

Appendix 3

Social Impact Assessment Update and Response to Submissions

Prepared by Key Insights Pty Ltd - September 2018

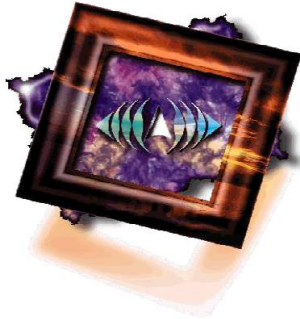
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State Significant Development Brandy Hill Quarry Extension

Social Impact Assessment Update and Response to Submissions

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List of Abbreviations

BHSA	Brandy Hill and Seaham Action Group
BHQ	Brandy Hill Quarry
CCC	Community Consultative Committee
DGR	Director General Requirements
DPE	Department of Planning and Environment
EIS	Environmental Impact Statement
EP&A	Environmental Protection Authority
LGA	Local Government Area
SIA	Social Impact Assessment
VPA	Voluntary Planning Agreement

Executive Summary

Hanson is seeking to expand the allowable extraction area of the Brandy Hill Quarry and increase the rate of production to 1.5 million tonnes per annum and continue operations for a further 30 years. This is a significant change to the current consent and meets the criteria for assessment as a 'state significant development' (SSD) under section 89C (2) of the Environmental Planning and Assessment Act 1979 (the EP&A Act). Hanson is also seeking consent to install a concrete batching plant, capable of producing 15,000m³ per annum and to receive up to 20,000 tonnes per annum of concrete washout material for recycling. The ability to continue production and sales 24 hours a day, 7 days a week is seeking to be retained.

This social impact assessment update relies on primary research and engagement with local people, a study of community and agency submissions, a review of local planning and policy documents, assessment of the local character of the area through ABS data and visits to the Quarry site and local area, the original EIS and accompanying SIA, the Director General requirements and the response of the Department and Planning and Environment to the social impact issues potentially arising from the expansion proposal. Throughout the research there has been a dialogue with Hanson about possible mitigating responses to the issues raised through the research.

Key social concerns identified by the Department of Planning and Environment's social impact reviewer, and substantiated through this updated social impact research, include:

- loss of rural amenity and 'liveability' caused by expanded hours of operation and additional truck activity;
- loss of sense of place (a quiet, safe, rural environment) caused by expanded hours of operation and additional truck activity;
- general adverse effects on health and wellbeing (e.g. ability to sleep) caused by expanded hours of operation and additional truck activity; and
- property devaluation, especially for residents on and near Brandy Hill Drive, Seaham Road and part of Clarence Town Road.

This research has revealed a mix of attitudes towards the existing baseline impacts associated with the current Brandy Hill Quarry operations ranging from gratitude and acceptance through to positions that oppose any quarry operations at all in the area. This research finds that there have been some communication misunderstandings throughout the preparation of the EIS. Hanson elected to undertake the assessment of the proposed project on its technical merits for the purpose of the EIS preparation. The EIS provides a technical review of the project as it has been proposed with the initial submissions and feedback from the community considered in determining the matters that needed technical assessment (in addition to the Director General Requirements (DGRs) from the Department of Planning and Environment (DPE). Now that the EIS has been prepared and the community has had an opportunity to consider the proposal, Hanson will look more closely at those issues that concern the community from the results of the technical assessment. These matters will be reflected in a final Statement of Commitments.

In addition to the Statement of Commitments, there will be a Voluntary Planning Agreement (VPA). A VPA, as it relates to extractive or mining industries, refers to an agreement with a proponent and a governing authority (normally Council) that specifies contributions to be made under existing plans, policies or guidelines. For the Brandy Hill Quarry, this will refer to the contributions that Hanson will make under Section 94 of the EP&A Act for the maintenance of public services. In 95% of cases this relates to contributions for road maintenance but can refer to other matters as deemed by the consent authority.

This social impact research has provided inputs for both of those instruments (VPA and Statement of Commitments) as well as recommending a mechanism for the community to assist in monitoring their implementation.

This research has also revealed a perception, in some parts of the community, that this expansion, if approved, will result in an immediate and continual 24/7 operation with the maximum amount of truck movements as per the Traffic Study. This will not be the case as the Brandy Hill Quarry business has peaks and troughs according to the contracts they are able to secure. So, while 24/7 operations 365 days per year are highly unlikely to become a reality, the mitigation strategies that accompany any approval need to give some level of comfort that amenity issues will be addressed.

It is also true that Councils, State and Federal Government, business and development agencies and people residing within the LGAs of Maitland and Port Stephens often are seeking outcomes that conflict with each other in some respects. Governments and agencies embrace and promote growth. People want to move to more semi-rural communities; but also, people want infrastructure and services commensurate with a city lifestyle. New developments are approved with the subsequent development of roads and other infrastructure that require aggregate products. Major roads are continuously upgraded as are airports and important civil and environmental protection projects. Such projects all require activity that places more trucks on the road system. Hanson, through its quarries, is meeting market demand. Local people, businesses and governments desire competitively priced aggregate products. As reported in the Newcastle Herald, April 14, 2017:

"The ability to continue supplying the Hunter region with products from Brandy Hill Quarry ensures a competitive market in the region. The high cost of transporting materials creates the need for quarries to be in close proximity to large existing markets, such as the Newcastle, Hunter and Central Coast areas." (Hanson)

The major source of concern to local people is the potential 24/7 operation of the Brandy Hill Quarry and subsequent significant increases in truck movements on the local road system. The potential impacts on amenity and lifestyle are likely to be experienced most acutely by those living near the Quarry, and along Brandy Hill Drive. The potential benefits of the expansion are more wide spread beyond the local community and include a range of economic and social benefits that spread throughout several LGAs.

This research finds that the social impacts identified in the research can be mitigated. It also finds that there has been a willingness on the part of the majority of the local community, even key objectors, to negotiate with Hanson on mitigation strategies. The Hanson approach of waiting for approval to

negotiate mitigation strategies has damaged community trust in some sectors of the local community; particularly those involved on the CCC.

The process of this social research has established a pathway for improving community trust, taking specific, immediate actions on community inputs to date where possible, and setting out an agenda for the CCC to consider mitigation strategies as well as providing for a mechanism to monitor the VPA and the Statement of Commitments.

It is desirable to find a balance between Hanson being able to maximise its resource for its own benefit and for the economic flow-ons to the community, and the community being able to continue to live a healthy lifestyle with the amenity they currently appreciate being retained. This is the pivot around which mitigation strategies will revolve.

This updated SIA is in agreement with the conclusions of the original SIA¹ and provides the following risk/benefit summary based on primary and secondary research, and taking into account the current baseline situation:

Potential positive impacts:

- Economic benefits related to securing the supply of constructions materials for critical projects in the Hunter and reaching into the Sydney market. Based on a \$22.5 million the economic benefits, for construction and operation, include:
 - 43 direct jobs and flow-on effects of local purchases of goods and services, and spin-off jobs throughout the LGA and beyond.
 - Direct wages and salaries increase approximated to be \$3.576 million, and subsequent flow-on impacts including further job generation and salaries estimated at \$3.502 million.
 - Support of local growth strategies.
- Employment impacts if a successful “employ locally” program can be implemented.
 - Jobs for local people and contractors – impacts throughout the supply chain.
- Enhancement of community relations through improved contacts with schools, sporting organisations and other bodies and contributions to community aspirations through a documented donations/sponsorship policy.
- Improvements to local safety with expanded bus lay-bys and possible walkways; dependent on ongoing negotiations with the community, Council and other infrastructure providers.
- Continuation of the heritage of the Quarry as a contributor to the local character of the area.

Potential negative impacts:

- Downward pressure on local land values if there are significant and sustained losses to amenity and current lifestyle.
- Amenity and lifestyle impacts if there are substantial increases in truck movements above current baseline.

¹ Original SIA page 40

- Sleep deprivation if continuous 24-hour operations are achieved.
- Cumulative impacts when considered in concert with truck movements from other quarries, particularly Martins Creek and including Council and other truck movements in the area.
- Road safety impacts if mitigations relating to hours of operations, speed limits and enforcement of the Truck Code of Conduct are not enforced.
- Sense of loss of local environment and sense of place if environmental standards are not met.
- Contribution to general traffic throughout the region associated with growth and development.
- Amenity impacts to immediate neighbours associated with increased activity, especially blasting, within the Quarry perimeter.

The risk of not proceeding with the expansion is that the Brandy Hill Quarry will close and there will be a loss of some 20 jobs with flow-on impacts to the economy. As per the 1983 Agreement Council will have a recreation area handed over that it is not likely to want to maintain. The majority of submissions have indicated that they would like to see the Quarry continue its operations; it is generally the scale of those operations that is contested. This updated SIA recommends the following mitigations.

Recommended Mitigation Strategies

1. Formalise the Community Consultative Committee

Formalise the CCC to comply with the Department's Community Consultative Committee Guidelines².
Membership of the CCC to comprise:

- An independent chairperson³
- Up to seven community representatives⁴
- A council representative from Port Stephens Council
- Up to three representatives from Hanson including the person with direct responsibility for environmental management of the project.

While there is an existing, active CCC; it would be appropriate to follow the guidelines for selection of members at sometime within the 12 months following Project approval.

Agendas and CCC minutes to be available on the website.

A two-way reporting system created and monitored where there is regular discussion of how members of the CCC are disseminating Quarry information and receiving feedback (regular agenda item).

(Note: A formal CCC will be a condition of consent; it is included here in response to community inputs)

² <http://www.planning.nsw.gov.au/~media/Files/DPE/Factsheets-and-fags/community-consultative-committee-guidelines-state-significant-projects-2016-10.ashx>

³ It is noted that the Brandy Hill Quarry CCC has just appointed an independent chair (Lisa Andrews) from the Department's pool of chairs.

⁴ Consider the inclusion of a near neighbour from Giles Street or Clarence Town Road, subject to availability.

2. Design a mechanism for oversight of the 'Statement of Commitments' and Voluntary Planning Agreement (VPA).

The 'Statement of Commitments' has been refined as a result of this research and is a separate document submitted with the EIS. The social impact mitigations contained therein reflect community concerns.

A Voluntary Planning Agreement as it relates to extractive or mining industries refers to an agreement with a proponent and a governing authority (normally Council) that specifies contributions to be made under existing plans, policies or guidelines. For the Brandy Hill Quarry, this will refer to the contributions that Hanson will make under Section 94 of the EP&A Act for the maintenance of public services. In 95% of cases this relates to contributions for road maintenance but can refer to other matters as deemed by the consent authority.

Mitigation strategies contained within the 'Statement of Commitments' and the VPA should be specific and measurable. **Therefore, this key recommendation is to create a mechanism that provides oversight of the Statement of Commitments and the VPA. This mechanism should be a monitoring subcommittee of the CCC that includes community reps, Council and Hanson staff.**

3. Consider additional mitigations in the regular CCC Agenda

Additional strategies recommended that are outside the Statement of Commitments or VPA, but should be a part of the ongoing CCC Agenda⁵:

- Lobby appropriate authority for speed limits to be reduced on Clarence Town Road.
- Make the Code of Conduct for trucks available to the CCC and review and update it as necessary.
- Review number of truck movements during school bus operating times.
- Publish a map of where noise and dust monitors are currently located and make available the data from those monitors. Provide an easily accessed location for this data (e.g. Hanson website).
- Monitor night time quarry operations; consider limitations to prevent sleep deprivation while allowing for some flexibility in peak demand times.
- Bus stop lay-bys: Negotiate, with community and Council, widening of local bus stops to provide safer waiting space for users.
- Discuss options with Council and other infrastructure providers and road users, for ways of increasing local walkability through walkways / cycleways. Needs to be consistent with Council priorities, achievable and able to enhance connectivity for local residents. Explore alternative routes for walkways; for example, along the Hunter Water Pipeline.
- Develop a community donations / sponsorship policy that is fair and consistent across the whole community. Consult beyond the CCC to include local business, school groups and sporting organisations.
- Review Close of Quarry Plans and appropriate post-operations landuses. Call for community submissions on post Quarry land uses.

⁵ Some of these strategies have commenced prior to the submission of this report.

4. Improve Quarry accountability through improved communications and engagement.

- Review engagement with the community and adopt a Stakeholder Engagement Plan that includes:
 - Developing a community data base that includes preferred method of engagement (e.g. e-mail, post, website)
 - Link to Quarry information on the Hanson website that is regularly updated
 - Newsletter that is published on-line, or via mail for those who prefer this option.
 - Publish location of all monitoring equipment and provide regular reporting through website and to the CCC.
 - Provide links to key documents online such as the Blast Management Plan, Grievance Procedures and the Code of Conduct for Truck Drivers.
- Review complaints handling processes in the light inputs through this SIA, and make public an amended policy. Create a feedback loop⁶.

Final Mitigation Strategies

As a result of ongoing engagement and project refinement the proponent has committed to the following mitigation strategies:

- a 60km/hr imposed speed limit on quarry trucks along Brandy Hill Drive
- changes to operating hours:

Hours of Operation	Construction Works	Monday to Friday 7:00am to 6:00pm Saturday 7:00am to 5:00pm No operation on Sundays
	Blasting	Monday to Friday 9:00am to 5:00pm No blasting on Saturdays or Sundays
	Load and Haul	Monday to Saturday 5:00am to 10:00pm No operation on Sundays
	Primary Crusher	Monday to Saturday 5:00am to 10:00pm No operation on Sundays
	Secondary and Tertiary Crushing and Screening	Monday to Sunday - 24hrs
	Sales and product dispatch	Monday to Sunday - 24hrs
	Maintenance	Monday to Sunday - 24hrs

With proper mitigation strategies, the Brandy Hill Quarry Expansion Project will deliver a net socio-economic benefit to the LGA.

⁶ Note that while complaints are rare, and often acted on within a short timeframe, those actions are not always communicated to the complainant.

1. Introduction

Hanson Construction Materials Pty Ltd (Hanson) currently operates a hard rock quarry, Brandy Hill Quarry, in the suburb of Seaham in New South Wales. The property is wholly owned by Hanson (the Company) and the Company have been operating the quarry since 2001. The current development consent was granted by Port Stephens Shire Council in 1983. The continued operation of Brandy Hill Quarry will require expanding the quarry into new areas of the site.

1.1 The Proposal

Hanson is seeking to expand the allowable extraction area and increase the rate of production to 1.5 million tonnes per annum and continue operations for a further 30 years. This is a significant change to the current consent and meets the criteria for assessment as a 'state significant development' (SSD) under section 89C (2) of the Environmental Planning and Assessment Act 1979 (the EP&A Act). Hanson is also seeking consent to install a concrete batching plant, capable of producing 15,000m³ per annum and to receive up to 20,000 tonnes per annum of concrete washout material for recycling. The ability to continue production and sales 24 hours a day, 7 days a week is seeking to be retained.

1.2 About this Social Impact Assessment Update

As an State Significant Development (SSD) the proposal requires a Social Impact Assessment (SIA) as part of the Environmental Impact Statement (EIS). The SIA within the EIS has been strongly criticised in the DPE review for failing to meet the required standards or to address the community issues in depth. The SIA methodology needs to be consistent with the recently released "*Social impact assessment - Draft guidelines for State significant mining, petroleum production and extractive industry development*".⁷

This social impact assessment update responds to the social impact issues that arise in the submissions to DPE. While it references the original SIA submitted by Hanson, this document stands alone as a piece of social research.

This research has been prepared by a social impact expert as requested in the DPE review. An overview of qualifications and experience of the author Ellen Davis-Meehan is at Appendix 1.

In addition to the DPE criticisms, Key Insights notes that the original SIA did not discuss the baseline situation; it is important to understand the quantum of change between existing operations and the proposed expansion and resultant social impacts.

This methodology for this SIA update has been designed in response to the DPE's Attachment A:

"The Department's Social Impact Assessment (SIA) specialist has reviewed the EIS and had identified significant shortcomings with its SIA (see attached advice). These shortcomings are consistent with feedback from the community that consultation undertaken during the preparation of the EIS did not result in the community's issues and concerns being addressed or resolved. The Department emphasises that meeting relevant assessment criteria does not mean there is no social impact.

⁷ http://www.planning.nsw.gov.au/Policy-and-Legislation/~/_media/8B6753256417468F80E11708762DA11D.ashx

Some of the key social concerns that were raised at the Department's community meeting and in submissions include the:

- loss of rural amenity and 'liveability' caused by expanded hours of operation and additional truck activity;
- loss of sense of place (a quiet, safe, rural environment) caused by expanded hours of operation and additional truck activity;
- general adverse effects on health and wellbeing (e.g. ability to sleep) caused by expanded hours of operation and additional truck activity; and
- property devaluation, especially for residents on and near Brandy Hill Drive, Seaham Road and part of Clarence Town Road.

The Department requests that Hanson provide a revised SIA which, at a minimum:

a) responds to the potential social impacts of the project, and either proposes adequate mitigation measures or justification as to why no mitigation is warranted. Particular consideration should be given to the various measures put forward by the Brandy Hill & Seaham Action Group (e.g. restricted production and operating hours, construction of shared pathways and road safety measures). Proposed responses should follow the hierarchy of avoid, minimise and mitigate.

b) undertakes a more rigorous assessment of the likely significance of each impact. This assessment of significance should:

- i. have regard to the likelihood, extent, duration and severity of each impact;
- ii. have regard to the sensitivity of local receivers, their capacity to adapt to change and their level of concern; and
- iii. involve affected community members in genuine engagement activities; and

c) identifies proposed mitigation measures and assesses their adequacy. **Hanson should again involve relevant community members (i.e. those living nearby who may be affected by the project).** Community engagement activities should be undertaken by a suitably qualified and experienced practitioner(s). Hanson should identify the name, qualifications, and experience of any practitioner(s)."

2. Methodology

The key methods utilised for this social research update were consultation with local people, (prioritising those living in the neighbourhood of the Quarry), detailed review and consideration of community inputs to date including public meetings and community submissions to the NSW Department of Planning and Environment, and discussion with Hanson representatives about responses to community concerns and mitigation strategies. The methodology consisted of the following components:

PART A: BACKGROUND REVIEW, INCEPTION MEETING, ISSUES SUMMARY AND ENGAGEMENT METHODOLOGY

1. Review available background information regarding the proposed expansion and consultation undertaken to date.
2. Attend an inception meeting (Sydney) and site inspection to assess the geographic area of interest.

3. Summarise critical social impact comments from submissions and prepare an Impact Table to be completed by the end of the SIA update:

Identified Social Impact	Likelihood / Sensitivity	Extent	Duration	Severity
From Community inputs	<p>Is the perception of social impact real or likely?</p> <p>Are particular groups more vulnerable or sensitive to the impact?</p> <p>Is adaption possible over time?</p>	<p>Geographic Extent.</p> <p>Number of people potentially affected.</p>	<p>When the impact will occur and over what period.</p>	<p>The intensity of the potential impact on the social environment.</p> <p>Whether the impact is acute or chronic.</p>

4. Conduct a stakeholder analysis / review consultation to date and prepare a plan for engagement if the project becomes operational. Identify key interviews or meetings that need to occur to complete the SIA Update and Submission Response.

PART B: ASSESSMENT OF IMPACTS

- Undertake additional consultation (via meeting and interview with key targets as identified in 4 above) in order to gather information necessary to determine the likely duration, extent, sensitivity and severity of potential social impacts.
- Add to the existing SIA by providing deeper analysis of the potential social impacts on the local and regional community, including:
 - The likely duration, extent, sensitivity and severity of potential social impacts.
 - Social impacts associated with predicted environmental impacts.
 - Social impacts relating to the use and availability of public infrastructure and services.
 - The social implications of the economic costs and benefits of the Project.
- Refine the appropriate measures/mitigation strategies to avoid, minimise or mitigate potential social impacts.
- Discuss mechanisms that may be used for the management of compliance relating to the proposed mitigation measures and any social impact-related conditions of consent.
- Provide a Report that updates and references the original SIA and focuses on a deeper analysis of social impact issues raised in the submissions.

The confidentiality of research participants is respected in the documentation of this research update.

Note that all comments and notes on community and agency inputs have been sent to the participants for review and comment before being included in this SIA Update.

This SIA has taken an “action research” approach where dialogue has been encouraged between Hanson and the community, actions have been recommended by this researcher to Hanson, and outcomes of those actions is being monitored. This is an ongoing process.



