

Gunlake Quarries NSW Presentation to the CCC

Marulan Town Hall 1.30pm 30th August 2016

Attendance.

Gunlake – Ed O’Neil, Andrew Wade

EMM – Phil Tower

HATCH – Steve Bridger

Community Liaison Team (CLT) - Diana Forrester, Lauren Donohoe, Catherine Haskins

Community Consultative Committee (CCC) -Dennis Isbister, Ron Switzer, Ken Wray

Goulburn Mulwaree Council – Louise Wakefield, Scott Martin

Apologies. Paul Johnson, Oxana Paschuk-Johnson

Discussion. 1) Ed O’Neil provided an introduction and the topics for discussion:

This meeting discusses the findings of the Community Liaison Team and the proposed measures that will be included in the report for the Department of Planning and Environment (DPE) in the Response to Submissions (RTS). Other topics include a report to show the Rail Options are not feasible and a commitment to enclosing the primary crusher if approval is granted.

OPF Consulting was appointed to provide a Community Liaison team for Gunlake Quarry.

2) Diana Forrester presented an overview of OPF Consulting:

The Community Liaison Team have implemented a number of strategy’s to make it easier for concerned local residents to contact the quarry.

Gunlake consultation to date

ENGAGEMENT ACTIVITY

OUTCOMES

Community lines	Setup telephone, email and online enquiry forms for quick, easy access
Public meeting	Liaison Team attended DPE community meeting, handed out contact cards and offered one-on-one meetings
Emails	Sent emails to residents who wrote submissions to introduce team and offer one-on-one meetings
Phone calls	Made phone calls to residents who wrote submissions, introduced liaison team and offered one-on-one meetings
Letters	Hand delivered 165 letters to residents living on Brayton Road, Red Hills Rd, Gibraltar Road, Carrick Road, Bulls Pit Road, Towrang Road, Todkill Road and Narelle Lane

One-on-one meetings	Met 20 residents at a number of properties across Marulan, Big Hill, Towrang and Greenwich Park
Print/electronic community newsletter	Setup community eNewsletter for public to receive regular news and updates about the quarry

Consultation Outcomes

ISSUES IDENTIFIED	COMMUNITY SUGGESTIONS
Safety on transport routes	Widen roads, upgrade road quality, reduce speed limits, sweep gravel at intersection, install signage for school bus, install cameras to monitor behaviour
Gunlake entry/exit	A pull over lane, install metal grates, redo line markings, sweep gravel
Crusher noise	Heard mostly from residents located in the south west and north west, during specific climatic conditions. Enclosing crusher is preferred if 24 hours a day is permitted.
Truck noise	Tell drivers not to use compressions brakes Some trucks skip checking station and travel along Ambrose Rd at all hours of the night. This should be monitored, checked and reported.
Dust	Health concerns about increased dust emissions with increased activity. Enclosing the crusher is preferred.

Community liaison forward-plan

- Continue to operate community contact lines – telephone, email and online enquiry form via website
- Community eNewsletter – will provide quick and detailed updates to the community about quarry news
- Maintain detailed records of all interactions –we log all enquiries, calls, emails, meetings and share details with Gunlake executives
- Corporate Social Responsibility – help Gunlake to identify and contribute to the community.

3. Rail transport study presentation by Steve Bridger

STEVE: (Civil Engineer specialised in mines and rail options):

Presented the various transport options reviewed and analysed from an economic perspective by HATCH. He provided an overview of the information that will be submitted in the report for the DPE:

- The scope of work prepared for the rail transport study exceeds the DPE requirements set out in their response to Gunlake's EIS
- HATCH's analysis was supplemented by commercial and confidential discussions.

Summary of the HATCH report

- Went through 20 options in detail, with the aim to find the cheapest rail option.
- 18 rail options are presented and mapped
- There are also 2 road options included through Lafarge Holcim

Overview of main points in relation to the rail transport study:

- HATCH conducted pre-feasibility designs, associated estimates and talked to land agents.
- Landowners are unwilling sellers, there is no legislation to compel owners to sell.
- In addition to the haul road construction a new bridge would be required to cross the Main Southern Railway
- Steve also highlighted the difficulty of negotiations for a privately owned Australian company with a large multinational such as Lafarge Holcim.
- One needs to understand all the operations to be able to appreciate the economic viability of rail. Truck transport requires 3 operations whereby rail requires 11 operations.
- The extra operations required by rail make it more expensive than transportation by truck.
- The lowest cost rail option is over \$100 million more expensive than the preferred road haulage option.

4. EMM presentation by Phil Towler

PHIL: (Environmental Chemistry background, 20 years experience)

Phil explained that DPE asked Gunlake to:

- consult with Lafarge Holcim
- identify lowest cost rail option, and
- provide a detailed analysis of the costs and benefits.

EMM's report includes an assessment of:

- economics
- environmental/social impacts
- other factors such as land access

There are two noise policies, which apply to the project - Road Noise and Industrial Noise (more stringent).

- these are set by the EPA
- compliance with this criteria does not necessarily mean that noise sources are inaudible

Phil explained it is his job to assess noise against these policies and his noise experts concluded that the noise criteria is being met.

5. Ed explained the commitments to be included in the RTS:

As a result of feedback to the CLT, Gunlake plans to:

- asphalt the intersection of the quarry access road with Brayton Road
- construct an acceleration lane on Brayton Road opposite the Gunlake entrance
- widen both shoulders on Bypass Road (Ambrose Rd) on the approach to Brayton Road
- improve the Red Hills Road and Hume Highway intersection
- construct an acceleration lane on the Hume Highway as soon as we gain approval from RMS
- reduce the proposed maximum number of daily truck movements from 690 to 590 per day
- undertake a number of general improvements along the transport route such as better line marking and increased signage
- Work with Council to submit an application to RMS to reduce the speed limit on the transport route to 80 km/h
- Gunlake also proposes to enclose the primary crusher within four months of obtaining approval for the extension project and will not operate at night until it is enclosed.

Gunlake's RTS report will be submitted to the DPE by mid September. This will be a public document and be on their website.

Closure. Presentation closed at 3.40pm