

# Appendix 11

## Correspondence with RMS – dated 31 May 2018 8 August 2018 and 9 August 2018

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31 May 2018

Mr Mark Morrison  
Manager, Network & Safety Services  
Hunter Region  
Roads and Maritime Services  
Locked Bag 30  
Newcastle NSW 2300

**Hanson Construction Materials Pty Ltd**  
ABN 90 009 679 734  
Level 18  
2 - 12 Macquarie Street  
Parramatta NSW 2150  
Tel +612 9354 2600  
Fax +612 9325 2695  
[www.hanson.com.au](http://www.hanson.com.au)

Dear Mark,

**Re: Review of Speed Limit on Clarence Town Road in the Vicinity of Seaham and Brandy Hill**

I am writing to follow up my previous emails regarding a review of the speed limit at Clarence Town Road in the vicinity of Seaham and Brandy Hill. As you would be aware, Hanson own and operate the Brandy Hill Quarry located on Clarence Town Road. Transport operations at the Quarry principally access Brandy Hill Drive and Seaham Road but also deliver to destinations to the east and west of the Quarry. This requires heavy vehicles to cross Clarence Town Road or to use Clarence Town Road to reach their destinations. It is understood that Roads and Maritime Services use the *NSW Speed Zoning Guidelines* to establish speed limits in the State. However, under this guideline there is a process for review of speed limits. This process commences with an evaluation of the appropriateness of current speed limits, with review of the need for a change to take into consideration community views and concerns and changes in road use and the level of roadside activity (see Section 2.4 of the guidelines).

Hanson is in the process of applying for an extension to operations at the Brandy Hill Quarry. During our investigations for the extension, we have identified that one of the key concerns of the community is road safety. As Hanson and its consultants have investigated the road safety issues in the local area, we have become aware that one of the principal causes of road safety concern is the speed that vehicles travel on Clarence Town Road. This applies equally to light vehicles and heavy vehicles.

The local area of Seaham, Brandy Hill, Wallalong and Woodville have historically developed around the local road network, which was designed to connect regional areas such as Clarence Town, Dungog and areas further to the west with Maitland and the Pacific Highway. As the area has developed, traditional large lot rural land has progressively been subdivided and purchased for rural-lifestyle residential living. Brandy Hill Drive was originally developed to connect the Quarry to Raymond Terrace and the Pacific Highway and has progressively become an attractive residential area. Wallalong and Woodville are also the subject of densification and proposals for future residential development.

Hanson considers that the land use in the area has changed significantly over recent years. As more people move to the area, the likelihood of conflicts between road users and cyclists, pedestrians and school buses increases. Clarence Town Road remains useful as an arterial



connection to urban areas, however there is significantly more local use of the road network for short distance journeys. Hanson has established a range of internal management procedures to reduce the risk of conflicts between transportation operations and road users. This includes the use of a Driver's Code of Conduct and regular internal 'toolbox' meetings to discuss any changes to the local road network. However, road safety in the local area would be improved by a reduced speed limit for all road users on Clarence Town Road.

Hanson has been operating in the area for many years and intends to operate for many more. On behalf of the Hanson, I request that you consider the views of the local community and the change in land use in deciding to commence a review of the speed limit on Clarence Town Road. From the perspective of Quarry operations, it is considered that a reduction to at least 80km/hr would be highly beneficial to local road safety.

Yours sincerely,

**HANSON CONSTRUCTION MATERIALS PTY LTD**

A handwritten signature in dark ink, appearing to read "A. Driver", written over a horizontal line.

**ANDREW DRIVER**  
**Development Manager**



Transport  
Roads & Maritime  
Services

CR1018/002610  
SF2018/088290

8 August 2018

Mr Andrew Driver  
Development Manager  
Hanson Construction Materials Pty Ltd  
Level 18, 2-12 Macquarie Street  
PARRAMATTA NSW 2150

Dear Andrew

### CLARENCE TOWN ROAD BRANDY HILL - SPEED ZONING

Thank you for your letter of 31 May 2018 in regard to concerns relating to the current speed zoning on Clarence Town Road at Brandy Hill.

RMS apologises for the delay in responding.

As you are aware, Roads and Maritime Services (RMS) conducts speed zone reviews and uses the NSW Speed Zone Guidelines (2011) to determine if changes to permanent speed limits are required, based on a number of factors including road function, roadside development, road characteristics (alignment, number of regularly used accesses, lane widths etc) as well as traffic characteristics and crash history.

RMS also consults with Council and the NSW Police Force as part of every speed zone review and information from those stakeholders is considered in formulating the recommended changes. While RMS does not consult directly with the public before recommendations are made, the community is advised of the approved changes before the changes are implemented. This includes temporary electronic signage placed on site prior to the signs and markings being changed.

RMS is currently conducting a speed limit review on several roads in this area, including Clarence Town Road from Woodville to Seaham (which includes the Brandy Hill area). Your concerns in regard to Clarence Town Road will be considered as part of the current review and RMS appreciates your interest in road safety.

For more information, please contact Mr John Carey, Network and Safety Officer on (02) 4908 7587.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Ken Saxby'.

**Ken Saxby**  
Network & Safety Services Manager Hunter

**From:** John g Carey [mailto:John.G.CAREY@rms.nsw.gov.au]  
**Sent:** Friday, 9 August 2019 5:09 PM  
**To:** Pignone, Belinda (Parramatta) AUS <belinda.pignone@hanson.com.au>  
**Subject:** Clarence Town Road Brandy Hill \_ Speed Zone Review \_ CR2018/002610 \_ Hanson Construction Materials Review Update \_ B Pignone

Good Afternoon Belinda

As discussed this afternoon, RMS advises that the speed zone review for Clarence Town Road has been completed, the recommendations of the review have been approved by the Regional Director and we are in the process of informing customers of the adopted recommendation and installing the new signs and pavement markings.

The following recommendation has been adopted:

- That the existing 100 km/h speed limit on Clarence Town Road Woodville from a point 2.3 km west of High Street Wallalong to a point 185m west of Mooghin Road Seaham (8.65 km) be reduced to 80 km/h.

We hope to have the new signs and markings installed within the next few weeks, weather permitting.

If you require any further information, please contact me on either of the contact numbers listed below.

Kind Regards

**John Carey**  
Network and Safety Officer  
Regional & Freight | Regional Division  
T 02 4908 7587 M 0475 828 182  
[http://secure-web.cisco.com/1OoDCTEjzXQt\\_u8O34Xyz1cnOHlGldRQqbSK9dpy5q0Os6-7P5ADSP-GzjK78KHrPqtXRlzeXK32Lz\\_pp9pH0Q366bvx16bsfUTw3ZmeYOMKBn81\\_UT8yQXfoHqN27lrfFrGe4Fpq\\_h9Hqaqm2I](http://secure-web.cisco.com/1OoDCTEjzXQt_u8O34Xyz1cnOHlGldRQqbSK9dpy5q0Os6-7P5ADSP-GzjK78KHrPqtXRlzeXK32Lz_pp9pH0Q366bvx16bsfUTw3ZmeYOMKBn81_UT8yQXfoHqN27lrfFrGe4Fpq_h9Hqaqm2I)

# Appendix 12

## Drivers Code of Conduct – Brandy Hill Quarry

(Total No. of pages including blank pages = 18)

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**Hanson  
Quarries**

**Brandy Hill  
Quarry**

# Drivers Code of Conduct

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Figure 1: Transport routes and locations of bus stops along Clarence Town Road and Brandy Hill Drive.-----8

## Document Control

Issue	Date	Description	By
A	07/09/18	Draft	BP (Hanson)
B	10/09/19	Edit	BP (Hanson)
C	26/09/19	Figure update	BP (Hanson)

## **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;
- 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;
- Comply with the direction of authorised site personnel when within the site;
- Comply with the Road Transport Act 2013 and its associated regulations in regard to drug use and alcohol consumption;
- Comply with the Australian Road Rules external to the site;
- Participate in regular toolbox meetings with appropriate supervisor/manager; and
- Sign the Drivers Code of Conduct on the first visit to 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.

Drivers and truck operators are to be aware of the "Three Strikes Scheme" introduced by the RMS which applies to all vehicles over 4.5 tonnes. When a heavy vehicle is detected travelling at 15 km/h or more over the posted or relevant heavy vehicle speed limit by a mobile Police unit or fixed speed camera, the RMS will record a strike against that vehicle. If three strikes are recorded within a three year period, the RMS will act to suspend the registration of that vehicle (up to three months). More information is available from the RMS website.

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. The speed limits – which are accordingly signposted – are to be strictly maintained.

All vehicle drivers are to adhere to the posted speed limits on-site. Vehicle drivers who do not adhere will receive a strike against their name, following the **Driver's Code of Conduct Disciplinary Action Register** (Section 11).