Figure 1 Site visit to Brandy Hill Quarry



Figure 2 Quarry Boundary at Giles Street



Figure 3 Property immediately bordering Quarry on Giles Street

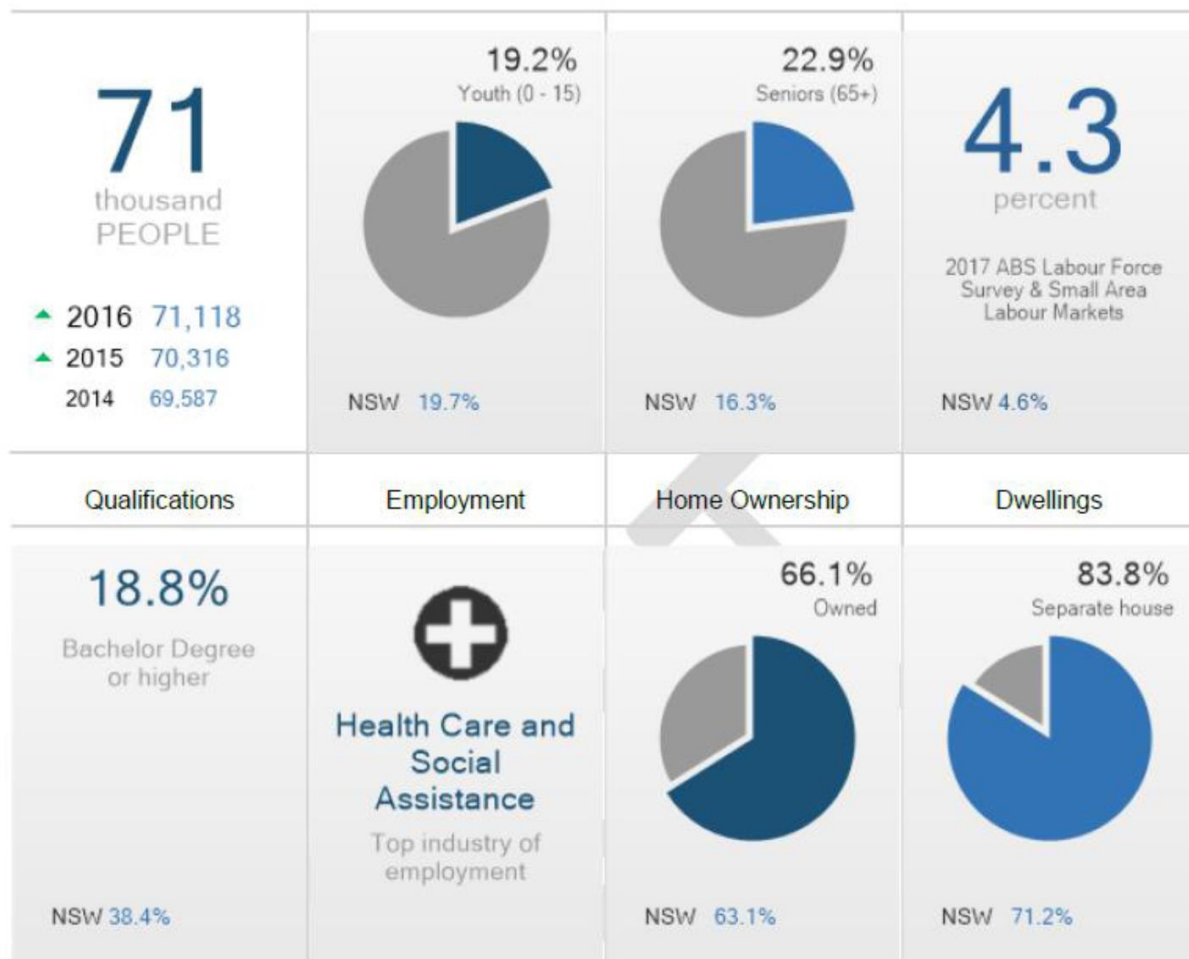
3. Community Profile and Baseline

This SIA Update expands and updates the demographics in Section 7 of Appendix 17 in the EIS⁸.

Port Stephens is characterised by a combination of natural features, waterways and rural character; affordable housing; accessibility and its location in a significant Regional labour market, which offers a range of accessible jobs in Port Stephens and the broader region. These factors have ensured that Port Stephens has experienced consistently high population growth over the last 15 years. Other population trends include: an ageing of the population with high growth rates of people aged 65 years and over a small decrease in the 20-34 age group as people leave for higher education and for employment. Areas within the LGA differ in their population characteristics, with the Peninsulas attracting the older age groups (retirees). Port Stephens is a thriving community with great diversity

3.1 Demographics

This section updates the 2015 SIA submitted with the EIS, which relies on 2011 data. The 2016 ABS Census now reveals the following overview of the Port Stephens LGA:



⁸ Appendix 17 (Section 17A) Socio-Economic Impact Assessment Page 22-27

3.1.1 Trends – Population and Migration

The total number of people usually resident in Port Stephens in 2016 was 71,118⁹. This represents an increase of 8,986 people (14.46%) from the 2006 total of 62,132 people. Port Stephens LGA has a growing population with a higher percentage of Seniors (65+) than does NSW.

Brandy Hill has a population of 701 people, up from 671 in 2011. 13.4% of the population are Seniors (compared to 22.9% of the LGA) and 15.3% are Youth (1-15 years), compared to 19.2% for the LGA. **In Brandy Hill the age group with strongest representation is 50-59 years (24.96%)** followed by 60-69 years (16.26%). The percentage of 50-59 years is almost double that for Port Stephens, Hunter Region and for NSW. This may be partly explained by pre-retirees making a tree change for a semi-rural lifestyle close to the amenity of large regional centres. It also aligns with qualitative research that suggests professionals are moving into the area.

In nearby Seaham the largest age group by percentage is 40-49 years.

In 2016, 89.2% of Brandy Hill residents were at the same address as for the 2011 Census. This suggests a very stable population which compares to 76.02% for the LGA and 76.45% for NSW.

When considering migration over the last 5 years; the small amount of people moving to Brandy Hill came predominantly from the following areas:

- Newcastle: 3.85%
- Maitland: 3.57%

3.1.2 Housing and Family Structure

On Census night 2016 100% of dwellings in Brandy Hill were occupied private dwellings.

45.5% of families in Brandy Hill have two people in the family. This compares to 52.63% for the LGA. 20.57% were in three-person families, 22.01% in four-person families, 7.18% in five-person families and 4.78% were in six-person families. Seaham and Brandy Hill both tend to have larger family groupings than for the entire Port Stephens LGA; however, as the percentage of youth (1-15 years) is lower than for the LGA this suggests that the larger family structures are not always parents with children. The split between “couple family with children” (Brandy Hill: 47.83%) and “couple family without children (Brandy Hill: 46.38%) is about 50/50. Only 5.31% are “one parent families” (compared to 16.3% for the LGA).

3.1.3 Employment

2016 Census data indicate that 35.9% of Brandy Hill residents are employed in full time work. A further 24.71% are employed in part time work. This compares with 27.92% (FT) and 17.54% (PT) for the entire LGA. 28.57% are not in the labour cohort (e.g. retirees or stay-at-home parents) and this is significantly less for the 40.37% out of the labour force across the LGA.

The dominant occupations of Brandy Hill residents are; Professionals (17.53%), followed by Clerical and Administrative Workers (16.95%) and Managers (15.8%). This compares with 14.71%, 12.86% and

⁹ ABS 2016 Census Data.

10.83% respectively for the LGA. Labourers, Technicians and Trade Workers and Community and Personal Service Workers make up a significantly smaller percentage of the population than for the LGA. A higher proportion of residents working in typically higher paying sectors aligns with the advantage data for the area revealed in the SEIFA scores below.

A significantly higher proportion of Brandy Hill residents drive a car to work (39.37%) compared to the LGA (28.01%) and to NSW (26.11%). This aligns with the higher proportion of residents in full time or part time work and the lack of public transport in the area.

Notably, Machinery Operators and Drivers represent 11.21% of Brandy Hill compared to 8.23% for the LGA. This is an indicator of workers residing close to their employment and is supported by the qualitative research which reports that many of the Brandy Hill Quarry truck drivers live locally.

3.1.4 Measure of Relative Socio-economic Disadvantage (SEIFA)

The Index of Relative Socio-economic Disadvantage (IRSD), is a general socio-economic index that summarises a range of information about the economic and social conditions of people and households within an area.

A SEIFA¹⁰ low score indicates relatively greater disadvantage in general. For example, an area could have a low score if there are (among other things):

1. Many households with low income, many people with no qualifications, or many people in low skill occupations.

A SEIFA high score indicates a relative lack of disadvantage in general. For example, an area may have a high score if there are (among other things):

- Few households with low incomes, few people with no qualifications, and few people in low skilled occupations.

The SEIFA score for Brandy Hill in 2011 was 1,090. The area is relatively more advantaged than the entire LGA with a SEIFA score of 980 and, than Raymond Terrace with a SEIFA score of 904. The SEIFA score for Seaham was 1,083 and for East Seaham, 1,059. In fact, the geographic area of Brandy Hill, Seaham and East Seaham exhibit a relative lack of disadvantage and are the most advantaged areas in the LGA. They compare favourably to many areas in NSW.

3.1.4 Property Values

The median property price in Brandy Hill for the period 1 January 2013-31 December 2013 was \$649,000.¹¹ This was based on 10 house sales. For January – December 2015 the median property price was \$835,000 based on 11 house sales during that period. This represents significant growth in value over the 2-year period for the established, stable community; growth of nearly 30%.

From January – December 2016 the median price was \$740,000 based on 10 house sales. Currently the median price is \$780,000 based on 16 house sales between 1 November 2016 and 13 November 2017.

¹⁰ **Source:** Australian Bureau of Statistics, Socio-Economic Indexes for Areas, Cat. 2033.0.55.001 (2011 data was released on 28 March 2013. 2016 data is expected to be available in 2018).

¹¹ Data supplied by RP Data Pty Ltd trading as CoreLogic.

In Seaham median prices have seesawed from \$680,000 in 2013 (13 house sales), to \$464,000 in 2014 (15 house sales), to \$680,000 in 2015 (11 house sales) and to \$539,500 in 2016 (16 house sales).

With such a small amount of sales care needs to be taken in identifying trends. Qualitative research with local agents reinforces that house prices are fairly stable and do not experience the same strong peaks and troughs as larger city markets.

Brandy Hill is identified as a “high demand market” by realestate.com.au with average visits per month to the website for Brandy Hill sales at 964 per property. This compares to 852 per property for NSW. This data is not statistically significant¹².

3.2 Existing Local and Regional Land Use Character

Section 6.3 Regional Area Assessment of the SIA submitted for the EIS accurately describes the key local and regional land use characteristics. Key points:

- The Brandy Hill Quarry Expansion Project will not result in any change of land use. The land use remains consistent with the local area and the region. There are several quarries in the area with the most relevant, in terms of cumulative impacts, being Daracon’s Martin’s Creek Quarry located 10km to the north west of the Project.
- The local area is central to major transport links; the major route being north/south along the Pacific Highway, normally accessed via Raymond Terrace.
- The location of the Brandy Hill Quarry is within a short distance to sites of high environmental value. While reasonably close, these are outside the area of geographic impact. Sites include the Hunter estuary and wetlands to the south, Stockton sand dunes and beaches to the east, the waterways of Port Stephens in the northeast and the rural hinterland and Williams River to the west. There are also several large areas of natural conservation within a 7km-20km radius; including a number of national parks.
- There are several heritage wooden bridges over which trucks could possibly travel.
- Brandy Hill Quarry’s previous owners sold land along the haul road, Brandy Hill Drive, for Council approved development as large rural-residential lots. The two land uses (quarry and rural-residential) have co-existed for decades.

3.3 Existing Approval

Brandy Hill Quarry operates under consent, issued by Port Stephens Council on 21 December 1983, for Application 1920, for a Hard Rock Quarry and Processing Plant. The Schedule attached to the consent requires the Quarry to undertake all environmental protection measures as outlined the EIS prepared by Resource Planning. At the time the applicant was required to “contribute towards the fund in respect to roads in the immediate vicinity of the area which are likely to be affected by the operation being carried out. The levy per tonne moved is 20c ... to be varied annually with movements in the CPI”¹³

¹² Demand is calculated as the average number of visits per listing per month over the last 12 months to realestate.com.au/buy that include at least one property details page view in Brandy Hill, NSW 2324. Supply is calculated as the average number of property listings per month that have been viewed at least once that month on realestate.com.au/buy in Brandy Hill, NSW 2324 over the last 12 months.

¹³ Port Stephens Council File: P9/1/12/1920 Schedule 1.

Based on a submission dated 20 May 1991, Council granted an amended consent that allowed: "Condition numbers 15 and 16 of development consent no. 1920 are now hereby deleted."¹⁴ These two conditions referred to "Should claims for compensation in respect of damage or loss of value of property within 2km of the centre of the quarry arise, the applicant shall accept the verdict of an independent board in respect to payment of damage claims ..."¹⁵

The application was subject to Section 94 Contributions "in respect of the upgrading of communication and transport facilities within the area and in this regard widening of Main Road 601 to provide bus lay-bys for the picking up and setting down of school children ..."¹⁶

The applicant at the time had to submit a detailed landscaping plan to Council and enter a legally binding agreement to the effect that the site will be restored in accordance with that landscaping plan¹⁷: "... all operations upon the site are to cease after quarrying operations have been completed and the site is to be dedicated to Council as public gardens and recreation space at nocost to Council."¹⁸

There were no conditions placed on the operation that related to hours of operation or to truck movements.

3.4 Current Operations and Baseline Impacts

The Brandy Hill Quarry site covers 561 hectares which includes current operations, the proposed expansion site and surrounding buffer land. The Quarry currently has a 15% market share, which is anticipated to grow up to 30% with the new DA consent.

The Quarry services primarily the Hunter and Central Coast with some sales into the Sydney Metropolitan Region. Projects include:

- Supply of concrete aggregates, asphalt and sealing aggregate for roads – Central Coast, Hunter Valley and Sydney
- Special Projects: Break walls, Riverbank restoration (local area), airports, coal loader, RAAF base.

Quarry staff provided a snapshot of current operations. Between Monday 19/06/2017 and Friday 23/6/2017, the following occurred:

- 307 deliveries:
 - 217 travelled along Brandy Hill Drive and through Raymond Terrace.
 - 90 turned right at the Quarry driveway and proceeded down Clarence Town Road to Maitland, Rutherford and Cessnock.

Staff note that there are peaks and troughs in Quarry operations depending on market demand and contracts secured. **The bulk of truck traffic proceeds along Brandy Hill Drive.** At present no trucks leave the Quarry site before 5am and incoming trucks cannot arrive before 6.30am. There is a Park in Raymond

¹⁴ Port Stephens Council File No: 1920/83

¹⁵ Port Stephens Council File: P9/1/12/1920 Schedule 1.

¹⁶ Ibid Clause 13.

¹⁷ A comprehensive Quarry Closure and Rehab Plan is normally produced post approval as a requirement of the conditions of consent. This plan is used throughout the quarry's life to ensure rehabilitation objectives are achieved.

¹⁸ Ibid Clause 6.

Terrace where trucks are required to wait if they arrive early. There are 7 trucks based at Brandy Hill Quarry and 6 based at Carrington. Several local people own their own trucks and have contracts with the Quarry. Contractors and Carrington based trucks will arrive in the early morning when demand exists. A Driver Code of Conduct Policy, which is rigorously enforced, appears, in its updated version, at Appendix 2¹⁹.

Trucks are already operating in concert with other trucks from other quarries, garbage trucks, local car traffic and the school bus service. In considering submissions and qualitative inputs for this research, it is clear that many people in the local community are willing to live with current operation levels and resultant impacts. This is true even for many of the objectors, who recognise the long term economic contribution of the Quarry to the area. A proportion of locals are not happy with current baseline impacts.

The Quarry currently delivers 20 jobs and a number of supplier contractors. Around 50% of employees live locally.

In addition to employment, the annual spend with local suppliers is significant. Repair and Maintenance alone is over \$3M per annum. It is estimated that over \$4M per annum, in total, is spent in the economy through suppliers; and this generates flow-on impacts.

Hanson has records of contribution amounts to Port Stephens Council from the period of December 2005 to March 2018 (12 Years) which indicate that during this 12-year period, \$3.47 million has been paid to Port Stephens Council. This amounts to, on average, \$283,000 per annum. Based on this annual amount it is estimated that the Quarry would have paid in the order of \$9.6 million in contributions since consent was granted in December 1983.

Since April 2013 Hanson has paid \$1.44 million towards road infrastructure and maintenance through contributions. Hanson and the CCC have requested that Council provide evidence of how these road contributions have been expended.

The Brandy Hill Quarry also donates to local community organisations including Seaham Preschool, local Netball and Cricket teams as well as supplying free aggregates to the community in times as need; such as post the 2015 floods. There is no structured system of community donations.

Hanson has established an informal Community Consultative Committee to engage with the local community. The community consultation structure appears in the original SIA and social issues scoped up until that 2015 report are detailed there.²⁰

The Quarry operates within the limits set by the EPA and other authorities. There are very few complaints about operations to Quarry management. **There have been 4 complaints this year from January – September 2017.**

4. Research Findings

4.1 Summary of Public Submissions

Submissions from the community to the NSW Department of Planning and Environment have been reviewed and analysed. A compressed overview of individual submissions appears at Appendix 3.

¹⁹ The Drivers Code of Conduct has been strengthened as a result of community engagement and the most recent version (September 2018) is attached to this SIA Update

²⁰ Brandy Hill Quarry Expansion Project Socio-economic Impact Assessment 2015 Pages 33-36

The majority of submissions were from people living in Brandy Hill and the majority of submissions objected to the planned expansion.

In the objections there were two divergent positions presented:

1. Support for the Quarry continuing at the current level of operations with objection focused on the Quarry expansion. Proponents of this position identified current impacts, but recognised that the Quarry had existed for a long time and were prepared to “live with it”.
2. No support for the Quarry in any form. Proponents believed that current impacts are unacceptable and not in keeping with the emerging rural / residential communities that surround the Quarry. While the Quarry may have been operating for many years, the community is changing and, according to this group of objectors, the impacts have reached a critically unacceptable level.

Objections overwhelmingly focused on the impacts of increased truck movements. Most submissions assumed that the proposed expansion would mean that the Brandy Hill Quarry would operate at the maximum allowable capacity at all times; namely a 24/7 blasting and transportation operation resulting in the maximum number of allowable trucks on the road at all times.

Not all impacts identified in the submissions are social impacts. **Mostly the social impacts arise from other types of impacts, such as environmental impacts. Therefore, the intensity and duration of the social impacts are dependent on Hanson’s ability to manage the environmental impacts.** Such management will require ongoing communication with the community, and this is further detailed in the mitigation strategies.

Where submissions expressed support for the Quarry expansion, reasons of employment and economic outcomes were cited, as well as recognising the Quarry’s historical place in the community.

The objections can be grouped in the following key social impact areas:

Loss of Amenity

Residents value the semi-rural lifestyle and relative quiet of the area. Objectors are concerned that 24/7 operations and subsequent truck movements will significantly degrade current amenity.

There are also legacy concerns (about future amenity) related to the future use of the Quarry. Some objectors are concerned about the void that will be left and possible uses; such as an infill waste facility.

Impact on local wildlife, particularly as road kill, is seen as an environmental impact, but also as a social impact in that it degrades local amenity.

Loss of Lifestyle

Many residents are concerned about losing connectivity with each other because they are not able to safely walk along Brandy Hill Drive and other major streets in the area. For the same reason it is anticipated that horse riding and cycling along these roads will no longer be safe on weekends if operations are 24/7. As the area emerges as a rural/residential “lifestyle” community there have been concerns expressed about conflicting land uses and whether a Quarry (industrial) fits with rural/residential zoning.

Safety

The majority of objections to the proposal mention road safety and safety for children waiting at bus stops. The concern is driven by the proposed number of truck movements mentioned in the EIS and the perception that Brandy Hill Drive is no longer suitable for pedestrians. Many objectors mentioned the lack of a dedicated cycle path or pedestrian path in the area and that this impacted negatively on the connectedness of the community.

Some of the safety issues are related to car driver behaviour; for example, overtaking garbage trucks on double lines or general speeding. Some concerns are related to truck driver behaviours; particularly for contracted trucks not owned by Hanson. **It is clear that safety concerns arise from the behaviours of all road users be they Hanson trucks, trucks from other Quarries, Council trucks and local car drivers.**

Some objectors had safety concerns about entering Brandy Hill Drive safely via their own driveways; particularly if they were towing a horse float.

Further, safety concerns extend beyond the immediate vicinity to the intersection at Raymond Terrace and driveway entry to Macdonalds, and to the west to Bolwarra, Paterson and Hinton with rural roads and heritage bridges. Again, concerns identify all road users and trucks from more than one source.

Health and Welfare

Near neighbours and those along the main road roads are concerned about impacts on their health from particulate matter associated with diesel trucks and blasting on site.

Objectors who live locally are also concerned about the duration of noise from truck movements if there is an increase to 24/7 operations and potential sleep deprivation and subsequent health impacts.

Economic Impacts

Many local objectors were concerned about the potential decrease in property values if the increased operating hours were to be approved. Some residents near to the Quarry were concerned about vibration impacts on the structure of their properties and subsequent negative impacts on the value.

