



The Coordinator-General



# Wiggins Island Coal Terminal

Coordinator-General's change report,  
number 1

December 2012



Queensland  
Government

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# Synopsis

The Wiggins Island Coal Terminal (WICT) project at Gladstone was approved by the then Coordinator-General in January 2008. The project then involved construction of rail receipt and unloading, conveyors, three stockpiles, dredging, ship berths and shiploading facilities for a terminal having a capacity of up to 84 million tonnes per annum (Mtpa) of coal for export. Construction commenced on the first stage in 2011.

In May 2012, the proponent, Wiggins Island Coal Export Terminal Pty Ltd, proposed a project change to the Coordinator-General, who determined the change must be assessed in accordance with section 35 of the *State Development and Public Works Organisation Act 1971* (SDPWO Act).

The principal changes to the project are that two of the three stockpiles are to be redesigned from overhead bridge stackers and dozer reclaim, to at-grade stacker/reclaimer equipment, necessitating a layout change and increased footprint of the stockpiles. This change request does not contemplate a change to the nominal throughput of the terminal, which remains at 84 Mtpa.

After consultation with key state and local agencies, a number of issues were raised for consideration relating to the potential impacts of the project change. These included land use planning, workforce accommodation, transport infrastructure and dust management.

As well as the footprint changes, the workforce involved in the project has increased significantly, and the project is now being undertaken in a considerably changed socio-economic environment in Gladstone. Extensive workforces from other projects such as the liquefied natural gas (LNG) industry are now in place. The fly-in fly-out workforce practice is well-established and housing pressures are being felt in the Gladstone regional community. In addition, road and traffic impacts have changed and the applicable air quality standards have been revised since 2008. Accordingly, I have nominated that transport infrastructure conditions require updating, and new air quality criteria must be incorporated into environmental conditions.

I also require the proponent to revise its Workforce Accommodation Strategy to deal with housing pressures in Gladstone, and I have recommended measures that should be incorporated into the strategy to mitigate these pressures.

Furthermore, I have recommended amendments to the proponent's Safety Management Plan and Emergency Response Procedures.

I note that an application for material change of use (MCU) can be made by the proponent to Gladstone Ports Corporation (GPC) in relation to the revised project footprint. I consider the proposed project change to be a generally acceptable form of development within the designated precincts in the land use plan.

The Australian Government Department of Sustainability, Environment, Water, Population and Communities (SEWPaC) indicates that the proposed project change is still consistent with the project that was originally referred to the Australian Government. This means that SEWPaC will rely on its assessment and conditions as applied to the original project.

My revised conditions and recommendations are included in appendices 1 and 3 of this report, and when applied will ensure that the project changes can be adequately managed.

In accordance with section 35J of the SDPWO Act, a copy of this report will be provided to the project proponent, and agencies responsible for administering conditions. It will also be made publicly available at [www.dsdip.qld.gov.au/coordinatorgeneral](http://www.dsdip.qld.gov.au/coordinatorgeneral)



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Barry Broe  
Coordinator-General

21 December 2012

# 1. Introduction

## 1.1. The proponent

Wiggins Island Coal Export Terminal Pty Ltd (WICET) (the proponent) is proposing changes to its greenfield coal terminal, the WICT (the project), in response to a change in the users' requirements for proposed terminal expansions.

## 1.2. The project

The proponent is developing a new coal export terminal, and supporting infrastructure to service the increasing demand for the export of coal from the Queensland coalfields. Rail infrastructure is being developed by Aurizon (formerly QR National) which was a joint proponent under the original Coordinator-General's evaluation report. The project is located in the Port of Gladstone, west of the existing RG Tanna Coal Terminal (RGTCT).

## 1.3. Legislative provision for change report

In January 2008, the *Coordinator-General's Report: Wiggins Island Coal Terminal Project* was released, pursuant to Section 35 of the *State Development and Public Works Organisation Act 1971* (SDPWO Act). In April 2008, the project was given approval under the *Environment Protection and Biodiversity Conservation Act 1999* (Cwlth) (EPBC Act) (EPBC 2005/2374).

On 28 May 2012, in accordance with Division 3A of the SDPWO Act, Aurecon Hatch (on behalf of WICET) submitted a request for project change (EIS change request) to the Coordinator-General. The EIS change request addressed the proposed changes to the project, known as WICET Expansion Phase 1 (WEXP1) and WICET Expansion Phase 2 (WEXP2).

## 2. Public notification

In accordance with section 35G of the SDPWO Act, the Coordinator-General must decide whether or not the proponent is required to publicly notify the proposed change application and any effects on the project.

The changes applied for relate only to alterations to the site footprint, and do not materially affect the proponent's obligations contained in the relevant conditions, or affect significantly any persons off site. Accordingly, I determined that the proposed changes did not warrant public notification prior to evaluating the proposed change.

The Office of the Coordinator-General (OCG) nevertheless referred the EIS change request to thirteen targeted stakeholders, principally state and local government agencies, for review and comment by 13 July 2012. A briefing of Gladstone Regional Council (GRC) occurred on 5 July 2012 and State agency and GPC briefings occurred on 6 July 2012.

Agencies consulted during targeted consultation included the following:

- SEWPaC
- Department of Community Safety (DCS) (includes Queensland Ambulance Services (QAS), Queensland Fire and Rescue Services (QFRS), Emergency Management Queensland (EMQ))
- Department of Environment and Heritage Protection (DEHP) (formerly the Environmental Protection Agency—EPA)
- Department of Education, Training and Employment (DETE)
- Department of Natural Resources and Mining (DNRM)
- Queensland Treasury and Trade (QTT)
- Department of Transport and Main Roads (DTMR)
- GPC
- GRC
- Maritime Safety Queensland (MSQ)
- Queensland Police Service (QPS)
- QR National Network (QR National) (now Aurizon)
- Skills Queensland (SQ).

Stakeholders provided advice on the impacts of the proposed changes which would involve departures from their previous advice on the project, as assessed in 2008. I have taken this advice into consideration in deciding whether the project change can be accepted, and in determining any altered or additional conditions which need to be applied to the project's implementation in the changed form.

### 3. The proposed change

The project involves unloading of coal from rail, conveying to coal stockpiles, reclaiming and loading through four coal ship berths, with an approved throughput capacity of up to 84 million tonnes per annum. Construction of Stage 1 of the project commenced in October 2011 and is expected to be operational in 2014. This stage comprises dredging and reclamation, one coal stockyard, one rail dump station, and loading via one jetty/wharf/ship loader. The stockyard in this stage of the project incorporates a stockpile fed by an overhead bridge stacker, and reclaimed by bulldozers. This configuration was to be used in two further stages of the project to full project capacity.

However, the proposed change to the project, to be assessed herein, is to construct the two future stockyards utilising stacker/reclaimer equipment rather than the bridge stacker/dozer reclaim configuration.

The proponent has stated in the change request that there are two reasons for the proposed changes:

- (1) blending requirements of coal being less complex than originally anticipated by the terminal's coal shippers and consumers
- (2) improved capital efficiency and lower operating costs.

