

Meeting with CCC Community Members and invited local residents

Chaired by Lisa Andrews, Independent CCC Chair.

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Chaired by Lisa Andrews, Independent CCC Chair. This was an open focus group in the home of Margarete and Neil Richie. CCC members had been briefed about the nature of the consultation and asked to invite any local people that they felt would like to have input. No Hanson staff were in attendance. CCC minutes of the meeting are at Appendix CCC

Prior to meeting commencement Cr Paul Le Mottee asked if the researcher were a “PR Company”. The nature of the social impact assessment was explained; namely it was required to be an objective piece of research which must conform with the Department’s Social Impact Guidelines.

Peter Rees raised the point that it was inappropriate to ask the community to comment further when they have not seen the amended documents under consideration as part of the EIS. While the point was taken, the Department has asked for the SIA to be revised and this consultation is critical to that process.

Key themes emerged during the discussion and the group agreed on the issues:

- Thee CCC feels like it has been betrayed – we put in a lot of work trying to cooperate with Hanson. Now we see none of our issues addressed in the EIS and we wonder what we have been doing. We feel used; the consultations have just been to “tick a box”.
- The previous management has made promises to us – about a cycle/footpath for example, that now no longer seem like they will proceed.
- We need all mitigation works to be done up front. This expansion should not go ahead until current issues are addressed and proper infrastructure is put in place.
- Dollars need to be spent up front.
- Cumulative impacts are a burden to us. This Quarry cannot be considered in isolation from other operations that send trucks down Brandy Hill Drive (and pay no levy to Port Stephens Council).
- We have been told by Hanson (Chris) that “individuals don’t count. We are responding to government and external community demands. We are driven by profit and market share.” This is offensive. This is our home, our community. We can’t drive off at the end of the day. For us it is a life and a relationship.
- Shaun Boland is decent. If he could be honest he would probably say he is embarrassed by Hanson Head Office (Le Mottee)
- We have been bullied by Hanson – we have been asked to remove signs and threatened with legal action if we didn’t. The Quarry Facebook page, managed by the Quarry manager (Brad), has accused us of dividing the community. A comment was made on a Facebook page: “Brandy Hill/Seaham action does not stand for me” which referred people to “Brad – quarry manager if you want the true story”. Margarete Ritchie rang Brad to alert him that he was being mentioned and in that conversation Brad seemed on the side of that group – he said “what do you expect?”

- The Quarry needs its social licence to operate – it seems to have lost sight of that.
- We are unsure of the current conditions of consent. There has been no consultation on tonnage increases over time. What can a community do to have a normal life? We seem to be back to square one all the time.
- There are trucks on the road between 6am and 6.30am. Even as early as 5am. We can't always tell if they are from BHQ or from Martin's Creek. Daracon should send their product out by rail – they don't pay levies to anyone.
- There is very little truck movement after 7pm – but we have heard them at 3am sometimes. You can't get up and check where they are coming from at that time.
- **Can we see the current consent under which BHQ operates? That would be a good start – we don't know the current conditions.**
- At night, we can hear noise – the thump of the JAW (even towards Duns Creek). **We would lean towards safety and cycleway and put up with operating at night if it came down to that sort of choice. (Not a universally held position – the proposed night operations are the biggest source of objection for most people).**
- The SEPP for Extractive Industries allows for limiting truck movements in residential areas. Should be 6am-6pm. There are noise impacts along Clarence Town Road. **The speed limit should be reduced along Clarence Town Road.**
- **The current impacts from quarry operations have not been solved; therefore, local people aren't happy. "the Baseline is not working for us." We believe Hanson have abused their good relationship with the community.**
- On a foggy day, it can be like pea soup along Brandy Hill Drive – trucks come out of nowhere. It's very dangerous.
- Council can't maintain the roads now – how will they be able to cope when there are more trucks on the road?
- Asphalt would be a much better road surface, both in terms of noise mitigation and maintenance. However – it's "lala land" to think that would happen. It's too expensive.
- The Cricket Club kids can't ride their bikes on the road – it would be good for them to have a safe cycleway from the fields in Seaham and along Brandy Hill Drive.
- **The Cricket Club has been told that "donations have finished" e.g. for gravel in Seaham Park. It seems we are being punished for being vocal about this expansion. There appears to be a "divide and conquer" strategy. There is a deliberate attempt to generate contempt across groups in the community. We are blamed for complaining.**
- We would like a slower speed limit – especially at intersections.
- It's the "Subbies", not Hanson Trucks that cause most of the problems (CB Transport). They fly past the bus stop – the speed limit past bus stops should be 40 km/hour. Subbies trucks should be fixed – they should be as quiet as Hanson trucks.
- Need flashing lights on school buses to remind people to slow to 40kms/hr