***Drivers are to observe the posted speed limits, with speed adjusted to suit the road environment and prevailing weather conditions, to comply with the Australian Road Rules. The vehicle speed must be suitable to ensure the safe movements of the vehicle based on the vehicle configuration.***

### 3. Heavy Vehicle Driver Fatigue

Fatigue is one of the biggest causes of crashes for heavy vehicle drivers. Fatigue can impact on driving ability, similar to the effect of drink-driving and result in slower reaction times, lack of concentration, reduced vigilance / poor judgement and nodding off. Symptoms of fatigue include:

- yawning,
- sore or heavy eyes,
- slower reaction times,
- daydreaming / not concentrating on driving
- driving speeds creeping
- impatience
- impaired driving performance
- stiffness and cramps
- loss of motivation

The Heavy Vehicle Driver Fatigue Reform was developed by the National Transport Commission (NTC) and approved by Ministers from all States and Territories in February 2007. These reforms have been carried over into the Heavy Vehicle National Law (HVNL) in February 2013. Fatigue legal obligations have four major sections under the HVNL:

- chain of responsibility
- work and rest hours
- work diaries
- fatigue management accreditation schemes – BFM and AFM

The heavy vehicle driver fatigue law commenced in NSW on 28 September 2008 and applies to trucks and truck combinations over 12 tonne Gross Vehicle Mass (GVM) (however there are Ministerial Exemption Notices that can apply).

The HVNL specifies that:

- a person must not drive a heavy vehicle on a road while impaired by fatigue
- managing driver fatigue is a shared responsibility by all parties in the chain

- parties must take all reasonable steps to ensure a person does not drive a heavy vehicle on a road while impaired by fatigue.

Under the law, industry has the choice of operating under three fatigue management schemes:

- i. Standard Hours of Operation
- ii. Basic Fatigue Management (BFM)
- iii. Advanced Fatigue Management (AFM)

Heavy vehicle drivers should manage their fatigue by undertaking fatigue breaks at appropriate times as per the RMS guidelines. Fatigue breaks must be recorded by the heavy vehicle drivers and checked by management via their work diary to review if the correct procedure has been undertaken.

If a heavy vehicle driver has not confirmed within the rules they will be placed on the **Driver's Code of Conduct Disciplinary Action Register** (Section 11).

***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 normal 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. Load Covering

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 and an increase in dust impacts on neighbouring residents along haul routes. To prevent these issues all heavy vehicles should be covered, whether loaded with material or not.

***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. 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, 2 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 try to be separated by a minimum, 2 minute interval.***

## 8. 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 (see Figure 1). 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.

Drivers are to ensure that when passing pedestrians / cyclists a safe separation distance exists between trucks and pedestrian / cyclists as well as a reduction in speed if appropriate. In regard to cyclists, all drivers must abide by the Minimum Passing Distance Rule, whereby a minimum separation distance of 1 metre is required when the speed limit is 60 km/h or less, and a minimum separation distance of 1.5 metres is required when the speed limit is more than 60 km/h.

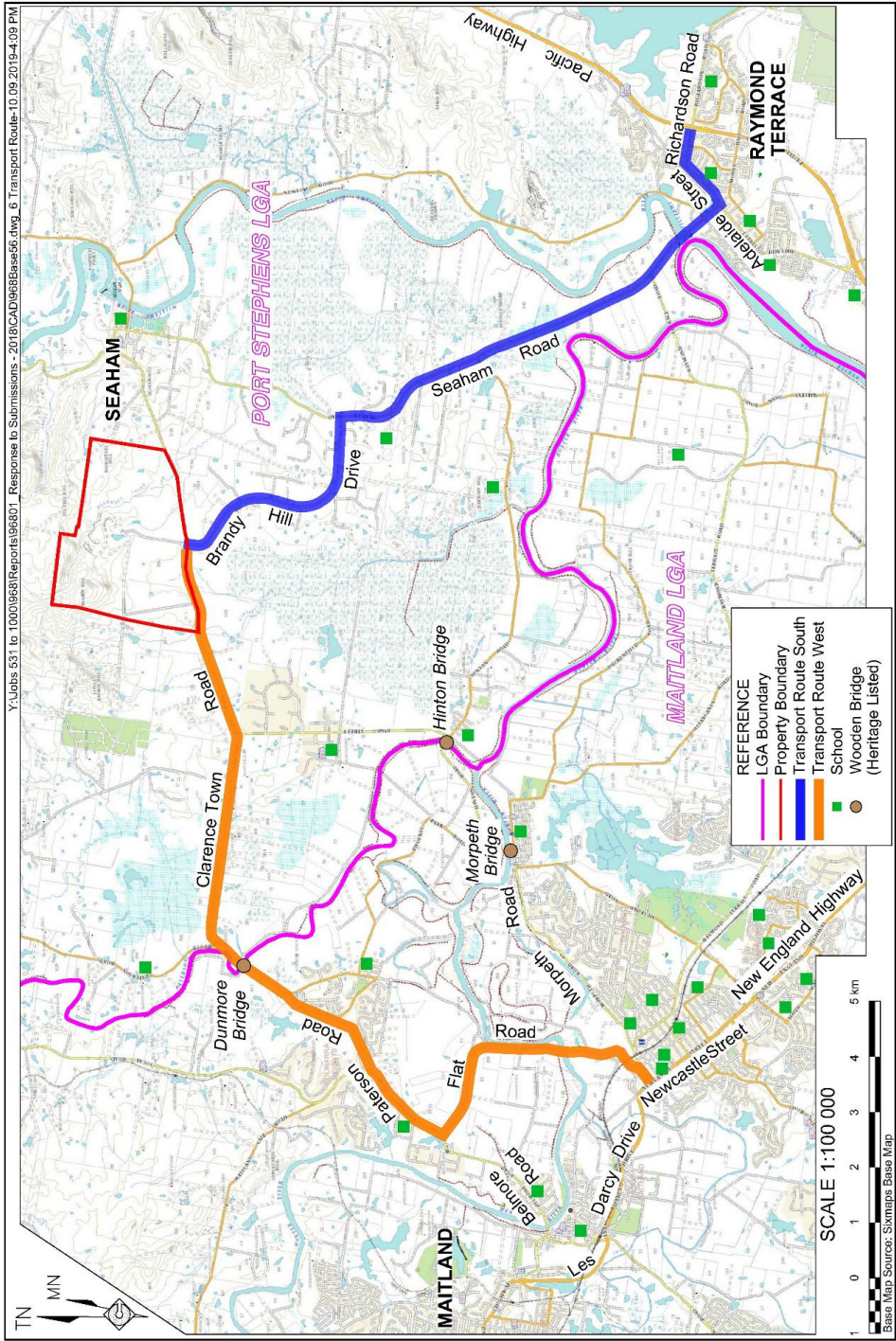


Figure 1: Transport routes and locations of bus stops along Clarence Town Road and Brandy Hill Drive.



## 9. Primary Haulage Routes

The primary haulage routes are shown on **Figure 1**, with critical locations highlighted.

Quarry Management and heavy vehicle drivers are to be mindful of restrictions allocated to local bridges, specifically Hinton, Woodville and Morpeth bridges. Heavy Vehicles loaded to PBS weights are required by law to use PBS routes and have the correct permits to transport PBS loads. Heavy vehicle drivers using the Hinton, Woodville and Morpeth bridges must obey the give way traffic rules and be mindful of height and weight restrictions.

***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. Heavy vehicle drivers are to be aware of PBS weight restrictions and requirements when using roads and bridges.***

## 10. 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.

## 11. 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:

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

**2<sup>nd</sup> 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.

**3<sup>rd</sup> Warning** – The driver will be banned and the company of the driver will be notified of the ban period imposed on the driver.

## **12. 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**

## 13. 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 6:30 am, 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. Heavy vehicle drivers are to be aware of PBS approved routes, specifically in relation to local bridge access in Hinton, Woodville and Morpeth.
- ❑ 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.

## 14. 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: \_\_\_\_\_

## 8. Complaints Register



### Brandy Hill Quarry Complaints Register

DATE to DATE

[illegible]

**Last Updated by PS -16/04/2018**

## 9. 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 13

## Brandy Hill Quarry: Community Support & Sponsorship Policy – September 2019

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# Brandy Hill Quarry - Community Support & Sponsorship Policy

## Purpose

The purpose of this policy is to provide transparency and clarity for all stakeholders, on the guidelines for support and sponsorship to the community, groups and individuals by Hanson's Brandy Hill Quarry.

## Principles

- The primary method of support should ideally be via donation of materials produced by Hanson, namely quarry rock materials, and pre-mixed concrete.
- Support may extend to the direct purchase and supply of third party goods & services if practical and more appropriate; though cash payments are not provided, except in unusual circumstances.
- Support shall not be provided to groups who in turn provide cash donations or systematic payments (or similar) to individuals.

## Priorities

- Support should be primary directed to activities and initiatives which leave a permanent positive legacy.
- Support shall be provided to youth organisations, including sporting clubs, where the support enables to the organisation to sustain its primary aim.
- Support may be provided either directly to, or indirectly via not-for-profit organisations who are directly facilitating help to, an individual who is in recognisable need of support.

## Scope

- Support shall be prioritised to initiatives where the benefit will be specifically and directly received in the local community.
- Support shall be directed towards organisation (or individuals) who are based in townships and villages local to the Brandy Hill Quarry, nominally centred on Seaham, and in the area bordered by Raymond Terrace, Clarence Town & Woodville.
- Total targeted annual support should be of a value of \$0.01 per tonne sold (at a production rate of 1.5Mtpa contributions would equate to \$15,000 annual support).

