

Adam Boevink

From: [REDACTED]
Sent: Thursday, 10 August 2017 12:14 AM
To: Adam Boevink
Subject: Boral North Shore - Traffic Concerns

Hello Adam,

Appreciate you taking the time to attend the community group briefing last night in North Shore for the proposed new Boral cement facility in North Shore. The proposed facility will significantly impact the residents of North Shore and reduce the overall liveability particularly as a direct result of introduction of permanent background noise versus the current intermittent industrial noise.

In addition to the concerns expressed in the meeting regarding noise, I have had the opportunity to look into some more of the detail in the Works Approval with respect to traffic and the direct impact on the North Shore area. Initially, I accepted the comments from Dean Black (Boral representative) regarding an overall improvement to the current truck situation however, after referring to the facts/data included in the Works Approval, it appears that the comments from Boral may have been significantly misleading to the community group. Please note my below observations:

Current:

- Current truck movements from North Shore are quoted by Boral as ~1000 per ship and ships arrive every 3.5 weeks (per comment from Dean and community meeting on 9Aug17)
 - 15 ships by 1000 trucks is 15,000 trucks per annum with current situation and distribution is intermittent with high frequency only occurring every 3.5 weeks

Future:

- Based on the truck numbers indicated in section 2.3. With the boral plant operating 24/7 (per section 2.2.2) over 50 weeks per year (2 weeks shutdown) the annual truck numbers in 2020 will be 65,000 trucks per annum and the truck flow is continuous over the whole week and year
- In itself this is a very significant increase in local traffic volumes however, the situation gets worse over when you take into account the 20 year growth project for the plant
- I note that table 2-6 indicates cement production increasing by a further 37% over the 20 years to 2040. Applying this capacity growth rate to truck movements results in greater than 90,000 trucks per year through North Shore. This is a very significant increase in the local area!

Additional Traffic Observations:

- Section 2.3 provides information on peak traffic (note that this section is silent on movements between 8am-10am; 1pm-2pm; 4pm-5pm; 8pm-9pm). Of additional concern is the peak times is that student movements to/from the local grammar school appear to correspond with the peak truck movement times
- Table 1-5 Community Engagement Summary. Boral advised the community meeting on 14 Dec 2016 (refer quotation below) however, based on the information above there will be significant increase.
 - “There will be no net increase in trucks; now 1,000 go to Waurn Ponds in 4-5 days (250 per day) when ships come in, in future 50-60 per day/2-3 per hour 24/7 (less anticipated on weekends)”

I will review the Works Approval application over the coming days in more detail and compile more formal feedback through the EPA website however, wished to share these observations as they contrast to messaging by Boral in the meeting.

Thanks again for taking the time to attend our meeting.

Cheers,

A black rectangular redaction box covering the signature of the sender.

Sent from my iPad