noted a Daracon truck was seen using Martins Creek Road. Chair's note - Daracon advise that a Daracon truck was delivering product to a site and the route was from the quarry, through Paterson then left onto Paterson Road and then left onto Martins Creek Road to the site. The return trip was on the same route.

The Chair thanked the guests for their time and presentations and the guests departed.

The Chair provided the following for consideration by MCQCCC: Work together to better roads

Suggest forming a working group with a view that focussed upon working through/identifying opportunities & working with RMS, Councils & Daracon – context – there is a project that will be assessed under a process by Dept. of Planning – that has brought us together and provides an opportunity for various communities across the area - those you represent – to work with government to improve the situation of the roads – being identified by lots of people as a key issue whether the project proceeds or doesn't.

History says working together does work - working closely with agencies, proponent and sometime MPs outlining the issues and what was required to address – in this case funding – supported agencies and Councils in their efforts to access funds

Examples – Tillegra Dam – Raymond Terrace to Dungog Road - \$20m – Tillegra Dam did not proceed; Buckets Way \$20m upgrade – Duralie Coal – if you have driven on either of those roads and had some history with them you will understand how much difference the improvements have made.

Whilst I cannot make any promises or commitments – Daracon may well be required to have a VPA – this working group could be in the position to make recommendations as to what projects for roads may be suitable and recommend such – again no commitment – it is entirely up to you. Funding for road money is competitive – 152 local councils in NSW all competing for road funding – and any advantage a local council can get (i.e. such as community support) gives them an edge in obtaining that funding. This issue is not about supporting the project either way – it is about identifying and supporting better outcomes for roads and the community.

The CCC indicated the support for the approach and The Chair will coordinate.

• M Ritchie asked if Daracon would consider movement of product by rail to help minimise road transport.

A Kelly confirmed this was one of the main drivers and will be a component of the EIS. D Mingay indicated once details are available following EIS investigations this will be brought to the table.

D Mingay indicated he had tried to negotiate with Council including road levy etc. but was unable to reach an outcome, so the project will now be assessed by the State. D Mingay wanted to confirm the consents and exactly what could and could not be done at the quarry. D Mingay even offered Council to limit the road haulage during the DA process however an agreement has not been reached to date.

The Chair returned to the previous discussion held over with Darach

Darach indicated that a summary of the issues identified at the first meeting and when they are anticipated to be addressed would assist. The Chair will address.

General Business

Darach asked about the payloads of Daracon trucks – approximately 32 - 33 ton, trains approximately 1000 tonne in the current configuration

Loading of trains – Daracon the train is split into two of approximately 10 wagons each, each wagon is loaded individually. At the end of the process the wagons are joined together and the loco removes them

Cumulative impact – Daracon confirms traffic cumulative impacts will be addressed in the EIS

A Smith indicated Bolwarra group would like pass on thanks to Daracon for those truck drivers adhering to 40km voluntary speed limit

M Ritchie re labels on trucks – A Kelly confirmed labelling trucks will be a component assessed as part of the traffic management strategy – this may take some time to have incorporate and included on trucks as contracts will need to acknowledge this. Daracon are committed to include this as part of the traffic assessment in the EIS.

Discussion regarding Daracon trucks being new and quieter than sub-contractor trucks – rubber on tail gate, audit of trucks – Daracon to report back next meeting

D Mingay indicated he stopped and spoke with RMS people inspecting trucks at Martins Creek – he enquired about the results of Daracon trucks and it was indicated there were no issues with a Daracon trucks. He enquired as to the sub-contractors results and was told this was confidential information.

M Ritchie indicated if there is an issue with sub-contractors she rings them directly

Issues of cameras in trucks – A Kelly indicated his understanding was some trucks have them however there are privacy issues associated with having them installed and used to identify others

A Smith

- What is Daracon's intent to minimize the impact on the community based on cumulative truck impacts? (Being that Daracon would be the industry leader around the Maitland community) Daracon response – this aspect will be addressed in the EIS
- Does Daracon intend on maintaining a reduced speed through the community post DA approval? Daracon response – Daracon will continue to assess this and with consideration to items such as speed review and driver interactions
- Is it possible to either not run or reduce volume during school zone times? Daracon response
 This will be addressed in the Traffic Management Plan in the EIS
- Can Daracon label contractor trucks. (Magnetic signs) Daracon response – A Kelly confirmed labelling trucks will be a component assessed as part of the traffic management strategy this may take some time to have incorporate and included on trucks as contracts will need to acknowledge this. Daracon are committed to include this as part of the traffic assessment in the EIS.
- Can Daracon work with Maitland Council to work through the cost estimates for road upgrades, bus shelters and foot pathing etc for the Bolwarra community? Daracon response
 Daracon will support this via the CCC road working group
- Can Daracon have a minimum standard of truck being used at the quarry. Reduce noise on tailgates and use of exhaust brakes around the Bolwarra community. Daracon response – Daracon will provide a presentation on the processes being implemented

Is it possible for land mitigation controls to help reduce noise pollution;
 O Double glazing of windows. O Better fencing. O Green belts (Trees, hedges in yards etc).

