



## FREQUENTLY ASKED QUESTIONS

### **How many truck movements are there now from the quarry?**

There are on average around 75-82 laden trucks per day. (one laden truck equals 2 truck movements)

### **How many truck movements will there be under the proposed increase?**

This will progressively increase over 10-15 years to approximately 220 laden trucks per day. (*The Johnniefelds quarry is scheduled to close resulting in approximately 50 less trucks per day along the haul roads*)

### **Trucks are running at all hours of the day and night. What are the actual approved hours of operation?**

Trucks can use the haul route via the bypass road 24hrs per day except between 6pm Saturday and 2am Monday.

Trucks can use the haul route through Marulan Monday to Saturday from 6am-7pm

### **What will Gunlake do to control trucks if they're speeding?**

We have a driver code of conduct which restricts drivers to a maximum of 80 kph between the quarry and the Hume Highway. Gunlake staff regularly drive the haul route at various times throughout the day and monitor the speed of trucks. To report truck driver misconduct please contact the quarry with the details.

### **Whilst there have been improvements on the haul routes, some parts of Brayton Road and the Bypass Road deteriorate quite quickly. Some parts of the road through Marulan don't look like they've ever been upgraded.**

The Community Consultative Committee (CCC) is currently taking this up with Council as part of the section 94 review. The intersection of Brayton Road and Bypass Road was constructed by RMS who have agreed to rectify this area.

### **Does the code of contact for drivers include not throwing out rubbish? If so, how is this checked?**

Yes. Gunlake staff regularly drive the haul route at various times throughout the day and monitor truck driver behaviour, If you see anyone throwing rubbish from trucks , we ask you to report this to the quarry.

**If the government doesn't get the trucks off the road, eventually something will run into a slow moving tractor or farm equipment.**

The Secretary's Environmental Assessment Requirements (SEARs) commits Gunlake to address traffic and transport in their Environmental Impact Statement (EIS).

**Why isn't the Traffic Management Plan (TMP) available on the Gunlake website?**

The current plan is on Gunlake's website. The updated TMP, as a result of Modification 2, is currently with the DPE awaiting approval and will be published on the website once approved

**Now the Bypass Road is open, people have another place to dump rubbish.**

The CCC has tabled it for Council consideration.

**Trucks driving along the road, whether loaded or unloaded create noise. This is unacceptable to people living along the haul route. What's being done to address the noise?**

The road surface has been improved to lessen the noise of both laden and unladen trucks. The increase in associated truck movements will increase noise emissions. It is important to note that increases in noise emissions do not result in a linear increase in perceived additional noise. For example, doubling noise emissions will generally only increase noise levels at receivers by about 3 dB. Quarry traffic noise levels will be comprehensively assessed in the EIS, as required in the SEARs.

**Noise from crushers can be heard over extended distances. What's being done to address the noise levels?**

Gunlake has installed rubber decks on their screens to reduce noise. Noise levels will be comprehensively assessed in the EIS, as required in the SEARs.

**To further reduce noise and dust shouldn't conveyor belts being enclosed?**

Conveyors make relatively little noise and do not require covering. Dust from conveyors is primarily at the discharge point where Gunlake has installed dust suppression at all these points.

**Site plant movement can be heard, especially reversing indicators and alarms.**

Gunlake has installed 'squashed ducks' on all our mobile plant. These devices are designed to lower the noise of reversing indicators and alarms.

**What about the noise from blasting?**

All blasts are monitored in accordance with the approval and no exceedance has been recorded.

**Having guidelines and plans is one thing, following them is another. How can we be sure Gunlake will adhere to, or preferably exceed the guidelines?**

Gunlake has strict reporting requirements to both the DPE and EPA to insure compliance. The CCC is also involved in this area.

**Dust happens in all areas of operations. Something needs to be done to mitigate this issue.**

Gunlake's responsibilities are clearly set out in the approval conditions. We are currently planting bunds with locally grown trees to support the local community. Local plants ensures the best chance of fast and appropriate growth. We have sealed the entrance driveway and have upgraded the water cart allowing a three fold increase in our dust suppression capability.

**Lighting was a big problem with Holcim and they met community needs. What's Gunlake doing?**

Due to our different geography and topography this has not been an issue for Gunlake, either currently or with the proposed expansion. However, we are committed to meeting the guidelines, and we will work with the CCC to monitor progress.