- 100km/hr is a concern on Clarence Town Road. 80 km/hour is OK for Brandy Hill Drive.
- Our amenity is being destroyed. At Karama, we can hear blasting and trucks.
- Butterwick Road (5-6km from Quarry) – we can hear and feel blasts. Windows rattle.
- Neika Close (towards flood plains) seems to be in a particular spot that hears the blasts and gets all the dust.
- Would like to see a truck Risk Assessment.
- Is it possible to crush wet? That would make a difference to dust. Worm Drive conveyors?
- The community has got to breaking point with the company.
- Some members have done a trip to the Progress Association in the Southern Highlands and visited 4 quarries.
 - **Holcim Lynwood**
 - Happy community
 - No trucks through residential areas
 - State of the art equipment
 - We have a lot of work to do – now convinced that all these strategies should be in place up front – including road works and cycleways.
- It is time for this community to “play it tough”. If we want something, we should name it and insist on it. The time for waiting for the company to do the right thing has passed.
- Role of the ongoing CCC: it needs to be formalised and meet the Guidelines:
 - Meet twice a year once current issues are resolved.
 - Properly set up.
 - Complaints need to be dealt with immediately as they occur – not at the CCC meetings.
- The time for talking has past. Hanson need to ACT to show some good will. Hanson need to be proactive now.
- When there is a blast complaint – Hanson needs to send people to the houses to hear the blasts – not just rely on a monitor that we never see the data from.
- We are losing contact with friends because we can’t walk together any longer – the road is too dangerous.
- Dust – we have heard very little about dust – the Southern Highland Quarries are right on top of this.
- There have been several broken windscreens – from trucks throwing up gravel.
- **Concrete crusher – not entirely sure what that will mean for trucks:**
 - 20 loaded trucks going up hill

- Sand trucks
- Cement trucks
- Not happy with the current 700,000 tonnes – how did that happen? What exactly does the approval say?
- No Quarry – many of us are leaning towards saying this is not an appropriate place for a quarry anymore. Roads are not to AUS Road Standards.
- We must have the road rebuilt and a Footpath / Cycleway from Bandy Hill to Seaham.
- We must check the VPA – build the road first, then maintenance.
- Solastalgia – loss of sense of place.
- Traffic at Raymond Terrace is also an issue. The Macca's there must have the worst entry in Australia.
- We need flashing lights on and 60/km an hour on Clarence Town Road [various opinions on what the speed limit should be but strong agreement that it should be slower than it is now].
- The Asset Manager at Port Stephens Council now understands our issues. He seems to be on board with our concerns. We have felt that Council haven't listened in the past and that we are just a bit "too far out" and forgotten when it comes to infrastructure and road maintenance. More recently they have responded to pot hole complaints made by direct phone calls.
- It is really important that ALL trucks are easily identifiable. ID needs to be on the truck and dog as a condition of consent. And it must be large enough to read.
- **The meeting ended with the CCC asking that the research consultant convey these views to Hanson and that a request is made to get some action now, prior to any approval, on some of the current issues.**