The proponent has redefined the stages of the project from Stages 1, 2 and 3 into the following, as shown in Figure 3.1 below:

- Stage 1 (current)—capacity 27 Mtpa (2011–2014) (Turquoise)
- WEXP1—raise capacity to 59 Mtpa (2013–2016) (Orange)
- WEXP2—raise capacity to 84 Mtpa (2014–2017) (Pink)

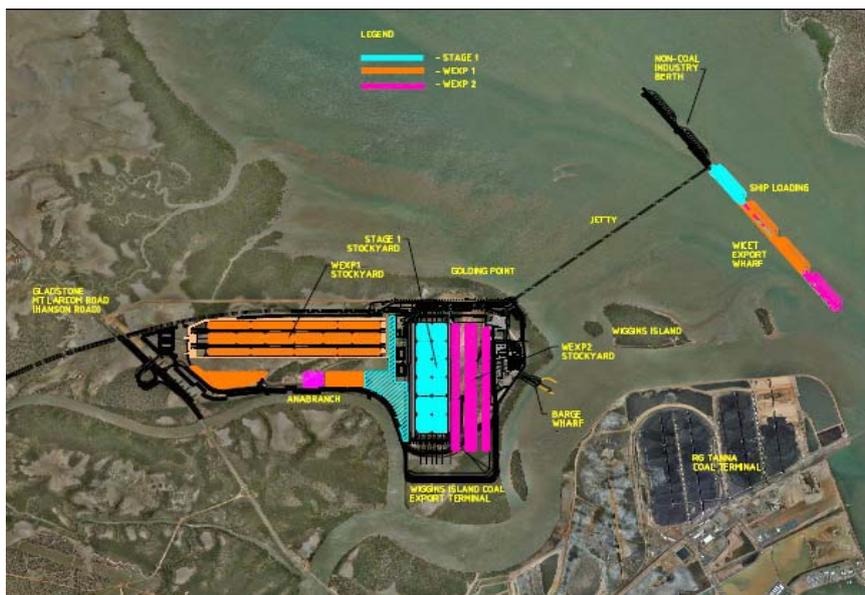


Figure 3.1 General layout of Wiggins Island Coal Terminal showing stages of development

## 4. Evaluation of the change request

In evaluating this application for project change, I have considered the following:

- the proponent's Request for Project Change WICT, dated 23 May 2012
- submissions from advisory agencies listed in section 2
- additional information contained in the WICET EIS Change Request—Addendum, supplied by the proponent, dated 18 October 2012
- letter from SEWPaC to the Coordinator-General, dated 2 August 2012.

The letter from SEWPaC indicates the project change is still consistent with the project referred to the Australian Government originally. SEWPaC will therefore rely on its assessment and conditions as applied to the original project.

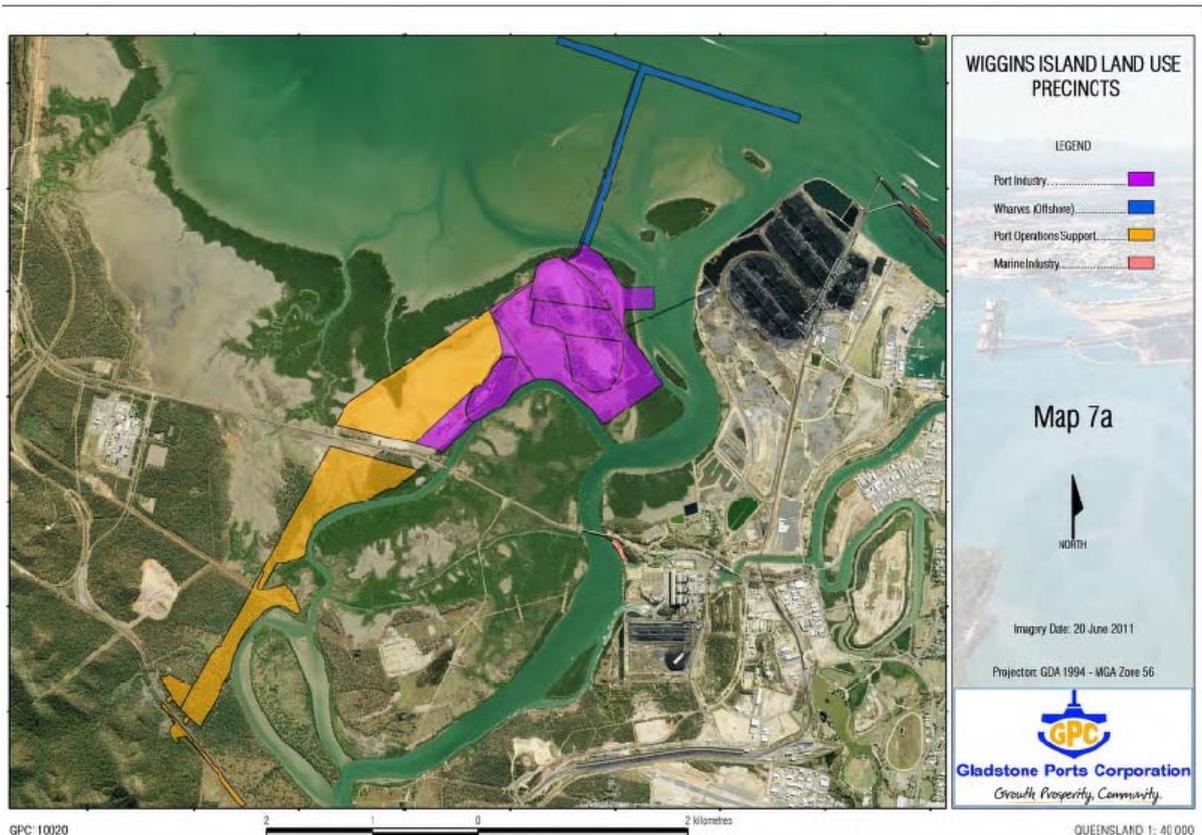
The impacts of the proposed project change, in respect of state-controlled issues, are addressed under the following areas:

- land use planning
- transport infrastructure
- social and housing issues
- air quality
- emergency management
- other issues.

### 4.1. Land use planning

GPC's submissions on the change request, and subsequent Addendum documentation, raised the issue that part of the proposed extension of the coal stockyards extends into an area of land which is inconsistent with the GPC Land Use Plan 2012 (LUP 2012). In particular, the original coal stockyard was contained within the Port Industry precinct, set aside in the Wiggins Island area for coal stockpiles and handling facilities. The change request, as well as revising the method of handling the coal stockpiles in the two expansion phases, also proposes to create the WEXP1 stockpile outside of the Port Industry precinct.

Figure 4.1 shows the GPC LUP 2012 for the Wiggins Island area, indicating Port Industry precinct in purple, and Port Operations Support precinct in orange.



**Figure 4.1 Wiggins Island land use precincts**

Figure 3.1 above shows the proposed layout of the project. Figure 4.1 indicates that the WEXP1 extension would be located partly within the Port Industry precinct, but more extensively within the Port Operations Support precinct.