## Process

- Those seeking support should write directly to the Quarry Manager, and provide relevant information which supports their request. Hanson will acknowledge representations made on behalf of the applicant. The Quarry Manager shall instigate Hanson normal internal approval process and will table all sponsorship requests to the VPA Committee via a time-suitable method.
- The default allocation of sponsorship should be at the direction of the VPA Committee. VPA Committee members are asked to openly disclose any association with the recipient/s before deliberating the merits, and this does not preclude the validity of the recipient. The VPA Committee are asked to consider all appropriate advice presented, and to assess each request based on the merits of the applications, in accordance with this guideline. In assessing the application, the VPA Committee shall consider a range of factors, such as the total expected annual value of all applications, history of the applicant, prevailing local issues, and the likely positive impact of support.
- An application made which is in line with the merits of this guideline, does not guarantee that support will be provided. Hanson would veto a VPA Committee recommendation of sponsorship if the annual level of funding is exhausted, or the sponsorship is at clear odds with the guideline. In the absence of VPA Committee recommendation, Hanson will continue to provide sponsorship, using this guideline.

The guideline may be reviewed from time to time for suitability, and consider input from the VPA Committee about the guideline.

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# **Appendix 14**

## **Community and Stakeholder Engagement Plan – February 2019**

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# COMMUNITY AND STAKEHOLDER ENGAGEMENT PLAN

## BRANDY HILL QUARRY



COMMUNITY AND STAKEHOLDER ENGAGEMENT  
PLAN: BRANDY HILL QUARRY

PREPARED BY: KEY INSIGHTS PTY LTD

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## 1. INTRODUCTION

### SCOPE

Hanson Construction Materials Pty Ltd (Hanson) currently operates a hard rock quarry, Brandy Hill Quarry (BHQ), in the suburb of Seaham in New South Wales. By their nature, extractive industries operate in locations that not only contain strategic reserves of viable resources but also provide access to transportation networks and sufficient space for the necessary sizing and screening of the material to satisfy the requirements of the construction industry. It is recognised that extractive industries may be disruptive to some members of local community, especially where operations are located close to residences or where the transportation operations occur on the same roads as local access to properties.

Hanson is a major supplier of aggregates, sands and premixed concrete to the civil, industrial, residential, and commercial construction industries. Hanson and its subsidiaries operate over 70 quarries and more than 300 concrete plants throughout Australia, employing over 3 000 people nationwide. None of these operations occur in isolation and Hanson actively engages with its neighbours in a manner that reflects the level of local interest in its operations.

This Community and Stakeholder Engagement Plan has been prepared to demonstrate how Hanson intends to engage with the local community in Brandy Hill, Seaham and Woodville and other stakeholders during the operational life of the BHQ. It is anticipated that this plan will be modified and updated over time as community preferences for engagement change. Hanson has made commitments to ongoing engagement as part of the application for the ongoing operation of the BHQ and this plan formalises those commitments.

### BACKGROUND

The property on which the BHQ is located is wholly owned by Hanson who have been operating the quarry since 2001. The current development consent was granted by Port Stephens Shire Council in 1983. The continued operation of BHQ will require expanding the quarry into new areas of the site. The location has been used as a source of building materials since the mid 1980's and is therefore well established in the area. The material being extracted is currently used primarily for concrete aggregates, sealing aggregates and road base products. Due to current quarry operations nearing the limits of available resources, a detailed assessment was undertaken to determine the viability of expanding the quarry, so it can remain a long-term source of valuable quarry resources. The current operation extracts 700,000 tonnes of material annually and employs 20 people.

### 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 listed within schedule 1, clause 7 (1) (a) and (b) of the State and Environmental Planning Policy (State and Regional Development) 2011 for assessment as a 'State significant development' under section 4.15 of the Environmental Planning and Assessment Act 1979 (the EP&A Act). An Environmental Impact Assessment has been prepared to provide an assessment of the impacts the development will have on the surrounding environment.

The Proponent is also seeking consent to install a concrete batching plant, capable of producing 15,000m<sup>3</sup> 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.

A detailed assessment of the available resource has been conducted and a geological investigation has identified over 78 million tonnes of available material within the proposed new extraction area. The existing extraction area of 19.45 hectares to RL 30 metres is nearing exhaustion and to continue operations the quarry needs to expand. The proposed extraction limit will be 78.5 hectares (including the existing disturbed areas) to RL -78 metres (AHD). This will provide access to enough resource to sufficiently cover the 30-year life span of the quarry and provide long term security for this regional resource.

The BHQ expansion will provide significant benefits to both the local, regional and state community and help to promote ecologically sustainable development principles through socio-economic benefits, best practice principles and community involvement.

### ENGAGEMENT AND CONSULTATION

The Director-General's Assessment Requirements for the proposed development require the following.

*During the preparation of the EIS, you must consult with relevant local, State and Commonwealth Government authorities, service providers, community groups and affected landowners.*

Engagement with these groups has continued through the assessment stage of the development application process. The DPE has prepared a Draft Guideline<sup>1</sup> for engagement with local communities on State significant projects. The purpose of the guideline is to describe DPE's expectations for engagement during the environmental impact assessment process. The CSEP has been written post the EIS going on exhibition and therefore relies on inputs from the community during the exhibition stage and inputs from the Social Impact Assessment.

The Draft Guideline also includes guidance for proponents preparing a CSEP. Given that the proposal to extend the BHQ is in the assessment stage, this CSEP has been adapted to ensure it is consistent with

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<sup>1</sup> Community and Stakeholder Engagement – Draft Environmental Impact Assessment Guidance Series June 2017

the Draft Guideline, noting that the early stages of consultation have passed. To that end this CSEP provides the following in accordance with the Draft Guideline.

- An engagement level has been assigned to the project, using knowledge of the level of impact and interest of the community and other stakeholders, to inform engagement
- project specific participation outcomes have been developed using the assigned level and issues identified by the community and other stakeholders
- Engagement activities undertaken to date have been documented
- A Community and Stakeholder Engagement Plan (this plan) has been prepared to set out how the participation outcomes will be achieved.
- Proposed reporting on engagement activities has been include with activities undertaken each year to be reported through the Annual Review for the BHQ

This CSEP proposes that consultation and engagement will also extend to affected individuals who have expressed their concerns via the submissions to DPE.

This CSEP references the engagement undertaken for this project to date and provides an opportunity for ongoing community inputs during current operations and ongoing operations when approval is granted.

## 2. APPROACH TO ENGAGEMENT

The following evaluation scale is based on the scoping activities recommended in the Draft Guidelines. It is important to understand how the local community expects to experience the proposed changes to BHQ. These issues related to the proposed expansion rather than current operations.

Table 1 Issues Evaluation

	Questions raised by the community / issues to be responded to.	None	Very Low	Low	Moderate	High	Very High
1.	Potential for direct impact on the community: e.g. on individual properties, amenity etc.				x		
2.	Potential indirect impact: traffic, environmental impacts.				x		
3.	Potential for uncertainty around environmental impacts: e.g. noise and dust.			x			
4.	Potential current or likely community and				x		

	other stakeholder interest based on the type of development?						
5.	Potential current or likely community and other stakeholders interest based on the location of the development?				x		
6.	Extent of involvement historically or currently in developments of this kind or other developments in this location?					x	
7.	Potential for conflict resulting from differing environmental, economic or social values held by the community and other stakeholders?				x		
8.	Likelihood that the community and other stakeholders will perceive the potential for significant environmental impacts?					x	
9.	Current interest level or likely level of interest from recognised community and other stakeholders or interest groups?					x	
10.	Likely level of involvement that the community and other stakeholders will expect based on previous practice and current activity?					x	
Total number of ticks each column		0	0	1	5	4	0
Multiplier to determine the approach to engagement		x0	x1	x2	x3	x4	x5
TOTAL		0	0	2	15	16	0

The evaluation scale indicates a total score of 33. According to the CSEP Draft Guideline; this would mean:

- 11-35: Medium level of potential community and other stakeholders' impact/interest

As this is on the higher end of the medium range, the engagement needs to multi-layered and broad ranging as indicated in Table 2 below.



Table 2 Engagement Requirements

Activity	Requirements
Information to be provided to the community and other stakeholders	<p>Proponents provide the community and other stakeholders with (now available on DPE's website):</p> <ul style="list-style-type: none"> <li>• a description of the project</li> <li>• a map showing the project's location in both its local and regional context, and at a scale that locates properties likely to be impacted</li> <li>• the rationale or reason for the project</li> <li>• the project's strategic planning context</li> <li>• alternatives considered in advance of the decision to pursue the project</li> <li>• the relevant matters for consideration in the EIA</li> <li>• the point of contact for the community and other stakeholders to obtain more information if needed</li> <li>• information about how feedback from the community and other stakeholders will be considered in response to submissions</li> <li>• explanation of where engagement fits in the project planning process.</li> </ul>
Feedback to be obtained from the community and other stakeholders on defined issues	<p>Proponents will obtain feedback on:</p> <ul style="list-style-type: none"> <li>• any community and other stakeholder concerns about the environmental, economic and social matters identified in the submissions to the DPE</li> <li>• any other relevant matters or local knowledge that the community and other stakeholders believe should be considered in the EIS and in response to submissions</li> <li>• community and other stakeholder preference for how they want to participate during the response to exhibition phase</li> <li>• benefits of the project identified by the community and other stakeholders.</li> </ul>

### 3. COMMUNITY AND STAKEHOLDER GROUPS AND CONSULTATION OVERVIEW

#### 3.1 CONSULTATION DURING THE EIS AND POST-EXHIBITION

Historic consultation activities for the BHQ extension proposal are summarised in Appendix 1 (drawn from Appendix 4A of the EIS2). In addition, all meeting minutes for the BHQ Community Consultative Committee (CCC) are available from the Hanson website3.

