

3.0 Existing Approvals

3.1 Overview

On 3 March 2011, the Minister for Planning granted approval (subject to conditions) under Part 3A of the EP&A Act for the Concept Plan and Major Project for the Outer Harbour Development. The Concept Plan comprised the vision for the long-term master plan for the construction and operation of the Outer Harbour Development. The Major Project approval related only to Stage 1 of the development works and included the majority of dredging and reclamation required for the project, the construction and operation of the first multi-purpose berth and a portion of the multi-purpose terminal, construction of the first container terminal berth and a portion of the new link road from Christy Drive. To support the two applications, the following documents were prepared and submitted to P&I:

- *Port Kembla Outer Harbour Development – Environmental Assessment* (AECOM, 2010), which was placed on public exhibition from 25 March 2010 to 7 May 2010.
- *Port Kembla Outer Harbour Development – Revised Submissions Report* (AECOM, 2010) (the Submission Report), prepared in response to submissions and containing revised air quality and noise and vibration impact assessments.
- Final Statement of Commitments, provided in the Submissions Report.

Both approvals have been subsequently modified, with a modification approved by the Planning Assessment Commission on 8 September 2011. The key outcome of this modification was an increase in the road traffic cap imposed on the Outer Harbour Development to include the traffic that would be generated by the CGM, which was approved as a separate application. For the purposes of describing the Outer Harbour Development (as approved) or its impacts, the modification in September 2011 has been incorporated into the description below and will not be discussed separately.

Construction of Stage 1 of the Outer Harbour Development commenced in 2012.

3.2 Concept Plan

The Concept Plan provides for a progressive development of the Outer Harbour Development over approximately 25 years (to 2037), and in three key stages. The project has an estimated capital investment value of \$700 million (in 2008 Australian dollars).

The Outer Harbour Development would be divided into two main areas, being the multi-purpose terminals comprising three berths dedicated to the import and export of 4.25 Mtpa of bulk cargo and 2 Mtpa of general cargo and the container terminals comprising four berths with an annual throughput of 1.2 million TEUs. The majority of the cargo would be transported to or from the Outer Harbour Development by rail, with the following modal splits:

- For the transport of container goods, a split of 10 percent by road and 90 percent by rail.
- For the transport of bulk cargo, a split of 50 percent by road and 50 percent by rail.
- For the transport of general cargo, a split of 80 percent by road and 20 percent by rail.

The physical features of the full development are shown in **Figure 3-1** and include:

- Dredging works to accommodate future berth boxes (up to -16.5 metre water depth below Port Kembla Harbour Datum), basins between multi-purpose and container terminals and approach channels.
- At least 42 hectares of hardstand, to accommodate new multi-purpose terminals and new container terminals (hardstand area would comprise approximately 40 hectares for reclamation and two hectares for a piled structure).
- A total of seven new berths, including four container berths and three multi-purpose berths designed to handle dry bulk, break bulk and bulk liquid.
- Road and rail infrastructure including rail infrastructure upgrades in the South Yard and a new road link connecting Christy Drive to the multi-purpose terminals and Foreshore Road.

Once completed the reclamation footprint of the Outer Harbour Development would extend from the existing Port Kembla Gateway Jetty in the north to Foreshore Road in the south, the boat harbour to the east and existing rail sidings to the west.

Separate applications would be made for the approval to construct and operate Stages 2 and 3 of the Outer Harbour Development. These applications would need to meet the commitments contained in the Statement of Commitments for the Concept Plan and requirements of the Minister's Concept Plan approval.

The Concept Plan approval provides certainty for securing trades and future customers for components of the development in later stages, while retaining flexibility for refinement of the design. It also provides clear indication for government stakeholders and the community about the long term plans for development of the Outer Harbour.

The activities that would be undertaken as part of each stage are provided in **Figure 3-2**. The timeframes shown in **Figure 3-2** are indicative only and are influenced by market demands. The physical features of Stage 1, Stage 2 and Stage 3 are shown on **Figure 3-3**, **Figure 3-4** and **Figure 3-5**, respectively.