Daracon response – this issue will be addressed in the EIS

• Is it possible to have a shire based forum on the accumulative impacts of all trucks going along Tocal & Paterson roads inclusive of the quarries, chook farms etc. (Very simply, if we were to understand the peak demands of the local industries it would assist in directing the focus towards improving road traffic culture and how all industries can work together logistically).

Daracon response – Daracon will support this via the CCC road working group

- What are the proposed working hours of the quarry.
 - Refer to the Preliminary Environmental Assessment for response https://majorprojects.affinitylive.com/public/0c80ab916415016734f0b531f8176be7/M

 artins%20Creek%20Quarry%20PEA.pdf

Refer to page 12 section 3.3

- What is the current capability & capacity of the train load out facility:
 - Train capacity in tonnes? Daracon response Approximately 1000 tonnes dependent on configuration
 - Time frame to load 1 train? Daracon response approximately 3 4 hours
 - Average duration per train in the quarry siding? Daracon response Dependent on ARTC as they manage the network
 - Current available approved paths from ARTC? Daracon response not known ARTC control train paths
 - Any restriction of operational hours of the train load out? Daracon response Yes
 6am to 6pm
 - Quarry to train load out capability? (What is the recharge time between back to back trains?)

Daracon sought clarification on this question and were provided with the following:

The quarry to load out capability takes into consideration the following:

- storage capacity in tonnes of crushed material to be loaded into a train.
- recharge time to replenish storage of crushed material through plant per hour in tonnes.
- Time in tonnes per hour to go from the quarry to the crushing plant.

Other considerations on top of this to determine the overall train load out capability are:

- train load time.
- truck vs train priority.
- Ability to dual load trucks and trains. (Impact on recharge times)
- ARTC network path availability.
- arrival and departure constraints from site due to other dedicated train paths for other operators.
- Any other constraints such as noise, labour availability or specific operating conditions.

 Daracon to provide a response

Next meeting

Wednesday 11th February

The Chair suggested a Blasting presentation for the next meeting—suggest the presentation be as per provided earlier in the year to View Street residents

The Chair wished all a Merry Christmas and Happy New Year

Appendix:

Details from presenters at December MCQCCC meeting:

Steve Hitchens, Dungog Shire Council

Dungog Shire Council

Roads

Total Length Maintained by Council - 720km. Regional Roads make up 124km of this.

Length of Road from Quarry to Boundary - Approx 14km (approx. 13km Regional - 1km Local)

Regional Roads are Council's responsibility - funding contribution only from RMS

Funding

State - RMS

Block Grant - Main source of annual funding to Council for Regional Roads from RMS. Currently equates to about \$1.10 per square metre of road per annum

REPAIR Program - Funding program for road rehabilitation where Council must supply projects with Benefit Cost Ratios (BCR's) and compete for funding against all other Hunter Council areas. Projects are based on a maximum project value of up to \$400,000 based on 50:50 funding (ie \$200,000 RMS: \$200,000 Council). If Council relied only on this funding for Regional Road Rehabilitation, it would take in excess of 100 years to rehabilitate the Regional Road network.

BlackSpot Funding - Federal and State Programs that rely on either a number of injury accidents at a location over a 5 year period (was 3 injury accidents but now 2) or a detailed Road Safety Audit.

Fixing Country Roads Program - New program. Council did make a submission for the first round of this funding (which was capped at about \$36M). Our submission for MR101 of about \$4M was not selected to progress further in the process.

Special Grants - Grants that have been received at various times as a result of various major projects, Road Strategies and submissions to local representatives. Always been tied to specific projects (eg Clarence Town Road Special Grant).

Federal

Roads to Recovery Funding - Program commenced about 13 years ago - originally provided to Council for Local Roads only. Changes have allowed Council to utilise this funding on all roads. Historically used by Dungog Shire Council for Local Roads and Bridges and more recently for lower Traffic Regional Roads where BCR's are too low to attract other funding (REPAIR, etc).

Financial Assistance Grant - Roads component of this grant utilised predominantly for Local Roads.

Other

Developer Contributions - Development contributions utilised on Roads where there is a nexus between the development and the road in question.

Quarry Road Transport Contributions - For the last 12 years or so, Council has relied heavily upon contributions from the various operators of Martins Creek Quarry for contribution to undertake rehabilitation works on the roads south of the quarry. Since the new operators took over in December 2012 there has been no contributions made - this will remain the case whilst all parties concerned work through the relevant application processes.

Michelle Viola, Port Stephens Council

Comments from Port Stephens Council to Martins Creek Quarry Community Consultation Committee

- Paterson, Dunns Creek, Butterwick, Clarencetown and Brandy Hill Dr are all local Port Stephens Council Roads.
- Seaham Road is a Regional Road and Council has and will continue to receive assistance from RMS for funding but the funding does not cover all maintenance and rehab costs of these roads.
- Council are aware of safety concerns particularly along Butterwick with heavy vehicles.
- Council are aware of road surface and noise generated from HV, particular empty HV and will continue to manage these as best as possible
- Council will continue to seek grant funding opportunities and developer contributions to works where possible to help maintain, manage and improve our road network.

