

The Minister for Planning
Department of Planning & Environment
GPO Box 39
Sydney NSW 2001

8 April 2017

Dear Minister,

I wish to register my strongest objection to the proposed expansion to the Hanson Brandy Hill Quarry.

I do not oppose the continued operation of the quarry, and the granting of access to further resources, so long as the existing hours of operation remain unchanged ie from 6.00am to 6.00pm Monday to Friday and 6.0 am to 1.00pm Saturdays, and there are no more trucks on the road than there currently are.

I would also like to see improvement to our road, consideration given to the safety of our community's children and the amenity of the environment we live in recovered. I know that quarry trucks from the Daracon quarry have contributed to the loss of amenity and will most likely continue to do so without any contribution to solutions of the problems.

The EIS makes no attempt to address the social impact of loss of amenity. There is no mention of health and wellbeing, sleep disturbance or an objective assessment of the safety of the local communities.

Increase in traffic: Hanson's proposes to ramp up quarry truck haulage from 380vtpd to 904vtpd, with a potential hourly rate increasing from 84vtph to 150vtph. This equates to a heavy quarry vehicle from Hanson's quarry passing our house and drive way every 24 seconds. Add other road users to the equation, including the quarry trucks from Daracon's Martin Creek Quarry, and a potential impact is that our ability to safely exit and enter our drive way will be severely impacted, and will present both safety risks and loss of amenity.

I am of the opinion that the Traffic Impact Assessment (TIA) may have measured traffic movements but has failed to assess any risks associated with the change, and in failing to assess the spread of trucks in any 24hr period have failed to assess the impact on the amenity of the community in which they operate.

The proposed increase in quarry truck traffic presents a significant change to the operation of the existing transport corridor from the quarry through Raymond Terrace and onto the connecting Roadways and Highways through to the customer's location.

The EIS provides no evidence that such Risk Assessments (RA) were undertaken, whereas the nature of change proposed demands such be undertaken and submitted as a component of the EIS report.

It should be noted that no documentary evidence has been provided that Community Consultation or Risk Assessment was undertaken prior to the granting of an increase in production rates in 2011.

Reduction in speed limits

There is a case to argue for a reduction in the speed limit to improve road safety, even if there is no production increase. This is consistent with community standards and expectations. There is a precedent already set by the RMS on the New England Highway where every town between Singleton and Uralla (except for Tamworth that has multiple routes) has the through speed limit set at 50km/hr for significant lengths where there is the likelihood of interaction with pedestrians and children.

A reduction in speed limit reduces noise, and brings about a real reduction in the stopping distances of any vehicle, as the stopping distance is not dependent upon vehicle mass, rather heavily dependent upon vehicle speed, condition of road surface, condition of tyres, and vehicles braking system in general the competence of driver, and attentiveness of driver.

Noise

Bridges Acoustics undertook an Acoustic Review of the Environmental Impact Statement. This review noted a number of errors and anomalies, and places a cloud over the validity of the Noise Impact Assessment (NIA).

The NIA has also failed to assess any risks associated with the operation and product haulage 24x7 and has failed to assess the impact on the amenity of the community in which they operate.

It is to be noted that within the NIA there is no program to mitigate the impacts of noise from the proposed expansion of the Hanson quarry and, apart from the creation of a visual bund on the southern boundary, the significant effect of the traffic generated noise on the residential areas.

2014-2015 Noise levels and potential future impacts

Brandy Hill Drive is classified as Sub-arterial Road, with road noise level specified by the NSW Road Noise Policy (NRNP) of 60dBA for day time (7.00am to 10.00pm) and 55dBA for night time (10.00pm - 7.00am)

Noise logging equipment was deployed by Vipac Engineers & Scientist Ltd. (Vipac) at seven locations to measure baseline environmental noise. Two of these locations N02 and N07 were on Brandy Hill Drive (BHD)

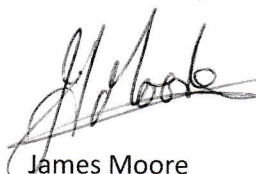
Appendix A of the NIA contains a series of figures that graphically illustrate the variation in Sound Pressure Levels (dBA) generated over a one week time frame between September 2014 and March 2015 (ie Spring and Summer.) The data collected from N02 and N07, the only two receptors on Brandy Hill Drive, indicates that the Sound Pressure Level ranges from a low of 35dBA to a high in excess of 80dBA (80dBA appears to be the upper limit of the receptor.) Both receptors indicated day time levels ranging consistently above 60dBA, with receptor N07 consistently ranging above 60dBA from around 5.30am through to 11.00pm.

These noise levels could then be expected to be the minimum that would be generated at night time, creating a constant rumble of both laden and un-laden trucks that could be heard over large areas. Health professionals would readily support our position that the risk to sleep disturbance and sleep deprivation at these sound pressure levels is an unacceptably high risk.

One then may take the position that traffic noise at night times on BHD using the 2014 – 2015 measures, failed to comply with community expectations as articulated in the NRNP

The failure of the EIS to, in my opinion, adequately address the issues of personal safety and wellbeing is reason enough for this proposal not to be approved.

Yours faithfully



James Moore