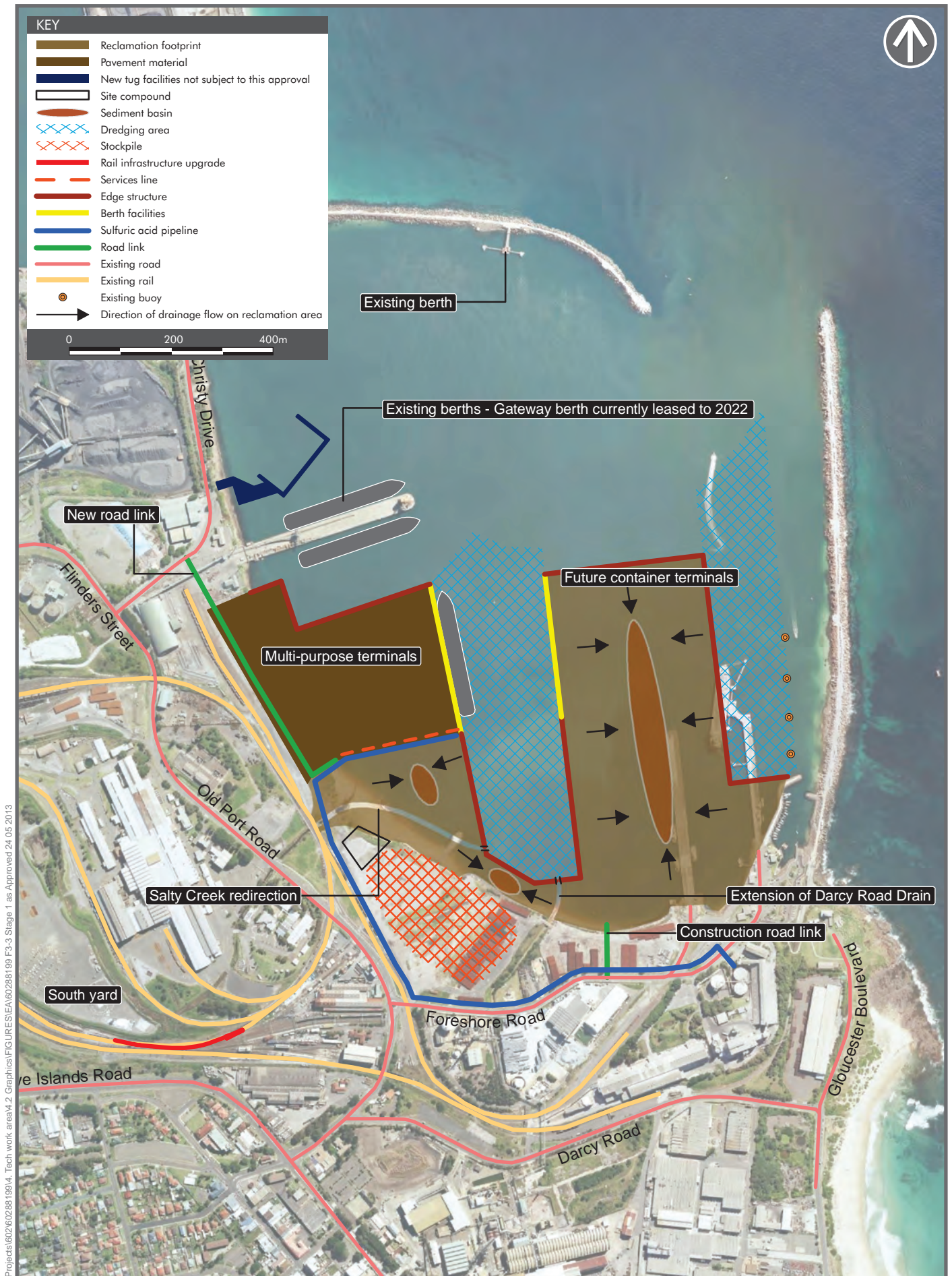
When approving the Concept Plan, the former Minister for Planning identified a number of further environmental assessment requirements for the Concept Plan. A copy of the current Concept Plan approval and the Statement of Commitments can be found in **Appendix C** and **Appendix E**, respectively.



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Stage 1 Major Project	Stage 2	Stage 3
2011 - 2019	2014 - 2025	2026 - 2037
<ul style="list-style-type: none"> Reclamation for the central and southern portion of the multi-purpose terminal, container terminals and associated dredging Civil works for construction of terminal facilities including services Relocation of sulphuric acid pipeline to central multi-purpose terminal Extension of Salty Creek and Darcy Road drain Pavement of whole multi-purpose terminal and construction of storage sheds and break bulk storage areas Operation of multi-purpose terminal and first multi-purpose berth Construction and operation of rail infrastructure including two additional bulk loops, additional sidings in the North Yard and upgrade of the rail bridge over Old Port Road Construction of unloading facilities and associated conveyor system to the multi-purpose terminal Construction of multi-purpose terminal access roads Construction of the first western container facility berth Modification to the existing at-grade rail crossing on Old Port Road Demolition of No. 3 Jetty and No. 4 Jetty 	<ul style="list-style-type: none"> Reclamation for the northern area of the multi-purpose terminal Construction and operation of the second multi-purpose berth Construction of the second western container facility berth Operation of the first and second container facility berth Pavement of the container facility Potential construction of new road links to the container facilities Construction of additional sidings in the South Yard and container facility 	<ul style="list-style-type: none"> Reclamation and dredging for northern portion of the multi-purpose terminals and berth Dredging of the swing basin Pavement and construction of the northern multi-purpose berth Construction and operation of the eastern container facility berths Construction of container terminal northern piled structure