Key Insights was commissioned to undertake specific, targeted consultation, in the form of focus groups, interviews, and locational intercepts, as part of the social impact research. The focus was on small meetings with the nearest of neighbours. The starting point was the existing 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 Councilors of Port Stephens Council. A Quarry visit and meeting with key staff also formed part of the engagement.

One of the recommendations of the SIA was formalisation of the CCC and that has now happened with ongoing engagement by Hanson with the community through the CCC. In 2018 this included a site inspection and briefing on the progress of the proposal. The key findings emerging from the SIA, and focusing the community concerns raised in submissions, were:

“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.” (SIA 2018 page 8)

In response to community issues and inputs from the CCC, Hanson has been working on its Statement of Commitments and a Voluntary Planning Agreement (VPA) with Port Stephens Council.

<sup>2</sup> <https://majorprojects.accelo.com/public/abf2d2b63423788407934197124218b5/Appendix%204-Consultation.pdf>

<sup>3</sup> <https://www.hanson.com.au/about-us/regulatory-information/brandy-hill-quarry-expansion-project/>

Detailed responses are being prepared to CCC questions and this work is an ongoing feature of this CSEP. For the first Q&A letter see Appendix 2 (Q&A, RW Corkery & Co. January 18th, 2019.)

### 3.2 VOLUNTARY PLANNING AGREEMENT AND COMMITMENTS

Hanson has commenced negotiations with Port Stephens Council regarding a VPA for the ongoing operation. Once the terms of the VPA have been agreed, the information will be released publicly.

The VPA, when finalised, will be monitored by Port Stephens's Council who have their own consultation and engagement processes.

Commitments made by Hanson as part of the EIS will be reported to the CCC and include independent verification where required (e.g. results from independent monitoring).

### 3.3 ONGOING CONSULTATION

See Table 3 following; the table outlines priority stakeholders and methods of engagement.



Table 3 Consultation Overview – Priority Stakeholders and Methods of Engagement

Project Phase	Stakeholders / Community / Methods	Responsibility / Implementer / References	Methods and Frequency
Project Assessment including VPA Negotiation and Implementation	<p>Government</p> <ul style="list-style-type: none"> <li>NSW Department of Planning &amp; Environment;</li> <li>Port Stephens Shire Council</li> <li>Maitland City Council;</li> <li>Hunter New England Local Health District (HNELHD)</li> <li>NSW Environment Protection Authority;</li> <li>NSW Roads and Maritime Services (RMS);</li> <li>Office of Environment and Heritage (OEHL);</li> <li>Commonwealth Department of the Environment and Energy;</li> <li>Department of Industry (DoI) (Water and Crown Lands);</li> </ul>	<p>Hanson</p> <p>R. W. Corkery (RWC)</p>	<p>Response to requests for additional information and assessment requirements</p> <p>Hanson to report on post-submission updates to relevant department as required.</p> <p>RWC &amp; Hanson to brief DPE regularly on progress and inputs.</p> <p>VPA and Developer</p> <p>Contribution negotiations to continue with councils</p>
	<p>Near Neighbours / Local Community</p> <ul style="list-style-type: none"> <li>Property owners adjoining the Quarry site.</li> <li>Residents along major roads (Brandy Hill Drive, Clarence Town Road</li> <li>Giles Road and Mooghin Road residents</li> <li>Local schools, child centre and sporting organisations</li> <li>Broader Brandy Hill community (through CCC)</li> </ul>	<p>Quarry Personnel Direct contact through advertised phone line to Quarry site operations.</p> <p>Hanson</p>	<p>Hanson and BHQ operations staff to monitor and respond to community inputs as they arise.</p> <p>Regular communications to be established including:</p> <ul style="list-style-type: none"> <li>Fact Sheets</li> <li>Quarterly newsletters</li> <li>Bi-Annual CCC meetings</li> <li>Media briefings / releases.</li> <li>Website</li> <li>Informal 'Have a Chat' evenings.</li> </ul>

Project Phase	Stakeholders / Community / Methods	Responsibility / Implementer / References	Methods and Frequency
	<p>Registered Aboriginal Stakeholders</p> <p>Relevant stakeholders to be contacted and relevant groups established, as needed,</p> <p>The following groups are currently registered</p> <ul style="list-style-type: none"> <li>• Worimi Local Aboriginal Land Council</li> <li>• Gomeroi Namoi</li> <li>• Lower Hunter Aboriginal Incorporated</li> <li>• Maaiangal Aboriginal Heritage</li> <li>• Mur-roo-ma Inc</li> <li>• Nur-Run-Gee Pty Ltd</li> </ul>	Hanson	Direct engagement for any Aboriginal heritage related matters such as personnel training, unexpected finds protocols or events.
	<p>Community Groups</p> <ul style="list-style-type: none"> <li>• Brandy Hill / Seaham Action Group</li> <li>• Voice of Wallalong and Woodville Inc.</li> <li>• Martins Creek Quarry Action Group</li> </ul>	Hanson	Ongoing consultation and briefings with the same tools used for the broader community.
	<p>Internal Stakeholders</p> <ul style="list-style-type: none"> <li>• BHQ local staff</li> <li>• Contracted truck drivers</li> </ul>	Hanson	Provide easy access to the materials supplied to the community. Codes of Conduct to be regularly monitored and reported on to internal stakeholders (e.g. truck driver code of conduct).
Operational	All Stakeholders	BHQ Management	Project Life – detail provided in

Project Phase	Stakeholders / Community / Methods	Responsibility / Implementer / References	Methods and Frequency
Engagement	<p>Once operations commence, engagement will focus on the near neighbours, the CCC and those members of the community that request to be included in consultation activities.</p> <p>Standard diverse community engagement and involvement is proposed including: website communications, grievance procedure, phone-in capability, media, newsletters.</p> <p>Engagement methods will be updated progressively to suit stakeholder preferences</p> <p>All stakeholders (Government and community) will be informed of project progress through:</p> <ul style="list-style-type: none"><li>• published environmental monitoring;</li><li>• Annual Review reporting; and</li><li>• reporting on the outcomes of Independent Environmental Audits (every three years).</li></ul>		Section 4.2

#### 4. POST APPROVAL / OPERATIONAL ENGAGEMENT

##### 4.1 ENGAGEMENT APPROACH

Note that there is a formalised Community Consultative Committee established and this group will be central to the ongoing engagement approach.

The engagement strategy is focused on communicating accurate information, facilitating positive relationships and effectively managing community concerns or issues.

The key elements of the strategy are:

- 1) **ACCESSIBLE INFORMATION:** preparation of accurate and easy-to-access information related to the Quarry operations.
- 2) **TWO-WAY COMMUNICATION:** targeted distribution of information and receipt of feedback to ensure an informed community and discussion.
- 3) **VALUED RELATIONSHIPS:** opportunities for stakeholders to meet the SFQ team, discuss issues, and work in partnership or be supported.
- 4) **EFFECTIVE MONITORING AND RESPONSE:** timely and measured monitoring and response to community concerns and issues.

##### 4.2 COMMUNITY AND STAKEHOLDER ENGAGEMENT: OPERATIONAL PHASE

Objective / Community Target	Engagement Tools	Strategy
Brief General Community Respond to enquiries / complaints	<ol style="list-style-type: none"> <li>1. Website</li> <li>2. Enquiry / Complaints Line</li> <li>3. Fact Sheets (available on-line)</li> <li>4. Media release</li> </ol>	<ul style="list-style-type: none"> <li>• Technical environmental information (fact sheets)</li> <li>• Contact number for enquiries / complaints</li> <li>• Grievance Procedure (record, respond)</li> <li>• Occasional Media release for information</li> </ul>
Near Neighbours	<ol style="list-style-type: none"> <li>1. Website</li> <li>2. Enquiry / Complaints Line</li> <li>3. Amenity Alerts (via letterbox drop if required)</li> </ol>	<ul style="list-style-type: none"> <li>• Inform, Engage, Respond</li> <li>• Grievance Procedure (record, respond)</li> </ul>
Local Businesses	<ol style="list-style-type: none"> <li>1. Website</li> <li>2. Direct Mail-outs</li> </ol>	<ul style="list-style-type: none"> <li>• Inform, Engage, Respond.</li> <li>• Explore business opportunities</li> </ul>
Internal stakeholders / contractors	<ol style="list-style-type: none"> <li>1. Direct briefing</li> <li>2. Supply newsletters and fact sheets</li> </ol>	<ul style="list-style-type: none"> <li>• Inform, Engage.</li> </ul>

Objective / Community Target	Engagement Tools	Strategy
NGAs / Community Groups	<ul style="list-style-type: none"> <li>Website</li> <li>Newsletter / Fact Sheets</li> </ul>	<ul style="list-style-type: none"> <li>Inform, engage, respond.</li> <li>Grievance and response monitoring reported on website.</li> <li>Occasional fact sheets / written updates and briefings as required.</li> </ul>
Port Stephens Shire Council	<ol style="list-style-type: none"> <li>Briefings</li> <li>VPA negotiation and monitoring</li> <li>CCC – through membership</li> </ol>	<p>As required:</p> <ul style="list-style-type: none"> <li>report on monitoring activities.</li> <li>Report to CCC on levies paid.</li> </ul>
Government Agencies	<ol style="list-style-type: none"> <li>Briefings</li> <li>Referral to website / media releases / newsletters.</li> </ol>	Report against Departmental interests as required.
Local and State MPs	<ol style="list-style-type: none"> <li>Briefings</li> <li>Supply newsletters</li> <li>Invite to special events</li> </ol>	<ul style="list-style-type: none"> <li>On request</li> </ul>

#### 4.2.1 SPECIFIC ENGAGEMENT ON MITIGATION MEASURES (ARISING FROM THE SIA)

##### 1. Formalisation of the CCC

The CCC was formalised in 2018 as the project application progressed. Membership now comprises:

- An independent chairperson<sup>4</sup>
- Several community representatives (up to seven allowed)
- A council representative from Port Stephens Council
- Three representatives from Hanson including the person with direct responsibility for environmental management of the project.