Michael Papaopoulous, RMS

- The roads identified on the attached map are both Regional and Local Roads. That are the maintenance responsibility of the relevant local councils.
- Generally RMS does not/is unable to direct council what to do on their Local and Regional Roads.
- RMS provides annual funding for regional roads to each of the councils via and annual Regional Roads Block Grant.
 - The grant is assistance and not expected to cover the full cost of maintenance
 - The grant is for the councils entire regional road network and not allocated on an individual road basis
 - Councils may use the funding at their discretion provided it is on the regional road network. With the exception of the Traffic Facilities component that may be used on local roads
 - The grant is calculated using a formula that takes into account the length of regional roads, traffic volumes and the number of bridges on regional roads.
 - In 2014-2015 Dungog Council will receive \$1.17 million, Maitland Council \$529,000 and Port Stephens Council \$919,000

- In addition to the Block Grant RMS provides councils funding annually via the Regional Roads REPAIR Program. This is a program for rehabilitation works and is funded on a 50:50 basis with council. The projects are selected using a Benefit Cost Ratio to prioritise projects. The funding is limited to a maximum of \$200,000 (in 2014/2015 and \$250,000 from 2015-2016 onwards) funding from RMS per project and council each year.
- Periodically a council may also receive Special Grant for a high merit project from the NSW Government. The current funding of \$20 million over 4 years to upgrade from Raymond terrace to Dungog in an example of this.
- RMS is the approving authority for the change in speed zones. Speed zones are assessed against a state wide policy and are signed off at the RMS Regional Manager level.

Generally in NSW there are no spit speed zones for heavy vehicles and light vehicles except for steep descents

Stephen Hawes, Maitland City Council

The road network from Lorn to Tocal is part of the RMS regional road network and consists of Belmore Road, Paterson Road and Tocal Road.

Other Regional Roads are Pitnacree/Flat Road and Morpeth Road

Council seeks funding from all sources to repair and upgrade these roads.

2a. Links major NSW towns with Sydney, Newcastle, Central Coast and Wollongong

2b. Links these major NSW towns with each other where there is significant interaction.

- Major towns population generally in the range 10,000 to 100,000 but may include slightly smaller centres which provide a wide range of commercial, community and administrative functions to an extensive hinterland and
- Primary route exhibiting best operational features and an intention to manage as the major route, and
- Significant economic and social interaction exhibited:
- Generally minimum AADT greater than 1000, or at least greater than 500 and growing at a faster rate than on surrounding roads.
- May include cross border links to interstate major centres.

3. Links major regions throughout the State with each other

- Provides a long distance connection between regions not already provided for in the network defined by the above criteria or "missing links" that complete long distance connections between the network already defined by the above, and
- Sustains a high flow of general traffic (generally AADT greater than 500) over long distances (100km), or
- Significant long distance freight or coach route.
- May include cross border links to interstate regions.

Regional Roads

Definition:

Regional Roads comprise the secondary network which together with State Roads provide for travel between smaller towns and districts and perform a sub arterial function within major urban centres.

Criteria:

A road may be a Regional Road if its primary function meets at least one of the following Criteria:

- Links smaller towns with the State Road network
- Connects smaller towns with each other
- Performs a sub arterial function in major urban centres by:
 - □ **Supplementing** the State Road network for significant intra-urban flows
 - **Providing** access for significant flows to other commercial and industrial centres
- Provides access from the State Road network to major recreation and tourist areas of State significance
- Provides a town or suburban centre relief route for significant flows of through traffic, especially freight vehicles
- Provides access for significant flows of freight vehicles to major rural intermodal interchanges and urban distribution areas.

Additional Tests for Regional Roads

The following tests can be applied to help consider whether the road should be a Regional Road.

Potentially a Regional Road if it meets one or more of the following criteria:

- Forms the main regional link between population centres either directly or form part of the main route joining such centres
- Forms the main regional link between secondary suburban either directly or form part of the main route joining such centres
- Provides necessary connectivity between State Roads in urban areas
- Joins smaller service towns to their higher order economic and social regional centre
- Has significance for more than one Local Government Area
- If not otherwise connecting centres, functions as a collector road to a service town serving an extensive catchment area
- Carries a steady to increasing traffic volume with some potential for future growth
- Is an important route for significant flows of freight vehicles especially relative short haul farm to market/ transport intermodal interchanges
- Provides access for secondary flows of urban public transport to major transport interchanges
- Carries a minimum AADT that is similar to surrounding main roads
- Is a main route performing the functions of closed railway line
- Provides a relief route for significant flows of through traffic, especially for heavy vehicles wishing to bypass a busy town or suburban centre.

Potentially NOT a Regional Road if it meets one or more of the following criteria:

- Closely parallels a State Road or another Regional Road which performs a similar function. Thus in rural
 areas where capacity is not a problem, arguments that a road relieves an existing declared road
 normally are not valid
- Carries a non substantial, steady to declining traffic volume with little prospect for future growth
- Is a short spur road wholly within one LGA
- Is a short spur road to a local tourist feature (as distinct from a tourist area of regional significance)
- Is a short spur road to a low throughput wharf, railway or other facility which is of local rather than regional significance
- Functions more as a local access road and acts as a minor collector serving a small catchment area with volumes steadily decreasing along the length of the road
- Overservices an area where landuse has become less intensive and products have reduced time sensitivity (eg dairying) and rural populations have fallen
- Has no significant development requirements in the foreseeable future.

