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Shaun Williams
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NSW Department of Planning & Environment

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Dear Shaun,

**SUBMISSION ON STATE SIGNIFICANT DEVELOPMENT - NEW BRICKWORKS FACILITY
SSD-10422 - WINGECARRIBEE SHIRE**

I write to you concerning the abovementioned SSD application currently on exhibition on the Major Projects Website. This letter is a formal submission on the proposal, made by Boral Land & Property Group, on behalf of Boral Limited and its related entities, as a landholder in proximity to the proposal site.

Our submission seeks to identify issues in the proposal, which we believe require further investigation before a determination is reached.

BERRIMA CEMENT WORKS

Boral owns and operates the Berrima Cement Works located at Taylor Avenue, New Berrima. Operating since 1929, the site produces an array of cement products for use in domestic and international construction markets, dispatched to domestic customers by train and truck and international customers through Port Kembla. The Cement Works is a State Significant Development which supplies 60% of the cement sold in NSW and ACT.

The proposed SSD application would establish a new operation close to the Cement Works site. It would introduce operations which would have a direct impact on the road network, which the Cement Works utilises.

TRAFFIC IMPACTS

Given the proximity of our site to the New Berrima Township, Boral has a strong appreciation for and understanding as to the implications any increase of traffic activity along the Berrima Road & Taylor Avenue road network can have on the day to day lives of residents.

The primary route of egress for the site is proposed to be Taylor Avenue and would result in up to 115 trucks accessing the site per day, equating to 230 movements to and from the site per day, and 26 movements per hour, during the peak hours.

The EIS and the Traffic Impact Assessment included in Appendix 11, do not establish that traffic generating operations such as the Cement Works have been factored into the assessment, to ensure that the impacts of surrounding developments have been taken into consideration.

Whilst the report does identify it has taken into consideration the amount of traffic to be generated by the New Berrima Clay/Shale Quarry, by referencing data from 2010, the report does not take into account the maximum operating potential of the Cement Works. In doing so, the proposal does not consider the implications Boral's already approved activities will have on the proposal and the community.

In the interests of ensuring that any traffic impacts on the road network, and thereby the community are properly considered, we submit that a revised Traffic Impact Assessment should be completed. The report needs to take into account the traffic impacts associated with the Cement Works, but also any other significant developments which contribute to the road network.

CLAIMED STAKEHOLDER CONSULTATION

The SEARS issued for the proposal, on page 2 identified that Community and Stakeholder engagement is a key issue which needs to be addressed as part of the EIS. Specifically, the SEARS identifies that stakeholders must be consulted with, and the report must outline the findings of this consultation.

Page 60 of the Environmental Impact Assessment, identified that the Boral Cement Works, and the Community Consultation Committee, established for the Cement Works, is a Tier 1 Stakeholder for the project, as shown in the following extract:

With regard to **Figure 20** above, Tier 1 stakeholders were identified as occupants of neighbouring properties and residents in the surrounds as follows:

- Residents of New Berrima.
- Community Consultation Committee (existing for Boral Cement Works).
- Boral Cement Works.
- Inghams Enterprises.
- Cromford Pipe.
- Sports Ground Users (Blue Wren Campervan and Motorhome Club of Australia).
- Berrima Clay Target Club.
- Illawarra Aboriginal Land Council.
- Tobas Archery.

Page 147, makes the following claim:

The holders of nearby mining titles (Boral and Hume Coal) were consulted with as part of the preparation of this EIS. Neither party raised any concerns about future mining access issues resulting from the Proposed Development.

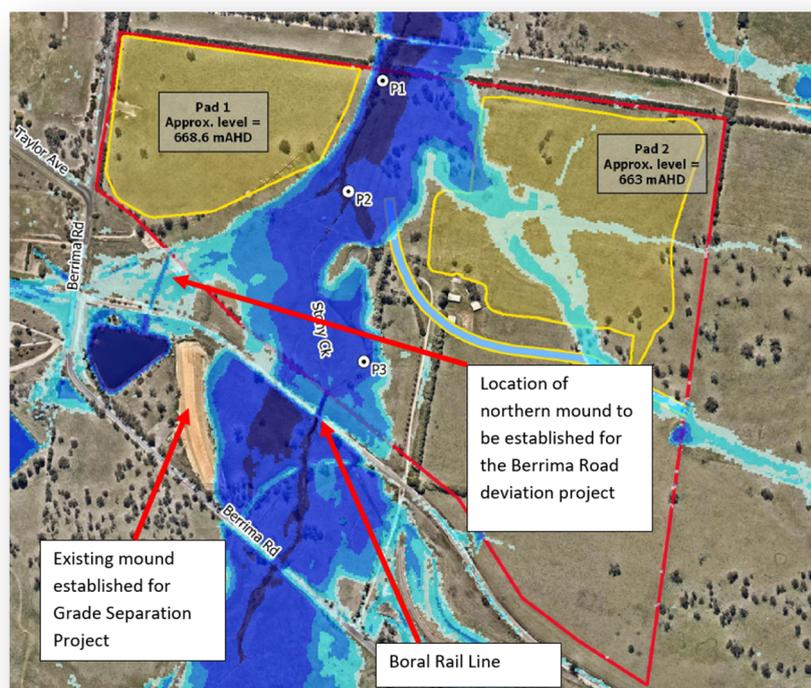
Boral can confirm that it has not been consulted as part of the preparation of the SSD proposal, nor has the applicant made any representations concerning the proposal at the Community Consultation Committee, or its meetings, which has been specifically established to serve the Cement Works site and its operations.

