

Meeting with PSC, Tuesday 15th November 2016

Thanks for meeting with us today on the topic of Martins Creek Quarry EIS submissions, which are due by 24th Nov. 9 days away.

I will outline:

1. Why we are here and why I believe we can help you and you can help us.
2. Our groups concerns (BHSA) and what we consequently will be seeking from Dept Planning & Environment (DPE).
3. What I hope PSC will include in its submission.
4. Recap and then answer any questions you have.

1. The purpose of this meeting is to hopefully find common ground between PSC, Brandy Hill And Seaham Action group, and individual residents for their respective submissions to DPE. The principle behind this endeavour is the expectation that DPE will be more likely to make rulings favourable to us all if there is a high degree of alignment in our respective concerns and more importantly, any proposed solutions, changes or conditions that we want imposed on the Martins Creek Quarry expansion. This is also a precursor to the Brandy Hill Quarry expansion and our responses to both quarries should have much in common.

We believe there is little conflict between what we seek and what PSC would/should be seeking, remembering that if DSC is ever merged with PSC, then it will inherit the DPE rulings on this development. This is an opportunity that will shape both the liveability and infrastructure financing in our local government area for decades.

2. Our groups concerns are that MCQ expansion will potentially bring 25% of the proposed 1.5mtpa along BHD, which is half as many trucks as BHQ's current licence. The proposed combined daily truck movements of both Quarry expansions is more than the number of trucks expected on the Hunter expressway, and in conjunction with the proposed earlier and later hours of operation, amenity and safety on the haul routes will be drastically compromised.

These are the conditions we will be asking DPE to impose on the development. In summary, reduce the trucks by forcing the majority onto rail, prohibit truck movements through residential areas during normal council noise restriction periods overnight, and contribute toward not only road infrastructure, but also new safety and amenity infrastructure. Let me elaborate those points.

1. Firstly, the previous license condition of 70% rail and 30% road should be carried forward into the new license. Minister Stokes recommended this to DSC in 2014. This is the principle means of preserving some social amenity in Paterson and along all haul routes, by limiting truck numbers in favour of utilising the rail siding that that Quarry has while most don't.

2. The [5:30 am](#) start to despatching is far too early. [7am](#) start with no empties through residential areas before 6:30am is reasonable. The [7pm](#) despatch cut-off is also reasonable.

3. Irrespective of the tonnage allowed by road, a road usage levy must be imposed to appropriately fund all councils to not only maintain their roads but to reconstruct them to an appropriate standard in a reasonable timeframe.

Meeting with PSC, Tuesday 15th November 2016

4. As per the Hanson Brandy Hill Quarry CCC meetings, the social amenity and safety along the Brandy Hill route will be best served by constructing an off-road pathway along BHD linking to Brandon Park and the Jacaranda preschool (as per councils cycleway plan) and by constructing off road bus stops. These facilities will provide the most mitigation possible to the fact that trucks have already taken away our ability to walk or cycle along BHD, to access our neighbours, bus stops, sporting and community facilities, or exercise. And more trucks exacerbate the problems and increase the dangers at bus stops and intersections.

If Daracon send 25% of their trucks through Brandy Hill, they should contribute 25% of whatever Hanson ends up contributing to the pathway for their expansion. The DPE advised that there are many ways to levy for these things separately to any road maintenance levy. Such a levy would be additional to a road infrastructure levy, and not detract from that levy in any way.

It is imperative that the funding for the amenity infrastructure is weighted to enable construction of the pathway and bus stops in the near-term in order to mitigate safety and amenity consequences of both the current and proposed traffic problems, with a possible reduction in the "levy" after construction to support the ongoing maintenance over the life of the quarry.

3. So what do we hope that PSC will include in its submission?

The first one is obviously a road building and maintenance levy. PSC has more Kilometers of rural roads on the proposed haul routes than either MCC or DSC. Paterson Rd, Butterwick and Clarencetown Roads are mostly not constructed to service the volume of Quarry trucks seen since state rail sold the Quarry, and Daracon have not paid any road levy to any council since taking over, so I imagine you will also be asking for retrospective contributions as well. I am sure John knows all of that and the feedback via Paul says you will have that area well covered.

I do hope your submission will also echo and support residents in the need to preserve some social and community amenity, where the means are very achievable. Firstly by asking to constrain operating hours so that our sleep times are not impacted by noisy full and empty quarry trucks. Such imposts have well documented negative impacts on people's physical and mental health and productivity.

And secondly by supporting some form of contribution for the construction of paths and improved bus stops in residential areas. This is a once in generation opportunity to have a significant community asset constructed and maintained without PSC needing to draw on its own scarce capital reserves. Please note just how little was in the 2017 capital programme for west ward? Here is an opportunity to get something for west ward without hurting your budget.

Recap.

We will be asking DPE to:

- Limit road haulage trucks by requiring the majority of the extraction limit to use the rail line (70/30 rail/road).
- Road haulage must have restricted hours. 5:30am despatching is unacceptable for a rural residential area.
- Must contribute to immediate road upgrades and ongoing maintenance.
- Must also contribute to additional infrastructure for amenity and safety ie pathways and bus stops through residential areas
- And we hope that PSC's submission supports ours as much as ours supports yours.