Guideline Examples for Regional Roads

- Two rural roads connect two important centres. The longer route has half the traffic of the shorter route. The shorter route is the main link between the centres. The shorter road should be the Regional Road and the longer road should be a Local Road.
- A rural road provides access to the abutting agricultural land but is not a direct link between important towns. The traffic is mainly related to abutting land. The road does not function as an arterial and should not be a regional road.

THE OWNERSHIP OF ROADS

Originally prepared by David Shatford Manager Property Services Sydney Region Roads and Traffic Authority of NSW

For presentation to the Local Government Property Manager's Meeting hosted by Canterbury City Council - 28 June 2002

Updated 23 September 2009

CONFUSION ABOUT THE OWNERSHIP OF ROADS RESULTS FROM THERE BEING TWO BROAD CATEGORIES OF ROAD.

THESE ARE:

ADMINISTRATIVE

STATUTORY - ie the Roads Act 1993

ADMINISTRATIVE CATEGORIES

- State Roads
- Regional Roads
- Local Roads

The agreement between the RTA and Local Government on road funding and management arrangements is based on these 3 categories.

This arrangement was formalised with Local Government in 1993 when the RTA issued to all Councils, the document, 'Arrangements with Councils for Road Management'.

The State and Regional Road categories were introduced to rationalise the nine statutory classifications under the Roads Act into two broad management regimes identifying the respective roles of Councils and the RTA.

These categories are not directly related to nor do they determine the ownership of the road.

State and Regional Roads are identified in the RTA's ROADLOC and spatial mapping systems. Details can be obtained from the RTA's Regional Asset Management Sections.

Definitions:

State Roads

Defined in Arrangements with Councils for Road Management as: "a category of roads agreed with Councils for administrative purposes. They form the primary arterial network of classified roads in the State and some special purpose classified roads".

The RTA manages State Roads and accepts responsibility for funding, priorities and outcomes.

Regional Roads

Defined as: "a category of roads agreed with Councils for administrative purposes. They comprise the lesser trafficked classified roads which are not State Roads and some of the more important unclassified roads".

They are managed by Councils with the RTA providing significant funding assistance.

Local Roads

Defined as: "all public roads for which Council is the roads authority other than State or Regional Roads". (Note: there are other public roads for which other authorities are responsible.)

They comprise the local access and circulation roads which are managed and funded by Councils. The RTA provides only minor funding assistance.

Summary:

There is a common misunderstanding that State Roads are owned by the RTA.

In the great majority of cases this is not so.

State Roads are generally owned by the local Council.

The RTA generally maintains State Roads, but not usually from road boundary to road boundary.

The RTA does not do any maintenance on Regional Roads or Local Roads, but does contribute significant funding towards the maintenance of Regional Roads and minor funding towards the maintenance of Local Roads.

STATUTORY CATEGORIES

Provisions in the Roads Act 1993 deal with Council Public Roads and Crown Public Roads. The Roads Act also provides for the declaration of classified roads. The classifications are detailed in Sections 46 to 53 incl.

They are:

 S46 	Main Roads
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- S47 Highways ('STATE' deleted by Statute Law (Miscellaneous Provisions) Act (No 2) 2005)
- S48 Freeways
- S49 Controlled Access Roads
- S50 Secondary Roads
- S51 Tourist Roads
- S52 Tollways
- S52A Transitways
- S53 State Works

Roads are classified by the appropriate Minister, by an order published in the Government Gazette under the Roads Act, 1993 for State Government (ie primarily the RTA) purposes.

If a road is classified, the RTA has greater powers and can perform the following functions:

- construction or maintenance
- control of road work
- control of traffic control work
- regulating structures and activities and the carrying out of works.

Only the RTA can recommend that the Minister make an order under this division of the Roads Act.

A road can have more than 1 statutory classification. Main Roads and particularly Highways are often Controlled Access Roads.

Regional Roads can also have a statutory classification.

Summary:

State Roads, Regional Roads and Local Roads were established as road categories for funding and management arrangements between the RTA and Local Government. These categories do not relate to nor determine the ownership of the road.

The inter-relationship between the Roads Act and the State, Regional and Local Road system is shown in the following Tables 1 and 2.

Table 1
The general relationship between the roads defined under the Roads Act and roads defined under the administrative systems

Roads Act		Administrative Class	Responsibility
Freeway			
Highway			RTA for management, funding, priorities and
Transitway		State Road	outcomes; work delivery by RTA, Council or
Main Road			Contractor
Tourist Road			Council for management,
Secondary Road		Regional Road	funding priorities and outcomes; RTA provides funding assistance
Unclassified Road			runding assistance
Unclassified Road	•	Local Road	Council for management, funding, priorities and outcomes

Table 2
The following categories are within the Roads Act as Classified road, however, they do not fall within the State, Regional, Local road categories

Roads Act		Administrative Class	Responsibility
Tollway	•	Can be regarded as a State Road that has been contracted to the private sector to manage for a set long term period	Tollway owner / operator
Controlled Access Road			In most cases it is a State Road, however, in limited circumstances it may apply to other road types
State Work	•	State Asset	RTA for management, funding, priorities and outcomes

HOW DO WE DETERMINE OWNERSHIP?