In the Land Use Plan documentation, the identified consistent uses in the Port Operations Support Precinct include only:

- amenities
- conveyors and pipelines
- roads services and infrastructure
- hardstand
- reclamation.

Specific mention of stockpiles is not made. However, the LUP 2012 indicates:

In some precincts, in particular at the Wiggins Island and Fisherman's Landing localities, these areas may also represent sites for future industrial development subject to relevant and necessary environmental, planning and other feasibility studies

GPC's submission states that the extension of WEXP1 into Port Operations Support precinct land is not consistent with the Land Use Plan for the Wiggins Island area.

In this situation, GPC seeks a code-assessable MCU application for the extent of the inconsistency, and this will be considered by GPC as assessment manager.

### **4.1.2. Proponent response**

The proponent submits that the EIS change request is consistent with the intent of the Land Use Plan which states that:

Development is consistent with, and therefore compliant with LUP 2012, where:

- It does not conflict with the desired vision for the port and desired environmental outcomes;
- It is consistent with the relevant locality and precinct intents, and contributes to achieving the outcomes stated; and
- It may or may not be specifically identified as an indicative consistent use for the precinct.

In its Change Report Addendum, the proponent presented an assessment of compliance with the Port vision, locality outcomes, locality intent and objectives of the Port Land Use Plan, with specific application in the Wiggins Island area.

The conclusion reached by the proponent from this analysis in section 3.1 of the Addendum document is that:

The Project Change appropriately reflects the intent of the LUP 2012 and will therefore be subject to the relevant and necessary statutory planning and environmental approvals.

### **4.1.3. Coordinator-General's conclusions**

I note the extension of the footprint of the WICT project as described in the change request, has extended into an adjacent area of land that is currently part of the Wiggins Island Port Operations Support precinct.

While in technical terms, the change request involves a development that crosses precinct boundaries, the proposal has specific features which indicate to me that the intent and working of port industry in this area would not be compromised to any significant extent by the change. I make the following observations on the situation and its planning and practical outcomes:

- the Port Industry and Port Operations Support precincts are adjacent and contiguous, and in this location are clearly supportive of each other
- the proposed layout still incorporates use of the Port Operations Support precinct for conveyors, pipelines, and roads; and access to the marine infrastructure is still maintained
- the proponent has addressed most of the planning issues by presenting an analysis of how the development might be seen to be consistent with the vision and intent of the Land Use Plan in this particular locality
- the GPC has indicated that it would accept an MCU application for the extent of any inconsistency with the Land Use Plan and it would be subject to code assessment by GPC as assessment manager
- I understand that it is possible for the throughput of the Wiggins Island facility to be increased over time with further infrastructure and approvals, so this development

does not compromise increased use of the locality for coal and other bulk cargos, in keeping with the intention of this part of the port

I therefore regard an MCU application process to be an appropriate course of action to implement the project change. I consider the proposed project change to be generally an acceptable form of development within the Port Industry and Port Operations Support precincts.

## **4.2. Transport infrastructure**

### **4.2.1. 2008 evaluation**

The road analysis conducted in 2008 was principally confined to the intersection of Hanson Road (the main arterial road from Gladstone west connecting with Mount Larcom and the Yarwun industrial area) and the access road to the WICT facilities.

The solution to traffic problems at this intersection was an at-grade T-intersection located approximately 500 metres west of the Calliope River Anabranh. The proposed intersection provides for protected right and left turn movements with a through traffic design speed of 100 kilometres per hour, in accordance with the TMR design manual.

Further, the proponent is required to reassess the road safety and transport efficiency of the interaction between port and through-traffic at the port access intersection with Hanson Road every four years or prior to the commencement of construction of each further stage of port development. This may require the proponent to bring forward the upgrade of the WICT access from Hanson Road to a grade-separated standard.

Other matters reviewed were the provision of overtaking lanes on Hanson Road and appropriate design of drainage and conveyor crossings of Hanson Road.

These matters were the subject of conditions 1 to 4 in the Coordinator-General's evaluation report of January 2008.

Advice in the context of this change report is that these conditions are still valid, and are being complied with at the appropriate time during the implementation of the WICT project.

With regard to road impacts further afield from the project access, other conditions dealt with traffic impact assessment, pavement impact assessment, and provision of a road-use management plan, in connection with other road segments, with particular reference to the Hanson Road/Reid Road intersection.

These are contained in Conditions 5 and 6 of the conditions nominated in the Coordinator-General's evaluation report of January 2008.

One of these conditions indicated a contribution of \$13 495 (in 2007 dollars) for pavement impact assessed at the time.

### **4.2.2. Project change**

In respect of the traffic conditions and other road-use management issues, the environment on local and state-controlled roads in the Gladstone region has changed

considerably since 2008. As well as natural growth in traffic and road service conditions, the cumulative impacts of other major projects, unanticipated at the time, have become considerable.

In addition there is a possible change of impact of construction traffic from the project by development of a new Bulk Fill Sourcing Strategy. There are changed amounts of spoil and bulk fill requirements from the altered reclamation and stockpile development plans arising from this project change. This will take place in the development of Stage 2 (WEXP2), and is related only to this stage of development.

It is the advice of DTMR that a review of the road assessments and revision of the road-use management plan should therefore be made both in respect of current conditions, and in relation to the prospect of the Bulk Fill Sourcing Strategy, and that this should apply to both state-controlled roads, and where relevant to local council-controlled roads.

This would include examining the effect of Condition 1(c), which states that grade-separated access to the site must be implemented if high traffic levels or diminished service levels were experienced on Hanson Road. There is some indication that high traffic levels are being experienced temporarily under current conditions; however, it is not clear if these are long term trends.

Advice from QPS highlights that the proponent should consult with QPS on both traffic management planning and scheduling oversized loads (relating to any need for QPS resources).

### **4.2.3. Coordinator-General's conclusions**

I note that relevant items of the Coordinator-General's conditions on road infrastructure are being complied with during the construction of Stage 1 of the project—in particular, the requirement in Condition 1(a) that an intersection with Hanson Road, for access to the WICT facility, be constructed by the proponent.

I recognise that the current road-use situation has changed since the 2008 conditions were developed; that the project change request outlines that a new Bulk Fill Sourcing Strategy will be developed; and that there are alterations to the staging and proposed timing of the project in the future.

I also note that the road situation envisaged by Condition 1(c), where higher traffic levels are being experienced along Hanson Road, might suggest that an assessment is required of the service levels in this section, where the access intersection is now being built. If it was determined that the new intersection is providing satisfactory service levels, then an alternative to the grade-separated access might be considered.

I would therefore favour such an assessment before further consideration of the terms of Condition 1(c).

In these circumstances, the proposed road impact and management planning requires review, and accordingly I propose that the wording of conditions 5 and 6 from the Coordinator-General's evaluation report of 2008 be revised to account for:

(a) in the short-term:

- (i) current road and traffic conditions
  - (ii) assessment of the potential for the new intersection to satisfy service levels
  - (iii) specific inclusion of relevant regional council roads
  - (iv) updated road impact assessment methodology
  - (v) consultation with QPS where required
- (b) at a future time when stage 2 of the project is committed:
- (i) development of the WICET Bulk Fill Sourcing Strategy
  - (ii) re-assessment of road safety and transport efficiency (as envisaged in Condition 1(b)) before each further stage of project development.