There is also concern about the cost to Council for road maintenance associated with truck movements. Not all objectors were aware that Hanson pays a levy to Council for road maintenance. Trucks from a variety of sources, including Martins Creek Quarry, were identified as contributors to road deterioration. It was the view of many objectors that the roads are currently sub-standard and need to be fixed before any increase in truck movements could be considered.

The generation of local employment and flow-through benefits to the economy was seen by some as a positive impact of the expansion with some objectors noting that this positive impact is outweighed by potential negative impacts associated with increased truck movements. Potential negative impacts on tourism in the nearby Barringtons was raised by one objector.

Support and contribution to the regional economy and convenient supply of gravel products to important infrastructure projects and to local people was also identified as a positive economic impact of the expansion.

Heritage

Potential loss of the old heritage bridges in the direction of Maitland was identified as a risk and this impacts on the community's sense of place and attachment to the area.

The Heritage of the Quarry itself was mentioned and the historical connection it has to the community. This is also seen as valuable and part of the sense of place and character of the area.

Trust

Some objectors raised a lack of trust in Hanson and a disappointment in the EIS, particularly the Traffic Report. Other submissions described the positive contributions that Hanson currently make, such as giving away gravel to locals after a major storm event.

Kate Washington, MP for Port Stephens, reflects the concerns outlined above in her objection to the expansion proposal, while supporting current operations. Ms. Washington's objection summarises potential social impacts associated with increased hours of operation and increased truck movements:

"Given the current operations of the Brandy Hill Quarry already impacts negatively on residents' quality of life, the proposed expansion of operation is of great concern. The rural residential areas of Brandy Hill and Seaham are idyllic places of peaceful retreat. The increased operations pose an unacceptable threat to the lifestyle that residents live in the area for. On behalf of those that I represent, there is no objection to the current quarry operations. I share residents' concerns about safety and impacts on quality of life and object to the proposal in its current form."

4.2 Agency Submissions

Agency submissions on the EIS did not generally address social impacts; and where they did it was in relation to ensuring that environmental impacts are managed so that they do not lead to negative impacts on health and wellbeing.

Agency comments on processes and mitigation were:

Hunter New England Population Health:

"HNEPH notes the importance of effective and genuine community consultation with active involvement of adjoining property owners, the community and the local authority ... The EIA should ensure that community consultation is continued up to and if approved, during the ongoing operation of the development."

(Prof David Durrheim. Director – Health Protection. Hunter New England Population Health.)

Port Stephens Council:

The SIA should include, but not necessarily be limited to, ... assessment of the impacts as they relate to the demographics of people who live in the affected suburbs as noted. The SIA should also provide adequate assessment of the cumulative effects that discuss the following:

- All quarry related sources of noise, including transport of product and the impacts and cumulative impacts on people*
- The impacts of dust associated with all quarry related activities, including road dust as a result of trucks and dust coming of loads in transit, which has not been addressed in the Air Quality Impact Assessment (Appendix 11). The Air Quality Impact Assessment is considered insufficient due to the lack of baseline air quality data and inability to measure and manage quarry related air quality impacts and nil assessment of the impacts of diesel fume emissions.*
- On site air quality monitoring equipment to measure baseline air quality (existing air quality and quarry generated air quality impacts) and ongoing measurement and management of quarry related contributions to air quality is recommended if approval is*

granted.

- *The SIA must address S.89 of the Local Government 1993, S.79(b) and S.79(c) Environmental Planning and Assessment Act 1979 and clause 228 of the Environmental Planning and Assessment Regulation 2000.*
- *Identify public infrastructure, such as school bus stops and general public bus stops. Changes to speed limits on Clarence Town Road and Brandy Hill Drive are recommended.*

Economic benefits derived from the development including:

- *Jobs, and a salary increase of \$3.576 million. Flow on effects estimated to result in "a further 42 jobs and a further increase in wages and salaries of \$3.502 million".*
- *"... it is recognised that the quarry is in a strategic location when considering its proximity to the Sydney market and would assist in the provision of construction materials to enable infrastructure development".*
- *Potential negative economic impacts on business and land values in Seaham.*
- *Economic costs post operations.*

(Samuel Harvey. Development Planner. Port Stephens Council.)

Maitland City Council

"... should there be a demand for quarry material to be transported through towards Maitland, Council is concerned that traffic noise may have a significant impact due the cumulative effect ... combined with Martins Creek heavy vehicle traffic."

"In general, there should be consideration to the health and wellbeing of residents that reside along haulage routes associated with the quarry.

- *"Transport Management Plan should link to a Noise Compliance Management Strategy that considers noise monitoring and consultation with Council on outcomes."*

(Scott Henderson. Coordinator Infrastructure Planning Engineering. Maitland City Council.)

4.3 Community Meeting

The NSW Department of Planning and Environment facilitated a Brandy Hill Community Meeting on 22 March 2017. This meeting was advertised and well attended. The meeting notes are relied on in this SIA update as broadly representative of local discussions.²¹ The Department's Record of Meeting is attached as Appendix 4.

Several officers from the Department led the Community Meetings with representatives present from the Brandy Hill Seaham Action Group. The Voice of Wallalong and Woodville, and Port Stephens Council, The Member for Port Stephens attended. Andrew Driver (Development Manager) and Chris Dolden (Operations Manager Aggregates) represented Hanson.

An Overview of the Proposal and the Approval Process was given by the Department.

Three presentations were made from representatives of the local residents' action groups. The concerns raised are consistent with those outlined in the Public Submissions summary above (at 3.1).

²¹ For this reason, an additional Public Meeting has not been held as part of this research. However, the research has had conversations with local people about their interpretations of inputs from the Community Meeting.

Questions raised at the meeting highlighted concerns about:

- Road safety and adequacy of busstops
- Noise and pollution impacts associated with increased truck movements
- Cumulative impacts (in relation to trucks particularly)
- Trust in the sincerity of Hanson consultation to date
- Quarry closure at end of operations

4.4 Community Consultation / Research

Specific, targeted consultation, in the form of focus groups, interviews, and locational intercepts, was undertaken as part of this social impact research. The focus was on small meetings with the nearest of neighbours. The starting point was the existing Community Consultative Committee (CCC) with members being asked to invite people to the meetings that they felt should be there. Interviews were also held with some local business people and some intercepts with young workers at a local Seaham shop. Discussions were held with both staff and Ward Councillors of Port Stephens Council. A Quarry visit and meeting with key staff also formed part of the engagement.

4.4.1 Site Meeting at Quarry with Shaun Boland and team (15/07/09)

- **Employment:** Employ 20 people; about 50% of whom live locally (with the area of influence). Our business:
 - Supply of concrete aggregates, asphalt and sealing aggregate for roads – Central Coast, Hunter Valley and Sydney
 - Special Projects: Break walls, Riverbank restoration (local area), airports, coal loader, RAAF base.
- The **concrete batch plant DA** (currently at Raymond Terrace – it is an outdated plant). There are 6 workers there; they may come over, but they are close to retirement age.
- The concrete batch plant will enable us to recycle concrete – excess from building sites etc. It allows us to turn a cost to the business into a profit centre. Councils like the recycled products produced.
- We have superior quality rocks for roads – Councils love it. Our rocks produce a low slip end product. We are preferred by most of the Councils from here to the Central Coast; although Port Stephens Council doesn't use us.
- We are currently providing for a very large contract at the RAAF ... upgrade for new fighter jets.
- Providing rocks for river bank reconstruction work – post flooding work, along with Booral Quarry in East Seaham.
- We have provided rock to the upgrade to the Coal Loaders in Newcastle and to the former BHP site.
- **Our annual spend is large with local suppliers.** Just in Repair and Maintenance its over \$3M per annum. It would be over \$4M in total that flows into the economy through our supplies. Everything from purchasing for our work BBQs and lunches at the local shops in Seaham (butcher and local store) through to bigger maintenance items on the plant; Komatsu Tomago and Westrac Tomago.
- We make a lot of donations: Seaham Preschool, gave away road base to locals, post storm, support for Netball and Cricket teams.
- There is a lot of corporate pride in this Quarry. We do a really good job and we meet all environmental requirements. This is a stand out quarry for Hanson – visitors are always impressed. It's a great place to work.
- We don't employ any apprentices here, but Hanson have a Graduate Trainee Program.
- We help with the Young Driver's Program in schools. We present at the local High School in Raymond Terrace – we show the students a Truckie's perspective on the road; what they can

and can't see.

- We have 7 trucks based out of BHQ and 6 based at Carrington. Dozens of locals own their own truck and are on contract.
- We have a Code of Conduct for all drivers – old and new; our trucks and contractors:
 - Our trucks can leave at 5am.
 - Trucks coming in are on curfew until 6.30am
 - There is a Memo for all drivers on times and on parking – there is a park in Raymond Terrace where we ask them to wait if they are early.
 - If truck drivers break the Code of Conduct they are given one warning and then their contract is terminated. We are really strict on that and we sack any “cowboys”.
 - RMS Chain of Reaction (Truck Safety)
 - 70% of our truck movements are along Brandy Hill Drive. The end point for our aggregates determines the route.
- Andrew and Chris put a proposal to the last CCC – about what might be in a VPA. We pay per ton to Port Stephens Council – not convinced it is always well spent by Council.
- There is an issue with the car entrance at Raymond Terrace MacDonald's – it is the worse Maccas to get in and out of.
- **The nature of our business is cyclical; it goes up and down “like a yoyo”. This will continue with the expansion** – we want to be able to meet large contracts but there will still be times when we are quiet. Our hours of operation are driven by market needs.
- Blasting complaints: there haven't been any for the last 3 or 4 – even for the 80K shot recently, which was the largest we have ever done.
- **There have been 4 complaints this year from January – September 2017.**
- There is nothing at night atm but that might change. It is demand driven. We are penalised by Hanson for having stock capping (can't have rocks piled up on site).

Corporate Citizens / Possible Mitigation Strategies

- Discussion of truck movements during school bus operating times.
- Gilmours (Darren and Debbie): nearest neighbour on Clarence Town Road – first property on left near Seaham. We have paid for a new fence separating the properties.
- Wild Dog Trapping program twice per year. The contractor Kevin Forward spends a lot of time talking to neighbours – making sure they keep their dogs inside.
- If Brandy Hill Drive were asphalt instead of tar it would be a lot quieter and there would be less potholes.
- Hanson Transport Supervisor – responsible for Compliance and Induction for trucks. Previous personnel have been very good. Everyone's future depends on safe operations.
- Local businesses that benefit from our operation: Cleaning contractors, electrical and mechanical contractors, machine and equipment hire, pest and weed control, environmental services and monitoring, spare parts, consumables, local Seaham shop and butcher, Supermarket and 100 drivers making deliveries.
- The idea of a “Community Trust” for donations that removes Council from the equation could work.

Policies / other comments

- Complaints Register sighted and photographed. Current and in good order. Managed by Nicole.
- Complaints always responded to; however, team were unclear if the responses have been communicated to the complainants. E.g. blasting complaint from Giles Road resulted in monitors

being installed on the Giles Road / BHQ border.

- Team unclear of Complaints policy in terms of length of time to respond, and reporting.
- Noise and Dust is mostly related to truck movements. There is a strict Code of Conduct (not sure where this is published / not sighted) and a clear Chain of Responsibility.
- The local media have not been helpful – on the release of the intended expansion the front-page headlines were “1.5M tons and X truck movements”. This cemented the maximum operational load in people’s mind as a constant for the expansion.
- We used to tell people when we were blasting but we found that it generated complaints, so we don’t say anything now. Sometimes there are complaints to the EPA on days that we haven’t blasted (e.g. Anzac Day when we were closed).

4.4.2 Meeting with Giles Road Residents

The researcher met in the home of some Giles Road residents. Key points:

- We object to the quarry and its expansion because:
 - It impacts on our investment in the area (moved from Stockton to large rural property 2 years ago). The real estate agent didn’t tell us the quarry might expand; he indicated the contrary.
 - Lifestyle and amenity impacts
 - It’s our children’s future – what about their health and wellbeing?
- Road speeds need to be reduced to 60km/hour; however, people overtake whatever the speed limit is.
- Longer term impacts if zoning in the area changes to residential – already there are more subdivisions of rural property being planned. E.g. 4 Giles Road – rural residential plans that are inappropriate. The more people who move to the area the more conflict there is likely to be with the “industrial use” of BHQ.
- Brandy Hill Drive is full of potholes.
- We chose this area for the social amenity:
 - Local schools and pre-schools are excellent
 - People move here to get into Seaham School
 - There are good bus links to private schools in the region including Hunter Valley Grammar
- We would like to see details now of the Mine Closure and Rehab Plan. What is the end use going to be and what say will we have in it?
- Health, air quality and dust (can see dust plume over quarry from their property high on hill):
 - Very little confidence in Air Quality management – nothing seems transparent. Where are the Monitors located? We would like to see the result of air monitoring available on the website.
 - They say they meet the Standards – but what are they and how do we know?
 - We can hear machinery at 9pm at night.
 - My brother is asthmatic – it has been peaking and troughing – we can’t directly attribute it to the quarry; but we suspect it is related to dust levels.
 - Is there dust in our tank water?
 - North easterly is the prevailing wind in summer and that blows dust right over our

property. Is there dust watering? What can be done to reduce dust? Can they blast on wind free days?

- How will this not explode into 24/7 operations?
- The gate from BHQ into Giles Road – is there a second entry planned?
- Clearing of 48 hectares – that is a lot of land clearing and environmental damage.
- Out house is moving and cracking. Tiles are falling off our pool. We can't prove why – but we suspect that it is BHQ operations. It is costing us a lot of money.
- We want a clean rural environment.
- We are concerned about the value of our property decreasing with 24/7 operations and increased truck movements. Brandy Hill cops it enough as it is – existing impacts are unacceptable. As residential development has moved out to this area it is time for the quarry to go – industrial and residential are incompatible.
- We know cyclists and motorbike riders who wouldn't come out this way now (they use to) because of safety risk.
- Shift worker drives to work at 4am and comes across trucks on Brandy Hill Drive – they may be from another quarry but from our perspective it is trucks on the road at 4am.
- Emerging characteristic of the area:
 - Brandy Hill has a high level of social amenity: connection and community
 - It is a very progressive community – there are a lot of professionals moving to the area; Doctors, Police etc.
 - It is an emerging artistic community. Next door has held Body Percussion workshops and large community events. We are trying to create a vibrant, artistic community. We have been discussing "slow food" and creating a farm gate experience for visitors.
 - Seaham school is at capacity.
- Maybe the baseload impacts will be OK (not sure, or agreed upon) but we are definitely opposed to an increase in operations.
- We made a report on blasting to the EPA on 6/7/17. It seemed to us that there were three blasts that day. The EPA said "they are not exceeding limits so there is nothing we can do. But please keep ringing up and reporting." This seems to me that the EPA have concerns and want us to report to assist them to deal with the situation. It makes me suspicious of operations that the EPA would be encouraging us to ring up.
- We don't like the idea of a concrete crushing plant – that adds even more pollution.

Summary of suggested mitigations:

- Publicly available air monitoring data
- Dust watering and no blasting on windy days
- No blasting or crushing after 8pm
- Reduce speed limits on the roads
- No trucks during school bus times
- Cycleway / walkway along Brandy Hill Drive

4.4.3 Meeting with CCC Community Members and invited local residents

Chaired by Lisa Andrews, Independent CCC Chair. This was an open focus group in the home of Key Insights Brandy Hill Quarry SIA Update

Margarete and Neil Richie. CCC members had been briefed about the nature of the consultation and asked to invite any local people that they felt would like to have input. No Hanson staff were in attendance. CCC minutes of the meeting Appendix 5.

Prior to meeting commencement Cr Paul Le Mottee asked if the researcher were a “PR Company”. The nature of the social impact assessment was explained; namely it was required to be an objective piece of research which must conform with the Department’s Social Impact Guidelines.

Peter Rees raised the point that it was inappropriate to ask the community to comment further when they have not seen the amended documents under consideration as part of the EIS. While the point was taken, the Department has asked for the SIA to be revised and this consultation is critical to that process.

Key themes emerged during the discussion and the group agreed on the issues:

- Thee CCC feels like it has been betrayed – we put in a lot of work trying to cooperate with Hanson. Now we see none of our issues addressed in the EIS and we wonder what we have been doing. We feel used; the consultations have just been to “tick a box”.
- The previous management has made promises to us – about a cycle/footpath for example, that now no longer seem like they will proceed.
- We need all mitigation works to be done up front. This expansion should not go ahead until current issues are addressed and proper infrastructure is put in place.
- Dollars need to be spent up front.
- Cumulative impacts are a burden to us. This Quarry cannot be considered in isolation from other operations that send trucks down Brandy Hill Drive (and pay no levy to Port Stephens Council).
- We have been told by Hanson (Chris) that “individuals don’t count. We are responding to government and external community demands. We are driven by profit and market share.” This is offensive. This is our home, our community. We can’t drive off at the end of the day. For us it is a life and a relationship.
- Shaun Boland is decent. If he could be honest he would probably say he is embarrassed by Hanson Head Office (Le Mottee)
- We have been bullied by Hanson – we have been asked to remove signs and threatened with legal action if we didn’t. The Quarry Facebook page, managed by the Quarry manager (Brad), has accused us of dividing the community. A comment was made on a Facebook page: “Brandy Hill/Seaham action does not stand for me” which referred people to “Brad – quarry manager if you want the true story”. Margarete Ritchie rang Brad to alert him that he was being mentioned and in that conversation Brad seemed on the side of that group – he said: “what do you expect?”
- The Quarry needs its social licence to operate – it seems to have lost sight of that.
- We are unsure of the current conditions of consent. There has been no consultation on tonnage increases over time. What can a community do to have a normal life? We seem to be back to square one all the time.
- There are trucks on the road between 6am and 6.30am. Even as early as 5am. We can’t always tell if they are from BHQ or from Martin’s Creek. Daracon should send their product out by rail – they don’t pay levies to anyone.
- There is very little truck movement after 7pm – but we have heard them at 3am sometimes. You

can't get up and check where they are coming from at that time.

- Can we see the current consent under which BHQ operates? That would be a good start – we don't know the current conditions.
- At night, we can hear noise – the thump of the JAW (even towards Duns Creek). **We would lean towards safety and cycleway and put up with operating at night if it came down to that sort of choice. (Not a universally held position – the proposed night operations are the biggest source of objection for most people).**
- The SEPP for Extractive Industries allows for limiting truck movements in residential areas. Should be 6am-6pm. There are noise impacts along Clarence Town Road. **The speed limit should be reduced along Clarence Town Road.**
- The current impacts from quarry operations have not been solved; therefore, local people aren't happy. "the Baseline is not working for us." We believe Hanson have abused their good relationship with the community.
- On a foggy day, it can be like pea soup along Brandy Hill Drive – trucks come out of nowhere. It's very dangerous.
- Council can't maintain the roads now – how will they be able to cope when there are more trucks on the road?
- Asphalt would be a much better road surface, both in terms of noise mitigation and maintenance. However – it's "lala land" to think that would happen. It's too expensive.
- The Cricket Club kids can't ride their bikes on the road – it would be good for them to have a safe cycleway from the fields in Seaham and along Brandy Hill Drive.
- The Seaham Park & Wetland Committee has been told that "donations have finished" e.g. for gravel in Seaham Park. It seems we are being punished for being vocal about this expansion. There appears to be a "divide and conquer" strategy. There is a deliberate attempt to generate contempt across groups in the community. We are blamed for complaining.
- We would like a slower speed limit – especially at intersections.
- It's the "Subbies", not Hanson Trucks that cause most of the problems (CB Transport). They fly past the bus stop – the speed limit past bus stops should be 40 km/hour. Subbies trucks should be fixed – they should be as quiet as Hanson trucks.
- Need flashing lights on school buses to remind people to slow to 40kms/hr.
- 100km/hr. is a concern on Clarence Town Road. 80 km/hour is OK for Brandy Hill Drive.
- Our amenity is being destroyed. At Karama, we can hear blasting and trucks.
- Butterwick Road (5-6km from Quarry) – we can hear and feel blasts. Windows rattle.
- Neika Close (towards flood plains) seems to be in a particular spot that hears the blasts and gets all the dust.
- Would like to see a truck Risk Assessment.
- Is it possible to crush wet? That would make a difference to dust. Worm Drive conveyors?
- The community has got to breaking point with the company.
- Some members have done a trip to the Progress Association in the Southern Highlands and visited 4 quarries.
 - Holcim Lynwood
 - Happy community
 - No trucks through residential areas
 - State of the art equipment

- We have a lot of work to do – now convinced that all these strategies should be in place up front – including road works and cycleways.
- It is time for this community to “play it tough”. If we want something, we should name it and insist on it. The time for waiting for the company to do the right thing has passed.
- Role of the ongoing CCC: it needs to be formalised and meet the Guidelines:
 - Meet twice a year once current issues are resolved.
 - Properly set up.
 - Complaints need to be dealt with immediately as they occur – not at the CCC meetings.
- The time for talking has past. Hanson need to ACT to show some good will. Hanson need to be proactive now.
- When there is a blast complaint – Hanson needs to send people to the houses to hear the blasts – not just rely on a monitor that we never see the data from.
- We are losing contact with friends because we can’t walk together any longer – the road is too dangerous.
- Dust – we have heard very little about dust – the Southern Highland Quarries are right on top of this.
- There have been several broken windscreens – from trucks throwing up gravel.
- Concrete crusher – not entirely sure what that will mean for trucks:
 - 20 loaded trucks going up hill
 - Sand trucks
 - Cement trucks
- Not happy with the current 700,000 tonnes – how did that happen? What exactly does the approval say?
- No Quarry – many of us are leaning towards saying this is not an appropriate place for a quarry anymore. Roads are not to AUS Road Standards.
- We must have the road rebuilt and a Footpath / Cycleway from Bandy Hill to Seaham.
- We must check the VPA – build the road first, then maintenance.
- Solastalgia – loss of sense of place.
- Traffic at Raymond Terrace is also an issue. The Macca’s there must have the worst entry in Australia.
- We need flashing lights on and 60/km an hour on Clarence Town Road [various opinions on what the speed limit should be but strong agreement that it should be slower than it is now].
- The Asset Manager at Port Stephens Council now understands our issues. He seems to be on board with our concerns. We have felt that Council haven’t listened in the past and that we are just a bit “too far out” and forgotten when it comes to infrastructure and road maintenance. More recently they have responded to pot hole complaints made by direct phone calls.
- It is really important that ALL trucks are easily identifiable. ID needs to be on the truck and dog as a condition of consent. And it must be large enough to read.
- The meeting ended with the CCC asking that the research consultant convey these views to Hanson and that a request is made to get some action now, prior to any approval, on some of the current issues.

