

Dr Michael Sernik
84 Narelle Lane
Towrang
NSW 2580
12 May 2016

**Department Planning and Environment;
Re; Gunlake Quarry Expansion Prooject**

Dear Sir,

I refer to Gunlake EIS extension of Quarry Operations - April 2016.

I live at 84 Narelle Lane Towrang. According to Google Earth, my home is exactly 8km (line of sight) from Gunlake quarry.

Like many residents in this valley, we moved from Sydney to get away from the noise and pollution of the city. We bought land and built a beautiful home. We work from home and run an international business creating educational videos for the dental industry.

I am not opposed to the increase in operations at Gunlake but the current proposal lacks important controls.

Issues

From my perspective there are 2 major issues of concern and both can be mitigated: Noise from the rock crusher and Truck Traffic.

NOISE:

When we moved here full-time 3 years ago, there was no

background noise, just a wonderful silence with the sound of wildlife.

Today, when we step outside, we can hear the rumble of the Gunlake crusher quite clearly when it is running.

Their plan to increase production would mean a continuous rumbling noise.

Gunlake's proposed solution to the problem is to pay for double-glazing. We have double-glazing already. The noise means we couldn't open our windows.

We hear no noise from Holcim because their crusher is inside a shed. In fact, when standing in the Holcim car park, there is almost no noise from their crushing plant.

TRAFFIC:

This is not just a local issue.

Adding up to 690 truck trips/24 hours is outrageous. (One truck ever 2 minutes.)

These trucks will affect the Hume Highway between Goulburn and Sydney.

Solutions:

NOISE:

The requirement to place the crusher in a shed should be mandatory.

If Holcim did it successfully, then Gunlake should be held to the same standards.

TRAFFIC

Holcim has a Rail Siding, which can be used by Gunlake. There is only a 500 metre gap between the 2 plants. A conveyor system can transport the product to the Holcim siding and the train takes the product to a depot in the Sydney area.

I understand that this will require some investment, but this is clearly a more sensible solution for all the obvious reasons.

By Gunlake's own assessment rail costs 6.6c/tonne and road 12.5c/tonne. So this is a sensible long-term solution. Holcim uses rail.

Holcim and Boral have spent hundreds of millions and they will still have a very profitable operation.

Gunlake's proposed expenditures to protect the community and the environment are quite out of scale with industry standards.

The community feels very strongly about this issue. Everyone who uses the Hume Highway would be outraged if approval is granted because the train option is available.

No one is against the quarry expansion per se. Our suggestions are practical solutions that should satisfy all parties.

Dr Michael Sernik.