I note that the proponent has made commitments (in the change request process documentation) that these matters will be attended to at certain points during the future implementation of the project. However, I require certainty that the road management conditions reflect current situations and priorities.

I have therefore nominated amendments to conditions 5 and 6 of the Coordinator-General's report—refer to Appendix 1.

## 4.3. Social impacts

### 4.3.1. 2008 evaluation

In the evaluation of the EIS for WICT, the context of the social environment was seen to be less impacted by the development of the project, given no other major projects in the region were then committed to be developed within the same timeline.

Furthermore, the character of the project was similar to existing projects in the region—namely port facilities development. Hence, the project's workforce and local community issues were seen as similar to the known and existing conditions. Accordingly, the Coordinator-General's report for WICT concentrated on the infrastructure and environmental conditions that needed to be formulated to support the decision that the project could proceed. Additionally, at the time the Queensland Government did not have a policy position on social impacts.

Nevertheless, the Coordinator-General dealt with workforce matters in section 4.2.7 of the Coordinator-General's report (workforce accommodation during construction and operation). As part of this discussion, the Coordinator-General noted that workforce numbers for the WICT project were similar to the current RGTCT expansion workforce which had been accommodated within the greater Gladstone area. As the WICT project would immediately follow, it could utilise a substantial proportion of the RGTCT construction workforce or workforce from other projects in between construction peaks, to reduce the need to import new staff.

However the Coordinator-General observed at the time that:

The Proponent recognises that the existing local supply for housing is unlikely to be able to cope with the increased demand from other construction projects in the area if anticipated timeframes change and other projects occur at the same time as the WICT Project.

It was recognised that this could be managed by the proponent by:

Regular monitoring of timeframes of approved projects to keep abreast of any changes in timeframes which may create an overlap of projects, particularly peak workforce numbers.

Maintaining regular liaison with other project managers to coordinate construction and minimise/avoid potential overlap and to consider collaboratively both temporary and permanent forms of additional accommodation for the construction and operational workforces if required due to overlapping projects.

The Coordinator-General therefore accepted the proponent's proposal (contained in its supplementary EIS report) to prepare an Accommodation Management Strategy (AMS), and to establish an Accommodation Working Group (AWG), to deliver the above objectives.

### **4.3.2. Current social impact environment**

The Gladstone region is experiencing a number of social impacts which are different from the impacts that existed five years ago when the WICT project was first evaluated by the Coordinator-General. The following significant matters can be identified:

- Increase in workforce—the WICET peak construction workforce for the first stage of construction has been larger than originally anticipated and although reducing, it will be sustained until late 2014. Subsequent expansion phases will occur over different periods, not necessarily consecutive, and with different profiles than previously assessed.
- Cumulative workforce and housing impacts—with the commitment of several major LNG projects in the last one to two years, a major influx of workforce has eventuated, placing unprecedented pressures on accommodation and housing both individually and cumulatively.
- Availability and affordability of housing in the Gladstone market—while housing provision has been made by some proponents, governments and housing agencies, significant impacts have been experienced on these measures and there is a need for all parties in the community to maintain active management strategies.
- Workforce accommodation options—the mix of temporary worker accommodation facilities (TWAF), leased accommodation, new construction, and the number of project participants, contractors, accommodation providers and the property development industry, mean there are a number of approaches to integrated accommodation solutions.
- Skills and workforce shortages—there is competition for skills across projects and in the local supporting economy.
- Issues identified in 2008 have a greater impact on the Gladstone community given the growth in resource projects, the influx of fly-in fly-out workers, and the pace of demands on infrastructure.

The Queensland Government has embraced a more formal approach to identifying and managing social impacts of project development, and continues to seek input from all development participants in this process in respect of locations, times and on subjects where impacts are being experienced.

### 4.3.3. Workforce profile of the project

The following project workforce profile was considered in the EIS and in section 4.2.7 of the Coordinator-General's report.

Construction workforce estimates were:

Stage	EIS estimate	Final estimate assessed by CG
1	650	500
2	450	600
3	350	400

It was assumed that these figures might be the peak workforces, but the time spans for each stage were not defined.

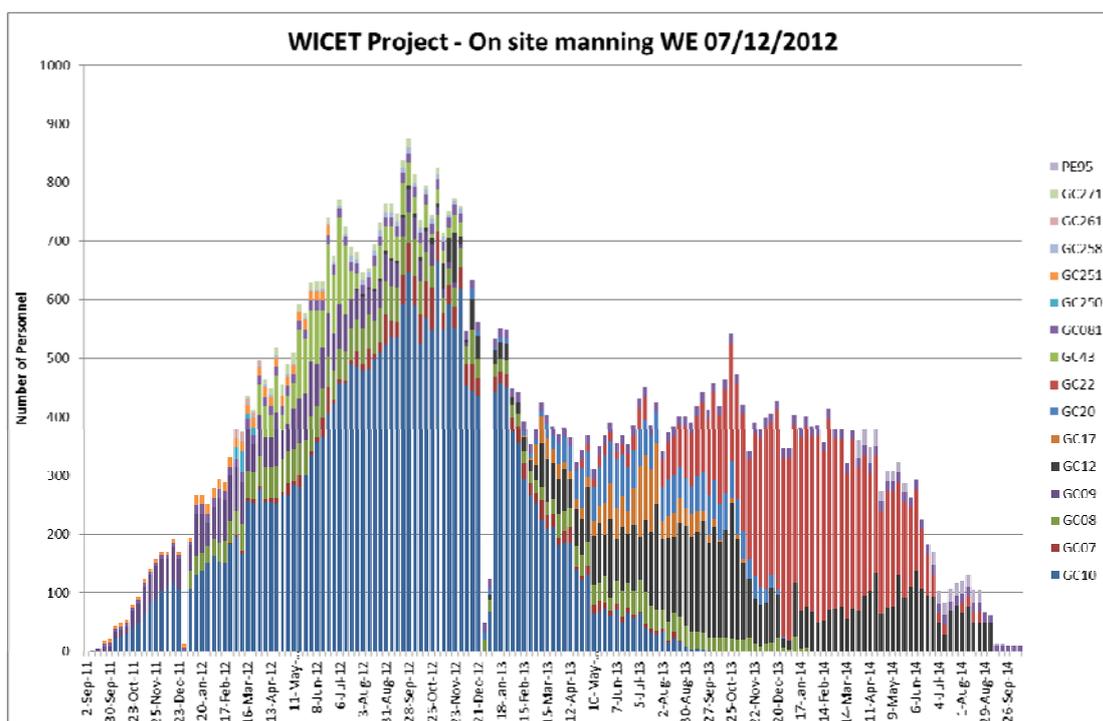
In addition, there was to be staff workforce of up to 250 for the principal and construction management, although the proportion of this number attached to each stage was not defined.

