

Submission on the environmental impact statement – Brandy Hill Quarry Expansion

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EIS Section	Issue Description	Suggested Solution
Social & Economic Section 5.3 Appendix 17 9.2.1.2 <i>Paths along Brandy Hill Drive</i>	<p>My husband and I and our three daughters moved to Brandy Hill 21 years ago in 1995. We very carefully chose this area based on its peaceful rural setting. Our children attended the small public school at Seaham via the public bus and on the weekends we rode bikes and horses and took peaceful walks with our dogs around the relatively quiet and safe country roads in Brandy Hill. As time passed the amount of quarry trucks increased to a point where we could no longer safely ride near the roads and eventually sold our horses as they became extremely fearful of the rumbling trucks. We haven't ridden our bikes for many years and even now with motorbikes when passing a quarry truck I hang on for dear life, as the turbulence that is created can be quite dangerous.</p> <p>At the moment, the only time I can take our dog for a walk is after dark when the trucks are not around as there are many spots where there is no where to get off Brandy Hill Drive at all and remain safe.</p> <p>The ridiculous suggestion that trucks should be allowed to travel this road 24 hours a day, 7 days a week is completely ludicrous and would not only upset our sleep and our lifestyle but also create a highly dangerous situation for native fauna that already are, quite evidently, being slaughtered on the roads along Brandy Hill Drive. The vehicle lights distract animals and trucks at night would only exacerbate this problem.</p>	<p>Regardless of any talks had between council and the proponent, there must be something done to create safe passage along Brandy Hill Drive for school children going to and from bus stops, walking in general, cyclists and horse riding. If this cannot be achieved then there is no possibility of having extra heavy traffic along this road. You only need to ask yourself why would anyone live in a rural area where they can't even safely walk to their neighbours' house let alone, let their children walk to the bus stop?</p> <p>Native animal protection will be required. Safe crossing or barriers for native fauna.</p>

<p>Traffic & Transport Section 5.6 Appendix 8</p>	<p>Heavy vehicular traffic along the roads in Seaham, Brandy Hill, Woodville, Hinton, Nelsons Plains and Wallalong areas has caused our roads to come into disrepair at a much greater pace than should normally be expected. Hitting a massive pothole in Seaham road has buckled the wheels of my car. When the roads are flooded, as will happen in our area, the trucks very quickly damage the roads and extremely large potholes appear within a very short time. Avoiding these potholes will be near impossible if we are faced with a stream of oncoming heavy vehicles. The more heavy traffic, the more damage and the risk of accidents will increase.</p> <p>It is a fact that most heavy vehicle accidents occur on rural roads at higher speeds.</p> <p>A while back I witnessed a semi-trailer being driven on the wrong side of the road along Brandy Hill Drive and almost collide with an oncoming vehicle. The truck driver swerved to miss the vehicle and then proceeded to travel along the road on the wrong side once again all the way to the end of Brandy Hill Drive. I have no explanation for why the driver did this. If it was through fatigue I'm sure the driver wouldn't have missed the oncoming vehicle. I didn't get the drivers plate so it is only my word and the driver of the other car who was put in danger. I agree that it is not always the truck driver who is at fault, but facts tell you that they are at less risk in an accident than pedestrians, drivers or bike riders.</p>	<p>Road widening and maintenance will need to be a major priority in our area.</p> <p>Speed limits need to be reduced to 60kph or at the very least during school hours.</p> <p>I would like to know what facility is in place for driver education in particular regarding fatigue, medication, driving in residential areas and dealing with animal injuries.</p>
<p>Noise & Vibration Section 5.7 Appendix 9</p>	<p>Noise at night carries and the argument put forward in section 7.2.4 Sleep disturbance, is based on our houses being completely closed. I can't remember a time where I have slept in our house with all windows closed except maybe in the</p>	<p>No trucks at night. Continue with the current formula of 6am to 6pm Monday to Saturday.</p>

	<p>dead of winter. I don't live on the main road but I guarantee the occupants on the truck routes will experience greater noise levels. Of that there can be no doubt because I can hear the trucks when they begin now around 5.30 - 6am and it is loud enough to wake you. We moved to this quiet rural area to avoid this kind of disturbance under the knowledge that the existing quarry would not be working at night. I have no interest in disrupting the status quo.</p>	
<p>Visual Section 5.14 Appendix 15</p>	<p>For all the effort that may be put in to disguise the effects of mining, there can be no doubt that it has no visual appeal. I have grown many trees in our yard, to the detriment of what could be a lovely view of the hills, because we are in direct line of sight to the quarry and it is not something I find attractive. When the blasting starts the hill is a large cloud of dust, and I feel for the nearer quarry neighbours and the fallout that they must experience.</p>	<p>I have no solution for this matter other than I hope that after the mining has ceased that the proponent is under strict guidelines to return the land to the way it once was.</p>

In summary, I oppose the proposed Brandy Hill Quarry Expansion in the strongest terms but may be willing to compromise if the hours of operation are reduced to the originally agreed times of 6am to 6pm Monday to Saturday only and with the stipulated suggestions put in place.

Signature: Tracy Wilkinson

ⁱ Heavy Truck Fatal Crash Trends and Single Vehicle Heavy Truck Crash Characteristics Jan 2014 NSW Centre for Road Safety – First Impact for Crash

- Over-representation of vehicle-pedestrian and head on (not overtaking) impacts for heavy truck fatal crashes are significant