We request that the applicant provide evidence of any attempts to communicate with Boral and the CCC, prior to the submission of the EIS for assessment with DPIE.

FLOODING IMPACTS TO RAIL LINE

The proposal has attempted to clarify the potential implications on the area immediately surrounding the proposed development, through the Civil Engineering Report found in Appendix 8. More specifically concerning flood impacts, associated with the establishment of the new building pads, SMEC provided a Flood Impact Assessment which can be found on Page 49 of Appendix 8.

The assessment fails to take into account the proposed Berrima Road Deviation project, and only appears to have modelled the existing mound partially constructed directly to the south of the existing Boral Rail line, as illustrated below.



By failing to consider the Berrima Road deviation project in its entirety, the flood modelling has not appropriately considered the potential impacts the establishment of the new development pad will have on flood activity, and effects to Boral's rail line. The Berrima Road Deviation is illustrated in the following image:



Should flood impacts on the rail line change as a result of the proposal, appropriate mitigation measures must be implemented to ensure that rail line servicing the Cement Works, is not detrimentally impacted from either an operational or structural integrity perspective.

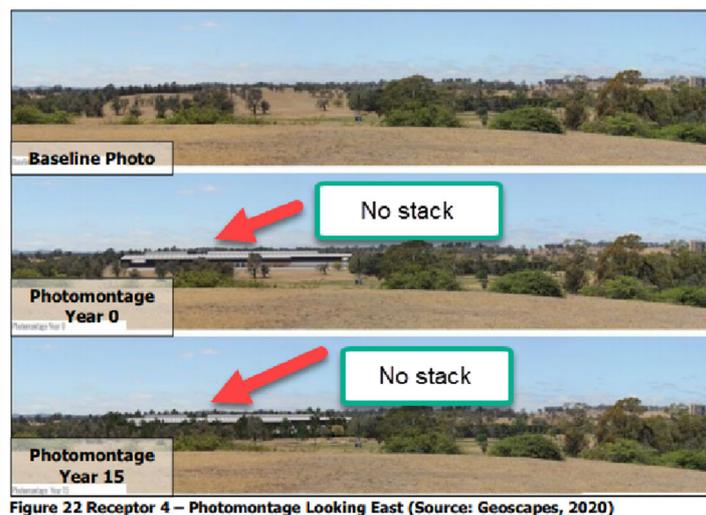
GAS AND VISUAL ASSESSMENT

We note a minor error on page 20 of the EIS which states that the Cement Works site accesses and utilises a gas pipeline at the site; this is not correct.

In relation to visual impacts, we believe a minor error exists in the photomontage provided in Figure 22 of Appendix 7, as it appears that the Stack from the Cement Works has been inadvertently erased. The following images illustrate this.



Within the photomontage (refer to **Figure 22** below) it is clear that the Proposed Development would form a new and recognisable element within the landscape, which is likely to be recognised by Receptor 4. Existing vegetation within the foreground combined with new landscape planting, should help to recess the building and reduce visual impacts following maturity. Therefore, the magnitude of change is expected to be medium, with the overall significance of visual impacts at this location being moderate/minor.



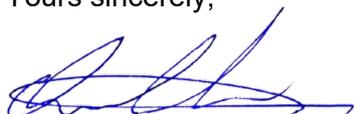
CONCLUSION

Whilst Boral does not explicitly object to the proposal proceeding on the site, we consider that the matters identified in this letter, must be addressed before a determination is reached.

We note that many of the matters raised in our letter, could have been addressed before the submission of the proposal for assessment, had the proponent undertaken meaningful consultation at an earlier date.

Should you wish to discuss any aspect of our letter or concerns, please do not hesitate to contact me on the below details.

Yours sincerely,



Adnan Voloder

Planning & Development Manager (NSW & ACT)
Boral Land & Property Group

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