At the initiation of this change report process, the proponent indicated that the construction workforce might exceed 1204 and would remain at this level for more than eighteen months. However, as of late 2012, the proponent has committed most of its Stage 1 workforce and now predicts the following workforce levels for all stages:

Stage of project	Workforce peak	Peak date	Span of construction stage
Stage 1	1172 (874 on site)	November 2012	Start July 2012 Completion December 2014
WEXP1	1000 (800 on site)	Not yet committed	Approximately 3 years
WEXP2	1000 (800 on site)	Not yet committed	Approximately 2 years

These figures have been produced on the basis that the project will not commence the second and third stages until financial approval has been obtained, and they may not overlap significantly.

The Stage 1 current workforce is represented over time by the following histogram:



**Figure 4.2 2012 Stage 1 workforce estimates for WICT**

Overall, the picture is significantly changed since the EIS was assessed; when the workforce numbers were much lower than is now being experienced. Originally, a peak of about 750 (500 contractors plus management up to 250) was expected during Stage 1, now the 'peak' is currently 1172 total workforce, with 874 on site, but will reduce significantly from this level for 18 months, until mid 2014.

The second stage of the project, now WEXP1, may not be much different from what was nominated in the EIS assessment, originally 850, now 800. The last stage of the project, now WEXP2, will again be larger than earlier nominated, originally 650, now 800.

While the project has succeeded in maintaining a workforce consisting of about 50 per cent based locally, there are still a substantial number of fly-in fly-out workers having to be housed in the community—currently almost 600 persons, reduced by a margin for those off-roster at any time.

This fly-in fly-out workforce is housed in two main locations, leased houses and units, and in TWAF. At present the balance appears to be 30:70 between these two types of accommodation.

There is also a requirement for multi-bedroom accommodation for staff with families who are based in the region for longer periods during the life of the project. Hence the project and its contractors are leasing more than 150 houses or units in the Gladstone region for this workforce and a proportion of the fly-in fly-out numbers. Present leases for some of these dwellings extend beyond July 2013, so there is ongoing strategy to maintain this style of accommodation for some of the workforce.

The proponent has provided seed funding towards the development of a relatively new TWAF which is located at Calliope, a town in the hinterland of Gladstone, and within comfortable driving/bussing distance of the project site. With this investment it has reserved a substantial number of places in the facility.

The project is planning to house a greater proportion of its workforce in the TWAF that it has reserved, with consequent potential for reduction of its demand on leased housing in the community.

#### **4.3.4. Coordinator-General's conclusions**

The level of the workforce is different from what was envisaged in the EIS as assessed by the Coordinator-General in January 2008. There is much greater clarity now regarding required workforce numbers and duration. I note that a workforce of around 1100 is being experienced now, and projections are that this will be reduced, but will still remain at a substantial level until June 2014, before reducing to the end of the construction period by December 2014.

If committed, the stage 2 expansion of the project will cover the period beyond 2014, and the subsequent stage 3 expansion may extend beyond 2018. Workforces for these future stages are similar or larger than assessed by the Coordinator-General in 2008.

The impact of this workforce takes place in a different environment than in 2008. Extensive workforces from other projects such as the LNG industry are now in place and will be for future years. The fly-in fly-out workforce phenomenon is in place, and housing pressures are being felt in the Gladstone regional community. Because of the complex array of accommodation providers, employers and contractors, and the property development industry, integrated housing strategies are difficult to formulate.

While I acknowledge the level of local employment that the proponent has achieved, I find that the project accommodation mix for the workforce now being employed for the WICT project has occupied a significant proportion of the Gladstone housing stock, and with vacancy rates of rental housing below 3 per cent, this tends to increase the pressure on rental costs. I believe that it would not be desirable for the project to increase its use of leased housing beyond current levels, when vacancy rates are already low.

The project also occupies a number of places in TWAF, but I understand that the proponent has the ability (by reservations with the facility owner) to increase the number of workforce housed in the TWAF. If the project would increase its use of the TWAF for all or most of its proposed increase in workforce, and if leased housing stock would not be increased, this would substantially decrease the pressure on housing in the Gladstone region.

I note that Stage 1 of the project may be completed by December 2014, and subsequent stages have not yet been committed. In such circumstances, I have made recommendations on accommodation strategies for stage 1 until December 2014. After that date, for stages 2 and 3 I believe that local conditions will govern the development of a strategy, and this can best be achieved by ongoing participation by this proponent (and other projects) in the forum which the government has put in place in Gladstone to

allow participants to interact and mutually cooperate in integrating housing and accommodation strategies. This is discussed below.

The proponent has committed to continue implementing the project's AMS, and I therefore recommend that this strategy be updated to include the following directions for the Stage 1 project timeline, currently until December 2014:

- The proponent and its contractors should increase their use of TWAF accommodation for the project workforce, as the preferential means of fulfilling housing requirements for any increased or continuing workforce.
- When the vacancy rate for rental housing is below 3 per cent, the proponent and its contractors should not increase, beyond current levels, use of leased housing in the Gladstone region for the project workforce and should work to reduce leased accommodation as planned, to targets of 60 by June 2014 and 10 by December 2014.
- If the proponent wishes to increase its use of leased housing for the sole purpose of families and management personnel seeking to reside in Gladstone for the project workforce, and the vacancy rate for rental housing is below 3 per cent, the proponent should contribute additional funds to rental subsidy or affordable housing initiatives operating in Gladstone.

While these directions are appropriate now, one lesson from recent times is that workforce housing and other social impacts are dynamic, and so must be able to respond to emerging trends.

For this reason, the government has put in place a Cumulative Housing Impacts Working Group in Gladstone where local government, proponents, contractors and community representatives can review the housing and accommodation environment and respond with adjustments to strategies and actions that deal in an integrated way with new pressures that arise. They can also confirm that current policies and actions are working.

I believe this forum addresses the following objectives:

- a review of housing availability and rental pressures
- a timely statement of housing strategy being pursued by each project and associated contractors
- communicating emerging issues affecting housing and workforce impacts.

This allows all parties to revise the housing strategies of each project and associated contractors to respond to reasonable impacts identified by the forum.

The government has put in place the following:

- a Gladstone Housing Report is produced every 6 months, from inputs of the major projects, GRC and state agencies
- an office of Queensland Treasury maintains a regular survey of Gladstone industry employment and accommodation from major projects
- major project proponents, GRC and state agencies participate in the Cumulative Housing Impacts Working Group to review the above information and to focus collective actions to alleviate impacts.

I therefore recommend that the proponent for the WICT project make a commitment to participate in these mechanisms on behalf of itself and its contractors, and maintain involvement in this process as long as it has, or expects to have sometime in the succeeding 12 months, a significant project workforce.

## 4.4. Air quality

### 4.4.1. 2008 evaluation

The EIS found that activities associated with the most significant dust emissions from coal terminals are rail receival areas, coal conveyors, coal stockpiles, stacking, reclaiming and shiploading. Minor amounts of wind-blown dust are also associated with vehicular activity on site and wind erosion of dust from bare ground.

The potential for adverse health impacts is quantified by comparing airborne concentrations of dust with air quality standards and goals.