The CCC was invited to have input on the notes and to make ongoing contributions. **Information about**

Key Insights and this research was posted on the Brandy Hill and Seaham Action Group website²². Inputs from the community were fed to the researcher through the CCC. One such input was a concern raised about the impact on wooden heritage bridges in the wider area; including in Maitland City LGA.



Figure 4 Heritage Bridge at Morpeth, looking towards Hinton

4.4.4 Interview a local early childhood centre (Name withheld on request)

Local schools and pre-schools were often mentioned in submissions; therefore, a provider was interviewed to obtain a first-hand perspective. Key points raised were:

- Businesses looking after businesses – we don't want to cause ripples – we all get on with doing business and respect each other.
- Owner grew up in the area – trucks are part of the environment; they always have been. We had to wait for buses and watch the trucks go by when we were kids.
- Increased trucks a concern – we have a turning lane ... coming from the opposite direction and it can be quite tedious. Our children are contained; they can't get out onto the road ... but we want families to be able to turn our property safely.
- 90% of drivers courteous.
- Need to look at entries and exits, intersections, and bus stops. It's not like the city – we can't expect the same type of road infrastructure.
- Wouldn't like to see speed limit slower.
- Level of concern: you can hear the loudest voices ... no one has brought it up to the Director of this Centre; but we will ask and encourage anyone who wants to, to contact you. There is more conversation about rural zoning changes than there is about the BHQ expansion.
- In this area we have always needed to be careful of the trucks. I have no problems, personally.
- One preschool and one school in Seaham ... no trucks near them.

²² <https://brandyhillaction.org/category/brandy-hill-quarry/>

- Driver safety is critical ... have seen a fatigued driver recently ... nearly ran me off the road. Didn't complain. (Complaints processes need to be improved – they should flyer drop: “we value safe driving ... please let us know).

- Pre-school business is good – we have a waiting list ... 2 years in some cases. Business has exploded this year ... seeing a lot of people from Raymond Terrace, Wallalong, Paterson and further afield. We don't just service locals.

4.4.5 Discussion with local business owner in Seaham

A casual conversation with a central local business in Seaham was conducted after explaining the purpose of the social research and engagement. Key points raised were:

- We support everyone and don't like to be too public about our own views.
- We benefit from the Quarry – they purchase from us; their workers drop in here.
- A lot of people from around here benefit from the Quarry – a lot of truck drivers live locally. There have always been trucks through Seaham.
- There is a bit of division around town about this development – we try and remain neutral; but really, I don't have a problem with the expansion. The Quarry have done a lot of good things for the community – they gave away a lot of gravel after the recent floods.
- Business is thriving – it is consistently good. We are flat out at peak times.

4.4.6 Intercept with young workers in Seaham

An informal discussion was held with young workers on a lunch break in Seaham. There were from outside the area but benefitting from work in the area (not associated with the Quarry). As they had to drive in and out of the area every day they were asked about the impact of trucks:

"No, it doesn't bother us. We know they are on the road. We just take the back streets when we have to and avoid them. It's not a problem."

4.4.7 Interview with local Real Estate Agent

The market in the rural area continues on-trend with Sydney and Newcastle; although without the peaks and troughs – it is more stable. Older farmers on larger farms and selling up and buying smaller rural holdings. The larger farms are being bought by outsiders; often Doctors and other professionals who are looking for a quite get-away rather than a permanent residence. We are feeling optimistic regardless of what happens at Brandy Hill. (Dungog and Clarence Town based agent).

4.5 Interviews with Council and Councillors

Ward Councillor Paul Le Mottee was at the CCC meeting held on September 15 and provided significant input. A follow-up conversation was held with Ward Councillors who were motivated to support the interests of their constituents while encouraging local business and activity. Negotiations with Council will be critical in developing and monitoring a Voluntary Planning Agreement (VPA) should the expansion be approved.

Members of the CCC requested that there be a discussion with John Maretich, Asset Section Manager at Port Stephens Council. The Brandy Hill Expansion Project was discussed with an emphasis on the history of the project, local infrastructure issues and possible mitigation strategies to alleviate potential negative social impacts. Key points raised:

- Council staff are in communication with members of the CCC and are aware of local issues including those relating to a number of Quarries in the area.

- Council receives a levy per ton from Hanson which is applied annually to the maintenance of local roads in the area. The levy is currently 50c/ton and between \$300 and \$400K is spent on the local roads per annum. The heavy haulage monies spent to maintain our roads vary from year to year. It is quite common for us to spend in excess of \$300K in any one year. Over the last 10 years Council has upgraded Brandy Hill Dr and Seaham Rd utilising the monies from the Brandy Hill Quarry. The Brandy Hill Quarry has been paying a levy to Council since 1983²². Martins Creek Quarry, who also send trucks along local roads, pay no maintenance levy to Council.
- Brandy Hill Drive was the original haul road for the Quarry. It is a rural road which services an expanding residential population. The Quarry was part of the local landscape before many of the residents arrived. It is uncommon for rural roads to have footpaths built alongside them. It would be an expensive and difficult task to build a footpath along Brandy Hill Drive because of the terrain. Brandy Hill Drive is on Council's Pathways Plan (reference); but it will never get prioritised for the above reasons.
- We recognise that safety at bus stops is a community concern. We also note that changing demographics in the area mean that the need for bus stops continually changes.
- The two practical mitigation strategies for this proposed expansion would be increasing the size of pull-overs at bus stops and making some concessions around times of trucks movements as they relate to peak periods for school children travelling on the road.

An important possible mitigation strategy for a walkway/cycleway combined with existing infrastructure not along Brandy Hill Drive was discussed.

4.6 Action Research

The researcher has taken an approach to this revised SIA that includes promoting issues to Hanson as they arise and trying to negotiate mitigation strategies that can be implemented immediately.

When at the CCC the issues of trust and concern about lack of action on Hanson's part were raised, a meeting was set up with Andrew Driver, Development Manager, to discuss strategies. A list of concerns and possible actions were presented. Hanson took the step of actioning what it could from those recommendations and writing to the CCC about them. That letter appears at Appendix 6. This is a part of an ongoing action and engagement plan to be implemented by Hanson.

Briefing to Hanson

Field research for the social impact update has revealed that the CCC community members are feeling betrayed and this has damaged trust in the company.

While the Hanson strategy has been to wait for the appropriate time in the approval process to work on mitigation strategies and a VPA; members of the CCC have interpreted this as "no actions intended". Hanson's key messages of "we will commit to a VPA", "we will work with Council and the community" etc. have not gained any traction locally.

As discussed at a meeting between Ellen Davis-Meehan and Andrew Driver last week, it is critical to recognise the disappointment and develop key actions that align with Hanson's intentions.

²² According to Hanson – Council not sure for how long the levy has been paid.

Key strategies could include:

- Working towards reducing speed limits on Clarence Town Road, in line with Hanson's previous submissions on this matter.
- Immediately make Hanson's Code of Conduct for trucks available to the CCC (Note that all trucks must have ID displayed).
- Internally review the speed that our trucks travel past bus stops during school bus operating times.
- Publish a map of where noise and dust monitors are currently located and develop a plan for making this information accessible.
- Provide Conditions of Consent that determine the limits of our operations.
- Encourage Port Stephens Council to report to the CCC on spending to date of the Hanson levy paid to Council on a per ton basis.
- Review our complaints handling processes in the light of comments from CCC members and others in the community and make public an amended policy.

Consider in the more medium term:

- Reviewing engagement with the community and exploring ways to share accurate information in a timely manner to community members.
- Reviewing inputs from the social impact research as they become available and adding them to Hanson's planning agenda.
- Commencing work on VPA strategies in an open way with Council and the community so that we can demonstrate active commitment to the mitigation of impacts.
- Develop a community donations policy that is fair and consistent across the whole community.

Hanson is awaiting a response from the CCC and will meet to further develop strategies with them early in 2018. Action at the time of writing the SIA includes a scheduled CCC meeting on the contents of a Hanson letter. Conversations with Hanson suggest that there are some small, immediate strategies that can be implemented while the larger issues of 24/7 operation and number of truck movements are to be negotiated.

5. Analysis

Firstly, it is the view of this researcher that there have been some communication misunderstandings throughout the preparation of the EIS whereby Hanson have fully intended to act on community concerns at a time when they were negotiating a VPA. However, some in the community and some Council staff have interpreted this approach as a lack of intention to act at all. This has led to distrust of Hanson, which should be able to be resolved with appropriate action on mitigation strategies.

Secondly, the perception in some parts of the community is that this expansion, if approved, will result in an immediate and continual 24/7 operation with the maximum amount of truck movements as per the Traffic Study. In reality this will not be the case as the Brandy Hill Quarry business has peaks and troughs according to the contracts they are able to secure. The key balance that needs to be found in this expansion project is between Hanson being able to maximise its resource for its own benefit and for

the economic flow-ons to the community, and the community being able to continue to live a healthy lifestyle with the amenity they currently appreciate being retained. So, while the perception of 24/7 operations 365 days per year are highly unlikely to become a reality, the mitigation strategies that accompany any approval need to give some level of comfort that amenity issues will be addressed. The key organisations in the community have shown a willingness to negotiate with Hanson to this end.

Thirdly, Councils, State and Federal Government, business and development agencies and people residing within the LGAs of Maitland and Port Stephens often are seeking outcomes that are in conflict with each other in some respects. Governments and agencies embrace and promote growth. People want to move to more semi-rural communities; but also want infrastructure and services commensurate with a city lifestyle. New developments are approved with the subsequent development of roads and other infrastructure that require aggregate products. Major roads are continuously upgraded as are airports and important civil and environmental protection projects. Such projects are often the subject of election promises and all require activity that places more trucks on the road system. Hanson, through its quarries, is meeting market demand. Local people, businesses and governments desire competitively priced aggregate products. As reported in the Newcastle Herald, April 14, 2017:

"The ability to continue supplying the Hunter region with products from Brandy Hill Quarry ensures a competitive market in the region. The high cost of transporting materials creates the need for quarries to be in close proximity to large existing markets, such as the Newcastle, Hunter and Central Coast areas." (Hanson)

The major source of concern to local people is the potential 24/7 operation of the Brandy Hill Quarry and subsequent significant increases in truck movements on the local road system. The potential impacts on amenity and lifestyle are likely to be experienced most acutely by those living near the Quarry, and along Brandy Hill Drive. The potential benefits of the expansion are more wide spread beyond the local community and include a range of economic and social benefits that spread throughout several LGAs.

For near neighbours the potential social impacts associated with a significant increase in activity at the Quarry are: sleep deprivation, impacts on road safety, loss of local amenity and impacts on lifestyle through limiting connectivity via walking along the local roads, and excessive noise and vibration intrusions on a semi-rural existence.

5.1 Social Impact Overview

The analysis of social impacts uses the Department of Planning and Environment's Social Impact Guideline for State Significant Projects. The likelihood, extent, duration and severity of potential social impacts are summarised in the following table. This analysis relies on engagement with the local community and their representatives, key Council personnel, review of submissions to the Department on the Project, the EIS and original SIA, and expert reports prepared as part of the EIS.

Table 1 Social Impact Overview

Identified Social Impact	Likelihood / Sensitivity	Extent	Duration	Severity
Amenity	<p>There is a strong community perception that local amenity will be impacted.</p> <p>If truck movements are substantially and consistently increased, and the Quarry operates at times significantly beyond current operating hours; there will be amenity impacts. These will mostly be in the form of acoustic impacts. Some people will adapt to noise impacts over time. Likelihood depends on actual hours of operation and on mitigation strategies.</p>	<p>The geographic extent of amenity impacts will be focused on immediate neighbours and people living along the major haul route; namely Brandy Hill Drive.</p> <p>The major concern is noise impacts at night.</p>	<p>Amenity impacts will occur over the life of the project.</p> <p>Amenity impacts will extend beyond baseline impacts in so far as operation times consistently extend beyond current operation times.</p>	<p>The intensity of the potential impact on the social environment is likely to be medium, without mitigation.</p> <p>With proper mitigation of noise and truck movements (which may include some restriction on hours), it is not likely that amenity impacts will be acute or chronic. The history of the area and long-standing operations of Brandy Hill Quarry (with existing baseline) supports this conclusion.</p>
Access	<p>Some community members, particularly those residing along Brandy Hill Drive, are concerned about safe access to and from their properties. This is of particular concern to those towing horse floats.</p> <p>It is likely that residents will, over time, take more care as they leave and enter Brandy Hill Drive.</p>	<p>The geographic extent of amenity impacts will be focused on immediate neighbours and people living along the major haul route; namely Brandy Hill Drive.</p>	<p>Access impacts will occur during Quarry operating hours and throughout the life of the project.</p>	<p>The intensity of the potential impact on the social environment is likely to be low. This impact will be reduced by mitigations designed to address amenity impacts.</p> <p>It is not likely that access impacts will be acute or chronic. The history of the area and long-standing operations of Brandy Hill Quarry (with</p>

Identified Social Impact	Likelihood / Sensitivity	Extent	Duration	Severity
				existing baseline) supports this conclusion.
Built Environment	<p>The physical condition of local roads is an ongoing impact of truck movements²³; not all of which are generated from Brandy Hill Quarry. Low likelihood of increase beyond baseline – subject to cumulative assessment.</p> <p>Public domain, in the form of a walkable and connected road system, may be diminished, however the road infrastructure as is will still be consistent with expectations of a rural road. Low likelihood beyond current baseline.</p>	<p>The geographic extent of amenity impacts will be focused on people using the major haul routes; including Brandy Hill Drive and Clarence Town Road. There may be some cumulative impacts (when considering truck movements from other Quarries and activities) in the local area and along routes in the Maitland City Council LGA.</p>	<p>Impacts on the condition of local roads and on the public domain will occur throughout the life of the project.</p>	<p>The intensity of the impact on the local social environment will depend on the extent of mitigation (in terms of the levy on the Quarry) and the application of the mitigation (in terms of Council's allocation of levy funds).</p> <p>The severity of these impacts is assessed as medium, without mitigation. This conclusion is made with reference to general expectations about the walkability of local rural road systems as well as Council's position that a walkway along Brandy Hill Drive is a low priority.</p>
Heritage	<p>Brandy Hill Quarry is a part of the heritage of the local area and was in operation before the local rural residential area was established. The proposal impacts</p>	<p>The geographic extent of the positive heritage benefits is with the Port Stephens LGA;</p>	<p>The impacts, both positive and negative, will occur over the life of the project.</p>	<p>The intensity of these potential impacts, both positive and negative, on the local social environment is low.</p>

²³ Note that Council (according to the interview for this research), currently spends in excess of \$300,000 per year on maintenance of the local roads. This is funded by a levy on Brandy Hill Quarry.

Identified Social Impact	Likelihood / Sensitivity	Extent	Duration	Severity
	<p>positively on the legacy of that heritage. Somewhat likely.</p> <p>There are some perceptions and concerns that local timber heritage bridges (in Port Stephens and the Maitland LGA) will be damaged by increased truck movements; not all of which will come from Brandy Hill Quarry. Possible (subject to expert assessment).</p>	<p>and more particularly in the local areas of Brandy Hill and Seaham.</p> <p>The impacts on heritage bridges impact on the sense of history for those in the region, and is focused on specific sites.</p>	<p>Impacts on specific bridge sites will depend on the management of cumulative increases in truck movements, over local heritage bridges, from a variety of sources in the region.</p>	
Community	<p>The perception of potential impacts is greatest in the area of community.</p> <p>Health Wellbeing impacts arising from air quality (particulates from diesel) and sleep deprivation (noise – trucks and blasting). Low likelihood of air quality impacts if Quarry meets all Standards and legal requirements. Higher likelihood of impacts on sleep if Quarry operates continuously through the night.</p> <p>Safety</p>	<p>The geographic extent of community impacts will be focused on immediate neighbours and people living along, and using, the major haul route; namely Brandy Hill Drive.</p>	<p>These impacts are likely to occur over the life of the project and will require monitoring and managing as per the EIS.</p>	<p>The intensity of the potential community impacts is medium to high without mitigation.</p> <p>With mitigation, and a VPA negotiated with the local community, the intensity of these impacts can be reduced to a low-medium level.</p> <p>This conclusion is reached with consideration of the current high level of community cohesion and evidence of social capital.</p> <p>Meeting all environmental standards as per the current baseline is critical to the mitigation of these impacts.</p>

Identified Social Impact	Likelihood / Sensitivity	Extent	Duration	Severity
	<p>Risk to pedestrian and cyclist safety, bus stop safety, and general road safety. Low likelihood of increase beyond current baseline (with mitigations)</p> <p><u>Community Cohesion</u> Loss of connectivity along Brandy Hill Drive from decreased capacity to walk along the road safely. Low likelihood of increase beyond current baseline.</p> <p>Positive community cohesion impacts associated with Brandy Hill Quarry's contribution to community life through its employees and through grants to community organisations. Medium likelihood.</p>			
Economic	<p>Utilisation of a natural resource with flow on effects throughout the region. High Likelihood.</p> <p>Contribution to local livelihoods through employment and to economic growth through the supply change. High Likelihood.</p>	<p>Local area, LGA, and the region extending south to the Central Coast and at times into the Sydney market.</p> <p>The Hunter Regional Plan 2036, identifies an additional</p>	<p>Throughout the life on the project and beyond, depending on post-quarry usage of the site.</p>	<p>The intensity of the potential economic impacts is medium. The Quarry is serving an area of strong construction and development growth, both residential and commercial.</p>

Identified Social Impact	Likelihood / Sensitivity	Extent	Duration	Severity
		70,000 dwellings by 2036 and an additional 60,000 jobs. Building and infrastructure associated with growth predictions in these areas will generate demand for Quarry materials; easily supplied from its strategic location. Infrastructure development will also be enabled in the Sydney market.		Employment impacts and flow-ons are considerable. There is an opportunity cost to not proceeding in this established location. Market demand in a strong growth context will remain.
Environmental	Air quality, biodiversity, and other environmental impacts have a social dimension in that loss of environmental quality impacts on the local character and sense of place. The likelihood of the social dimension to environmental impacts being activated will depend on compliance with relevant environmental	The geographic extent of social impacts arising from potential environmental impacts will be focused on immediate neighbours and people living along the major haul routes. Several councils are likely to	Impacts will occur over the life of the project and beyond, if proper mitigations are not in place and standards are not monitored and met.	Impacts are likely to be low ; given the current baseline and the Quarry's record in managing environmental impacts to date. Recycling impacts are low to medium; depending on volumes.

Identified Social Impact	Likelihood / Sensitivity	Extent	Duration	Severity
	legislation and on environmental mitigations. Contribution to recycling through concrete batching plant.	benefit from recycling concrete products through the batching plant.		

