

**From:** [Kate Drinan](#)  
**To:** [Helen Mulcahy](#)  
**Cc:** [Callum Firth](#); [Stephen Barry](#); [Steven Peart](#); [John Maretich](#)  
**Subject:** RE: SSD 5899 Brandy Hill Quarry Expansion  
**Date:** Wednesday, 24 June 2020 5:56:00 PM  
**Attachments:** [image015.png](#)  
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Hi Helen,

Please see responses to the IPC's questions dated 18 June:

### **Road Infrastructure**

1. Is land acquisition likely to be required to accommodate the shareway in the Brandy Hill Drive road corridor? If so, are multiple property acquisitions envisaged?

Multiple property acquisitions are likely to be required on Brandy Hill Drive road corridor. Based upon a preliminary investigation, approximately 2,500sqm land acquisition is required impacting at least 5 properties.

2. Where (approximately) on Brandy Hill Drive will the proposed bus stops be located?

These are not currently mapped. The proposal is to reconfirm with the bus operator that existing locations are proposed for ongoing use and then to risk assess that the locations themselves are satisfactory/optimal, then upgrade the existing locations on Brandy Hill Drive.

3. Is it intended that there will be bus stops along Seaham Road? If so, where (approximately) will those bus stops be located?

The existing school bus stop infrastructure is considered to be adequate.

4. Can Council provide a realistic timeframe for design, costings and delivery of the bus bays and shared pathway, assuming that funding for these works was available?

Assuming that funding was available, for design, costings and delivery of the bus bays, it could be completed within 12 months.

Assuming that funding is available, preconstruction work for the pathway (incl. design, costing, acquisitions) is estimated to take up to 18 months depending on whether acquisitions are achievable by agreement or compulsory acquisitions. The construction of the pathway may be up to 12 months following completion of preconstruction work. It must be noted that Council budget cycles and potentially competing infrastructure funding priorities may impact the underlying idealised assumption that funding is readily available should the department be considering inserting any time based commitments within the development determination.

5. Has Council undertaken a risk assessment to ascertain whether Brandy Hill Drive, Clarence Town Road and Seaham Road can safely accommodate the traffic flows projected from the quarry?

Council has undertaken a review of the Traffic Impact Assessment associated with the proposed quarry expansion and does not disagree with the conclusions made regarding roads and intersection capacities. Notwithstanding, the Council review has highlighted that:

- the intersection with the Quarry access road and the public road system features inadequate sight distance,
- the increased volume of heavy vehicles on Brandy Hill Drive will impact negatively on local

residents with increased risk of conflict with school bus services

Mitigation measures to address these concerns/risks include upgrade works to the bus stops, construction of the pathway and relocation of the quarry access road.

### Contributions

Please provide methodology and calculations for section 7.11 contributions which resulted in the estimate of the \$48M+ figure cited in Council's correspondence dated 10 June 2020.

For the purposes of the estimation the following has been assumed:

- The formula for the calculation is:

$$\$C = c \times t \times km$$

Where:

\$C = Monetary contribution

c = contribution rate (in dollars)

t = weight of material transported (in tonnes)

km = haulage route length (in kilometres)

- The applicant will not submit an agreed Traffic and Transport Economic Study with a varied rate to the current contribution rate of \$0.84c/t/km.
- The quarry will operate at its maximum capacity from year 1 to year 30. Whilst the tonnage will in all likelihood be much lower to account for operational build-up and changes in demand, for the sake of this estimation the maximum tonnage is assumed.
- Bus bays will be provided before the consent is enacted and therefore the highest limit is assumed. Based on draft condition A.11 prepared by DPIE, this is 1,500,000 tonnes.
- There will be an apportionment between transport routes of 75% of movements towards the southern transport route to the Pacific Highway, which totals 14.5km (see page 17 of DPIE's assessment report). The remaining movements would use Clarence Town Road to the Maitland LGA which totals 8km.

Based on these, I've calculated an estimation of the maximum contributions Council may receive under the consent in the table below.

	Transport Route South	Transport Route West
Calculation	$\$.084 \times 1,125,000 \times 14.5$	$\$.084 \times 375,000 \times 8$
Contribution (annual)	\$1,370,250	\$252,000
Contribution (x30 years)	\$41,107,500	\$7,560,000

Based on the above, the maximum total Council may receive over 30 years under the current contribution plan rates is **\$48,667,500**.

Please let me know if you require any further clarification.

Regards,

Kate Drinan



Kate Drinan

Development Assessment and Compliance Section  
Manager

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**From:** Helen Mulcahy [REDACTED]  
**Sent:** Thursday, 18 June 2020 3:20 PM  
**To:** Kate Drinan [REDACTED]  
**Cc:** Callum Firth [REDACTED]; Stephen Barry [REDACTED]  
**Subject:** SSD 5899 Brandy Hill Quarry Expansion

Dear Kate

Please find correspondence attached which seeks clarification from Council on a number of additional matters.

Don't hesitate to give me a call [REDACTED] if you require any further clarification.

Regards

### Helen Mulcahy

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## New South Wales Government Independent Planning Commission

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