Related engagement strategies:

- 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).
- Key issues and outcomes reported in regular newsletters.

<sup>4</sup> Brandy Hill Quarry CCC has appointed an independent chair (Lisa Andrews) from the Department's pool of chairs.

## 2. Mechanism for oversight of the Statement of Commitments and the VPA

The VPA will be monitored by Port Stephens Council. The specifics of the VPA are currently under negotiation but are likely to include improvements to community infrastructure (including a footpath and bus bays) along Brandy Hill Drive.

### Related engagement strategies:

- VPA outcomes and monitoring to be a regular CCC agenda item.
- Regular newsletter to provide updates on VPA contributions and the allocation of funding
- Website to provide a comment box for input from the community on the VPA and other commitments
- VPA contribution and projects included in BHQ Annual Report.
- Discuss with Council (and other infrastructure providers and road users where appropriate), ways of increasing local walkability through walkways / cycleways.

### Other commitments and related engagement strategies:

- Lobby appropriate authority for speed limits to be reduced on Clarence Town Road
  - Advocacy to be a regular agenda item for the CCC
  - Outcomes reported in newsletter and on the website
  - CCC to develop an achievable advocacy agenda with yearly objectives – Clarence Town Road speed limits to be the first focus area
- Drivers Code of Conduct – monitor and update as necessary.
  - Updated Drivers Code of Conduct has been made available to the CCC in response to the SIA research
  - The Code is published on the Hanson website
  - Contractors are trained, and training and monitoring reported to the CCC.
  - The Drivers Code of Conduct includes awareness of local schools and bus bays so that due care is taken for truck operations during school bus times.
- Noise and dust monitoring
  - Hanson will publish a map of where noise and dust monitors are currently located and make available the data from those monitors from the Hanson website
- Develop a community donations / sponsorship policy that is fair and consistent across the whole community.
  - Communicate broadly and include local business, school groups and sporting organisations.
  - CCC to discuss policy and donations (bi-annually)
  - Sponsorships reported in newsletter and on the Hanson website.



- Review Close of Quarry Plans and appropriate post-operations landuses.
  - Final rehabilitation and end of Quarry use plans will be presented to the CCC and comments and suggestions incorporated into the final plan
  - Call for community submissions on post Quarry land uses at closure.

## 5. RISKS AND ISSUES MANAGEMENT

### 5.1 POTENTIAL EXCEPTIONS AND PROBLEMS

Potential variations and risks associated with:

- Requirements of the final VPA
- Change in local conditions (e.g. road closures)
- Operational demands – possibly effecting haulage routes, times.
- Contractor behaviour
- Weather and fire events

### 5.2 TRACKING RISKS AND ISSUES

The following table will be used to record, and track identified risks and issues.

Table 4 Risk Monitoring

Date recorded	Risk description	Probability	Impact	Mitigation plan

### 5.3 COMMUNICATION TOOLS AND SIGN-OFF PROTOCOLS

Progressing (BHQ):

Communication / Engagement Tool	Content	Sign-off
Letters	Specific information that needs to be highlighted in the community. New arrangements or emerging issues Responses to requests for clarification.	Hanson  (E.g. See Appendix 2)
Website	Posting of regular operational information	Hanson / BHQ staff (E.g. Monitoring reports)
Fact Sheets	Technical information	Preparation by suitably qualified person Hanson sign-off
Media Release	Announcements about approvals, operations, special events and sponsorships/donations.	Hanson
Meetings	CCC Council briefings Elected representative member briefings Departmental briefings	Regular scheduled CCC meetings – Hanson and Chair  Other briefings: from time to time as required – Hanson to sign off on content.
Social Media	Support channel for newsletters and website – currently low usage.	BHQ staff
Grievance Mechanism	Complaints and enquiry handling.	BHQ staff



APPENDIX 1 Q & A LETTER JANUARY 2019

**R.W. CORKERY & CO.**  
PTY. LIMITED ABN 31 002 633 712  
GEOLOGICAL & ENVIRONMENTAL CONSULTANTS



18 January 2019

Community Consultative Committee  
Brandy Hill Quarry  
c/o Lisa Andrews  
Independent Chairperson

Dear Committee Members,

Thank you for your considered collection of questions. It is appreciated that technical documents of the nature of the Environmental Impact Statement and the Response to Submissions may include details that are not familiar or not clear to some lay-readers. Please be assured that this is not done deliberately to conceal elements of the Project, but is necessary. These documents are technical planning documents and need to be rigorous and comprehensive in order to meet the requirements the Department of Planning and Environment, other State government agencies and Port Stephens Council.

Hanson has asked that RWC review the questions and prepare a response that more clearly answers the technical questions. We note that some of the questions are deliberately divisive and while we have responded to these questions, we have done so in a straightforward manner. The offer to review and address the questions that the community had on the assessments for the Quarry was a genuine offer of engagement. It is hoped that in the future we can establish a much more cooperative approach. That was the impression we gained at the most recent meeting and wish to continue into the future.

## PROCESSING PLANT

### 1. How many different 'Crushers' are proposed to be installed/operated?

There would be five fixed crushers (that is, built on concrete pads and footings) and a single mobile crusher (that is, capable of being moved) for the Project.

The Project would continue to use the same processing setup that is currently used at the Quarry for Stages 1, 2 and 3 but would include the additional mobile crusher for concrete recycling activities (approximately 20,000t/year). For Stage 4 and Stage 5, when the processing equipment

is relocated, a new processing area would be constructed but would have a similar setup to that used for Stages 1, 2 and 3.

**2. When is it proposed to enclose these crushers?**

All fixed crushers would be enclosed before the commencement of Stage 1. It is not proposed that the mobile crusher would be enclosed, however this equipment would not be in use as regularly as the fixed crushers.

**3. How many other noise generating pieces of plant are proposed to be installed/operated?**

All equipment and activities will generate noise however only some of the noise will be heard outside the Quarry. The equipment and activities that would generate the most noise include the following.

- Crushers.
- Screening equipment.
- Conveyors
- Impact noise from trucks when material is being loaded
- Haul trucks or road trucks within the Quarry
- Blasting, when it occurs
- Drilling activities to prepare for blasting, when it occurs.
- The noise assessment allowed for the use of a rock hammer to break up large rocks for transport to the processing area. This would only be used when required.

It is acknowledged that activities may be heard in the vicinity of the Quarry, however the predicted noise that would be generated has been assessed and reviewed by the EPA.

Hanson has proposed significant mitigation measures to reduce noise levels including enclosing crushers and screening equipment, constructing an amenity barrier and monitoring noise regularly.

**4. Is it proposed to enclose ALL of these other pieces of plant?**

It is not feasible to enclose all noise generating equipment and activities.

**5. Apart from enclosing the crushing plants what other measures will be taken to significantly reduce the emitted noise that carries well beyond the site boundary?**

In addition to enclosing the fixed crushers and screening equipment, Hanson is proposing to construct an amenity barrier to the south of the Quarry site, a noise barrier along the access road and strategically locate stockpiles to provide a barrier to noise propagation.

**6. What other types of sound attenuation measures are proposed for the processing plant?**

Apart from the proposed enclosures, there is no other specific mitigation proposed for the processing plant. Enclosing the fixed processing equipment is an expensive measure and is considered a best practice approach to mitigating noise generation.

**7. If any noise generating piece of plant is mobile, will it have noise attenuation measures fitted?**

Mobile plant includes the Front-End Loaders, Excavators and Trucks used at the Quarry. This equipment is regularly maintained to reduce noise generated (such as might be experienced from an old vehicle) and have 'quacker' reversing alarms installed to replace reversing beepers that was a feature of older equipment.

The mobile crushers are designed to limit noise generation as much as practical within a compact and mobile piece of equipment. This includes internal parts and some covered components. This is not as effective as an enclosure but does provide some noise mitigation.