**It doesn't look like Section 94 contributions have been spent on the Haul Route until recently.**  
The enclosed chart shows expenditure on the haul route.

		Gunlake s94 Contributions	Capital Works paid by Gunlake	Road Section	Johnniefelds s94 Contributions	Council Expenditure	Road Section	
Estimate	2007/08				\$50,000			
Actual Paid	2008/09				\$46,025.72			
Actual Paid	2009/10				\$65,715.75	\$178,000.00	Brayton Rd-Gunlake to Johnniefelds	
Actual Paid	2010/11	\$62,937.40	\$100,650.00	Brayton Rd from Gunlake to Johnniefelds	\$89,971.80			
Actual Paid	2011/12	\$62,937.40			\$82,069.20			
Actual Paid	2012/13	\$62,937.40	\$1,695,120.00	Bypass road	\$53,980.53	\$120,000.00	Red Hills rd-Bypass to Hume Hwy	
Actual Paid	2013/14	\$81,417.75	\$338,516.00	Hume Hwy Intersection	\$83,135.99			
Actual Paid	2013/14		\$230,715.00	Red Hills Rd from Bypass Road to Hume Hwy				
Actual Paid	2014/15	\$87,376.76	\$607,200.00	Brayton Rd from Johnniefelds to McClura Dr	\$83,135.99	\$600,000.00	Brayton Rd from Johnniefelds to McClura Dr	
Estimate	2015/16	\$87,376.76	\$55,600.00	Quarry entrance asphalt upgrade	\$83,135.99			
s94 Contributions by Johnniefelds between 2007 and 2010 (Financial Years) amounted to							\$161,741.00	
Council expenditure 2007/2010							\$178,000.00	
s94 contributions by Gunlake between 2010 and 2016 (financial years with current 6 months estimates)							\$444,983.47	
s94 contributions by JohnnyFelds between 2010 and 2016 (financial years with current 6 months estimates)							\$475,429.50	
Total s94 contributions for period 2010/2016 (financial years with current 6 months estimates)							\$920,412.97	
Council expenditure for period 2010- Dec 2015 ( not including 2016 January to June)							\$720,000.00	

*These figures have been sourced through Gunlake and Council records and will be updated as new information comes to hand.*

**Many commercial operations create community investment funds to demonstrate good citizenship. Gunlake don't appear to have such a fund. Why not?**

Gunlake is keen to be a good community member. We seek to employ local people and currently have a graduate sponsorship scheme in place with the Goulburn and District Education Foundation. The CCC is also helping us explore other ways we can assist the local community. Gunlake's ongoing section 94 contributions to the Council (estimated to be \$18.9 million over 30 years) will substantially exceed (by about \$7 million over 30 years) the costs of additional road maintenance required as a result of the use of local roads by quarry trucks. Other major quarries in the area are not required to pay these section 94 contributions.

**What about devaluation of our property prices, not to mention the impact on our rural lifestyles.**

Visual, noise and air quality impacts have the potential to affect the amenity of the local area, particularly the rural nature of the area. Proposed management and mitigation measures for amenity impacts will be comprehensively addressed in the EIS

**People seems to have different views on whether it's worthwhile talking to Gunlake about issues. Some have been surprised at how willing Gunlake is to listen and address issues raised, others think it's not worth complaining because no one will listen. What should the community do?**

Gunlake see complaints as a community opportunity, to evaluate our processes and consider alternative ways. That's why we have a feedback/complaints process on the website, the CCC takes its responsibilities to audit these seriously. Complaints often result in suggestions and appropriate solutions. We're are happy to work with the community on these processes. The CCC will be inviting comments, suggestions and solutions, and driving these initiatives via regular community meetings.

**In the past, getting information has been very difficult. What's different now?**

One difference is the newly appointed CCC which took effect in October 2015. They've held community meetings, and the minutes of the meetings and an informative spreadsheet of issues, are available on the community page of our website. The website has been recently revamped, so it's much easier to navigate and find information. We're keen to share what we're doing and look forward to a more easily accessible information flow. Please use your CCC to assist in this process. Get to know you community representative and ensure they're working with the Chairperson to provide any relevant updates and information. Gunlake are seeking to do so.

**Will Gunlake be making Statements of Commitments additional to the EIS?**

The EIS process requires clear Statements of Commitments which are then reflected in any approval conditions.