The National Environment Protection Measure (NEPM) Ambient Air Quality standard (Air NEPM) is a national environmental protection measure that provides a guideline for air quality based on protecting health by limiting small dust particles in the air.

The state imposed Environmental Protection (Air) Policy 2008 (EPP (Air)) goals are used to assess impacts at sensitive locations (such as residential areas and isolated dwellings) that are located near industrial sites and major traffic routes. This policy is reflected in three measurements, PM<sub>10</sub>, Total Suspended Particles (TSP) and dust deposition rates. The EPP (Air) goals and the Air NEPM standards both apply to the Gladstone area.

In the EIS, it was assessed that for the WICT:

- concentrations of TSP were predicted to be well below the EPP (Air) goal (90µg/m<sup>3</sup>) at nearest residential locations with the WICT operating in conjunction with the existing sources of dust
- ground-level concentrations of TSP were predicted to rise slightly (less than 2 per cent) in residential areas of Gladstone due to the proposal
- due to existing activities, maximum concentrations of PM<sub>10</sub> were predicted to be marginally above the Air NEPM standard (50 micrograms per cubic metre) at some of the residences close to the proposed WICT
- predicted annual average dust deposition rates are well below the former EPA's recommended guideline (120 micrograms per cubic metre, per day) at the nearest residential locations.

While these results signify that the project will not cause exceedence of average air qualities, the air quality in certain conditions is close to guidelines in the vicinity of industrial areas, because of the relatively high background level in the Gladstone airshed. The existence of other coal terminals, the power station, cement manufacturing, and the alumina and aluminium industries all provide a significant base for the background levels.

#### **4.4.2. The project change**

The principal project alteration that could have a potential impact on dust emissions, is the change of design of two of the three stockpiles from ones operating with overhead bridge stackers and bulldozer reclaiming, to ones operating with stacker/reclaimers.

Stacker/reclaimers operate with a moving head coal distributor, and bucket wheel recovery head. This largely eliminates the overhead drop of coal onto the stockpile and the movement of coal on the stockpile by bulldozers.

These measures are claimed to minimise the potential for coal dust emissions from the two new stockpiles. However, the stage 1 stockpile (under construction at present) will still operate as presented in the EIS.

Other measures incorporated to manage dust emissions include:

- enclosure of conveyors and transfer points, including rail unloading
- encouraging coal with a higher moisture content arriving from mines
- water sprays and mist curtains over and around stockpiles and stacker/reclaimers
- wind protection around shiploaders.

A revised air quality assessment was carried out and presented with the change request.

The predicted emissions were imposed on a background air quality level of approximately 19.4 micrograms per cubic metre and yielded acceptable air qualities at all residential locations. The only exception was that predicted cumulative 24-hour average PM<sub>10</sub> concentration might exceed the EPP (Air) objective of 50 micrograms per cubic metre at the Gladstone Marina, which is between the coal terminals and the Gladstone city area, on seven occasions during the year. Given that under the EPP (Air) goals, five exceedences per year are permissible, this is considered to be a modest deviation from acceptability.

The proponent asserts that the assessment indicates WICT is calculated to contribute only 4 per cent of the annual air quality results, the majority being due to background levels and other existing industries (notably the GPC's RGTCT and nearby Gladstone Power Station), closer to the marina.

Other parameters, such as total dissolved solids and dust deposition rates, were assessed as within air quality guidelines outside the project boundaries.

#### **4.4.3. Dust control**

DEHP's approval set conditions for the port activity for environmentally relevant activity (ERA) 74—Stockpiling, Loading and Unloading in Bulk, to include provisions in Section B—Air, dealing with dust control measures and environmental barriers. This requires water sprays and mist curtains to be deployed on the stockpile, and vegetated barriers to provide some wind break and visual screen between the stockpile and the site boundaries.

During the change report process, GPC expressed the view that excessive mist sprays with entrained coal dust may drift onto Hanson Road, which is adjacent to one end of the stockpile. The concern was that this might cause dangerous road conditions.

Nomination of a buffer distance was suggested by GPC to ensure that drift from stockpile sprays is not likely to affect the Hanson Road pavement, especially as it is designed for operation at highway speeds.

#### **4.4.4. Gladstone air monitoring program**

Since the Coordinator-General's report was issued in 2008, the Queensland Government has undertaken the Clean and Healthy Air for Gladstone Project, which dealt with issues relating to maintaining air quality in Gladstone. The report of this study recommended that industry contribute to the cost of the ambient air monitoring network that was set up in the Gladstone community. The government adopted this and other recommendations to monitor and manage the health of the air environment in Gladstone, and hence seeks to have industry contribute to the monitoring network.

#### **4.4.5. Coordinator-General's conclusions**

In the original approvals regime for the project, the former EPA included air quality criteria in the approval for ERA 74—Stockpiling, Loading and Unloading in Bulk. The key dust management objectives to be met were:

- dust deposition—at the site boundary, four grams per square metre including two grams of coaldust, per month
- TSP—50 micrograms per cubic metre (above background) for a 24-hour average
- PM<sub>10</sub> particulates—less than 150 micrograms per cubic metre at the site boundary for a 24-hour average.

Since this approval in 2008, the Queensland Government has adopted a new objective for PM<sub>10</sub> particulates of 50 micrograms per cubic metre as a 24-hour average. This is now the goal for the EPP (Air), and under section 73C.1(e) of the *Environmental Protection Act 1994*, conditions of approval should reflect the new goal.

The proponent has agreed to accept this limit as a revision to the conditions in order to manage air quality and visual impacts.

I therefore recommend to DEHP that the conditions for ERA 74—Stockpiling, Loading and Unloading in Bulk be amended as described in Appendix 1.

I am also of the opinion that the risk of mist spray drift from coal stockpiles could affect road conditions along Hanson Road, and I believe there should be limitations on the proximity of stockpiles to Hanson Road. Currently, the project design shows at least 275 metres separation, but it is important to document a constraint to prevent encroachment, planned or unplanned, at some time in the future.

Therefore I nominate a new conditions 11 and 12 to be added to the list of Coordinator-General's conditions for the project (refer to Appendix 1).

In accordance with government policy I believe the proponent must play its part in the Gladstone community, by assisting in the program monitoring the air environment.

Therefore I recommend to DEHP that the conditions for ERA 74 be amended as described in Appendix 1 .

## **4.5. Emergency management issues**

### **4.5.1. Agencies issues**

QPS has advised that the proponent should revisit its site security management plans in the light of the industrial climate potential at Gladstone where various interest-motivated groups may be more active. There may be a need to reformulate protective and management strategies in these circumstances, which might include protests about coal exports and handling, and marine incidents whether caused by interest group action or from marine accidents.

QPS is seeking to consult with the proponent on any issues that might arise for the service from the project's development and implementation of its Safety Management Plan and Emergency Response Procedures. QPS also wishes to consult on the extent and management of its role in responding to shipping incidents.