**DUST AND NOISE EMISSION**

**8. Does Hanson:**

- a) admit that noise, vibrations and dust caused by its operations at the quarry leave the site and cause adverse effects to the health of persons and damage to property?
- b) accept that approval of its expansion will continue the adverse impacts on others caused by the generation of noise, vibrations and dust from its operations at the quarry?

Hanson acknowledges that there is a potential for noise, vibrations and dust leaving any Quarry operation to cause adverse impacts. That is why the NSW State government regulates the approvals process and provides guidelines for the minimum standards that need to be satisfied for any proposal.

The technical assessments of the Project demonstrate that the ongoing operation would satisfy the standards set by the NSW government. The experience of adverse impacts is subjective, that is, impacts are experienced by different people in different ways. That is why the NSW State government sets minimum standards. These are the standards by which a Project is assessed and judged, with the ultimate decision based on a range of contributing factors.

Hanson has taken an approach to mitigate for noise, dust and vibration as much as is practical and has assessed the operation based on the worst-case scenario when production is maximised, and adverse meteorological conditions are exacerbating impacts. The worst-case scenario does not represent average or regular operations. The assessments have demonstrated that during the worst-case scenario, the operation would satisfy the standards set by the NSW government.

**9. What measures are proposed to prevent dust and noise leaving the site?**

As mentioned above, noise and dust mitigations include enclosing fixed crushers and screening equipment and constructing an amenity barrier to the south of the Quarry operating areas. In



addition to these design elements there are a range of operational controls that will limit dust and noise generation. Regularly spraying water on internal roads is a common method used in the extractive industry to limit dust lift off from roads that have traffic over them on a regular basis. Additional controls include day-to-day checks on equipment, awareness of noise or dust generating actions and periodic training of personnel.

10. The residents are very concerned about the makeup of the dust that will be generated. Things like silicosis are of great concern.

- a) Can you provide, for the current operation, a recent analysis of the dust generated on site, inclusive of the full particle size distribution, analysis of all minerals and chemicals contained in the dust, and the date, time and location of where the sample was collected?
- b) Can you likewise provide an analysis of dust generated from the proposed development, including from the proposed concrete batching plant and recycled concrete crushing plant?

Testing of the products generated by the Quarry is currently being undertaken by a laboratory to examine the composition of the materials. To undertake the assessment, Hanson is testing a sample of fine material produced at the Quarry (the technical term for the material is "manufactured sand" due to its fine nature). As the Quarry crushes the material it is not possible to provide a full particle size distribution. However, it is expected that dust generated by the Quarry would include a range of particle sizes. For the purpose of assessment, particles of different fractions are considered. These include the following.

Deposited dust - all non-organic matter and therefore includes the much larger fractions of dust.

Total suspended particulates – particulate matter up to approximately 30 to 50 microns

PM<sub>10</sub> – particulate matter that is 10 microns or less

PM<sub>2.5</sub> - particulate matter that is 2.5 microns or less

It is generally accepted that PM<sub>10</sub> will make up approximately 40% of the total suspended particulates and has historically been the fraction used for assessment purposes. The larger fractions of matter are heavier and therefore do not travel as far from the site before coming to rest on the ground. As PM<sub>2.5</sub> is the smallest fraction assessed, it is likely to travel further but is generally a much smaller percentage of the particulate matter generated by the Quarry.

In addition, the concerns of the community regarding the quality of water collected in water tanks is also being assessed. Hanson has taken a sample of water from a water tank at the Quarry and from a residence on Giles Road. These tanks do not have a first flush system in place and will therefore be a worst-case example for the impact of dust on water quality. The sample taken at the Quarry was used because of its proximity to the source of the dust.

It should be noted that the assessment of potential air quality (predominantly dust) impacts for the Project determined that the Quarry operation would result in a minor incremental change to dust levels in the local area. Therefore, impacts from dust generated by the Quarry would not be significant. The revised mitigation and assessment requested by the EPA has resulted in further reductions to the predicted incremental dust contribution.

Hanson has been operating the Brandy Hill Quarry for over 20 years. The same material that has been extracted at the Quarry will be extracted for the ongoing operation. Dust particles within the boundary of the Quarry would be of a higher concentration than those leaving the Quarry and Hanson has not had any cases of silicosis or other respiratory disease amongst its personnel. Hanson takes workplace health and safety very seriously both from the perspective of care and responsibility for the health of its employees and at a senior management level from the risk such an event would have for the business. We are concerned that the community believes that Hanson would put the lives of the personnel you have met at the CCC meetings at risk. This is an extreme view and hopefully not shared by all members of the CCC.

It is considered highly unlikely that a case of silicosis or other respiratory disease would result in the community surrounding the Quarry. We are aware of some research examples from New Zealand that we would be comfortable to share with you if it would help to allay fears. The fact that there are no regulatory requirements relating to silicosis for air quality assessment demonstrates that this is an unlikely outcome. Where there are regulations in place relating to silicosis<sup>5</sup>, the regulations relate to work place risks, health and safety and do not concern indirect community impacts.

Dust generated from the proposed development would be the same as that currently being generated, except for the addition of concrete recycling activities that will generate dust from crushed concrete. However, the volume of concrete being crushed is so small that it would not significantly contribute to the total dust generated by the Quarry. Health risks associated with crushed concrete relate to potential silica generation and therefore management will be similar to general crushing activities.

**11. Please issue an analysis for the proposed batching plant and concrete crushing plant that clearly demonstrates the increase in dust generation and specifically refer to any new chemicals that might be introduced to site as a result of the expansion.**

The operation of the concrete batching plant and concrete recycling activities have been assessed in dust dispersion modelling for the Project. It should be noted that concrete recycling would be limited to 20,000 tonnes of material each year (compared to the crushing of 1.5Mt of hard rock).

Concrete batching involves mixing of aggregate, water and a cementitious binding material to produce concrete. Concrete batching operations can be considered a larger scale version of the concrete mixing that occurs in many back yards throughout Australia and has been a common element of home renovations for many years. The materials are readily available at nurseries and hardware stores (commonly 20kg bags). For the Quarry operations, the materials are generally added to a concrete agitator (concrete mixer) vehicle that combines the material by spinning and produces pre-mix concrete. There is very little exposure to air for the materials and therefore there is not expected to be significant dust generation.

It is not practical to exclude all other sources of dust from the dispersion model to look at these operations only. Given the small quantities that would be processed or produced the dust

<sup>5</sup> See the SafeWork NSW technical fact sheet (<https://www.safework.nsw.gov.au/resource-library/hazardous-chemicals/crystalline-silica-technical-fact-sheet>) or the QLD Government *Guideline for Management of Respirable Crystalline Silica in Queensland Mineral Mines and Quarries – May 2018*

generated would be a small component of the total dust generated and this is already small compared to the assumed background levels applied for assessment.

**12. The current operation generates noise and vibrations that are distressing to nearby residents in particular noise generated from the crushing plant and from blasting.**

- a) Can Hanson provide, for the current operation, a recent recording and analysis of noise, and vibration, inclusive of source and,
- b) Can you likewise provide an analysis of noise and vibrations that will be generated from the proposed development?

Hanson commissioned noise monitoring on April 2018 and the resultant reporting is included with this letter. The report demonstrates that the Quarry contribution to noise levels in the local area remains within the assessment criteria and therefore levels set within the guidelines. Hanson appreciates that when blasting occurs, the noise may surprise some residents and that when residents hear the operations, they may feel distressed. This is why Hanson has committed to a blast notification protocol, so that residents are given warning of blasting events and has committed to mitigating noise generated by the crushing equipment, principally by enclosing it.

An analysis of predicted noise generation and vibration that would be generated by the ongoing operations was prepared by Vipac Engineers and Scientists and presented with the RTS. The noise and vibration assessment has been reviewed by the EPA who have indicated that it is satisfied with the outcomes of the assessment. It should be noted that the assessment includes commitments to comprehensive mitigation, management and monitoring. If the community has specific questions regarding the outcomes of this assessment, they are welcome to be discussed at the next CCC meeting. A broad discussion of these outcomes here would simply be repeating Section 2.4 of the RTS.

**13. Does Hanson admit that it must take all reasonable steps, at its cost, to abate the noise, vibrations and dust caused by its operations at the quarry that leave the site and can have actual physiological health impacts on members of the community in which they operate?**

This is a leading question; however, Hanson acknowledges that all mitigations required to ensure that the operations continue to satisfy NSW government requirements should be at Hanson's cost.

If community members are experiencing physiological health impacts from the Quarry it is important that these are raised with Hanson as soon as possible. However, given the results of the assessment undertaken, Hanson does not expect that Quarry operations will result in these impacts.

## **LAND USE**

**14. Is any part of the operation proposed to occur on land zoned E2 or E3?**

The Quarry Site would be located within land that is zoned RU2. There would be no disturbance of land zoned E2 or E3.



**15.If the operation is confined to the RU2 land, how do you justify bringing in material (such as old concrete) and processing it on the site of the quarry as this is clearly not an extractive industry?**

Importing material for blending with the products extracted at the Quarry is entirely consistent with extractive industry practices and is relatively common. As long as the import of material is acknowledged in the application documents and Council and the EPA is aware of the process, Hanson is confident that it remains consistent with objectives for use of land zoned RU2.