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3.3 Stage 1 of the Outer Harbour Development

The Major Project approval for Stage 1 of the Outer Harbour Development enables the majority of dredging and reclamation associated with the Outer Harbour Development, as well as the construction and operation of the central portion of the multi-purpose terminal and the first multi-purpose berth (refer to **Figure 3-3**). Once operational, Stage 1 (as approved) would have a maximum throughput of 4.25 Mtpa of bulk cargo of which it was estimated that 50 percent would be transported by road and 50 percent by rail.

Physical features of the Major Project (Stage 1) include the following:

- Dredging and land reclamation for multi-purpose terminals and container terminals (excluding northern portion of the multi-purpose terminals and expansion of ship turning circle). This requires an estimated 5.3 million cubic metres of fill, sourced from the Outer Harbour dredging and external sources.
- Construction and operation of the central portion of the multi-purpose terminals (with pavements, services and drainage) including the first multi-purpose berth.
- Construction of the berthing facilities for the first container berth.
- Road and rail infrastructure including new road link from Christy Drive and upgrade of rail infrastructure in South Yard to service the first multi-purpose berth.

When approving the Major Project application, the Minister for Planning imposed a number of conditions. A copy of the current Major Project approval can be found in **Appendix D**.

As stated earlier, reclamation activities commenced for Stage 1 in 2012 (refer to **Figure 2-3** and **Figure 3-6**). Environmental management plans have been prepared for the initial seven hectares of reclamation works in accordance with the Minister's approvals. The scope of works commenced includes:

- Preliminary works including site clearance, access roads, temporary fencing, lighting, temporary services and removal of temporary works on completion.
- Reclamation of materials from stockpiles on site for use in construction as necessary.
- Placement of slag material and interburden rock below water, placement and compaction of slag fill above water, and placement and compaction of quarry overburden above water.
- Construction of internal and external bunds enclosing the reclamation area, with revetment and protection works for the external bunds.
- Grading and levelling reclaimed areas to levels required.



Figure 3-6 Reclamation activities as Part of Stage 1 of the Outer Harbour Development in early 2012, with the Port Kembla Gateway (No. 6 Jetty)

3.4 Cement Australia Grinding Mill

On 8 September 2011, approval was granted by the Planning Assessment Commission in accordance with Part 3A of the EP&A Act for the CGM located within the footprint of Stage 1 of the Outer Harbour Development. The application was lodged by Cement Australia, who leases the land from PKOPL. It is currently under construction (refer to **Figure 3-7**).

The CGM will cover 4.2 hectares, and will be located on the western side of the central portion of the multi-purpose terminal. The CGM will receive or dispatch product directly from ships via a conveyor.

At completion, the CGM will produce approximately 800,000 tonnes of cement per annum and 300,000 tonnes of ground granulated blast-furnace slag (an alternative cement product). In addition to slag, gypsum, limestone and clinker will be received at the site for processing. The CGM will operate 24 hours a day.

The delivery and dispatch of product will primarily occur by road, with some raw materials and products including clinker and ground granulated blast furnace slag, received or dispatched by ship.

The Planning Assessment Commission imposed a number of conditions on the CGM. The key conditions included:

- Limits on road traffic generation during operations, and management through a Traffic Management Plan.
- A rail feasibility report to assess the economical, logistical and operational feasibility of the CGM using the rail network to receive raw materials and to transport product.
- Noise and air quality conditions during construction and operation.
- An environmental management strategy, environmental reporting, auditing and environmental management plans.

Concurrent to the determination of the CGM, the Planning Assessment Commission, as delegate for the Minister for Planning and Infrastructure, approved modifications to the Outer Harbour Development Concept Plan and Major Project (Stage 1) approvals. This was to account for the traffic generated by the CGM within the road traffic caps imposed through the Minister's Concept Plan and Major Project (Stage 1) approvals for the Outer Harbour. This resulted in:

- An increase to the road traffic cap under the Concept Plan approval (Concept Plan Approval Condition 2.7) from 84 vehicle movements per hour per day to 121 vehicle movements per hour per day to add the vehicles generated by the CGM.
- A decrease in the traffic cap under the Major Project (Stage 1) approval (Major Project Approval Condition B3) from 29 vehicles per hour per day to 27 vehicles per hour per day. This was to account for the area occupied by the CGM which would no longer be available for port operations in Stage 1.



Figure 3-7 The Cement Australia Grinding Mill under construction (as of February 2013)

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