### **4.5.2. Proponent's response**

The proponent has indicated that as the project construction and operational planning proceeds, it will develop a Safety Management Plan and Emergency Response Procedures, in consultation with state and regional emergency service providers, and that it has initiated contact with the relevant agencies. This includes provision of information regarding the shipping program for product movement.

### **4.5.3. Coordinator-General's conclusions**

Given that the project site development is now advanced to a significant extent, and that this change report will mark a milestone from which the project will continue its commitment to becoming operational, I recommend that the proponent continues consulting with QPS and the state and regional emergency services on at least the following emergency management issues:

- reviewing and updating the project's Safety Management Plan and Emergency Response Procedures
- strategies relating to action by interest-motivated groups
- response to marine shipping incidents
- resource issues for state services.

## **4.6. Other issues**

### **4.6.1. Responses from agencies**

QPS has raised issues about finding suitable and economical accommodation for the staff the service is obliged to maintain in Gladstone as a result of the influx of people associated with current project development. In addition, QPS has also designated a

specific program, the CBD Security Initiative, to maintain social order and calls for QPS services in the central Gladstone neighbourhood. Another matter of interest to QPS are the protocols for responding to calls for service relating to worker accommodation facilities.

Additional matters raised by other agencies include implementation by the proponent of a Local Industry Plan (LIP) and appropriate community communication strategies during the project construction period.

#### **4.6.2. Proponent's response**

In its response to agencies' comments on the Addendum to the Change Request, dated 18 October 2012, the proponent has agreed to work with QPS in respect of the CBD Security Initiative, and other community safety projects. Through the initiative, WICET is contributing \$10 000 toward the costs of increased policing and preventative campaigns. WICET will consider funding further community safety projects under its Community Investment Program.

The proponent has initiated a voluntary LIP, in which all levels of project management and sub-contractors will commit to and apply the principles and intent of local industry participation to the WICT project. This plan is based on the format recommended by the Industry Capability Network (ICN) in accordance with the Queensland Government's Local Industry Policy.

The proponent outlined its overall strategy for informing the community as part of its Communications, Community Relations and Stakeholder Management Plan. This incorporates an EIS Change Request Community Relations Plan, which will be updated to reflect the additional information once the EIS change request process is finalised.

#### **4.6.3. Coordinator-General's conclusions**

I note the proponent's responses on these matters, and I support its commitments to:

- consider funding further community safety projects, such as the CBD Security Initiative, under its Community Investment Program, as well as discussing with QPS the protocols for police responses for worker accommodation facilities
- participate in a voluntary LIP
- update its EIS Change Request Community Relations Plan with the outcomes from this change report, and activate the plan to inform the community as to its project development, and the management of the proposed project change.

I note the proponent's comments about the apparent limitations of an existing 'rental subsidy scheme', however I consider that the proponent should:

- re-investigate the possibility of participating in the rental subsidy scheme, which I understand is designed to assist otherwise constrained state and community housing requirements—for example emergency service and police staff.

Further to this aim, in view of the QPS suggestion that it needs appropriate housing for its staff increases, which are not yet satisfied beyond the first quarter of the 2013

calendar year, and given that I have sought that WICET does not increase its demands on leased housing beyond the first quarter of 2013, I consider that WICET should:

- consult with QPS and emergency services providers as to whether any leased housing that might be surplus to requirements beyond the first quarter of 2013, can be released into this housing subsidy scheme or made available to these services for a period, under conditions that will assist the services to provide accommodation to their staff at reasonable cost.

## 5. Conclusion

Pursuant to section 35I of the SDPWO Act, this evaluation of the WICET request for project change, dated 28 May 2012, concludes that the project change is acceptable under the following conditions, and subject to the proponent considering the following recommendations.

### 5.1. Revised conditions and recommendations

Conditions and recommendations made in this report are made pursuant to section 35I(2) of the SDPWO Act.

I conclude that the original conditions 5 and 6 on transport infrastructure and some conditions on air quality in ERA 74 should be re-worded and that a new condition on air quality and new Condition 11 on buffer distance and Condition 12 on vegetated mounds around the project site be included. I have made a number of recommendations on the accommodation management strategy and on consultation with emergency services, that the proponent should have regard to.

In light of the requirement for the proponent to obtain a material change of use approval for the expanded footprint, I provide stated conditions that attach to that approval. These stated conditions are listed in Appendix 1 of this change report. It is noted that some of these conditions address issues imposed by the original Coordinator-General's evaluation report (Appendix 2). To avoid duplication, I therefore include a new list of imposed conditions in Appendix 2 of this report that replace those in the original Coordinator-General's evaluation report.

Recommendations arising from my evaluation of the proposed project change are listed in Appendix 3 of this report.

### 5.2. New and Distribution of change report

Pursuant to section 35J of the SDPWO Act, a copy of this report will be given to the proponent, and a copy will be made available at: [www.dsdip.qld.gov.au](http://www.dsdip.qld.gov.au)

As per section 35K of the SDPWO Act, the Coordinator-General's report on the EIS for the project, and the Coordinator-General's change reports, both have effect for the project. However, if the reports conflict, the Coordinator-General's change report prevails should there be any perceived inconsistency.



# Appendix 1. Stated conditions

This part includes the Coordinator-General’s stated conditions, stated under section 39 or 47C of the SDPWO Act. The following have been amended from those included in Appendix 1 of the Coordinator-General’s evaluation report of January 2008.

## Construction and operation of the rail dump stations, coal terminal and port facilities

Former condition	New condition
<p>ERA 74 Stockpiling, Loading and Unloading in Bulk            Schedule B – Air            Clause (B13) Dust Management Objectives            PM10 Particulates            Omit</p> <ul style="list-style-type: none"> <li>• Less than 150 micrograms per cubic metre expressed as a 24-hour rolling average at the site boundary</li> <li>• Less than 50 micrograms per cubic metre expressed as an annual rolling average at the site boundary</li> </ul>	<p>Add</p> <ul style="list-style-type: none"> <li>• Less than 50 micrograms per cubic metre expressed as a 24-hour rolling average at the site boundary</li> </ul>
<p>ERA 74 Stockpiling, Loading and Unloading in Bulk            Schedule B – Air            Nil</p>	<p>Schedule B – Air            Add:            Air Monitoring Network            (B21) The holder of the development approval must enter into arrangements with the administering authority to contribute to the capital and operating costs of the ambient air quality monitoring network in the Gladstone Region.</p>
<p>New conditions</p>	<p><b>Condition 11</b>            No coal stockpile edge shall be located closer than 200 metres from the nearest edge of the Hanson Road reserve boundary.</p> <p><b>Condition 12</b>            Dust nuisance and visual impacts shall be mitigated by the construction of vegetated earthen mounds located within the project boundaries.</p> <p><b>The Department of Environment and Heritage Protection is the agency responsible for Condition 11 and 12.</b></p>

The following stated conditions are included without amendment from Appendix 2 of the Coordinator-General's evaluation report of January 2008.

***Acid Sulfate Soils***

**Condition 8**

- (a) A site specific Acid Sulfate Soil Management Plan must be developed to meet standards acceptable to the Department of Natural Resources and Water prior to any disturbance occurring onsite.
- (b) The Acid Sulfate Soil Management Plan must be developed by consultants experienced in large scale development projects containing Acid Sulfate Soils and include a commitment to be onsite during excavation and treatment activities.