5.2 Economic Impacts

The original SIA outlines economic impacts including employment impacts^{24,24} In addition this revised SIA has concluded that:

- 20 jobs at the Quarry will be lost if this expansion project does not proceed. This will have impacts for those employees and for the economic contributions they make to their communities. This impact will be spread throughout the region.
- If the expansion does not proceed the Quarry will close and there will be loss of work for contractors and a decrease in income for suppliers.

The SIA notes the estimated cost for the quarry expansion as \$15 million, slightly less than the \$22.5 million in the EIS. Based on \$22.5 million and reinforced by the Port Stephens Council submission, economic risks and benefits include:

- The corresponding creation of direct jobs is estimated at 43 jobs. From this direct expansion in the economy, flow-on industrial effects in terms of local purchases of goods and services are anticipated, and it is estimated that these indirect impacts would result in the gain of a further 42 jobs.
- Direct wages and salaries would increase by \$3.576 million. From this direct expansion in the economy, flow-on industrial effects in terms of local purchases of goods and services are anticipated, and it is estimated that these indirect impacts would result in the gain of a further 42 jobs and a further increase in wages and salaries of \$3.502 million.
- Securing the supply of construction materials to the Sydney market; delivering local expenditure and employment opportunities
- Contribution to servicing markets in the Hunter, Central Coast and Newcastle. The Hunter Regional Plan 2036, identifies an additional 70,000 dwellings needed by 2036 and an additional 60,000 jobs. Building and infrastructure associated with growth predictions in these areas will generate demand for the Quarry's materials and it is strategically positioned to deliver.
- Contribution to Sydney infrastructure projects.
- Potential negative economic impacts on local land values if there are significant and sustained losses to amenity and current lifestyle. It is difficult to rate these potential impacts as likely given the current baseline data and the fact that property values

²⁴ Brandy Hill Quarry Expansion Project Socio-economic Impact Assessment 2015 Pages 29-30

steadily increase over time along with NSW trends.

- There are both economic risks and potential benefits for post-operation in terms of land integrity and value. The 1983 Agreement with Council will be reviewed over time.

5.3 Ongoing Community Engagement

“Community involvement” is outlined in the original SIA and refers to the voluntary establishment of the Community Consultative Committee (CCC) and a range of community sponsorships provided by Hanson to the local community²⁵. The community concerns identified in the original SIA are accurately scoped and summarised. Community concerns have been assessed in more depth in this report with the benefit of community submissions and further primary research with individuals and groups.

The list of community contributions is not comprehensive in the original SIA. For example; the Quarry’s contribution to the Young Driver’s Program in schools whereby Hanson employees present at the local High School in Raymond Terrace, showing the students a “truckie’s perspective” on the road and relevant driver safety issues. This an important in-kind contribution that provides a public good.

The Quarry’s somewhat ad-hoc approach to community support and engagement arises from the fact that it has been established since 1983 and enjoys a long-standing, casual but positive, relationship with the local community. The slow but steady growth in rural residential uses in the local area is leading to a more complex local community with higher expectations of engagement and accountability. While the Quarry meets the external standards of operation required under various approvals, it has not always actively communicated its actions to the local community.

There are a number of improvements that Brandy Hill Quarry can make to its community engagement that will form key mitigation recommendations in this update on the SIA. Some of them are already being acted upon. Key areas identified are:

- Formalisation of the CCC
- Establishment of communication mechanisms through or beyond the CCC, with local businesses and other residents, particularly near neighbours.
- Preparation of a “community sponsorship” policy
- Easily accessible reporting on monitoring data
- Quarry policies accessible on line (e.g. Code of Conduct for Trucks)
- Revision of Grievance Policy with firm commitment to feedback and closing loops
- Implementation of a revised stakeholder engagement plan (ongoing emerging plan)

This SIA update has created a dynamic of engagement and response. That process will continue with the next scheduled meeting between the researcher, Hanson and the CCC scheduled for early in 2018.

5.4 Mitigations

The original SIA detailed a number of mitigation strategies offered by Hanson. This research supports those mitigations, but finds that they need strengthening and extending. The original mitigations are listed here with analysis on their value and with recommendation for amendments. A further set of

²⁵ SIA Op cit pages 32-36.

mitigation strategies arising from the research and engagement for this SIA is also detailed below.

5.4.1 Original Mitigations²⁶

1. Hanson will encourage project employment from the local district.
Hanson will advertise employment positions both on the Company's internal intranet and also using external sources such as Seek of Career One. The advertisement will provide a job description, salary and application details. From here applicants will provide documentation (e.g. resume) and enter into a screening process followed by an interview if required.

Key Insights Comment

This describes general, standard HR practices and needs to be strengthened to promote local employment opportunities.

Amended Mitigation

1.1 Hanson will form partnerships with local employment providers²⁷, including Indigenous organisations, to source new employees for the Quarry. In addition, Hanson will approach local school career's advisors about presenting to pre-school leavers about employment and apprenticeship with Hanson. Hanson will set a percentage target for employees from within the Port Stephens and Maitland LGAs and report against this target on its website.

2. Hanson will provide training and certification to ensure suitable applications can improve or acquire the necessary skills.

Hanson is committed to generating employment opportunities for the local district, and therefore is able to provide training to expand the knowledge and skill base of applicants. The Company provides training topics inclusive of (but not limited to); heavy vehicle operation, working at height, and risk assessment. The requirement to provide training, and level of training provided, would depend on the job description and also the employee's current skill set.

Key Insights Comment

This is good business practice and a part of Hanson's normal procedures. While generating employment and developing local skills is likely to be an outcome of the Project; this is not a specific mitigation strategy.

3. Manage Heavy Vehicle Traffic

... The Proponent will remain within noise compliance criteria stipulated in the Noise Impact Assessment²⁸, which stipulates truck movements shall not exceed 602 during the day and 116 during the

²⁶ SIA pages 39-49

²⁷ E.g. Wesley Uniting Employment Raymond Terrace, Joblink Plus Raymond Terrace, Wahroonga Aboriginal Corporation Raymond Terrace: <https://www.portstephens.nsw.gov.au/live/community/community-directory/health/wahroonga-aboriginal-corporation>

²⁸ EIS Section 5 Appendix 9

evening ... Hanson will endeavour, where reasonable and feasible to transport the majority of bulk construction material from the site during daylight hours (approx. 6am-5pm)

Key Insights Comment

This strategy shows intent, but it does not commit Hanson to any clear mitigation strategy. Negotiation of truck movement times will be a matter for ongoing community engagement and planning with the CCC. This original mitigation is therefore moved to a new mitigation strategy (below) that more broadly addresses the Statement of Commitments, general strategies and the VPA process and monitoring. Further, Hanson will comply with all standards; the company needs to provide information on its website on the location of monitors and noise data (subject of a new mitigation strategy below).

It is difficult to capture the “peaks and troughs” nature of the Quarry business as this mitigation attempts to do. Hanson could define “normal operating hours” and a certain number of days per year when those hours may be varied according to contracts, and with pre-notification to the local community.

4. Maintaining use of existing paths to reduce “spread” of traffic impacts

Hanson will ensure that current heavy vehicle haulage routes are maintained where reasonable and feasible ...

Key Insights Comment

This mitigation doesn’t commit Hanson to anything and is not included as a final mitigation in this report. The directions of truck movements are limited by location, and dependent on the end destination of haulage materials. Currently about 75% of truck movements are along Brandy Hill Drive. This could be monitored and reported on as a regular CCC agenda item.

5. Continuous Community Involvement

Hanson will maintain consultation and exchange of information with the Brandy Hill and Seaham community over the life of the project where appropriate. This will be achieved through scheduled CCC meetings every three months. Additional important information will be relayed to relevant parties via fact sheets, e-mail correspondence, written correspondence or via face to face exchange when relevant.

Key Insights Comments

This is a critical strategy for monitoring and mitigating impacts throughout the life of the project. Hanson should also make use of its website for the community to easily access information. This mitigation strategy is picked up and expanded in a new strategy (below) on formalisation of the CCC and communication channels.

6. Driver Awareness

Drivers will be informed of any traffic relevant concerns for the local community when relevant and instructed to minimise compression breaking and other activities that generate concern for local residents.

Key Insights Comment

Driver Awareness is a critical mitigation strategy and it related to the adherence to Hanson’s Driver Code of Conduct. (Note this has been updated and is at Appendix 2)

Amended Mitigation

6.1 Hanson will implement and promote its Driver Code of Conduct for its employees and contractors. Breach of the Code will result in, after two warnings, dismissal or cancellation of contract. The Code of Conduct will be placed on the website and the CCC will be informed of compliance issues. The Code of Conduct will be reviewed from time to time with the CCC to ensure alignment with community expectations.

5.4.2 New Mitigation Strategies arising from this updated SIA.

1. Formalise the CCC

Formalise the CCC to comply with the Department's Community Consultative Committee Guidelines²⁹. Membership of the CCC to comprise:

- An independent chairperson³⁰
- Up to seven community representatives³¹
- A council representative from Port Stephens Council
- Up to three representatives from Hanson including the person with direct responsibility for environmental management of the project.

While there is an existing, active CCC; it would be appropriate to follow the guidelines for selection of members at sometime within the 12 months following Project approval.

Agendas and CCC minutes to be available on the website.

A two-way reporting system created and monitored where there is regular discussion of how members of the CCC are disseminating Quarry information and receiving feedback (regular agenda item).

(Note: A formal CCC will be a condition of consent; it is included here in response to community inputs)

2. Design a mechanism for oversight of the 'Statement of Commitments' and Voluntary Planning Agreement (VPA).

The 'Statement of Commitments' has been refined as a result of this research and is a separate document submitted with the EIS. The social impact mitigations contained therein reflect community concerns.

A Voluntary Planning Agreement as it relates to extractive or mining industries refers to an agreement with a proponent and a governing authority (normally Council) that specifies contributions to be made under existing plans, policies or guidelines. For the Brandy Hill Quarry, this will refer to the contributions that Hanson will make under Section 94 of the EP&A Act for the maintenance of public services. In 95% of cases this relates to contributions for road maintenance but can refer to other matters as deemed by the consent authority.

Mitigation strategies contained within the 'Statement of Commitments' and the VPA should be specific

²⁹ <http://www.planning.nsw.gov.au/~media/Files/DPE/Factsheets-and-faqs/community-consultative-committee-guidelines-state-significant-projects-2016-10.ashx>

³⁰ It is noted that the Brandy Hill Quarry CCC has just appointed an independent chair (Lisa Andrews) from the Department's pool of chairs.

³¹ Consider the inclusion of a near neighbour from Giles Street or Clarence Town Road, subject to availability.

and measurable. Therefore, this key recommendation is to create a mechanism that provides oversight of the Statement of Commitments and the VPA. This mechanism should be a monitoring subcommittee of the CCC that includes community reps, Council and Hanson staff.

3. Consider additional mitigations in the regular CCC Agenda

Additional Strategies recommended that are outside the Statement of Commitments or VPA, but should be a part of the ongoing CCC Agenda³²:

- Lobby appropriate authority for speed limits to be reduced on Clarence Town Road.
- Make the Code of Conduct for trucks available to the CCC and review and update it as necessary.
- Review number of truck movements during school bus operating times.
- Publish a map of where noise and dust monitors are currently located and make available the data from those monitors. Provide an easily accessed location for this data (e.g. Hanson website).
- Monitor night time quarry operations; consider limitations to prevent sleep deprivation while allowing for some flexibility in peak demand times.
- Bus stop lay-bys: Negotiate, with community and Council, widening of local bus stops to provide safer waiting space for users.
- Discuss options with Council and other infrastructure providers and road users, for ways of increasing local walkability through walkways / cycleways. Needs to be consistent with Council priorities, achievable and able to enhance connectivity for local residents. Explore alternative routes for walkways; for example, along the Hunter Water Pipeline.
- Develop a community donations / sponsorship policy that is fair and consistent across the whole community. Consult beyond the CCC to include local business, school groups and sporting organisations.
- Review Close of Quarry Plans and appropriate post-operations land uses. Call for community submissions on post Quarry land uses.

4. Improve Quarry accountability through improved communications and engagement.

- Review engagement with the community and adopt a Stakeholder Engagement Plan that includes:
 - Link to Quarry information on the Hanson website that is regularly updated
 - Newsletter that is published on-line, or via mail for those who prefer this option.
 - Publish location of all monitoring equipment and provide regular reporting through website and to the CCC.
 - Provide links to key documents online such as the Blast Management Plan, Grievance Procedures and the Code of Conduct for Truck Drivers.
- Review complaints handling processes in the light inputs through this SIA, and make public an

³² Some of these strategies have commenced prior to the submission of this report.

amended policy. Create a feedback loop³³.

6. Conclusions

Hanson is seeking to expand the allowable extraction area and increase the rate of production to 1.5 million tonnes per annum and continue operations for a further 30 years. This is a significant change to the current consent and meets the criteria for assessment as a 'state significant development' (SSD) under section 89C (2) of the Environmental Planning and Assessment Act 1979 (the EP&A Act). Hanson is also seeking consent to install a concrete batching plant, capable of producing 15,000m³ per annum and to receive up to 20,000 tonnes per annum of concrete washout material for recycling. The ability to continue production and sales 24 hours a day, 7 days a week is seeking to be retained.

This social impact assessment update relies on primary research and engagement with local people, a study of community and agency submissions, a review of local planning and policy documents, assessment of the local character of the area through ABS data and visits to the Quarry site and local area, the original EIS and accompanying SIA, the Director General requirements and the response of the Department of Planning and Environment to the social impact issues potentially arising from the expansion proposal. Throughout the research there has been a dialogue with Hanson about possible mitigating responses to the issues raised through the research.

Key social concerns identified by the Department of Planning and Environment's social impact reviewer, and substantiated through this updated social impact research, include:

- loss of rural amenity and 'liveability' caused by expanded hours of operation and additional truck activity;
- loss of sense of place (a quiet, safe, rural environment) caused by expanded hours of operation and additional truck activity;
- general adverse effects on health and wellbeing (e.g. ability to sleep) caused by expanded hours of operation and additional truck activity; and
- property devaluation, especially for residents on and near Brandy Hill Drive, Seaham Road and part of Clarence Town Road.

The major source of concern to local people is the potential 24/7 operation of the Brandy Hill Quarry and subsequent significant increases in truck movements on the local road system. The potential impacts on amenity and lifestyle are likely to be experienced most acutely by those living near the Quarry, and along Brandy Hill Drive. The potential benefits of the expansion are more wide spread beyond the local community and include a range of economic and social benefits that spread throughout several LGAs.

This research finds that the social impacts identified in the research can be mitigated. It also finds that there has been a willingness on the part of the majority of the local community, even key objectors, to

³³ Note that while complaints are rare, and often acted on within a short timeframe, those actions are not always communicated to the complainant.

negotiate with Hanson on mitigation strategies. The Hanson approach of electing to undertake the assessment of the proposed project on its technical merits for the purpose of the EIS, and then planning to respond to the initial submissions and feedback from the community, has damaged community trust in some sectors of the local community; particularly those involved on the CCC.

The process of this social research has established a pathway for improving community trust, with Hanson taking specific, immediate actions on community inputs to date where possible. In consultation with Hanson mechanisms have been designed for ongoing consideration of social impacts through CCC agenda items, as well as creating a mechanism for oversight of the Statement of Commitments and the VPA.

It is desirable to find a balance between Hanson being able to maximise its resource for its own benefit and for the economic flow-ons to the community, and the community being able to continue to live a healthy lifestyle with the amenity they currently appreciate being retained. This is the pivot around which social impact mitigations will revolve.

This updated SIA is in agreement with the conclusions of the original document³⁴ and provides the following risk/benefit summary based on the research for this updated SIA and taking into account the current baseline situation:

Potential positive impacts:

- Economic benefits related to securing the supply of constructions materials for critical projects in the Hunter and reaching into the Sydney market. Based on a \$22.5 million the economic benefits, for construction and operation, include:
 - 43 direct jobs and flow-on effects of local purchases of goods and services, and spin-off jobs throughout the LGA and beyond.
 - Direct wages and salaries increase approximated to be \$3.576 million, and subsequent flow-on impacts including further job generation and salaries estimated at \$3.502 million.
 - Support of local growth strategies.
- Employment impacts if a successful “employ locally” program can be implemented.
 - Jobs for local people and contractors – impacts throughout the supply chain.
- Enhancement of community relations through improved contacts with schools, sporting organisations and other bodies and contributions to community aspirations through a document donations/sponsorship policy.
- Improvements to local safety with expanded bus lay-bys and possible walkways; dependent on ongoing negotiations with the community, Council and other infrastructure providers.
- Continuation of the heritage of the Quarry as a contributor to the local character of the area.

Potential negative impacts:

³⁴ SIA page 40

- Downward pressure on local land values if there are significant and sustained losses to amenity and current lifestyle.
- Amenity and lifestyle impacts if there are substantial increases in truck movements above current baseline.
- Sleep deprivation if continuous 24-hour operations are achieved.
- Cumulative impacts when considered in concert with truck movements from other quarries, particularly Martins Creek and including Council and other truck movements in the area.
- Road safety impacts if mitigations relating to hours of operations, speed limits and enforcement of the Truck Code of Conduct are not enforced.
- Sense of loss of local environment and sense of place if environmental standards are not met.
- Contribution to general traffic throughout the region associated with growth and development.
- Amenity impacts to immediate neighbours associated with increased activity, especially blasting at night, within the Quarry perimeter.

The risk of not proceeding with the expansion is that the Brandy Hill Quarry will close and there will be a loss of some 20 jobs with flow-on impacts to the economy. As per the 1983 Agreement Council will have a recreation area handed over that it is not likely to want to maintain. The majority of submissions have indicated that they would like to see the Quarry continue its operations, it is generally the scale of those operations that is contested. This updated SIA recommends the following mitigations.

6.1 Recommended Mitigation Strategies

1. Formalise the Community Consultative Committee

Formalise the CCC to comply with the Department's Community Consultative Committee Guidelines³⁵. Membership of the CCC to comprise:

- An independent chairperson³⁶
- Up to seven community representatives³⁷
- A council representative from Port Stephens Council
- Up to three representatives from Hanson including the person with direct responsibility for environmental management of the project.

³⁵ <http://www.planning.nsw.gov.au/~media/Files/DPE/Factsheets-and-faqs/community-consultative-committee-guidelines-state-significant-projects-2016-10.ashx>

³⁶ It is noted that the Brandy Hill Quarry CCC has just appointed an independent chair (Lisa Andrews) from the Department's pool of chairs.

³⁷ Consider the inclusion of a near neighbour from Giles Street or Clarence Town Road, subject to availability.

While there is an existing, active CCC; it would be appropriate to follow the guidelines for selection of members at sometime within the 12 months following Project approval.

Agendas and CCC minutes to be available on the website.

A two-way reporting system created and monitored where there is regular discussion of how members of the CCC are disseminating Quarry information and receiving feedback (regular agenda item).

(Note: A formal CCC will be a condition of consent; it is included here in response to community inputs)

2. Design a mechanism for oversight of the 'Statement of Commitments' and Voluntary Planning Agreement (VPA).

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Mitigation strategies contained within the 'Statement of Commitments' and the VPA should be specific and measurable. Therefore, this key recommendation is to create a mechanism that provides oversight of the Statement of Commitments and the VPA. This mechanism should be a monitoring subcommittee of the CCC that includes community reps, Council and Hanson staff.

3. Consider additional mitigations in the regular CCC Agenda
Additional strategies recommended that are outside the Statement of Commitments or VPA, but should be a part of the ongoing CCC Agenda³⁸:

- Lobby appropriate authority for speed limits to be reduced on Clarence Town Road.
- Make the Code of Conduct for trucks available to the CCC and review and update it as necessary.
- Review number of truck movements during school bus operating times.
- Publish a map of where noise and dust monitors are currently located and make available the data from those monitors. Provide an easily accessed location for this data (e.g. Hanson website).
- Monitor night time quarry operations; consider limitations to prevent sleep deprivation while allowing for some flexibility in peak demand times.
- Bus stop lay-bys: Negotiate, with community and Council, widening of local bus stops to provide safer waiting space for users.

³⁸ Some of these strategies have commenced prior to the submission of this report.

- Discuss options with Council and other infrastructure providers and road users, for ways of increasing local walkability through walkways / cycleways. Needs to be consistent with Council priorities, achievable and able to enhance connectivity for local residents. Explore alternative routes for walkways; for example, along the Hunter Water Pipeline.
 - Develop a community donations / sponsorship policy that is fair and consistent across the whole community. Consult beyond the CCC to include local business, school groups and sporting organisations.
 - Review Close of Quarry Plans and appropriate post-operations landuses. Call for community submissions on post Quarry land uses.
4. Improve Quarry accountability through improved communications and engagement.
- Review engagement with the community and adopt a Stakeholder Engagement Plan that includes:
 - Developing a community data base that includes preferred method of engagement (e.g. e-mail, post, website)
 - Link to Quarry information on the Hanson website that is regularly updated
 - Newsletter that is published on-line, or via mail for those who prefer this option.
 - Publish location of all monitoring equipment and provide regular reporting through website and to the CCC.
 - Provide links to key documents online such as the Blast Management Plan, Grievance Procedures and the Code of Conduct for Truck Drivers.
 - Review complaints handling processes in the light inputs through this SIA, and make public an amended policy. Create a feedback loop³⁹.

