

Brandy Hill Quarry Expansion Project SSD 5899

Objection and Concerns

I have listened to the livestream of this project on the 12/06/2020.

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There has been no assessment of transport corridors outside of Brandy Hill Road and Clarence Town Roads.

There needs to be an in depth study of traffic impacts, specifically speeds, noise and safety for Seaham Road from Brandy Hill intersection to Raymond Terrace.

The cumulative affects of same on an increasingly busy road need to be considered.

Seaham Road in particular is in poor condition and in areas such as the intersection of Hinton Road and Seaham Road the pavement is failing particularly during wet weather. The impact of hundreds of trucks on this pavement will be significant.

Given that Brandy Hill Quarry is trialling a 60 km speed on Brandy Hill Drive it seems to me to require that trial be extended along Seaham Road. The current section is currently at 90 kmH.

I would recommend that truck movements along this entire section of road be limited to a maximum of 70kmH, this limit would significantly reduce noise and improve safety.

Traffic and urban conditions along Seaham Road are similar to those found on Brandy Hill Drive. I specifically note the pre school at Nelsons Plains.

The Development Consent B40(b) requires no transport arrival at the quarry until 5am, this means unladen trucks will be accessing Seaham Road before 4.30am on most mornings. Unladen trucks are generally noisier than laden. This is unacceptable.

Appendix 7 of the Develop Consent shows contributions of the proponent to bus bays and infrastructure for Brandy Hill Drive, similar contributions are required for the same infrastructure on Seaham Road. The impacts will be similar.

As it stands ratepayers of Port Stephens will be funding a significant proportion of this infrastructure and those same ratepayers will be significantly impacted.

A proposed 600 laden truck movements per day means 1200 truck movements per day.

The assessment of all transport routes until the point where they intersect the highway is necessary.

If this project is being assessed as a State Significant Project the scope of the impact is considerably greater than short sections of the immediate roads.

Given the life and scope of the project why hasn't consideration been given to a purpose built rail connection to the existing rail system? This has been done in other areas. The removal of heavy vehicles such as these should be a first priority and not discounted due to expense.

This project has a life of 30 years and given the impacts serious consideration should be given to minimising those impacts.

Geoff Winnett

Nelsons Plains NSW 2324

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