The ownership of roads is determined pursuant to the provisions of the Roads Act 1993.

Section 7

Spells out which person or organisation is the roads authority for different types of roads.

Section 145

Establishes that roads authorities own public roads.

Section 7:

Roads authorities

- (1) The RTA is the roads authority for all freeways.
- (2) The Minister is the roads authority for all Crown roads.
- (3) The regulations may declare that a specified public authority is the roads authority for a specified public road, or for all public roads within a specified area, other than any freeway or Crown road.

- (4) The Council of a local government area is the roads authority for all public roads within the area, other than:
 - (a) any freeway or Crown road, and
 - (b) any public road for which some other public authority is declared by the regulations to be the roads authority

(5) A roads authority has such functions as are conferred on it by or under this or any other Act or law.

Section 145:

Roads authorities own public roads

- (1) All freeways are vested in fee simple in the RTA.
- (2) All Crown roads are vested in fee simple in the Crown as Crown land.
- (3) All public roads within a local government area (other than freeways and Crown roads) are vested in fee simple in the appropriate roads authority.
- (4) All public roads outside a local government area (other than freeways and Crown roads) are vested in fee simple in the Crown as Crown land.

In summary:

RTA owns Freeways,

Crown (the Minister) owns Crown Public Roads and

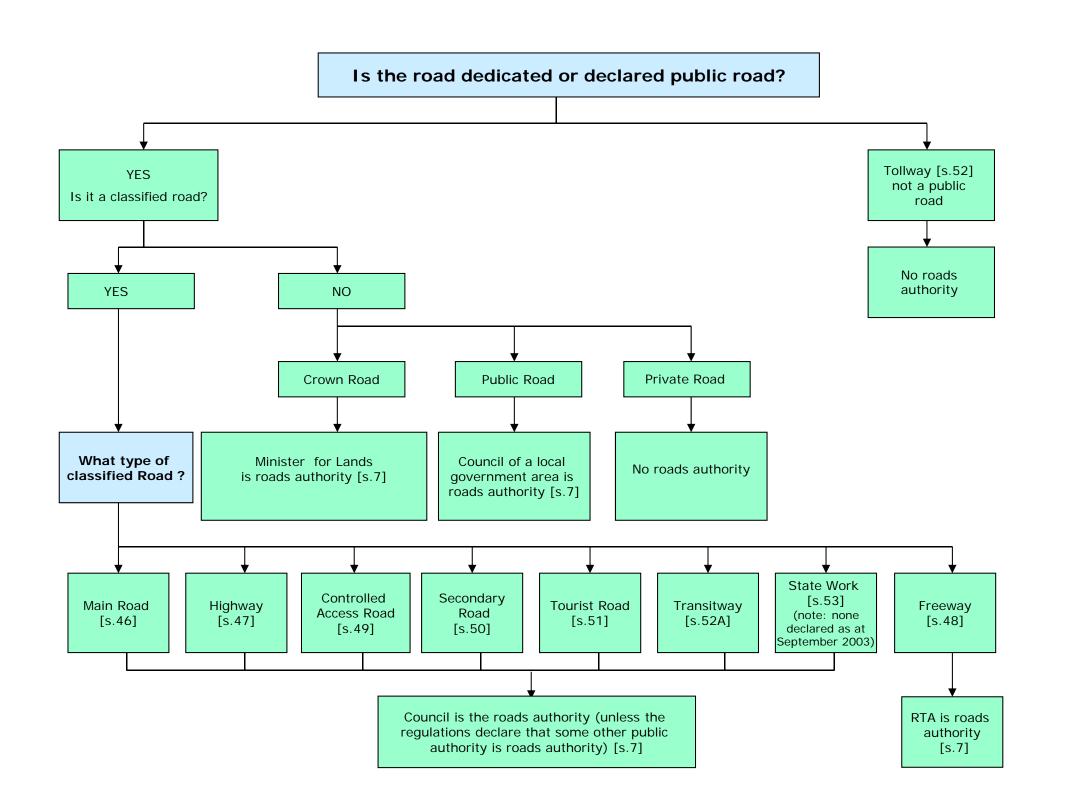
the Council owns Council Public Roads in its area.

Notes:

Council Public Roads include Main Roads and Highways and these two classifications of road comprise the majority of State Roads.

Public roads for which the RTA is the roads authority by regulation are currently listed in the Roads Regulation 2008.

Pursuant to the provisions of s151 of the Roads Act, 1993, the RTA has also been made the roads authority for the western approaches to Glebe Island Bridge (Gov Gaz dated 16 Aug 2002.



WHAT POWERS DOES THE RTA HAVE?

Section 64 of the Roads Act 1993

RTA may exercise functions of roads authority with respect to certain roads

- 1) The RTA may exercise the functions of a roads authority with respect to any classified road, whether or not it is the roads authority for that road and, in the case of a classified road, whether or not that road is a public road.
- The roads authority for a classified road with respect to which the RTA is exercising a particular function may not exercise its function with respect to the road in any manner that is inconsistent with that in which the function is being exercised by the RTA.