³⁹ Note that while complaints are rare, and often acted on within a short timeframe, those actions are not always communicated to the complainant.

As a result of ongoing engagement and project refinement the proponent has committed to the following mitigation strategies:

- a 60km/hr imposed speed limit on quarry trucks along Brandy Hill Drive
- changes to operating hours:

Hours of Operation	Construction Works	Monday to Friday 7:00am to 6:00pm Saturday 7:00am to 5:00pm No operation on Sundays
	Blasting	Monday to Friday 9:00am to 5:00pm No blasting on Saturdays or Sundays
	Load and Haul	Monday to Saturday 5:00am to 10:00pm No operation on Sundays
	Primary Crusher	Monday to Saturday 5:00am to 10:00pm No operation on Sundays
	Secondary and Tertiary Crushing and Screening	Monday to Sunday - 24hrs
	Sales and product dispatch	Monday to Sunday - 24hrs
	Maintenance	Monday to Sunday - 24hrs

With proper mitigation strategies, the Brandy Hill Quarry Expansion Project will deliver a net socio- economic benefit to the LGA.

Key Insights Pty Ltd

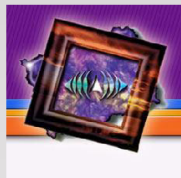
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research and strategic
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Appendix 1 About the Author

Ellen Davis-Meehan B.Ed., M.Ed. Stud.

Ellen is the Director and founder of Key Insights Pty Ltd - a social and applied research and strategic planning consultancy. Key Insights has been operating since 1994.

Ellen has extensive consultation, research and project management experience in both the private and public sectors.

Ellen has managed major national and state-wide research projects, organisational reviews, social impact assessments and community consultations, and has facilitated strategic planning processes for small business, large organisations and regional development bodies.

Ellen has consulted in the following areas:

- Social and economic impact assessments
- Primary research in homelessness, crime and crime prevention
- Community and Youth Services, Aged Care, Indigenous services
- Community Management / Strategic Planning
- Place-based Master Plans for local government
- Business Development and Corporate Governance
- International research projects for the UN & private companies
- Socio-economic projects and reporting to the IFC (World Bank)
- Socio-economic development in vulnerable communities

Ellen has conducted numerous community consultations and engagement processes for local government, education providers, developers, mining companies and regional development bodies. She has developed consultation models, service and education programs and complex business plans for a range of activities.

Recent projects:

Study in to the Provision of Catholic Secondary Education in the ACT

Ellen has undertaken extensive primary research into the provision of secondary education across the ACT and reviewed performance data, education trends and the changing ACT demographic characteristics. The report delivered strategies for a sustainable Catholic education system for the next 25 years and beyond. The final report was delivered to the Catholic Education Commission in May 2017.

Ellen competed a similar project for the Diocese of Maitland-Newcastle

(<http://www.mn.catholic.edu.au/schools/secondary-education-study>) and has undertaken several projects for the Diocese in social impact, organisational review and strategic land management planning.

Newcastle Airport Strategic Market Research

Ellen has undertaken extensive primary research into the market potential for Newcastle Airport as it seeks to expand its business. This 2016 project included quantitative and qualitative research as well as facilitated sessions with stakeholders, and the Newcastle Airport Board. Newcastle Airport is a long-term client.

BHPB Hunter River Remediation Project.

Ellen designed and implemented the social impact assessment and the stakeholder engagement for this project which was the largest remediation project in the southern hemisphere at the time. This included community risk assessment, community surveys and public meetings, internal employee research, newsletter and fact sheet production and detailed analysis and reporting.

Hunter Development Corporation Cities Taskforce Engagement Facilitation.

Ellen facilitated the planning focus groups, forums and public meetings for this significant planning process for Newcastle (2013) and again in 2015 where she undertook comprehensive community based research to provide high level advice to the NSW government.

Newcastle Mall Public Domain Business Case

In association with Jenny Roberts of Castlecrest, Ellen panned a detailed business case for improvements to the Newcastle Mall Public Domain for Newcastle City Council with the objective of obtaining grant funding.

Social and Economic Impact Assessment for Gloucester Resources.

Ellen project managed this component of the EIS for a state significant project and implemented a broadly-based methodology in a community with some entrenched opposition to the project.

Research, Audit Mechanism and Sponsorship and Donation Policy Development, Origin Energy

Ellen undertook a research project for Eraring Power Station (Origin) that has set the framework for their future social monitoring and community engagement as well as provided protocols and guidelines for sponsorship and donations.

Social and economic planning including mine closure considerations in the Solomon Islands

Ellen worked with the IFC and World Bank to assist a mining company in Gold Ridge meet international standards and deliver outcomes for the community post-civil unrest. Ellen produced socio-economic documentation, based on consultation and in-country research, to support the company's obligations to their funding bodies.

Social policy research and strategic planning – diverse projects and clients

Ellen has completed many primary research projects for a variety of clients including quantifying homelessness in Newcastle and developing the city's Homelessness Strategy, investigating the experiences of young people from ethnic backgrounds, criminology research for academic Prof Stephen Tomsen

including facilitating focus groups with young men and security personnel on violence, research with injecting drug users for Area Health Services, research with remote Indigenous communities for Attorney Generals and federal agencies and international research for the United Nations on legacy issues associated with war crimes in Rwanda.

Projects

For further project work please visit the Key Insights website:

www.keyinsights.com.au

Qualifications

- Bachelor of Education (University of Sydney)
- Master of Educational Studies (University of Newcastle)

Appendix 2 Diver Code of Conduct



**Hanson
Quarries**

**Brandy Hill
Quarry**

Drivers Code of Conduct



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1. General Requirements

Heavy vehicle drivers hauling from Brandy Hill Quarry must:

- Have undertaken a site induction carried out by an approved member of the Quarry staff or suitably qualified person under the direction of the Quarry management;
- Participate in regular toolbox meetings with appropriate supervisor/manager;
- Hold a valid driver's licence for the class of vehicle that is operated;
- Operate the vehicle in a safe manner within and external to the Quarry site; and
- Comply with the direction of authorised site personnel when within the site.

2. Heavy Vehicle Speed

Increased speed means an increase in the risk of a crash and as well as an increase in severity if an accident occurs. A study undertaken for the Australian Transport Safety Bureau found that travelling 10 km/h faster than the average traffic speed can more than double the risk of involvement in a casualty accident (Kloeden, Ponte, & McLean, 2001).

There are two types of speeding:

1. Where a heavy vehicle travels faster than the posted speed limit; and
2. Where a driver travels within the speed limit but because of road conditions (e.g. fog or rain) this speed is inappropriate.

All posted speed limits within the Quarry site are to be strictly adhered to at all times. The speed limits are:

- Quarry Driveway – 60km/hr
- Haul Road – 45km/hr
- within the Quarry (plant/sales yard) – 25km/hr

Vehicle speed on public roads is enforced by the NSW Police Service. There are three types of penalties established under HVNL:

- Infringeable offences – an offence which results in the issue of an infringement notice. It gives the person issued the notice the option of either paying the penalty set out in the notice or electing to have the matter dealt with by a court.
- Court imposed penalties – some offences (general more serious) are not infringeable and must be dealt with by a court. The HVNL sets out the maximum penalty level that the court may apply.
- Demerit points – are managed through each state and territories' road traffic law (NHVR, Penalties and infringements, 2017).



For more information, please see the National Heavy Vehicle Regulator website (<https://www.nhvr.gov.au/law-policies/penalties-and-infringements>).

All heavy vehicle drivers operating out of the Brandy Hill Quarry are to observe the posted speed limits, with speed adjusted appropriately to suit the road environment and prevailing weather conditions, to comply with the NSW Road Rules & Heavy Vehicle National Law. The vehicle speed must be appropriate to ensure the safe movements of the vehicle based on the vehicle configuration.

3. Heavy Vehicle Driver Fatigue

Driver fatigue or drowsy driving is a safety hazard for the road transport industry. The main causes of fatigue are not enough sleep, driving at night (during sleeping hours) and working or being awake for a long time (NHVR, 2017). It is one of the biggest causes of accidents for heavy vehicle drivers. National heavy vehicle driver fatigue laws apply to fatigue-regulated heavy vehicles, which are:

- A vehicle with a Gross Vehicle Mass (GVM) of over 12t
- A combination when the total of the GVM is over 12t
- A truck or a combination including a truck, with a GVM of over 12t with a machine or implement attached.

Under the law, working hour options for fatigue management are:

- Standard hours
- Basic fatigue management
- Advanced fatigue management

All heavy vehicle drivers operating out of the Brandy Hill Quarry are to be aware of their adopted Fatigue Management Scheme and operate within its requirements. By law, all drivers have a duty to not drive a fatigue-regulated heavy vehicle on a road while impaired by fatigue.

4. Heavy Vehicle Compression Braking

Compression braking by heavy vehicles is a source of irritation to the community and can generate numerous complaints from residents, especially at night when residents are sensitive to noise. There are instances compression braking is required for safety reasons, however when passing through or adjacent to residential areas, a reduction in the speed of the vehicle is recommended. This will allow the avoidance of compression braking at all times.

All heavy vehicle drivers operating out of the Brandy Hill Quarry are to minimise the use of compression brakes, so as not to create excessive noise that could disturb local



residents, where possible. Compression braking within or adjacent to residential areas should only be used if required for safety reasons.

5. Heavy Vehicle Noise

Hanson trucks current hours of transport are 6:30am to 4:30pm, subject to customer demands and operational requirements. Due to truck maintenance, driver training and truck type selection, Hanson trucks are permitted to enter and leave outside of stated hours, as may be required to meet project requirements.

Weighbridge operation for all contractors is 6.30am to 4.30pm, subject to customer demands and operational requirements. No contracted trucks will be ticketed outside these hours. In the unusual circumstance that a contractor requires entry into the Quarry site outside of these hours, Hanson will assess that the contractor truck is designed and maintained to no less standard than trucks within the Hanson fleet and is operated in line with the principles of noise mitigation to local residents.

6. Covering Loads

Loose material on the road surface has the potential to cause road crashes and vehicle damage. Uncovered loads represent the greatest risk to loose material on the road.

All trucks arriving at or departing from the Brandy Hill Quarry, whether loaded with material or not, are required to have an effective cover over their load for the duration of the trip. The load cover may be removed upon arrival at the delivery site.

All care is to be taken to ensure that all loose debris from the vehicle body and wheels are removed prior to leaving the site. Drivers must ensure that following tipping that the tailgate is locked before leaving the site.

Quarry Management is to monitor loose material on the side of the haulage route from Quarry operations and take appropriate action (removal or suppression) regularly.

7. Heavy Vehicle Departure and Arrival

Heavy vehicles travelling in close proximity on dual lane public roads can be of concern to light vehicle drivers as well as increasing noise through or adjacent to residential areas. To alleviate public concern and increase road safety, heavy vehicles leaving the Quarry should try to be separated by a minimum, 1.5 minute interval.

It is difficult to schedule arrivals to the Quarry (except at the commencement of work for the day) due to the different directions of approach from external jobs and the varying job completion times, however, when a driver becomes aware, through visual contact or two-way contact



between trucks, that they will arrive at approximately the same time then they are to ensure that there is a suitable gap between vehicles.

To alleviate public concern and increase road safety, heavy vehicles leaving the Brandy Hill Quarry should attempt to be separated by a minimum, 1.5 minute interval.

7.1. Safety initiatives for residential areas and school zones

All drivers are to show respect for our neighbours in the Seaham and Brandy Hill areas. Care is to be taken around school bus stops in the morning (6:45am to 8:30am) and afternoon (2:45pm to 4:30pm) periods. Drivers are to be mindful of children being dropped off and/or picked up in and around Seaham and Brandy Hill areas during these hours. Drivers are to comply with 40km/h speed limit for traffic passing a school bus as well as within school zones.

Brandy Hill Drive is an 80km speed zone. Please give pedestrians using Brandy Hill Drive a wide berth and be aware of the pedestrians' safety, road users' safety and their own safety at all times.

7.2. Primary haulage routes

The primary haulage routes are shown on **Figure 2**, with critical locations highlighted.

Heavy vehicle drivers are to carefully plan their routes so that State and regional roads are given priority for route selection. Local roads should only be used if there is no other option or in an emergency situation. To be considerate of our neighbours, short cuts and deviations should not be used when delivering Quarry products.

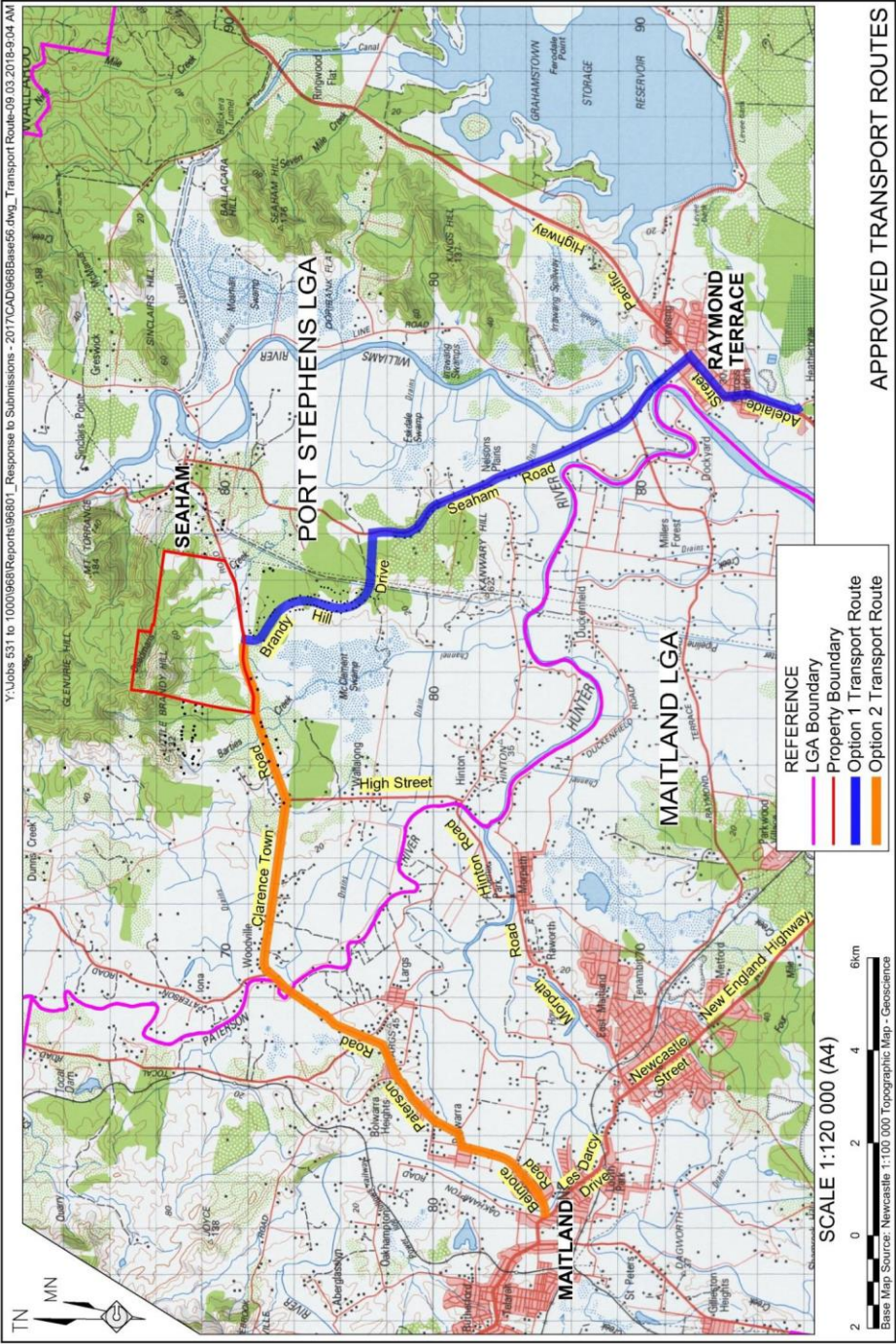


Figure 1: Approved transport routes.

8. Heavy Vehicle Breakdown and Incidents

In the case of a breakdown the vehicle must be towed to the nearest breakdown point as soon as possible. All breakdowns must be reported to the RMS TMC (Transport Management Centre) on 131 700 and the vehicle protected in accordance with the Heavy Vehicle Drivers handbook.

If there is a product spill while loading/unloading or en-route to and from the Quarry, the driver must:

1. Immediately warn persons in the area who may be at risk;
2. Inform their shift supervisor/owner. If the vehicle is owned or contracted by Hanson Construction Materials Pty Ltd, the Brandy Hill Quarry Manager must be immediately informed so that emergency services can be contacted and a clean-up initiated;
3. All spills must be adequately cleaned up and waste disposed of in an acceptable and environmental manner;
4. Put out warning triangles where it is safe to do so;
5. Contact the NSW Police Service.

To ensure that traffic impacts are minimised in the event of an incident, rapid response from the haulage company is required. In order to ensure rapid response to incidents, drivers are encouraged to contact the RMS TMC on 131700, as soon as the stranded vehicle and load is safely secured.

9. Compliance Measures and Monitoring

The document is to be signed by individual drivers and a Hanson Construction Materials Pty Ltd authorised representative at the time when heavy vehicle haulage drivers attend their site induction or shortly thereafter.

To assist in the orderly resolution of complaints, Quarry management will keep a register itemising all reported incidents relating to complaints in regard to heavy vehicle driver conduct external to the Quarry site.

The incident register is to include (where possible):

1. Date of the complaint.
2. Time of the complaint.
3. Name of the complainant (if available).
4. How the complaint was received.
5. Detailed description of the complaint (including location, driver/heavy vehicle details).
6. What / when actions were taken to resolve the issue; and
7. The reply to the person / organisation that made the complaint.

Once the Quarry Manager is satisfied that the complaint is substantiated, an investigation of the location and causes of the complaint will be undertaken. Following investigation of the issue, the



Quarry Manager will provide feedback to the complainant that details the investigations undertaken, the result of the investigation and measures implemented to ensure that operations remain compliant. A description of any follow-up investigations and the response provided to the complainant will also be recorded in the *Complaints Register* upon closure of the issue.

The incident register is to be made available, upon request, to an authorised State Government officer or Council officer.

In addition to the register, any breach of the Code of Conduct will result in the offending driver being placed on a **Driver's Code of Conduct Disciplinary Action Register**.

There are 3 stages to the process:

1st Warning – Driver will be warned for the breach, entered into the register and re-inducted.

2nd Warning – Driver will be warned for the breach, entered into the register, re-inducted and the company of the driver will be notified that a second breach of the site rules has occurred by the offending driver. The result of this second breach will result in the driver being banned from the site for a period to be determined by management, depending on the severity of their actions.

3rd Warning – The driver will be banned and the company of the driver will be notified of the ban period imposed on the driver.

10. Emergency Contact Numbers

- RMS Transport Management Centre – **131 700**
- Port Stephens Council – **(02) 4988 0255**
- Quarry Management – **(02) 4988 6166**
- Complaints Line – **1800 882 478**
- NSW Police Service (Northern Region) – **(02) 4934 0200**
- Transport Shift Manager – **(02) 9660 0441**



11. Code of Conduct Induction

To all Truck Drivers Entering Brandy Hill Quarry

- ❑ Weighbridge operating hours for all contractors is 6.30am to 4.30pm, unless otherwise notified by Management. Hanson fleet trucks are permitted at earlier times as required. Non-Hanson trucks to this site are not permitted on Brandy Hill Drive prior to 6:30am, unless otherwise advised.
- ❑ All heavy vehicle drivers operating out of the Brandy Hill Quarry are to observe the posted speed limits, with speed adjusted appropriately to suit the road environment and prevailing weather conditions, to comply with the NSW Road Rules & Heavy Vehicle National Law. The vehicle speed must be appropriate to ensure the safe movements of the vehicle based on the vehicle configuration.
- ❑ The speed limit along the Haul Road is 45km/hr. The speed limit along the Quarry Driveway is 60km/hr. The speed limit in and around the plant and sales yard is 25 km/hr. When exiting at Clarence Town Road intersection, all trucks must come to a complete stop.
- ❑ On entering the Quarry, trucks must communicate via UHF 10 to the Weighbridge Operator or Sales Loader, what products they want. Conversations MUST be kept to a minimum. Change to UHF9 at stop sign when entering Floors 1 & 2. Call up on UHF to let Pit Operators know your movements. Watch out for Heavy Machinery working.
- ❑ Drivers are expected to give way to all oncoming vehicles, paying particular attention to Quarry sales loaders and equipment. Trucks must give way to loaders and dump trucks at all times.
- ❑ Truck Drivers loading at the stockpiles should remain in their cabins. No children are permitted on site without prior permission from the Operations Manager per Hanson Directive.
- ❑ Whilst waiting to be loaded, if drivers exit their cabin they must be cautious of other vehicles moving between and behind stockpiles. Drivers must be wearing adequate PPE such as high visibility clothing, long sleeve shirt and long pants, safety boots and a safety helmet, as per Hanson Directive.
- ❑ If undertaking a U-turn or reversing into the appropriate stockpile area, trucks must use all appropriate means of communicating their movements.
- ❑ Due to space limitations around loading areas, trucks are expected to slow down to a speed which will ensure they are able to stop quickly if required. Visibility may be reduced around stockpiles, take extra care in these areas.
- ❑ To alleviate public concern and increase road safety, heavy vehicles leaving the Brandy Hill Quarry should try to be separated by a minimum, 1.5 minute interval.



