

3 June 2020

Helen Mulcahy
Office of the Independent Planning Commission NSW
Level 3, 201 Elizabeth Street
SYDNEY NSW 2000

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

Dear Helen,

Re: Brandy Hill Quarry Expansion Project (SSD 5899) – IPC Presentation Questions

A number of questions were raised by members of the Independent Planning Commission during Hanson's presentation of the above mentioned project on 29 May 2020.

The responses to the questions are provided below.

Traffic Levels for Concrete recycling and concrete batching

Concrete recycling would involve the import of 20 000t of unused concrete or hardened concrete washout material for crushing and blending with other quarry products to produce predominantly road base materials. It is difficult to estimate that number of truck loads that would be required to deliver this material as it is not likely that a full truck load (~35t) would be available. However, the concrete would predominantly be sourced from concrete batching plants and involve back loading of trucks returning to the Quarry. Therefore, there would be very little additional traffic generated as these trucks would already be making this trip. If we were to assume 15t loads on average and 301 despatch days (52 weeks at 6 days minus 11 public holidays) it would require 4 to 5 loads per day to deliver this material.

- Concrete batching is proposed for the production of 15,000m³ of concrete and would require the following transport activities and levels.
- Receipt and storage of cement or flyash in pneumatic tankers – an average of 6 loads per week
- Receipt and storage of concrete sand via road truck (likely backloaded) – an average of 6 loads per week, possibly offset by on-site sandstone or manufactured sand production
- Despatch of concrete to customers in agitators – an average of 10 agitators despatched per day (up to 20 movements on average).

Hanson is comfortable that these activities would be included in the maximum despatch limits included in the recommended conditions of consent.

Road Noise Monitoring

A question was asked regarding the conclusions of assessment of road traffic noise in the morning shoulder and night-time period. Section 4.4 of the Noise and Vibration Impact Assessment refers to the road traffic noise monitoring undertaken on Brandy Hill Drive in March 2018. Measurements were not taken during the morning shoulder or night-time

periods. However, the noise generated by a truck passing by would not change, the more relevant change is the number of trucks over the assessment period. For the assessment of road noise the following traffic levels were assumed.

Morning shoulder (5:00am to 6:00am)

- Martins Creek Quarry – 6 truck movements
- Other heavy vehicles – 12 truck movements
- Hanson proposal – 18 truck movements

Morning shoulder (6:00am to 7:00am)

- Martins Creek Quarry – 12 truck movements
- Other heavy vehicles – 21 truck movements
- Hanson proposal – 25 truck movements (reduced to 24 movements to ensure an even number).

Night time hourly (10:00pm to 5:00am)

- Martins Creek Quarry – 0 truck movements
- Other heavy vehicles – 2 truck movements
- Hanson proposal – Not assessed hourly but over the 7 hour period 74 trucks may be despatched (average of 10.6).

The assumptions for the Martins Creek Quarry were based on information provided by Daracon and the other heavy vehicle numbers were based on traffic counts taken for the Traffic Impact Assessment that indicated that an assumption of 2 movements per hour was reasonable. It should be noted that the Martins Creek Quarry has since announced that it no longer planned to use Brandy Hill Drive as a transportation route. Therefore, the assessed noise levels would be lower and the change in noise less than what has been presented for the morning shoulder period.

Further clarification regarding the limit of 600 movements per calendar day.

As discussed, Hanson has proposed a limit of 301 laden loads between 7:00am and 10:00pm and a limit of 58 laden loads between 10:00pm and 7:00am (limited to 20 nights per calendar year).

The daily maximum limit is intended to permit flexibility to deliver materials during peak periods. This would include for example a Williamstown Airport runway upgrade project or other local infrastructure projects such as the proposed replication of the Hexham Bridge. Peaks are short term intensive periods. More consistent supply would occur to concrete batching plants locally and as far as the Sydney metro area.

We reiterate that a peak of 300 loads is consistent with previously experienced peak demand. Hanson is comfortable with a limit of 600 movements per calendar day, however our preference is that 116 movements be permitted between the hours of 10:00pm and 7:00am (limited by hourly rates and to 20 days a year as presented).

Feel free to contact me with any further queries.

Yours sincerely,

HANSON CONSTRUCTION MATERIALS PTY LTD



ANDREW DRIVER
Development Manager- Eastern Region

Encls:

Copy:

From: [Driver, Andrew \(Parramatta\) AUS](#)
To: [Helen Mulcahy](#)
Cc: [Calvin, Eric; Stephen Wilson \(stephen.wilson@hanson.com.au\); Sharon, Bethula \(Parramatta\) AUS; Parashar, Geeta \(Parramatta\) AUS; Whittaker, Scott \(Parramatta\) AUS](#)
Subject: RE: Response to IPC presentation question
Date: Thursday 4 June 2020 8:34:57 AM

Hi Helen

Further to my email below one of the matters discussed during last Friday's presentation to the IPC was the quarry's need to supply critical construction materials outside of normal hours. To demonstrate the need for the quarry to have the flexibility to meet this requirement I have included an extract of an email between one of Hanson's customer representative and a procurement employee from Fulton Hogan who are a civil construction contractor tendering on the Newcastle Airport upgrade as a case in point.

Could you please pass this information onto the members of the IPC?

From: Keith, Euan (Parramatta) AUS
Sent: Saturday, 30 May 2020 7:32 AM
To: Harris, Corey (Central Coast Sands) [REDACTED]
Cc: Whittaker, Scott (Parramatta) AUS
Subject: FW: RAAF Willelton
Importance: High

Hi Corey,
Please can you send me the material certs for question 1 (a) regards the materials we have quoted.

Hi Brad / Dan / Scott,
Please see question 2 regards the quarry being opened at night. Can you give me your thoughts on this and what is doable in line with legislation.

Appreciate your feedback.

Euan Keith
Key Account Manager

From: FREEMAN, Mark [REDACTED]
Sent: Friday, 29 May 2020 11:37 AM
To: Keith, Euan (Parramatta) AUS [REDACTED]
Subject: FW: RAAF Willelton
Importance: High

Hi Euan,

Thank you for your quotation.

I have the following enquires about quotation:

1. Could you send all test results for the attached Airport base and sub-base material demonstrating material compliance?
 - a. Particularly particle size distribution, P_s, wet strength, wet dry strength variation, water absorption.
2. Which quarry will the material be coming from and what is its respective working hours?
 - a. Material be delivered conditioned for works later that night?
 - b. Any opportunity to have quarry open at night?

Kind regards

Mark

Regards,

Andrew Driver
Development Manager

From: Driver, Andrew (Parramatta) AUS
Sent: Wednesday 3 June 2020 4:42 PM
To: Helen Mulcahy [REDACTED]
Subject: Response to IPC presentation questions

Hi Helen

Please find attached responses to the questions raised by the IPC member during last Friday's presentation.

We note that DPIE has provided responses to questions raised by the IPC. Hanson is happy to provide further clarification on these questions if the IPC is willing to receive this.

Also do Hanson representatives need to register to speak at the public meeting to be held next Friday?

Regards,

Andrew Driver
Development Manager