Section 64 authorises the RTA to exercise the functions of a roads authority in respect of any classified road irrespective of whether the RTA is the roads authority.

The RTA may choose to intervene, to carry out road work, maintain the classified road, carry out traffic control work or exercise section 138 powers.

If the RTA decides to exercise the functions of the roads authority, the RTA does not become the roads authority.

The RTA has a statutory power to intervene at any time. The Roads Act does not specifically require prior notice to be given to a roads authority.

Whether the RTA exercises the functions of a roads authority under section 64 is a policy decision of the RTA.

GENERAL COMMENTS

Land that is purchased or compulsorily acquired by the RTA for road works is formalised as public road after completion of the work.

If the land is dedicated as public road pursuant to the provisions of section 10 of the Roads Act, it becomes Council public road and ownership transfers to Council.

If the land is dedicated as public road pursuant to the provisions of section 10 of the Roads Act and declared to be controlled access road, again the land becomes Council public road and ownership transfers to Council.

If the land is dedicated as public road pursuant to the provisions of section 10 of the Roads Act and declared to be freeway, ownership remains with the RTA.

Existing Council public road or Crown public road which is declared to be controlled access road remains in the ownership of Council or the Crown respectively. However, the RTA generally requests the Department of Lands to transfer the Crown public road to Council, pursuant to the provisions of section 151 of the Roads Act.

Existing Council public road or Crown public road which is declared to be freeway transfers to RTA ownership.

Generally, the RTA now records all dedications and declarations in the folios of the register at Land and Property Information NSW.

There are however, many thousands of parcels of land recorded at LPI NSW as owned by the RTA which in fact are owned by Councils because they have been formalised as Council public road.

Martins Creek Quarry Community Consultative Committee

12th November 2014

Attendees:

Brett Peterkin – Chair, Diane Steward – Martins Creek, Adam Kelly and David Mingay – Daracon; Darach Saunders – Martins Creek Quarry Action Group (MCQAG); John McNally – Paterson Progress Association

Observer - James Ashton

Invited Guests – Colin Philips and Thomas Watt – Department of Planning and Environment, Stuart Murray – SiteR&D

Apologies:

Craig Deasey; Harold Johnston – Dungog Shire Council; Neil/Margarete Ritchie – Brandy Hill Action Group; Aaron Smith – Bolwarra Community Group/Action Group

- The Chair asked it be noted apology received from Aaron Smith for the first meeting.
- The Chair welcomed the Department of Planning representatives Col Phillips and Thomas Watt and Stuart Murray who was invited along to update CCC on Daracon's progress with the EIS following Col and Thomas presentation.
- Observers J Ashton introduced himself The Chair asked if there were any issues regarding the observer all indicated there were no issues having the observer present.
- Declaration of Pecuniary interests or other interests none were identified
- The Chair reminded all of agreed ground rules and request we observe these as agreed at the initial meeting and the responsibility of representatives to contribute constructively.

Confirmation of Minutes from October meeting

• The Chair noted he was anticipating including responses to questions raised at the first meeting within the minutes (DSC questions). These responses did not eventuate and minutes were sent with the responses received. The Chair also requested comment from members prior to putting them on website – only one confirmation was received from C Deasey – thank you. In future The Chair will endeavour to have them minutes sent out to members for a review within 4 days of the meeting, seeking comments to be provided within 4 days and then posted on Daracon website. Because of delayed response the minutes weren't placed in public place – seeking confirmation where CCC members would like to see these placed – any suggestions? It was agreed The Chair request to place minutes on Daracon website, Dungog Shire Council Website and Martins Creek Quarry Action Group Website and hard copy be placed at Paterson Post Office and Paterson IGA.

Note – change from 50000 to 5000 tons.

The Chair asked if there were any comments on the minutes – none identified. The minutes were deemed endorsed.

Business Arising – response to issues

- Daracon response to questions raised included in minutes
- MCQAG request to participate in CCC The Chair discussed with PPA, Daracon and DSC and all confirmed it appropriate one representative be welcomed to the CCC. The Chair welcome MCQAG representative (Darach Saunders) to the CCC.
- The Chair outlined his understanding that MCQAG represents villages and towns around Paterson – Paterson, Martins Creek, Vacy, View Street, Brandy Hill Seaham, Bolwarra, Wallalong and is part of the Paterson Progress Association. The Chair asked if MCQAG represented Voice of Wallalong and Woodville Group? The reason SR's indicated a requirement to consult with this group and I would like to confirm if you represent this group? Darach and The Chair to discuss
- The Chair asked if the CCC had any issues if he reviewed the Terms of Reference to include MCQAG none were identified. The Chair will amend and place on website.
- C Deasey response to question from Diane Steward The Chair read out the following from C Deasey: In respect of the question raised at the last meeting concerning building requirement changes in Martins Creek, can you please advise this has been taken on notice however with Council only having half of its Planning staff available in the past month they have not had an opportunity to look further into this matter in view of the officers workloads.