- All trucks arriving at or departing from the Brandy Hill Quarry, whether loaded with material or not, are required to have an effective cover over their load for the duration of the trip. The load cover may be removed upon arrival at the delivery site. Tarp in designated area, NOT on weighbridge. Tarping, load and vehicle inspections to be done at work platforms after the weighbridge. No driver is to climb into or onto the back of truck bodies or trailers.
- All care is to be taken to ensure that all loose debris from the vehicle body and wheels are removed prior to leaving the site. Drivers must ensure that following tipping that the tailgate is locked before leaving the site. Never drive with the body in a raised position.
- All drivers are to show respect for our neighbours in the Seaham and Brandy Hill areas. Take care around bus stops in the mornings and afternoons. Brandy Hill Drive is an 80km speed zone. Please give pedestrians using Brandy Hill Drive a wide berth, be aware of their safety and other road users.
- All heavy vehicle drivers operating out of the Brandy Hill Quarry are to minimise the use of compression brakes, so as not to create excessive noise that could disturb local residents, where possible. Compression braking within or adjacent to residential areas should only be used if required for safety reasons.
- Heavy vehicle drivers are to carefully plan their routes so that State and regional roads are given priority for route selection. Local roads should only be used if there is no other option or in an emergency situation. To be considerate of our neighbours, short cuts and deviations should not be used when delivering Quarry products.
- Be conscious of Hanson's seven lifesaving rules:
 1. You must be inducted and competent to operate on our sites.
 2. When working at heights, protect yourself and others below you.
 3. Always use positive isolation, lockout and tag before working on plant and equipment.
 4. Guarding must be in place at all times and replaced immediately following any work on plant and equipment.
 5. Wear your seat belt.
 6. Never text or use a hand held phone whilst driving.
 7. Report all injuries, incidents and hazards to your supervisor/ manager.
- All heavy vehicle drivers operating out of the Brandy Hill Quarry are to be aware of their adopted Fatigue Management Scheme and operate within its requirements. By law, all drivers have a duty to not drive a fatigue-regulated heavy vehicle on a road while impaired by fatigue.
- Failure to comply with the above will result in immediate removal from site.



12. Declaration

DECLARATION

I, the undersigned, hereby agree to abide by Hanson Construction Materials Pty Ltd Driver Code of Conduct for the transportation of Quarry products from the Brandy Hill Quarry, Clarence Town Rd, Seaham NSW to their final destination/s in a safe manner. I have read and understand the requirements outlined in the attached document and will, to the best of my ability, comply and assist with their implementation, requirements and ongoing administration.

The subject document to which this declaration relates is attached as part of the overall document and signing of this declaration confirms that signee has read and understood the entire document:

TRUCK DRIVER

Full Name: _____

Organisation: _____

Signature: _____

Date: _____

HANSON CONSTRUCTION MATERIALS PTY LTD

Company Witness: _____

Date: _____

Complaints Register



Brandy Hill Quarry Complaints Register

DATE to DATE

[illegible]

References

- Kloeden, C., Ponte, G., & McLean, A. (2001). *Travelling Speed and the Risk of Crash Involvement on Rural Roads*. Adelaide: Department of Transport and Regional Services.
- NHVR. (2017). *About fatigue management*. Retrieved November 24, 2017, from National Heavy Vehicle Regulator: <https://www.nhvr.gov.au/safety-accreditation-compliance/fatigue-management/about-fatigue-management>
- NHVR. (2017). *Penalties and infringements*. Retrieved November 23, 2017, from National Heavy Vehicle Regulator: <https://www.nhvr.gov.au/law-policies/penalties-and-infringements>

Appendix 3 Summary of Public Submissions

All submissions can be viewed on the Department's website. This Table represents a significant selection of public submissions that were reviewed as part of this research.

Location of Submitter	Support / Objects	Key Social Impacts	Other Impacts
Maitland LGA	Objects	<p>Health and welfare impacts associated with:</p> <ul style="list-style-type: none"> Truck movements 27/7 operation <p>Reduction in Property values (socioeconomic impact)</p>	<p>Truck movements causing the following impacts:</p> <ul style="list-style-type: none"> Decrease in road safety (particularly the Paterson Rd and Tocal Rd at Bolwarra) Increased noise Traffic congestion Air quality / dust impacts
Brandy Hill local	Objects	<p>Reduction in property value</p> <p>Road safety</p> <p>Amenity impacts caused by 24/7 operations and truck movements.</p>	Truck movements
Mid Coast LGA (Wingham address but has a house in Largs, Maitland LGA)	Objects	<p>Noise impacts on community – operations can be heard as far away as Largs (Maitland LGA).</p> <p>Sleep deprivation from 24/7 operations.</p> <p>Health impacts on workers and the local community from dust pollution.</p> <p>Devaluation of property.</p> <p>Visual impacts associated with land clearing.</p> <p>Cost of truck movements to community and to Council (in terms of road and bridge maintenance.</p>	<p>Conditions of Consent:</p> <ul style="list-style-type: none"> Real time open source noise monitoring Strict operating hours and noise limits. No trucks leave before 7am. No trucks lined up on the external road prior to 7am. No trucks on roads during school bus operating times. Tonnes per kilometre rate for cost recovery for Council. Dust suppression equipment be fully operational at all times, including mining/ loading and processing. Quarry to buy out impacted properties with protection clause for renters. <p>Clearing of 49 hectares and scarring of landscape – rehabilitation needs to be pre-paid and guaranteed.</p>

Location of Submitter	Support / Objects	Key Social Impacts	Other Impacts
			Post consent watering down of conditions.
Seaham local	Objects	<p>Amenity issues related to:</p> <ul style="list-style-type: none"> Increased local traffic Noise Vibration from drilling and blasting Dust 27/7 operations <p>Decrease in property values</p> <p>Road safety</p>	<p>End of quarry use and potential to be a garbage dump</p> <p>Ability of road network an infrastructure to cope with increased truck movements</p> <p>Cumulative impacts</p> <p>Noise, vibrations and dust</p> <p>Impacts on local flora and fauna</p> <p>Impacts on water and waterways</p>
Maitland LGA	Objects	<p>Amenity impacts on local people because of:</p> <ul style="list-style-type: none"> Truck movements Environmental impacts 	<p>Noise</p> <p>Vibration</p> <p>Pollution</p>
Brandy Hill local	Objects	<p>Lack of consultation on expansion</p> <p>Local amenity impacts due to 24/7 operation</p> <p>Increased truck movements leading to:</p> <ul style="list-style-type: none"> Road safety impacts Increased damage to local roads <p>Submissions from residents of Brandy Hill and Clarence Town should be given more weight in the analysis</p>	<p>Questions the legal processes associated with approval.</p> <p>Expansion of the quarry, which existed prior to local residents purchasing their land, is unfair.</p>
Maitland LGA	Objects	<p>Amenity impacts on Maitland Shire residents close to truck routes:</p> <ul style="list-style-type: none"> 24/7 operations Road safety Road congestion (esp. at Paterson Rd and Tocal Rd intersection Bolwarra Heights) 	<p>Damage to local roads</p> <p>Noise</p> <p>Air pollution from laden vehicles</p>

Location of Submitter	Support / Objects	Key Social Impacts	Other Impacts
		<ul style="list-style-type: none"> Property devaluation due to 24/7 operation and road haulage needs 	
Brandy Hill local	Objects	<p>Currently co-exist.</p> <p>Amenity impacts from noise, pollution and road usage.</p>	Given that Council currently struggles to maintain Brandy Hill Road the increase to double the output is not feasible in a residential area.
Sydney	Supports	<p>Local employment</p> <p>Support to regional industry</p>	
Nelsons Plains (Port Stephens)	Objects	<p>Quality of life and health impacts from:</p> <ul style="list-style-type: none"> 24/7 operation Truck movements Increased dust and diesel levels Road safety – excessive speed limit at property entrance 	<p>Vibration levels impacting on integrity of house and road surface.</p> <p>Truck movements should be limited to business hours, Monday to Friday.</p> <p>Implied suggestion to lower speed limits on the local road.</p>
Brandy Hill local	Objects	<p>Road safety:</p> <ul style="list-style-type: none"> Number of driveway entrances Lack of cycling and walking paths High number of bus stops where buses cannot completely get off the road. <p>Road congestion at the Brandy Hill Drive / Seaham Road intersection.</p>	<p>Inability of local road system to deal with 24/7 operation and subsequent truck movements. Damage to roads.</p> <p>Council incapable of managing impacts from such a large operation. Per-existing state of local road is bad.</p> <p>Failure of truck drivers to stick to speed limits / compression braking.</p> <p>Impacts on local wildlife.</p>
Maitland LGA (Bolwarra Heights)	Objects	Loss of country lifestyle and community due to excessive noise and truck movements.	
Sydney	Supports	Employment opportunities	Provision of building materials for regional construction projects.
Dungog Shire (Glen Oak)	Supports	<p>Convenient supply of quarry materials.</p> <p>Provision of local employment.</p>	Important local facility for providing materials for concrete, construction and roads.

Location of Submitter	Support / Objects	Key Social Impacts	Other Impacts
		<p>Historical connection community; good corporate citizens.</p> <p>Many of the objectors have moved to the area after the establishment of the quarry and their complaints are unfair.</p>	<p>PSC advises traffic impacts can be mitigated.</p> <p>Growth is essential to maintaining a health business.</p>
Seaham	Objects	<p>Traffic impacts:</p> <ul style="list-style-type: none"> • Undesirable behaviours of drivers overtaking slow moving trucks • Safety concerns for children dismounting school buses • Delays at the intersection of Adelaide Street and Seaham Road; complicated but the McDonalds on the corner. 	<p>Mitigation suggestions:</p> <ul style="list-style-type: none"> • Additional right turn lane into Adelaide Street; one lane being designated for trucks. • Making Adelaide street two Lanes each way from Port Stephens street to the roundabout at Adelaide street and the Pacific Highway. • Brandy Hill Quarry, Martins Creek Quarry and East Seaham Quarry create a private road from their quarries to the Pacific Highway.
Brandy Hill local	Objects	<p>Safety health and wellbeing impacts from:</p> <ul style="list-style-type: none"> • Trucks travelling at high speed along Brandy Hill Drive. • Noise and pollution from trucks. • Inadequate local roads for traffic volumes. • Children at risk crossing road. 	<p>Accepts Brandy Hill Quarry as part of the community in its current capacity.</p> <p>High amount of roadkill due to trucks.</p> <p>Hanson encouraging employees to support the application, even though they may not live locally.</p>
Brandy Hill local	Objects	<p>Negative impacts on peaceful quiet lifestyle.</p> <p>Brandy Hill Drive particularly dangerous for elderly residents – it is necessary to step onto the verge when trucks pass – this is an uneven surface. Increases in truck movements will make daily walks impossible.</p>	

Location of Submitter	Support / Objects	Key Social Impacts	Other Impacts
		Continuous noise from 24/7 operations will make daily life difficult.	
		Devaluation of our property.	
Brandy Hill local	Objects	Sleep interruption; especially due to trucks driving during "closed hours". Unsafe driving practices and gravel falling from trucks creates personal safety risks. Noise impacts on amenity. Properties devalued.	
Raymond Terrace	Objects	The trucks on the road are dangerous, noisy and fast. Safety impacts for visitors, residents and animals. Ruining a residential area.	
Seaham	Objects	24/7 operations: <ul style="list-style-type: none"> Impact adversely on amenity Roads are inadequate to cope with current loads – safety risks will increase with increased truck movements. 	
Brandy Hill (resident and business owner)	Objects	Brandy Hill Road already unsafe for children riding bikes and horses, or getting to the school bus stop. Increased truck movements will lead to increased road safety risks. Driveway entrance to Brandy Hill Road is a particular risk when towing horses or dogs. Health risks associated with increased dust and truck fumes.	Mitigation suggestions: <ul style="list-style-type: none"> Immediate and extensive infrastructure to be provided. A safe cycleway / walking path the full length of Brandy Hill Drive. Extra turning bays, merging lanes and bus stops on Brandy Hill Drive.
Duns Creek	Objects	Broad geographic area of impact across several LGAs are affected by truck movements:	Comparison made to: 2012 Bulga Milbrodale Progress Association Inc v Minister for Planning and Infrastructure

Location of Submitter	Support / Objects	Key Social Impacts	Other Impacts
		<ul style="list-style-type: none"> Seaham/Brandy Hill, Raymond Terrace, Bolwarra, Lorn and Maitland. Safety risk for residents and in School Zones Economic burden for Councils. Amenity impacts on residents of predominantly urban, surrounding high growth areas. Damage to roads Health risks from truck noise, diesel fumes and dust and constant machinery noise. <p>Negative impact on sense of place (particularly due to noise impacts)</p> <p>Negative impact on local tourism and property values.</p>	<p>and Warkworth Mining Limited [2013] NSWLEC 48</p> <p>Positive economic impacts cannot compensate for loss of quality of life and social amenity.</p>
Seaham	Objects	<p>Increasing hours of operation not appropriate in a rural area:</p> <ul style="list-style-type: none"> Increased road congestion Decreased road safety, particularly at night. Traffic impacts extend into Raymond Terrace. Loss of amenity due to noise impacts, particularly at night. Loss of local lifestyle Negative impact on property values. <p>Negative impacts not offset by employment benefits.</p>	<p>The Quarry should stay at the current tonnage and truck levels.</p> <p>Structural damage to house due to increased blasting; especially with increased Quarry depth. Hanson should buy out residents if it can't prove there will be no damage.</p> <p>Mitigation suggestion:</p> <ul style="list-style-type: none"> Increase life of Quarry to 60 years, but decrease hours of operation. Avoid huge reservoir at end of Quarry life by backfilling extracted area progressively throughout operations. Keep current consent conditions.
Bandy Hill (immediate neighbours)	Objects	<p>Current base level impacts:</p> <ul style="list-style-type: none"> Lifestyle and community connection impacts due 	

Location of Submitter	Support / Objects	Key Social Impacts	Other Impacts
		<p>to increased trucks (evident over the last couple of years)</p> <ul style="list-style-type: none"> • Sleep deprivation from early operation of trucks – from 5am travelling to the Quarry. Also from the crusher which is seems much noisier at night. • Driveway egress doesn't feel safe (trucks speed) • Dust and grime covers everything – we have to keep windows shut which defeats the purpose of living in the country. • Damage to property from blasting. <p>Potential impacts from Quarry extension:</p> <ul style="list-style-type: none"> • Decreased property value • Diminished privacy as the expansion comes closer to our home • Health concerns associated with pollution from concrete plant. • Rural residential and associated uses now – not consistent with a 24/7 industrial use • Not in the public interest for all of the above reasons. 	
Brandy Hill	Concerns	<p>Truck impacts on:</p> <ul style="list-style-type: none"> • Road conditions and repairs • Ability to exit from driveway safely due to large number of movements • Hold up behind heavy laden vehicles <p>Concerned about infrastructure:</p> <ul style="list-style-type: none"> • Lack of footpaths, reasonable bus stops and subsequent safety issues; 	

Location of Submitter	Support / Objects	Key Social Impacts	Other Impacts
		particularly for school children.	
Nelsons Plains	Objects	<p>Increased truck movements leading to:</p> <ul style="list-style-type: none"> Decreased safety on Seaham Road Decreased ability to safely egress my property Noise and pollution impacts on amenity; especially with loaded trucks heading south up the incline. Conflict with Council's residential zoning – 24/7 operations lead to unacceptable traffic, noise and safety issues. 	<p>Current shortcomings causing impacts:</p> <ul style="list-style-type: none"> 708 Seaham Road – School bus stop and Child Care Centre – not enough space for a bus to pull over safely. Existing traffic problems for residents along Seaham Road.
Newcastle (Warabrook)	Objects	<p>Increased truck movements will increase safety impacts for concealed driveways and school bus runs.</p>	<p>Former long-time Raymond Terrace resident.</p> <p>Existing noise and dust pollution unacceptable.</p> <p>Newline Road already dangerous.</p>
Brandy Hill	Objects	<p>Increased truck movements leading to:</p> <ul style="list-style-type: none"> Safety of children on and off school buses Decreased safety of walking and riding horses along the road Safety risks moving horse float on and off property. <p>Diminished air quality leading to health impacts; particularly for asthmatic child.</p>	<p>Diminished air quality.</p>
Brandy Hill	Objects	<p>24/7 operation for 30 years:</p> <ul style="list-style-type: none"> Will ruin tranquil ambience Road safety impacts for local people (pedestrians, cyclists and drivers) and animals Decrease in property values; particularly along Brandy Hill Drive. Small increase in jobs does not outweigh 	<p>Brandy Hill "was established to be a tranquil, semi-rural, residential suburb" ... zoning conflict impacts. Even with recent increases in trucks from Martins Creek, impacts are currently acceptable. However – cites numerous recent dangerous traffic situations involving trucks.</p>

Location of Submitter	Support / Objects	Key Social Impacts	Other Impacts
		negative impacts on local people.	Unacceptable noise and pollution impacts; particularly dust particles and diesel fumes from trucks. Current bus stopping areas inadequate and unsafe. Questions fairness of considering support for the proposal from parties not living in the LGA or near the Quarry. External submissions should not be given the same weight as near neighbours.
Brandy Hill	Objects	Justice issue – the expansion is not fair to local people. 24/7 operations: <ul style="list-style-type: none"> Impacts on road safety from constant truck usage – current bus turn-ins inadequate. Convoy of trucks compounds safety issues. Incompatibility with existing lifestyle which is “a fairly countrified quiet location”. Public health risk from diesel fumes and particulates. 	Impacts on road surface and maintenance. Road not adequate for proposed truck usage. Egress from properties dangerous. Nowhere to pull over, bus stops currently unsafe. Blasting and crushing impacts
Brandy Hill	Objects	Multiple impacts on amenity.	Have noticed increase in traffic over the last couple of years. Clarence Town Rd and Quarry entrance a very scary intersection. Bus stops currently inadequate. Too much dust and noise.
Brandy Hill	Objects	Safety concerns, particularly for children. Decreased property process and cost to quality of life.	Noise due to close proximity of Quarry. Current concerns: activity increasing over the last 10 years, too many trucks on road (especially early

Location of Submitter	Support / Objects	Key Social Impacts	Other Impacts
		Will compensation be offered to families?	morning), safety of children compromised, roads deteriorating. Expansion will lead to: more dust, increased damage to roads, increased dust.
Brandy Hill	Objects	Expansion will create a safety risk for my small children travelling to and from school.	

