

From: [Kate Drinan](#)
To: [Callum Firth](#)
Cc: [Helen Mulcahy](#)
Subject: RE: Brandy Hill Quarry - Questions on Notice
Date: Wednesday, 10 June 2020 8:02:13 AM
Attachments: [image012.png](#)
[image001.png](#)

Hi Callum,

Apologies again for the delay. Please see responses to your questions on notice.

- 1) **Concept engineering plans** - Only preliminary concepts have been drafted to date to understand an order of magnitude cost estimate. These concepts are typical cross sections (four of) that could apply to the changing cross terrain along Brandy Hill Drive. As no money has been allocated to date for the design of the walkway, the conceptual designs have not been professionally drafted.
- 2) **Road Maintenance contributions** – Based on the assumption that the project achieves maximum production (1.5MT), the total road haulage contribution for the 30 year life of the project would be **\$48,667,500**. This does not include annual CPI increases.
- 3) **Brandy Hill and Seaham Action Group comments:**
 - a. Widths - It is Council's understanding that the quarry trucks are predominantly truck & dog configuration which is a Level 1 classification – not Level 2 as indicated in the letter.

Most of these operate at a higher mass under the Performance Based Standards (PBS) scheme although they are also able to operate as general access vehicles. That is, if these vehicles would be denied access under PBS, they could do the same freight task with a reduced mass in more vehicles, requiring more trips, meaning more trucks on the road and potentially reduced safety for residents. Brandy Hill Drive is also an approved B-double route.

It should be noted that like most other Local Government Area's, Council does manage aging infrastructure that was built under the differing guidelines of the time for a variation of vehicles. These assets include roads that do not meet the current desirable guideline lane/shoulder width. It is correct that Brandy Hill Drive does not meet the current desirable guidelines for geometry in a number of places mainly due to physical constraints or the cost constraints to build infrastructure to upgrade the road to meet these guidelines. It should also be noted from the **guideline** that *“Minor width deficiencies alone should not necessarily preclude a route from a road classification level, particularly if the deficiencies only apply to a small proportion of the route length. To provide network continuity and connectivity a relaxation of carriageway width may be considered. In such cases, a risk assessment should be undertaken considering all factors which would contribute to the safe operation of a Scheme vehicle and its*

interaction with other users.”

- b. Approved transport routes - The use of the Dunmore Bridge is a matter for Transport for NSW (TfNSW) as the asset owner.
- c. Intersections - The entry lane requirements quoted refers to acceleration lanes and is not relevant in this case as the intersection is a cross-intersection with stop control. The intersection is a safety concern, and a grade separation would be good.

Please let me know if you require any further clarification.

Regards,

Kate Drinan



Kate Drinan

**Development Assessment and Compliance Section
Manager**

p [REDACTED]
w portstephens.nsw.gov.au



From: Callum Firth [REDACTED]
Sent: Tuesday, 2 June 2020 12:19 PM
To: Kate Drinan [REDACTED]
Cc: Helen Mulcahy [REDACTED]
Subject: Brandy Hill Quarry - Questions on Notice

Hi Kate,

Please find attached a letter containing some questions that the Commission has following its meeting with Council last week.

Please let myself or Helen know if you have any further questions.

Regards,

Callum Firth | Student Planner

Independent Planning Commission NSW
Level 3, 201 Elizabeth Street Sydney NSW 2000



New South Wales Government
Independent Planning Commission

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