**16.How do you justify the proposed concrete batching plant as this is not an extractive industry?**

The proposed concrete batching plant does not require extraction activities but is consistent with an approved use of land zoned RU2. If this use of the land contravened the objectives of RU2 zoned land it would have been raised by Port Stephens Council and/or DPE during assessment of the proposal.

It should also be noted that by locating the concrete batching plant within the Quarry Site, Hanson reduces the need for additional transport of the raw materials from the Quarry to an alternative location used for concrete production. In addition, the proposed location of the concrete production would isolate the potential impacts to one location and ensure that another 'greenfield' site does not need to be developed for the activities and therefore the potential impacts from this activity do not need to occur elsewhere. The requirements for clearing vegetation and generating noise would be consistent with the Quarry operation and therefore the potential cumulative impacts would be reduced.

**17.Is it proposed to introduce other Industrial Activities such as coating products with bitumen as that activity is NOT an extractive industry?**

The use of a pre-coat plant occurs for the existing operation and as noted in previous responses, this is consistent with the approved use of land zoned RU2. Pre-coat operations would continue under the ongoing operation.

**18.Regarding brought-in components that can be mixed with material quarried on site:**

- a) What components has Hanson brought-in in the past, are currently bringing in, and intend to bring in under the proposed State Significant Development Application (SSDA)? E.g. Bitumen products for pre-coat, ingredients for the batching plant, and road base stabilisers.
- b) What other non-extractive activities are proposed under this SSDA in addition to concrete batching, bitumen precoat and concrete recycling?

Currently Hanson imports materials required for operations including the following.

Diesel hydrocarbons.

Oils for maintenance of machinery.

Bituminous materials for pre-coat operations.

Potable (drinking) water.

Other materials for use on site such as small quantities of weed spray (RoundUp).

Each of these materials would continue to be imported under the ongoing operations. Under the proposed operations Hanson would also import concrete washout materials (for recycling) and cementitious binding material for use in the concrete batching plant.

## OPERATING HOURS

19. Given Port Stephens Council's latest submission, do you believe you are currently operating within the terms of the current consent, particularly in terms of hours of operation?

As discussed in the recent CCC meeting, Hanson has received legal advice that confirms it is currently operating within the terms of the current consent.

20. You are aware that the residents oppose any part of the operation being 24/7. Do you still propose to have any part of the operation (including transport) running 24/7 and, if so, which parts of the operation?

As described in Section 3.12 of the RTS, Hanson has reduced the components of the operation that would be approved to occur 24/7 following a review of the proposed ongoing operation. Hanson is seeking approval for the following activities to occur 24/7 where needed to satisfy client demand.

- Secondary crushing and screening activities.
- Road truck loading and despatch.
- Maintenance

Hanson is confident that the operational noise generated by these activities would satisfy the requirements of the NSW government based on limiting intrusiveness and impacting amenity as well as sleep disturbance.

It should also be noted that approval to undertake activities 24/7 does not necessarily mean this would occur every day. The flexibility to meet client demand through preparatory crushing and screening (not using the primary crusher) or product transport is only expected to occur when Hanson experience peak demand from clients for large infrastructure or road maintenance jobs. Maintenance activities generally do not generate high noise levels and 24/7 maintenance is standard practice in the quarrying industry.

## TRUCK MOVEMENTS AND ROAD SAFETY

21. When the volume of trucks going to and from the site was estimated, did it include the number of trucks that would be delivering materials and resources for other proposed activities that are not directly related to the extractive industry?

The proposed limits to Quarry product related despatch includes heavy vehicle movements associated with the import of concrete material and the operation of the proposed Concrete Batching Plant.

All other deliveries to the Quarry would be infrequent and have not been included in limits. This is standard practice in the quarrying industry.



**22. The quarry doesn't seem to have a potable water supply and it appears potable water is trucked in. If this is the case, have these truck movements been factored into the truck numbers?**

Potable water would be delivered by a local drinking water supplier. Water is not required in such volumes that this requires significant truck levels. Deliveries of water and other consumables generally occurs outside of the peak despatch periods and therefore do not change the peak hourly traffic levels from the Quarry.

**23. What changes, if any, are proposed for the intersection of Clarence Town Road and Brandy Hill Drive, where there is poor alignment of the intersection?**

The assessment of this intersection indicates that the alignment and performance of this intersection would remain suitable for the ongoing operation. There are no changes proposed to this intersection, however Port Stephens Council may dedicate road maintenance funding contributed by Hanson to works at this intersection if deemed appropriate by Council.

**24. Is there any proposal to lower the crest on Clarence Town Road where there is poor site distance along Clarence Town Road to the east?**

As noted above, assessment of the road network indicated that this was not a constraint to the proposed ongoing operation. Therefore, there is no proposal to modify Clarence Town Road.

**25. The Traffic Report prepared did not seem to adequately address a number of things including the roundabout at William Bailey Street and Newline Road. Did the traffic analysis consider the high number of garbage trucks that already use the roundabout at William Bailey Street and Newline Road? Newline Road is the site of the Recycling Plant and Land Fill for all of Port Stephens LGA and numerous garbage trucks use this roundabout from very early morning until about 10pm.**

The Traffic Assessment considered the potential impact to traffic flow and intersection delay during a morning peak hour and an afternoon peak hour at key intersections. However, for the roundabout at William Bailey Street and Newline Road it was noted that the volume of traffic using this roundabout is already significant, including that which accesses the Recycling Plant and Land Fill developments. The change in Quarry traffic at this roundabout, compared to the total traffic using this intersection, would not significantly change the function of the roundabout. Hanson will monitor the operation of this roundabout internally as delays to Quarry deliveries are also a concern for the Company. However, any specific concerns regarding the function of the roundabout should be directed to Port Stephens Council.

**26. The roundabout at Heatherbrae where Adelaide Street joins the Pacific Highway has recently been changed so that you can now only turn right from the right lane. What impact does that have on the conclusions drawn in the Traffic Report?**

The majority of Quarry product-related traffic that use the roundabout at Heatherbrae will turn right towards Newcastle, the Central Coast or Sydney. It is assumed that this change has been made so that this roundabout is consistent with the relevant road design guidelines, with the ultimate aim to improve user safety. Hanson has not experienced significant delays at this roundabout as a result of the changes and would not expect this to significantly influence traffic flow for the ongoing operations. As noted for the roundabout at William Bailey Street and

Newline Road, the Quarry-related traffic at this location would be a relatively small proportion of the total traffic using this intersection.

## ECOLOGY AND ENVIRONMENT

27. Council is dissatisfied with the level of ecological work done and the conclusions drawn. This is also true of the residents and the EPA. What do you propose to do to satisfy this dissatisfaction?

Hanson has been consulting with Port Stephens Council and has clarified elements of the ecological assessment as it concerns hollow-bearing trees and has agreed to incorporate Koala management into the ongoing operation in consultation with Council. Hanson is not aware of concerns expressed by the EPA, however, notes that the OEH have indicated that it is satisfied with the assessment and conclusions.

This question is very broad in nature and we would be happy to discuss specific concerns at the next CCC meeting.

28. Does Hanson put profits over the environment and healthy lives for the community in which they operate?

This is a leading question and the answer is of course not.

## COMMUNITY STAKEHOLDER ENGAGEMENT

29. Can you confirm that you are preparing a VPA and if so, will it include contributions for any of the following:

- The construction of a Footpath / Cycleway along Brandy Hill Drive
- Additional Bus bays
- Improvements to existing bus bays
- A levy paid to all affected Councils for the maintenance of the roads in the area
- Any improvements to bring haulage roads to AusRoads standards.
- Any measures to mitigate noise / traffic / dust to residents along probable haulage routes including Brandy Hill Drive, Seaham Road through Nelsons Plains, Raymond Terrace Road, Clarence Town Road, Paterson Road and Belmore Road as ALL properties along these roads will be negatively impacted.

Hanson is in the process of negotiating a VPA with Port Stephens Council. The terms of the VPA will include provisions for infrastructure and for road maintenance, with a number of items specified for attention and funding.

Hanson has asked the community to provide indicative locations for bus bays that would suit the community and improve safety. However, Hanson is yet to receive a response on this.

Please note that Port Stephens Council is also party to the VPA and the terms need to be consistent with Council's requirements and the level of development that is appropriate for the

local area. Once these terms are progressed, Hanson will be in a position to discuss these outcomes with the community.

30. The residents are gobsmacked by your 'Response to Submissions' in a number of areas but most notably the omnipresent theme that the resident's concerns are perceived rather than real. Of great concern is the statement that Sleep Deprivation is a perceived problem. Can you please explain how you arrived at that conclusion?

This concern was raised and discussed at the recent CCC meeting. As acknowledged at the meeting, Hanson and its consultants did not intend to imply that resident's concerns were invalid or false. The intention of these statements was to clarify what appeared to be a misunderstanding of certain details regarding the proposed operations, which may have subsequently affected the community feedback provided in the submissions.

Where sleep disturbance was concerned, misunderstandings of the proposed truck levels may have influenced the community's conclusions relating to the potential for sleep disturbance. The RTS referred to the conclusions of the assessment that indicated that Hanson would satisfy NSW Government requirements in relation to sleep disturbance and that the expectations presented in some community submissions would most likely not match the reality of the development. However, there are light sleepers and heavy sleepers and therefore some individuals may be more sensitive to sleep disturbance than others.

