



The Gunlake Extension Project Factsheet No. 3

The Gunlake Quarry Extension Project Environmental Impact Statement (EIS) was placed on public exhibition between 4 April and 20 May 2016. A wide range of government agencies and public submissions were received.

With the assistance of a range of experts, we are preparing a response to submissions report addressing the matters raised. The report will include an update on consultation, additional project information, the results of additional assessments and additional mitigation measures.

This factsheet highlights the work being conducted as part of the response to submissions and outlines some of the additional mitigation measures.

Consultation

As expressed in the public submissions, some community members have been dissatisfied with the level of consultation regarding the proposed extension project. In response, we have appointed community engagement specialists, OPF Consulting, to become the Community Liaison Team for the quarry.

The Community Liaison Team is here to listen to your views, get answers to your questions and to help us identify how we can improve our performance, and ultimately, our standing across the whole of the community in which we work. Engaging the team helps us to deliver on our community responsibilities more effectively.

The Community Liaison Team has already used multiple methods to inform the community of their presence and to offer individual meetings. They attended the public meeting in Marulan on 30 June this year and handed-out contact cards. The team has emailed and telephoned residents who made submissions and has also hand-delivered letters to community members.

As a result, there have been meetings with 20 residents from Marulan, Big Hill, Greenwich Park and Towrang. The detailed community feedback provided to the team has been invaluable in helping us identify the mitigation measures outlined below.

Thank you to those who have taken time out of your day to meet with the Community Liaison Team. We encourage you to contact them if you have any questions. They will continue to keep the community informed of any quarry related news through a Gunlake Community eNewsletter. Residents are encouraged to register on the Gunlake website (gunlake.com.au) to receive these newsletters.

Other organisations we have engaged with recently regarding the extension project include:

- Goulburn Mulwaree Council
- Lafarge Holcim
- Pacific National (train operators)
- SADA Group (providers of rail services)
- CFCL Australia (providers of rail services)
- Department of Planning and Environment
- Office of Environment and Heritage

Further assessments

Planning and environment consultants, EMM Consulting (EMM) is preparing the response to submissions report. Further assessments that are nearing completion that will be appended to the response to submissions report are:

- rail transport study (Hatch)
- road transport study (EMM)
- transport economics review (Gillespie Economics)
- road safety audit (Lyle Marshall & Associates)

Rail and road transport

Rail and road transport studies have been prepared by Hatch and EMM. Hatch is a global engineering firm with extensive experience in the development of major projects, including rail infrastructure while EMM has in-house transport expertise and specialises in impact assessment.

The studies compare the transport of quarry products by 18 different rail transport options as well as a private haul road through Lafarge Holcim's Lynwood Quarry to Marulan South Interchange with the ongoing use of public roads as proposed in the EIS.

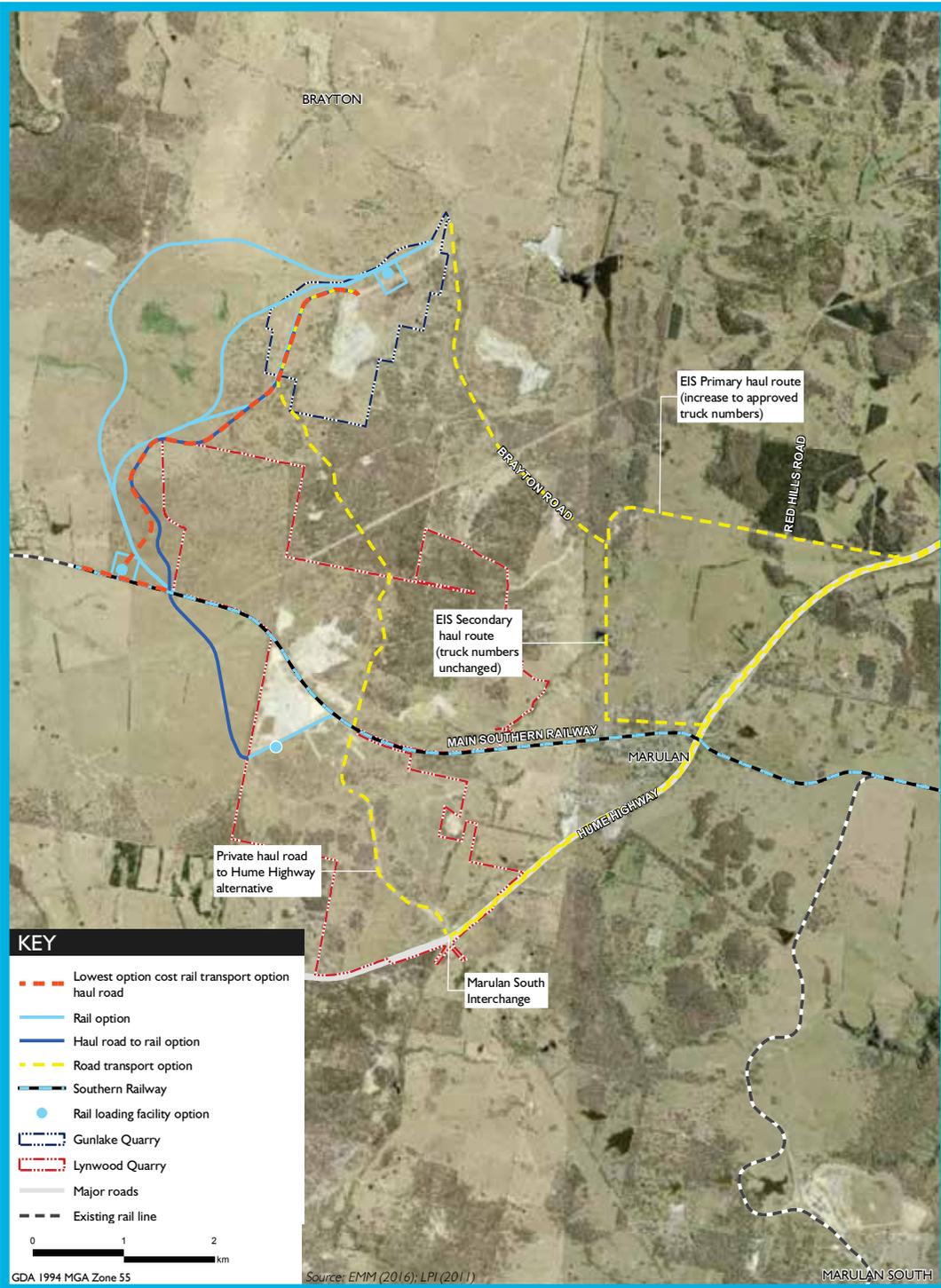
Key findings of these studies are:

- We have met with Lafarge Holcim and the use of the Lynwood Quarry rail siding has been included in the assessment of rail options.
- The lowest-cost rail option would be to construct a private haul road from Gunlake Quarry to a new siding on the Main Southern Railway west of the Lynwood Quarry Granite Pit. This option would be substantially more expensive to build than all of the existing and proposed quarry infrastructure combined.
- If a rail transport option were adopted, some road transport would also be required (as occurs at Lynwood Quarry). The rail study assumed 0.5 million tonnes per year would need to be transported by road, leaving 1.5 million tonnes per year to be transported by rail.
- Biodiversity impacts - native vegetation will need to be cleared to construct a rail spur or a private haul road south of Gunlake Quarry. A private haul road between the quarry and Marulan South Interchange would require the greatest area of vegetation to be cleared (about 6 hectares).

- Aboriginal heritage impacts - there is a high potential for Aboriginal sites to be disturbed by the construction of a rail spur or a private haul road but very low potential for Aboriginal sites to be disturbed by the proposed public road upgrades described below.
- Noise impacts - the NSW noise criteria are different for trucks on public roads compared to trucks on a private haul road. Although the applicable criteria would be met by trucks using the private haul road and public roads, trucks using the private haul road would be more audible from the west, particularly during temperature inversions.
- Visual/lighting impacts - the trucks using the northern end of a private haul road would be visible from some nearby residences and the residences on elevated areas north and south of Towrang.
- Safety - the road safety audit recommended road improvements along Brayton, Bypass and Red Hills roads. As part of the extension project, we will implement the road safety audit recommendations and provide further improvements to these roads to address issues raised during consultation.

Privately owned land between Gunlake Quarry and the Main Southern Railway/Marulan South Interchange would need to be purchased or a long-term access agreement would need to be reached with the owner. We have been told by the owners that this land is not available. There is no mechanism that would allow us to compulsorily acquire access to this land.

Based on these studies, product transport by rail or on a private haul road through Lafarge Holcim's Lynwood Quarry are not viable for the extension project. The studies used to reach this conclusion will be provided in the response to submissions report.



Additional road upgrade commitments

Given the current transport route is the only viable transport option, if the extension project is approved, we will:

- upgrade the intersection of the quarry access road with Brayton Road
- construct an acceleration lane on Brayton Road south of the quarry intersection
- widen the shoulders on Bypass Road (Ambrose Rd) on the approach to the Brayton Road intersection
- 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 Goulburn Mulwaree Council to submit an application to RMS to reduce the speed limit on the transport route to 80 km/h

Enclosing the primary crusher

The EIS included an assessment of noise levels in areas surrounding the quarry. This assessment was undertaken in accordance with Environment Protection Authority (EPA) methods and found that noise levels from the extended quarry will meet applicable Project Specific Noise Levels (PSNLs) at residences further than approximately 2.5 km from the quarry. However, as for all projects, compliance with these PSNLs does not mean that the operation will be inaudible at more distant locations.

The submissions and feedback clearly indicate to our Community Liaison Team that the distinctive sound of the primary crusher is of most concern to the residents to the south-west, west and north-west of the quarry, particularly if 24-hours per day operation of the crusher is approved. We will address these concerns by enclosing the primary crusher

within four months of approval of the extension project. We will not operate the primary crusher at night until it is enclosed.

Next steps

The assessments and the response to submissions report will be finalised in the coming weeks.

We have met with the Community Consultative Committee (CCC) to further explain the findings in the response to submissions report.

The EIS, all public submissions and the response to submissions report will be used by the Department to prepare their final assessment report which will be submitted to the independent Planning Assessment Commission (PAC). The PAC will then examine all the materials provided and determine whether to approve or refuse the extension project application.

The response to submissions report will be available on the Department's Major Project Website (majorprojects.planning.nsw.gov.au). The Gunlake Community eNewsletter will advise subscribers when it is uploaded.

Contact

If you have any questions about the extension project, Gunlake Quarry or this factsheet, please contact our Community Liaison Team on 0438 738 104 between 8 am and 7 pm Monday to Friday or 9 am to 12 pm on Saturday. You can also get in touch via email at community@gunlake.com.au.

We encourage you to register for the community newsletter to receive the latest information and updates on the quarry first hand. Visit our website at gunlake.com.au to sign up.

Want more information?

- 0438 738 104
- community@gunlake.com.au
- www.gunlake.com.au