Correspondence – email from myself to J McNally, C Deasey re inclusion of MCQAG and their responses

• C Deasey response to D Steward question

Daracon Report (A Kelly)

- There were 8 complaints received in total in October. 7 related to blasting, 4 direct to the quarry and 3 via EPA. All results were within limits for these blasts
- 1 complaint was for noise at 6.30am. Investigation showed nothing out of the ordinary happened during this time period.
- UHVA job was all but done
- Nelson Bay Rd job will recommence the next run of materials in Dec, not Nov as previously communicated
- 1 train in on Friday 14th Nov

The Chair asked if there were any questions

No questions

General Business

The Chair welcomed Colin and Thomas to present an overview of the assessment process.

The CCC was guided through the Department's website by Thomas and Colin.

Discussion on the process and the Planning Assessment Commission ensued.

For further details Martins Creek Quarry Project:

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6612

The link to information on State significant development assessment process is:

http://www.planning.nsw.gov.au/enus/developmentproposals/developmentassessmentsystems.aspx

Planning Assessment Commission link:

http://www.pac.nsw.gov.au/

Darach asked about mandatory meeting/consultation

- Col Phillips indicated that it would be expected if an approval was determined a condition
 would be for a CCC to be established. This current CCC has been established voluntarily by
 Daracon and this CCC during the environmental assessment stage will form part of Daracon's
 consultation.
- Darach asked how Daracon could morally send 600 trucks per day through Paterson. David responded he can't answer the question until the studies have been done and this is why we are in this process. Darach asked again and if approved how Daracon could morally send 600 trucks through Paterson. David responded he couldn't answer as studies haven't been completed. David also indicated he had answered previously the question will 600 trucks be sent through Paterson at the public meeting.
- John commented in response to Darach's question on "even with approval would Daracon run 600+ trucks a day through the community", that "even if approved the community would not tolerate the situation".
- John wanted Daracon representatives to pass on his thanks to Daracon and subcontract drivers sticking to speed and general conduct through Paterson and it is appreciated.
- The Chair indicated the speed review being undertaken by RMS as requested by Maitland Council was yet to be completed for the Bolwarra area.
- John asked is noise related to trucks different in different season
 - o Stuart replied in short yes different climatic situations can impact noise
 - Col Phillips pointed out the Secretary's Requirements require noise to be assessed vis the Industrial Noise Policy

Resource justification – any details on this

- o Website: go to www.budget.nsw.gov.au
- Stuart outlined that it is important for state infrastructure projects to have available resource. All quarries have a set quota of materials that can be produced per annum. An infrastructure project may require much larger quantities of materials than a single quarry can produce so multiple quarries need to provide from their quotas to meet the requirements for the project. An example was the construction of the Ballina bypass

recently had issues with resource supply from multiple quarries and dispensation was requested by the quarries to supply the required resource.

James Ashton asked the following:

- Appendix to the PEA it is indicated that Lot 1 will be quarried and will it entail the removal/relocation of infrastructure
- o Adam confirmed that at this stage it is proposed and will be evaluated in the EIS
- o Visual amenity will this be available
- o Stuart confirmed it will and is part of the EIS process and will be discussed with CCC

James raised some ideas for consideration:

- o Would Daracon consider putting a blast monitor next to a house in View St
- o Would Daracon provide a presentation on blasting to the CCC
- o Would Daracon consider an open day at the quarry

Diane raised the issue of dust on Station St

David replied the council have requested Daracon not water Station St. Diane will follow up
with Council. Adam also indicated Daracon are in the process of installing a wheel wash to
address this issue.

Next meeting – The Chair suggest we look at roads as part of the task of addressing all the issues identified at the first meeting. At this point in time the EIS studies are just starting. It was agreed RMS and relevant council Staff be invited to the December meeting

The Chair asked if there were any further questions.

None were forthcoming

Next meeting: Wednesday 10th December 4pm – 5.30pm

Martins Creek Community Consultative Committee

Initial Meeting

15th October 2014

Tocal Agricultural College

Attendees:

Brett Peterkin – Chair, Diane Steward – Martins Creek, Neil Ritchie – Brandy Hill Action Group, Craig Deasey General Manager Dungog Shire Council, Adam Kelly & David Mingay Daracon, James Ashton Paterson Progress

Apologies – Harold Johnston, Aaron Smith – (received via email/text)

Observers – Stephen Collins, Peter Rees, Darach Saunders

- The Chair provided a welcome, conducted an introduction session with committee members.
- The chair outlined to observers that there was an agreed make-up of the committee and terms of reference Paterson Progress Association and Dungog Shire Council (Mayor and General Manager) had been involved in the development of the CCC and the meeting would be run on that basis. He asked CCC members if they any issues regarding the observers all indicated there was no issue having the observers present
- Background the chair outlined the Martins Creek Quarry Community Consultative
 Committee (MQCCCC) (environmental assessment stage) was initiated by Daracon on a
 voluntary basis; he outlined Daracon were under no statutory obligation to so; Daracon had
 indicated to the chair it saw the MCQCCC as an important and crucial component of the
 project and could see benefits & opportunities for better & improved community and
 project outcomes; the chair outlined Daracon had asked him to chair the group & in
 establishing the group the chair had approached and consulted with Paterson Progress
 Association and Dungog Shire Council as to the Terms of Reference and make-up of the
 committee.
- The Chair outlined the MCQCCC was not set up to debate the assessment process & that current operation of the quarry and its compliance was the responsibility of the relevant government agencies
- The chair outlined the MCQCCC was not a decision making body regarding approvals; the purpose of the MCQCCC was outlined (refer to Terms of Reference)
- In summary the group has been established on a voluntary basis; not there to debate assessment process, not decision making body but a consultative group; the chair identified his experience with similar groups is that it is up to the group as to how and what can be achieved; especially focusing upon community outcomes
- The chair outlined he would request a report from each of the members at each meeting on the activities related to the MCQCCC and the information sharing activities associated carried out

