

## **Opposition to Marulan South Mine Continued Operations Project SSD-7009, Boral Limited.**

Well here we are again, an expansion of mining operations at South Marulan. A proposed increase of up to 600 truck movements daily (24 hrs) in addition to the existing traffic movements to and from Boral's South Marulan mines.

We staunchly **oppose this proposed expansion** on the basis of Boral's indicated and published truck movement figures showing planned increases in vehicle movements on South Marulan road, a road once of historical title.

Today's Note: we drove out of our front gate this morning looked right to see a gravel truck traveling west towards us some 500 metres away, we then turned slowly left (west) into South Marulan Road only to find a B Double gravel truck on his way to Boral, traveling east, bearing down on us at high speed, on our side of the road, over the Double White center lines. Lines regularly repainted, due to truck traffic that seems to ignore their existence. It's a daily occurrence.

Once again Boral are disregarding the effects of the mining traffic on the local Marulan South Road rural lifestyle and farming residents.

Currently in 2019, 95 % of all vehicle movements on the road are to or from the Boral's Mines. Including mining related business that deal with Boral.

Regardless of the banging and rumbling of empty trucks going to and from the mine from 6.00am in the morning, Boral says hold on now **"there's more"**, to come in the near future.

We recently investigated the layout of the large expanse of rural land owned by Boral and its shareholders. The area is in excess of 4000 acres and goes all the way from the Boral Mines to the Hume highway, or to within a stones throw. Boral owns all the land to the Marulan Creek Road reserve, just 1200 metres short of the Hume Highway overpass.

There is no need to use 7-8 kilometers of rural South Marulan road for the proposed mine expansion traffic at all.

We recently brought to the attention of Boral, the alternate access they have to Marulan Creek Road, a 20 metre wide road reserve.

They responded by informing us it was cheaper to use Marulan South road, as a new road on their land with access to the Highway had two small creeks to cross. (One creek is already crossed by Boral's existing Rail link line.)

A planned widening of Marulan South road, appart from inconveniencing the local residents, may take years to complete. It will require a new Bridge at 450 Marulan South Road, as it's falling apart now. Then comes more mining truck traffic. Not forgetting the additional planned and detailed, roadside Granite and Lime sales service at Peppertree.

An internal Boral road is economically possible now. Look at the millions or billions of dollars available over the next 30 years Boral will turn over at the Limestone operations, let alone Peppertree.

Well we are not going away. We will respond appropriately to any additional noise, vibration and further road safety issues that threatens the lives and well being of our family and friends resulting from these expansion plans and more Marulan south road mining traffic.

We are more than happy to meet with the relevant state minister to discuss further impact.

Boral where's your community spirit and community responsibility, appropriate for a big Australian. We think its been lost under all that dust you guys produce, and just needs to be excavated into the daylight.

P & B Mulligan 408 Marulan South Road. 26<sup>th</sup> April 2019