Appendix 4 Public Meeting

Brandy Hill Community Meeting - 22 March 2017 Record of Meeting

Organisation	Representative
Department of Planning and Environment	Mari Koeck (MK) – Facilitator David Bauche – Senior Communications Officer Colin Phillips (CP) – Team Leader Resource Assessments Gen Seed – A/Senior Planning Officer Resource Assessments Alex Grierson – Planning Officer Resource Assessments Sarah Fabian – Student Planner Resource Assessments
Brandy Hill and Seaham Action group	Neil and Margarete Ritchie (MR) Deb & Les Fisher
Voice of Wallalong and Woodville	Peter Rees
Port Stephens Council	Karen Forsyth
Member for Port Stephens	Kate Washington
Hanson Construction Materials	Andrew Driver – Development Manager Chris Dolden - Operations Manager Aggregates

Meeting start - 6:30pm

- MK commenced the meeting by introducing key attendees and outlining the purpose of the meeting and its agenda.
- CP provided a brief presentation on:
 - Hanson's proposal
 - the Department's assessment process; and
 - how to make a submission.
- Neil Ritchie from the Brandy Hill & Seaham Action Group (BHSA) provided a presentation.
 - Introduction and history of the BHSA.
 - BHSA is not opposed to the operation of the quarry but has concerns about the nature and scale of the proposal as well as some current operational issues.
 - Brandy Hill is a residential area and has co-existed with the quarry throughout the years.
 - There is concern for the future of Brandy Hill Drive in relation to the number of truck movements, particularly from the combined operations of the Martins Creek Quarry expansion and the Brandy Hill expansion proposal.
 - Members of the BHSA are a part of Hanson's Community Consultative Committee (CCC), which has been effective in resolving some community issues with the quarry's operations. Despite the issues raised at the CCC about the proposed expansion, the EIS has not addressed these issues.
 - A key concern is the proposed 24-hour operations and trucking movements and the associated increase in traffic, noise, dust and diesel emissions. These impacts would significantly affect the amenity of the area.
 - There is concern regarding the ability of people to comfortably and safely move on Brandy Hill Drive, particularly in terms of walking, cycling, horse riding, accessing bus stops and the pre-school. The shoulders of the road are inadequate for these

- functions.
- The roads themselves are not in good surface condition and in combination with 24-hour truck movements, the noise impacts would be significant.
 - There is concern about the safety of intersections.
 - As a result of reading the EIS, the BHSA position is as follows:
 - There is support for the ongoing operation of the quarry, but based on what has been proposed in the EIS, the nature and scale of the operation should remain at a similar level to what is current.
 - Opposition to 24 hour crushing and truck movements. It is recommended that operating hours stay between 6am to 6pm and are not extended into the evening.
 - Any future consents should be conditioned to provide footpaths that connect Brandy Hill Drive and Seaham Road (including the bus stops). This should be in addition to Section 94 contributions.
- BHSA presentation – Deb Fisher
 - The EIS's social impact assessment (Appendix 17) is concerning.
 - The social impact issues are rated as low for visual, noise, air quality and blasting because they are said to meet the relevant criteria. Additionally, the traffic impact is considered as 'low-medium'.
 - Residents will be able to see the increased amount of trucks. Blasts and noise are still experienced by residents and there have been complaints in the past about blasting impacts on livestock. The road noise figures in the EIS are questionable.
 - Truck movements on the roads will double and safety risks will be increased. Brandy Hill Drive has had minimal upgrades overtime.
 - There are ten bus stops on Brandy Hill Drive and no room to pull over, particularly to drop off and pick up children. Many shoulders are ditches making accessibility even more difficult.
 - There have been several near misses.
 - A shared cycle/walkway is needed.
 - There is concern about driveway visibility and the ability of people to safely slow down and turn into their driveways, particularly when turning across the road into driveways.
 - There is insufficient time for a car to stop when a truck is passing through the Clarence Town Road and Brandy Hill Drive intersection. It takes 20 seconds for a truck to cross the intersection and it takes 6 seconds for a car to reach the intersection as it becomes visible. There are safety concerns not only for residents but the truck drivers themselves.
 - There are significant health benefits of being able to walk locally. However, this is too dangerous and difficult with the existing road and shoulders. Hanson has suggested other areas to walk in, however they are only accessible to those that drive.
 - Sleep deprivation is likely as a result of increased trucks.
 - Devaluation of homes.
 - Voice of Wallalong and Woodville (VOWW) – Peter Rees
 - VOWW endorses the remarks of BHSA.
 - Traffic generation is the key concern to be discussed.
 - 904 vehicle trips per day have been proposed, an increase of 524 vtpd. The impact on traffic has been based on 2013-14 traffic counts. Traffic counts have increased since this time and the EIS figures unlikely represent current traffic counts. The EIS recorded 1681 vpd for Brandy Hill Drive. The Council for the period 1/12/2016 - 8/12/2016 recorded 2166 vehicles ADT.
 - For the amount of trucks proposed, protection of pedestrians is needed. Suitable infrastructure should be provided as a result of increased trucks.
 - The Secretary's requirements require measures to adopt and manage risks for road

safety. This has not been adequately addressed. The TIA emphasised the condition and design of the roads in section 12 "Road Safety", without regard to pedestrians. Pedestrian safety is dealt with in the "Alternate Transport Modes" in the TIA – look to s94 relief for safety remedy.

- A nexus exists between the impacts of proposal and the unsafe pedestrian environment, and the developer has not provided suitable infrastructure to eliminate danger caused by its proposed expansion.
 - There will be cumulative traffic impacts with the proposed Martins Creek Quarry. Updated traffic generation as a result of the Martins Creek Quarry EIS has not been included in the Brandy Hill EIS. There is a difference between the two proposals regarding the amount of trucks on Brandy Hill Drive: MC Quarry believes there will be an additional 84 trucks from its quarry using Brandy Hill Drive; BH Quarry believes there will be only 64. A not insignificant difference.
 - There will be a combined daily total of 988 of quarry trucks on Brandy Hill Drive.
 - The amount and intensity of trucks would cause an unreasonable and unacceptable impact on the environment. The environment is defined by the EP&A Act as *"environment includes all aspects of the surroundings of humans, whether affecting any human as an individual or in his or her social groupings."* Here the 'environment' includes those living adjacent to the roads and those travelling on the roads.
 - Sleep deprivation from any number of noisy quarry trucks is a concern.
 - Road traffic noise is a major health issue as published in medical journals. The EIS is ambiguous about the impacts of road noise and there is no comfort to residents who expected to see explicit appropriate measures to regulate the times and frequency of truck movements.
 - The rural-residential environment is low in background noise and sound travels long distances in the quiet atmosphere, more so at night than in daylight hours.
 - A Traffic Management Plan has been proposed to manage traffic impacts. However, it is unclear what that includes. Management measures should be tangible and should be provided now and not later.
 - The development application should be refused on traffic grounds alone.
- Questions and comments from the community

Question 1 – What is the Department's view of the age and sufficiency of the information presented in the EIS, particularly regarding intersection analysis?

Answer by CP – we will review the age of the information provided and would appreciate your feedback in a submission. However, at this time it is agreed that the current intersection analysis is not sufficient.

Question 2 – Is there research out there regarding truck movements and the impacts on human health?

Answer by CP – The Department has consulted with RMS on the proposal. RMS has guidelines and requirements for road volume capacity. The RMS submission will be made live on the Department's website.

Comment by MR – RMS advised that majority of the roads in question are the responsibility on Council.

Comment by CP – It was agreed that the responsibility of the roads is divided between RMS and Council however, the technical specifications of RMS's policy would more than likely be applied for Council assessments.

Question 3 – Can we upload a video as a submission to demonstrate the noise impacts and where in the EIS does it deal with the loss of social amenity?

Answer by CP – I visited the site today and found that useful in observing noise impacts. In relation to uploading a video, I am uncertain of the specific file types that can be uploaded in a submission and that question will be taken on notice.

The specific details of the EIS will not be investigated tonight, however, if it is felt that there is a deficiency, send a submission so that it is identified.

Videos cannot be uploaded into submissions on the Department's website. However, if you would like to include one in your submission, please email the video to genevieve.seed@planning.nsw.gov.au.

Question 4 – Will the Department look at the cumulative impacts?

Answer by CP – Yes. It is hard to assess things that may not go ahead, such as the Wallalong subdivision area. However, the cumulative impact between the Martins Creek and Brandy Hill proposals will be considered.

Question 5 – The community has identified the need for improved walkability infrastructure. Can the Department apply this as a condition? If not, can you advise us to what can be done?

Answer by CP – To apply this infrastructure as a condition, there would need to be a nexus with the quarry expansion and the need for the infrastructure. It is not just Hanson's trucks that travel down Brandy Hill Drive. These are things that the Department would need to consider, including if the increased trucks from Hanson were the tipping point for requiring the infrastructure. We want to hear your ideas and suggestions as to how this could be addressed.

Question 6 – You visited the site and the surrounding roads today, what is your view about the safety and access to bus stops?

Answer by CP – my personal opinion is that the bus stops are not big enough.

Comment 1 - I am a landowner on the boundary of the quarry. It is clear that there will be a significant impact from the proposal. Housing prices will be affected and the EIS should account for safety impacts as a result on heavy vehicles increasing, not just vehicles in general.

Question 7 – I found some of the background noise levels in the noise impact assessment to be questionable. Do these studies get peer reviewed and does real-time monitoring get used to assess a quarry's noise impact?

Answer by CP – The Department relies on the advice from noise experts at the EPA. The concern about the background noise levels should be expressed in your submission. Real-time monitoring is sometimes used, but is mostly used as a noise management tool for an operational quarry, rather than an assessment tool.

Question 8 – Will air traffic noise be considered as part of the cumulative assessment of impacts?

Answer by CP – No. Noise from aircraft is dealt with under different guidelines (Australian Noise Exposure Forecast – ANEF). Aircraft noise is not part of the quarry proposal.

Comment 2 – Kate Washington State Member for Port Stephens – The community is up against it. Individual submissions are needed. It is disappointing that the community concerns raised during the CCC meetings were not reflected in the EIS. The consultation was not genuine. Participation is the key.

Comment 3 – there are two single lane bridges in the west that have not yet been

mentioned. The Wallalong development was held back because of the access difficulties posed by these bridges. The Aboriginal heritage assessment in the EIS is poor.

Question 9 - What time did you visit Brandy Hill Drive today? Was it at 8am during peak hour?

Answer by CP – no it was approximately 11am – 12:45pm and 2-3pm.

Response – Would you like to come at 8am to the bus stop where I drop off my kids?

Answer by CP- I accept the invitation.

Comment 4 – There was a recent fatality in a driveway on Clarence Town Road. The speeds that the trucks will be travelling are a lot faster than what occurred for this fatality. The roads are not made to do what is being proposed.

Question 10 – I am an adjoining landowner. Is there consideration for increasing the buffer zone between quarrying operations and residences?

Answer by CP – I am unable to answer specifically regarding if a buffer would be applied, however, the assessment of noise is made at the residence (where the house is). Will operations be moving closer to the residence? That is a consideration in the assessment of noise impacts.

Comment 5 – Subcontractor trucks are much noisier than the company trucks.

Response by CP – this has been raised with me multiple times and is noted.

Comment 6 – Appendix 18 regarding rehabilitation and closure is a key concern. The void would be 78 metres below sea level and would be filled with water following the completion of mining. There is no discussion as to how long it would take for the void to be filled, or the after use of the void.

Question 11 – How are the objections collated and responded to?

Answer by CP – all submissions are read first. A request for a "Response to Submissions" (RTS) report is prepared by the Department requesting that the Applicant respond to all issues raised. All submissions are made available to the Applicant. The RTS report usually responds to the issues raised, rather than each submission individually. How the RTS is set out is up to the Applicant, however there are examples of these reports on our website if you would like a better understanding.

Comment 7 – consideration needs to be given to the cumulative impacts of diesel fumes, particulates and asbestosis.

Comment 8 - we have been spoken to by Hanson, Council and RMS as if we are just individuals and have no say. The gathering at this meeting shows that when individuals get together we become a community and can stand up for our rights on issues such as safety, health and public amenity.

- Conclusion of meeting – MK thanked all community members who attended the meeting and revisited the way submissions can be made.

Meeting closed – 8:30pm

Appendix 5 CCC Minutes of Consultation Meeting with Key Insights

BRANDY HILL QUARRY CCC & COMMUNITY FORUM MINUTES OF MEETING HELD FRIDAY SEPTEMBER 15, 2017 AT 16 Brandy Hill Drive, Brandy Hill (home of Neil & Margarete Richie)

PRESENT	NAME	ORGANISATION
	Lisa Andrews (LA)	Independent Chairperson
	Ellen Davis-Meehan (EDM)	Key Insights Pty Ltd (Consultant)
	Rob Adams (RA)	Community Representative (Resident)
	Les Fisher (LF)	Community Representative (Resident & member of Brandy Hill/Seaham Action Group)
	Deborah Fisher (DF)	Resident
	Peter Rees (PR)	Community Representative (Resident & Member of Voice of Wallalong & Woodville Inc. [VOWW]) (left at 6.32pm)
	Margarete Ritchie (MR)	Community Representative (Resident & member of Brandy Hill/Seaham Action Group, Martins Creek Quarry Action Group and Voice of Wallalong & Woodville [VOWW])
	Neil Ritchie (NR)	Community Representative (Resident & member of Brandy Hill/Seaham Action Group and Voice of Wallalong & Woodville [VOWW])
	Paul Le Mottee (PLe)	Resident (left at 5.52pm)
	Darrell Pryer (DR)	Resident
	Jill Cronin (JC)	Resident
	Les Cronin (LC)	Resident
	Christine O'Keefe (CO)	Resident
APOLOGIES	Nil	

WELCOME	The Chair opened the community forum at 4.40pm and welcomed all attendees to the meeting.	
INTRODUCTIONS	The Chair introduced Ellen Davis-Meehan (EDM) from Key Insights (KI) who has been engaged by Hanson to independently review and update its Social Impact Assessment (SIA) for the proposed extension to the Brandy Hill Quarry (BHQ). LA asked EDM to provide background on her qualifications and involvement with the project.	EDM provided an overview of KI, who is a social research company that will provide an independent and objective review of the social impacts on the proposed extension of BHQ. EDM advised that she would listen and reflect residents' concerns in preparing a final report for consideration in accordance with the Department of Planning & Environment's (DP&E) requirements.
DECLARATION OF INTEREST	LA advised that she is an approved Independent Chairperson with the Department of Planning and Environment and engaged by Hanson to chair the CCC. Chair asked all present if there were any declarations that they wished to make.	No declarations from persons present.
BUSINESS ARISING	Nil	
CORRESPONDENCE	Nil	

COMMUNITY FORUM DISCUSSION	At the outset EDM advised that she had just met with the residents of Giles Road and had met with representatives of the quarry earlier. The purpose of the community forum meeting was for EDM to listen to the concerns of residents on the current operations of the BHQ as well as the potential impact that any extension to the project may bring.	EDM also stated that she would like to hear suggestions of potential mitigation measures to be imposed, in the event that the application receives approval.
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The following issues were raised and presented by attendees:

- Concerns that by EDM's suggesting 'mitigation', that the project will proceed
- Final documents not yet available, so representatives present are unable to comment on amendments
- Safety concerns are one of the major issues
- Decreased ability to walk on side of roads
- Pot holes and traffic hazards from truck movements
- Residents can't take it anymore. The trucks pass through residential areas; the road structure that carries the trucks is extremely disappointing
- Hanson don't care and are waiting to be forced to do something; a sense of betrayal
- The local community does not count with Hanson
- No compromise from Hanson to address communities' and individual's concerns
- Market share and profits before people for Hanson
- Providing a product to the greater community (infrastructure) at the expense of local residents who are impacted
- Bullying tactics (requesting removal of signs)
- Limited community consultation – CCC meetings held, but concerns not taken on board and mitigated
- Empty trucks create more noise than full trucks
- Contractors/sub-contractors truck drivers not as cautious as Hanson drivers. Often contractors line up on other roads (13 or more) from 4am awaiting for BHQ to allow entry
- Regular inspections of trucks to ensure compliance with noise requirements
- Effective identification of trucks to allow non-compliance to be identified
- Cumulative problems because of Martins Creek Quarry (MCQ) (previously owned by State Rail prior to selling it to Daracon)
- Current proceedings between MCQ & Dungog Council – awaiting ruling
- Discrepancy between the alleged "approved" hours of operation
- Fewer disruptions after 7.30pm
- Possible stockpiling of product to lessen amenity issues
- SEPP – Mining, Petroleum Production, Extractive Industries 2007 – is able to prohibit movements in residential areas
- Residents have put up with existing operations, despite no amelioration attempts by company, however, residents not willing to allow further impact on their lifestyle from the proposed expansion
- 24 hourly operations will be hell for residents

EDM offered to obtain copy of approval

Link to SEPP at end of minutes

PLE encouraged residents to lodge a request with Council when there were potholes, etc.

	<ul style="list-style-type: none"> • In hot weather bedroom windows need to be open and the noise from the quarry trucks operating at night will be unbearable. • Communities affected want a normal life restored • Need for the control of operating hours (no 4am starts), build safe walking paths, contribute heavily to the safety and maintenance of Brandy Hill Road, Butterwick Road & Clarence Town Road. • Traffic would be quieter if road was asphalt • Community Funds – previously supplied product (free of charge) – now company is not supplying. Feel community/sporting groups are being punished for residents' objections. • EDM suggested reduction of speed limits to perhaps 80kph • 100kph on Clarence Town Road should be reduced. Current 80kph on Brandy Hill Rd is acceptable. • Suggest road safety signs at the end of each road • Flashing warning lights, advising motorists of heavy vehicles • Noise and vibrations caused from truck movements and operations at quarry are a major problem • No compromise from Hanson in dealing with the issues raised at CCC meetings. Feel it has been a waste of time • No respite from truck movements • Loss of social contact with neighbours and friends because of inability to walk, ride bikes, etc. • Location of quarry is now inappropriate given its proximity to residential areas • Roads need to be reconstructed to cater for additional loads, not just patched • Not commence extended operations until all approval conditions have been met (i.e. roads upgraded, pathways, etc.) • Deal with complaints immediately, not wait until the next CCC meeting. • Butterwick resident 2km away adversely affected by blasting. • Beautiful amenity of the local area now destroyed by the operations of the quarry 	
GENERAL BUSINESS	<p>Details of a tour undertaken by NR & others of the Marulan area, in the southern tablelands of NSW. Holcim Quarry was inspected which demonstrates "world's best practice" and solutions for mitigating noise and dust issues. \$30M alone was spent on the upgrading of the highway interchange. No transportation through residential areas. Construction of 10km of rural roads, etc. Operators value their community members. Honest attempt by companies to deal with the potential impacts from the operations.</p>	Photos taken by NR were shown to the attendees

Meeting closed at 6.42pm with LA thanking all attendees for their time and contribution. A draft copy of the minutes would be provided to all attendees for comment, prior to finalisation.

ACTION ITEMS

ITEM	ISSUE	RESPONSIBILITY
1	Copy of Consent (approval to operate)	EDM
2	Copy of Code of Conduct	EDM
3	Copy of Amended Traffic Report	EDM
4	Link to SEPP – Mining, Petroleum, Extractive Industries 2007	LA

Item 4 – Link to SEPP

http://www.austlii.edu.au/cgi-bin/viewdb/au/legis/nsw/consol_reg/seppppaei2007924/

Note: The key themes that emerged at the meeting as noted by EDM are attached as the Annexure 'A'.

Appendix 6 Hanson Letter to CCC re Mitigations

24 October 2017

Brandy Hill Quarry - CCC C/- Margarete & Neil Richie 16 Brandy Hill Drive BRANDY HILL, NSW 2324

RE: Hanson Major Project Proposal- SSD5899

Dear Members of the CCC,

Firstly, we would like to thank the members of the CCC for participating in the Brandy Hill Quarry CCC & Community Forum held at your home on 15th September 2017.

As you are aware Ellen Davis-Meehan from Key Insights Pty Ltd attended this forum as part of her instigations into the proposed project's Social Impact Assessment. Following this forum Ellen has passed onto Hanson some of her finding and observations expressed by the community. Following this recommendation were made on key issues that if addressed may demonstration of good faith with the local community the following could improve community engagement outcomes.

Hanson recognising that "wait until approval approach" has led to the assumption that Hanson has not heard the very valuable inputs from the CCC and broader community. This is not the case and we apologise. We are currently working through the initial inputs from the social impact research and there are some things that can action immediately:

- We would like also to see speed limits reduced on Clarence Town Road. We have previously made submissions, but we will immediately make a stronger case and continue to lobby on this issue. We will immediately make our Code of Conduct for trucks available to the CCC and will update it as necessary. Note that all Hanson trucks must have ID displayed. We will immediately internally review the speed that our trucks travel past bus stops during school bus operating times.
- We will publish a map of where noise and dust monitors are currently located, and we will make available the data from those monitors. We will have internal discussions about the best way to deliver on this. It maybe through the website.
- Our current Conditions of Consent that determine the limits of our operations are attached.
- We will continue to press Port Stephens Council to report to the CCC on spending to date of the Hanson levy paid to Council on a per ton basis.
- We will review our complaints handling processes in the light of comments from CCC members and others in the community, and make public an amended policy.

The following we would also like to begin action on; however, as they require some more planning on our part they may be medium term (months as opposed to weeks):

- Reviewing our engagement with the community to ensure that we are not being divisive – exploring ways to share accurate information in a timely manner to community members.
- Reviewing inputs from the social impact research as they become available and adding them to our planning agenda.
- Commencing work on VPA strategies in an open way with Council and the community so that we can determine what is jointly possible and demonstrate our active commitment to the mitigation of impacts. Part of the discussion will include the possibility of a walkway / cycleway along Brandy Hill Road.
- We will develop a community donations policy that is fair and consistent across the whole community.

Finally, thank you for consulting Hanson on this matter. Should you wish to discuss further, please do not hesitate to contact me on 0417 234 774 or 02 9354 2644.

Yours faithfully,

HANSON CONSTRUCTION MATERIALS PTY LTD

ANDREW DRIVER

Development Manager Eastern Region