- The chair outlined he would take meeting notes they would not be he said/she said minutes but minutes capturing key points, responses, outcomes, actions, copies of materials etc and these would be sent to the MCQCCC within one week of the meeting
- The chair indicated the Paterson PSST had shown an interest in having information published about the project and CCC.
- Ground rules the chair outlined the following ground rules for the committee
 - o The chair will endeavour to give everyone a fair go
 - Treat others as you would expect to be treated in return
 - o Respect the opinion of others even though you may not agree
 - Don't hog the limelight be clear, concise straight to the point don't be long winded
 - Some answers you may not agree with
 - Some questions may not have answers immediately available patience maybe required
 - o Respect the role of chair and consent to requests from the chair
 - Enjoy the opportunities
- The chair asked for agreement on the ground rules which the committee agreed
- Daracon were then asked to address the meeting
- Daracon outlined the quarry operation was taken over in December 2012. Since then
 Daracon have been liaising with firstly council, and now Dept of Planning to formulate a new
 DA for the ongoing operation of the quarry. The set up of the MCQCCC was to facilitate
 communication between the community and Daracon to discuss any issues as they arise,
 and resolve those that are able to be sorted out.
- Issues Identification
 - The chair facilitated a brief workshop to identify the key issues the committee would like further information on: The group was asked the question:
 - What are the key issues you would like the MCQCCC to provide information on over the coming months?
 - A question was raised by Peter Rees (observer) regarding the participation of the General Manager DSC – The chair asked The General Manager if there was an issue -CD replied he raised issues that had been raised previously by Council. The Chair indicated CD did not have to participate if he felt it was a conflict of interest. CD indicated he did not see this as an issue
 - The chair outlined this was not an end list but a starting point that can be added to over time that identifies the key issues the MCQCCC will seek further information on:
 - The following responses were received (in no order)

Environmental Assessment/Project Assessment

- Negotiation on
 - Hours of operation in DA
 - o Tonnes
 - Road/rail ratio
- PEA proposed operating parameters i.e. hours of operation
- Progress on DGR items
- Dust/noise/visual amenity impacts what quarry will look like in relation to the above
- Proposed extraction and transport methods
- EIS sub section progress update and engagement with community during development of EIS
- Impact of proposed SSD to:
 - Businesses
 - o Tourism
 - o Open space
 - o Road safety bus stops etc
 - o Places of worship
 - o Tocal

Role of government agencies

- Why have council changed the rules on building houses. i.e. brick homes near MCQ
- Community input into proposed SSD parameters

Roads

Condition of roads

Community Benefit

- Actions, activities or projects to be included in a potential VPA
- Daracon's community sponsorship activities (what is proposed)

Quarry Operation

- Signage to quarry
- Truck start times
- Frequency of trucks dispatch
- Blasting impacts
- What is the noise rate. Is it in the normal ratio
- Current and forecast quarry operation
- Train times & numbers proposed future
- Graph showing tonnage from MCQ over last 10 years

- Complaints
 - New
 - Resolutions
- Safety at corners on roads leading to & from quarry (Station st & Dungog Rd)

Others

Resolution (consent conditions)

General

- The chair opened the meeting for questions
- Darach Saunders was asked to outline the status of the newly formed MCQ Action Group: DS
 indicated the group represented local villages and towns and would be keen to be part of
 the CCC; The chair indicated he would discuss further with Paterson Progress Association
 and Dungog Shire Council
- A Kelly outlined the PEA status with DGR's (Secretary Requirements) due in the coming days
 from the department. AK also indicated some people had raised issues around complaints
 about the quarry AK indicated Daracon acted upon complaints received and some
 complaints were maybe not reaching Daracon he encouraged anyone with a complaint to
 contact Daracon
- DM indicated legal action issues are one thing and the Development Application was another and need to be separated.
- JA raised the following:
 - o Is the trucking of materials to Hexham UHVA job nearly finished
 - Response (provide post meeting by Daracon): this project is nearly completed and the latest forecast has minimal tonnes left to distribute to site
 - The status of the 5000 tonnes per day to Nelson Bay re road works
 - Response (provided post meeting by Daracon): The project has forecast the next run of material to be mid November. There has never been 5000 tonnes per day taken to this job, nor is there a forecast to do this in the future
 - Forecast trucking movements for the upcoming months would assist
 - Response (provided post meeting by Daracon): There are no forecast increases in traffic compared to the last several months

Next Meeting

12th November Tocal Agricultural College 4pm – The Chair to confirm with Tocal

Chair's note – Confirmation that the second meeting of the MCQCCC will be held in the Tocal Conference Room $12^{\rm th}$ November 4pm.