We apologise if these comments seemed insensitive and presumptive and for any further distress caused. We reiterate that Hanson is not implying that the community's concerns are only perceived and not real. The comments were intended to better clarify information presented within the EIS and address misconceptions about the Project. Invariably the experience of impact is subjective including for matters of noise intrusion or sleep disturbance. The RTS discussed the local expectations of impact and highlighted that this may not be what is experienced in reality.

31. An integral part of determining a Development Application is about "Respecting and enhancing Local Character" See <https://www.planning.nsw.gov.au/~media/Files/DPE/Circulars/local-character-planning-circular-2018-01-16.ashx>

The residents contend that the level of expansion will completely change the character of the area in an unfavourable fashion.

How do you justify this expansion?

From the outset it should be noted that the Quarry has been a feature of the local area for over 20 years and that Brandy Hill Drive was constructed to provide access from the Quarry to the Pacific Highway. In addition, Clarence Town Road and Seaham Road are key arterial connections to regional areas and therefore carry a large number of heavy vehicles on a daily basis. Therefore, the proposed development would involve a Quarry operation in a location where there is an existing operation and transport activities in an environment that already features heavy vehicles.

The community concerns regarding significant changes to the local area are acknowledged. In response to these concerns, Hanson has proposed significant mitigation for potential noise and dust generation, has reviewed and amended proposed operating hours and comprehensively reviewed the proposed transport activities. With the implementation of the proposed mitigations,

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# Appendix 15

## Correspondence with Maitland City Council – Transport Management – April 2019

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**From:** Scott Henderson <Scott.Henderson@maitland.nsw.gov.au>  
**Sent:** Thursday, 11 April 2019 4:26 PM  
**To:** Nicholas Warren  
**Subject:** RE: 968 - Brandy Hill Quarry - Traffic Management Conditions  
**Attachments:** 968 - Draft Traffic Management Condition - Brandy Hill Quarry 20190313 MODIFIED Ver 1.docx

Hi Nick,

Revised version of TMP and Road contribution conditions.

Regards,  
Scott

**Scott Henderson**  
Coordinator Infrastructure Planning Engineering  
Infrastructure and Works | Maitland City Council  
t 02 4934 9814  
f 02 4934 8469  
m 0400 452 517  
[Scott.Henderson@maitland.nsw.gov.au](mailto:Scott.Henderson@maitland.nsw.gov.au)



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**From:** Nicholas Warren [mailto:nick@rwcorkery.com]  
**Sent:** Wednesday, 3 April 2019 12:49 PM  
**To:** Scott Henderson  
**Cc:** Andrew Driver (Andrew.Driver@hanson.com.au); Belinda Pignone (belinda.pignone@hanson.com.au)  
**Subject:** FW: 968 - Brandy Hill Quarry - Traffic Management Conditions

Greetings Scott,

I thought to follow up my email below regarding traffic management within the Maitland LGA for the proposed Brandy Hill Quarry Extension Project.

DPE has asked us to provide an update and feedback by the end of this week. Can you please let me know your timing to review the below and attached so we can let DPE know?

It would be much appreciated if you could get to this by the end of the week.

Regards,  
Nick

**Nick Warren**  
Senior Environmental Consultant  
B.Sc., M. Bus., M. Env.Sc.  
Phone: 02 9985 8511  
Mobile: 0437 635 975  
Email: [nick@rwcorkery.com](mailto:nick@rwcorkery.com)

**RW Corkery & Co Pty Limited**  
Geological and Environmental Consultants



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**From:** Nicholas Warren  
**Sent:** Wednesday, 13 March 2019 9:40 AM  
**To:** 'Scott.Henderson@maitland.nsw.gov.au' <Scott.Henderson@maitland.nsw.gov.au>  
**Cc:** Andrew Driver (Andrew.Driver@hanson.com.au) <Andrew.Driver@hanson.com.au>; Belinda Pignone (belinda.pignone@hanson.com.au) <belinda.pignone@hanson.com.au>; Genevieve Seed (genevieve.seed@planning.nsw.gov.au) <genevieve.seed@planning.nsw.gov.au>; 'info@maitland.nsw.gov.au' <info@maitland.nsw.gov.au>  
**Subject:** 968 - Brandy Hill Quarry - Traffic Management Conditions

Good morning Scott.

As discussed in our meeting on 21 February 2019, the attached document provides two draft conditions of development consent relating to traffic management for the Brandy Hill Quarry Expansion Project. These conditions have been based on a template used by the Department of Planning and Environment and are intended to encompass broader traffic management commitments as well as those we discussed at our meeting.

Please note that DPE will determine the content of final conditions of consent for the Project. This draft will provide them with a summary of commitments that is intended to capture Hanson and Maitland City Council's agreed preference and summarises the recommended conditions from previous feedback from Council and as we discussed the other week.

We have included a condition relating to road maintenance contributions which it is agreed will be paid in accordance with the *Maitland City Wide Section 94 Contributions Plan 2016* for travel on roads funded and maintained by Council.

In addition, we have confirmed agreement to prioritise use of the route between the Quarry and the New England Highway via Flat Road and Melbourne Street rather than along Belmore Road and through Lorne. This preference will be implemented through a Transport Management Plan and the Driver's Code of Conduct with drivers informed during inductions and training and requested to satisfy this requirement. However, it should be noted that drivers may use Belmore Road and other local roads to access local jobs and therefore we cannot commit to not using other routes where required. The overwhelming majority of product despatch will occur on the agreed route.

Can you please review the attached and provide your comments or agreement. Please note that DPE is in the process of preparing an assessment report for the Project and we would appreciate your response by next Wednesday 20 March 2019 so that this process may continue.

Regards,  
Nick

**Nick Warren**  
Senior Environmental Consultant  
B.Sc., M. Bus., M. Env.Sc.  
Mobile: 0437 635 975  
Email: [nick@rwcorkery.com](mailto:nick@rwcorkery.com)

**RW Corkery & Co Pty Limited**  
Geological and Environmental Consultants





## **Brandy Hill Quarry – Draft Traffic Management Conditions**

### **Transport Management**

1. The Applicant must prepare a Transport Management Plan for the development to the satisfaction of the Secretary. This plan must:

- be submitted to the Secretary for approval at least 3 months prior to the commencement of quarrying operations under this consent, unless otherwise agreed by the Secretary;
- be prepared by a suitably experienced person(s), whose appointment has been approved by the Secretary;
- be prepared in consultation with RMS, Port Stephens Council and Maitland City Council;
- define the principal transport routes for heavy vehicle transport activities;
- describe procedures for notification and management of night time product despatch (10:00pm to 5:00am);
- describe the procedures for management, evaluation and reporting of the trial speed limit reduction on Brandy Hill Drive;
- include a Drivers' Code of Conduct that includes:
  - a map of the primary haulage routes and adherence to these routes to ensure that traffic impacts are minimised;
  - details of the safe and quiet driving practices that must be used by drivers travelling to and from the quarry, with a particular focus on the morning shoulder period, no compression braking in residential areas, and limiting the transport route of unladen heavy vehicles ('empty trucks') to travel along the primary haulage route via Flat Road;
  - details of the measures to be implemented to minimise traffic safety issues and disruption to local road users, including minimising potential for conflict with school buses;
  - identification of transport restrictions such as bridge load limits;
  - an induction process for vehicle operators and regular toolbox meetings; and
  - complaints resolution and disciplinary procedures;
- describe the measures that would be established to ensure compliance with the Drivers' Code of Conduct.
- propose measures to minimise the transmission of dust and tracking of material onto the surface of public roads from vehicles exiting the site.
- describe Hanson's commitment to participate in broader transport management investigations initiated by Port Stephens Council or Maitland City Council. Participation in these investigations may include:
  - road noise monitoring campaigns, and if there exceedances of government noise criteria, then additional mitigation measures must be put in place;
  - temporarily limiting product transport on particular roads at the request of Council (including to minimise the potential for platooning of heavy vehicles during peak periods of transport despatch);
  - providing vehicle despatch route, timing and direction of travel data for the periods being investigated; and
  - participating in trial speed reduction programs.
- The Transport Management Plan must be reviewed every 3 years from the date of adoption and in consultation with Maitland City Council (, Port Stephens Council, and Roads & Maritime Services).

The Applicant must implement the Transport Management Plan as approved by the Secretary.

### **Road Maintenance – Maitland City Council**

2. During the life of the project, for each financial year, the Applicant must pay Maitland Council a monetary contribution for each tonne of quarry product transported from the site on roads for which Maitland City Council is liable for road maintenance funding. Each payment must be:

- based on a contribution rate described in the *Maitland City Wide Section 94 Contributions Plan 2016*;
- based on weighbridge records of the quantity of quarry products transported from the site and the distance travelled on Maitland City Council funded roads;
- paid by the date required by the invoice issued by Council; and
- increased over the life of the project in accordance with the CPI.

Each year, the Applicant will submit a summary of total product despatched during the preceding 12 months, data on the number of trucks despatched and the methods used to calculate the distance travelled on Maitland City Council funded roads. Maitland City Council will raise an invoice for the agreed annual contribution amount.