

7 April 2017

NSW Planning & Environment
GPO Box 39
SYDNEY NSW 2001

RE: Brandy Hill Quarry Expansion SSD 5899
Property: Lot 3 DP 1006516
979 Clarence Town Road SEAHAM

I would like to voice my concerns regarding Brandy Hill Quarry Expansion Project.

Water

Contaminated water leaching into local dams, creeks (Heydons Creek, Barties Creek and Deadmans Creek), overflow flooding to lower Brandy Hill floodplains leading into the Hunter and Paterson Rivers. In close proximity is the Williams River catchment supplying Newcastle with water. Increased flooding events in the area over recent years *i.e. 3 floods in 3 years*.

Why is there such a diverse colour variation in the water holdings outside the quarry site (dark blue) to the quarry site (green)?

Refer Attachment 1 for water courses and dams and colour variation of existing water holdings.

Air

Air quality from the dust cloud which is clearly visible day or night while the quarry is currently operational 6am until 12 midnight.

Noise issue - Constant thumping/battering/vibration noise experienced at our property, 2.67km away from the quarry, until 12midnight. This noise is from the plant operation. If the quarry proceeds to 24hr operation, the residents will be subjected to sleep deprivation due to constant thumping/battering/vibration.

The Hansen Quarry Expansion Project Preliminary Environmental Assessment March 2012 submission states currently approx. 150 truck movements each day (Quarry only) between 6am-12pm. The Proposed project expansion states 144 loads per day total (Quarry, Concrete recycling and concrete production) operating 24 hours a day. I find the mathematics of this highly unlikely to be a true representation of what is to happen.

Road safety issue

Currently the trucks exit the quarry in three directions. Clarence Town Rd to the left and right and Brandy Hill Drive straight ahead.

West bound cars travelling at the current speed limit of 100km/h from Seaham to Woodville, have 3 seconds from the crest of the hill to the Brandy Hill Drive/Brandy Hill Quarry intersection. This results in higher risk factors of a collision at the intersection between all road users.

Clarence Town Rd has had multiple fatalities partly due to the condition of the road. There are no turning lanes or verges for road users entering or exiting properties in the vicinity of Brandy Hill Quarry.

Truck impacts usually result in injury to all occupants of motor cycles and cars and minimum damage to trucks. I believe the increased traffic movements and noise are detrimental to the tax paying community paying for the roads.

I have personally observed slow moving trucks not observing the stop signs when entering and exiting the Quarry.

School buses are unable to safely pull over for alighting school children. Majority roads in the area have open drains for excessive water as there is no underground storm water drainage.

The trucks currently cross heritage listed single lane bridges dating back to the 1800's.

Morpeth Bridge

Woodville Bridge &

Hinton Bridge

Each truck and dog capacity load can be up to 50 tonnes of extracted materials from the quarry as stated in *RTA Truck and Dog Trailer Combination Fact sheet published Sept 2010 (attachment 2)*. The long term damage to existing infrastructure will be catastrophic if/when one bridge fails. Bridges were not built in the 1800's with the knowledge of modern societies loaded heavy vehicle impact.

Land mass

The land clearing is stated as 49 hectares is equivalent to 121.082 acres. Put into perspective, this is approximately 40 football fields. Impacts to the surrounding environment and land owners would surely be detrimental to the community.

In conclusion, I must ask the question is a company profits more important than the health and safety of the taxpaying residents of the surrounding districts? Does the employment opportunity by the Quarry outweigh the cost to the local community lifestyle? Does the state put profits before people? I am highly opposed to this proposal to expand the Brandy Hill Quarry proceeding.

Regards,

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