**The Department of Natural Resources and Mines is the Agency responsible for Condition 8.**

***Air Quality***

**Condition 9**

The Proponent is to consider the outcomes of the Queensland Health/EPA 2-year air quality study to identify any relevant issues that may impact on the design and operation of the Project.

**Queensland Health is the agency responsible for Condition 9.**

***Environmental Management Plans***

**Condition 10**

The Proponents and/or their contractor(s) shall finalise the Coal Terminal and Rail Environmental Management Plans to the satisfaction of EPA at least one month prior to commencement of construction of the project.

**The Department of Environment and Heritage Protection is the agency responsible for Condition 10.**

## Appendix 2. Imposed conditions

These conditions are imposed under section 54B of the SDPWO Act and replace those in Appendix 2 of the Coordinator-General's evaluation report of January 2008. The table below describes the amendments to the imposed conditions.

### Construction and operation of the rail dump stations, coal terminal and port facilities.

Former condition	New condition
<p><b>Condition 5</b></p> <p><b>Traffic Impact Assessment</b> Prior to the commencement of use of Stage 1 of the WICT, the Proponent will pay to the Department of Main Roads a contribution for the bring-forward costs of upgrading intersections affected by project-related traffic, as assessed in the Supplementary Traffic Study, when finalised. This includes providing for project-related traffic for the proposed rail facility and coal dump station off Reid Road and mitigating other traffic-related impacts, for example at the Hanson Road/Reid Road intersection. Works must be in accordance with the "desirable parameters" of the Department of Main Roads' 'Road Planning and Design Manual.</p> <p><b>Pavement Impact Assessment</b> After the appointment of the contractor for the project and prior to the commencement of construction works on site for the project, the Proponent will pay to the Department of Main Roads the amount of \$13,495 (2007 dollars, as assessed and agreed to in negotiations with the Department of Main Roads' Central District Office) to ameliorate the impacts of the construction traffic on existing road pavements.</p>	<p><b>Condition 5</b> is reworded as follows:</p> <p>(a) The service level of local and regional road use and safety is to be maintained throughout construction and operation of WICT.</p> <p>(b) An updated road impact assessment (RIA) for WICT is required for relevant state-controlled roads and Gladstone Regional Council (GRC) roads/intersections.  The RIA must be finalised within 3 months of the Coordinator-General's approval of change request number 1 or such other period as agreed by DTMR or GRC.  The update should include an assessment of the current traffic levels of Hanson Road and the completion of the 'seagull type' intersection as designed, and as being constructed.  Best estimates of cumulative traffic generation from WICT and other current projects are to be used in finalising the RIA. However, the RIA does not need to take account of estimated outcomes of the WICT Bulk Fill Sourcing Strategy, unless this strategy is expected to be implemented within 18 months (or before June 2014).</p> <p>(c) A further update of the RIA and road management plan (RMP) for WICT is required for relevant state-controlled and GRC roads/intersections least 2 years prior to the anticipated commencement of bulk fill haulage or other 'significant transport activity' associated with construction of any stage or expansion of the WICT project.  The RIA is to take into account traffic conditions at the time, cumulative traffic generated from other projects, and the WICT Bulk Fill Sourcing Strategy.  'Significant transport activity' is defined as a 10 per cent increase in use of any class of vehicle, to estimates foreshadowed in previous assessment. This assessment should also include the assessment envisaged in Condition 1(b) of the Coordinator-General's evaluation report.</p>

Former condition	New condition
<p><b>Condition 6</b> Prior to the commencement of any works on site associated with each stage of the project:</p> <p>(a) The Proponent will prepare a Road-use Management Plan in consultation with the Department of Main Roads' Central District Office to address all of the road use issues identified in the EIS process to be monitored and managed during the life of the project construction.</p> <p>(b) The final Road-use Management Plan will be submitted to the Department of Main Roads' Central District Office for review and acceptance by the District Director (Central).</p>	<p><b>Condition 6</b> is reworded as follows:</p> <p>(a) An RMP must submit for approval by DTMR or GRC, as relevant, 6 months prior to commencement of any major transport or project construction activity subsequent to that currently underway.</p> <p>The RMP should summarise project-related traffic generation and impacts and detail both 'hard' (infrastructure or financial) and 'soft' (road-use management such as route selection, hours of operation) impact mitigation strategies.</p> <p>Any comments and requirements by DTMR and GRC are to be incorporated into the final RMP prior to commencement of significant transport activity or construction of any works on the state-controlled or regional council road networks.</p> <p>If DTMR Central Queensland Region (Rockhampton Office) or GRC determines from any updated RIA or RMP submitted by WICT that impact mitigation strategies need to be implemented, the proposed impact mitigation strategies and plans, including design drawings of proposed road works, are to be submitted to the DTMR Central Queensland Region (Rockhampton Office) or GRC, as relevant, for review and approval, within one month of completion of the RIA or other agreed period.</p> <p>Any comments and requirements by DTMR and GRC are to be incorporated into the final impact mitigation strategies prior to commencement of significant transport activity or construction of any works on the state-controlled or regional council road networks.</p> <p>(b) Construction works or contributions are required to address the road safety and other impacts specified in the RIA and RMP.</p> <p>(c) Works identified in the RIA and RMP as being necessary to mitigate project-related traffic impacts are to be completed prior to the commencement of bulk fill haulage or any other significant transport activity associated with construction of any stage or expansion of the WICT project, unless otherwise agreed in writing by DTMR or GRC.</p> <p>(d) The works or contributions are to be undertaken in accordance with approved/agreed drawings and schedules of works and/or contributions.</p>

Former condition	New condition
Condition 6 (cont.)	<p>(e) Road-use management strategy commitments given in the RMP are to be met and audited in accordance with provisions of the performance criteria to be developed as part of the RMP.</p> <p>(f) The proponent is required to meet with DTMR regional officers on a 3-to-6 monthly basis, or as otherwise agreed, to ensure road impacts of the proposed development are being adequately managed.</p>

The following imposed conditions have not been amended from Appendix 2 of the Coordinator-General's evaluation report of January 2008.

### **Road Access to WICT**

#### **Condition 1**

- (a) Prior to the completion of construction of Stage 1 of the WICT the Proponent will provide at no cost to the Department of Main Roads an 'at grade' T-intersection - Seagull type with Hanson Road for access to/from the development site generally in accordance with Connell HATCH drawing N<sup>o</sup>: HQ98 SK C 025 (rev B) and the Department of Main Roads' 'Road Planning and Design Manual'.

The design will include the following specific requirements:

- Construction of a minimum 50m long raised concrete median in the side road intersection to guide and control turning traffic.
- Construction of the intersection to facilitate a 100 km/h speed limit, generally.

- (b) The Proponent will reassess the road safety and transport efficiency of the interaction between port and through traffic at the port access intersection with Hanson Road every 4 years from the commencement of operation of WICT or prior to the commencement of construction of each further stage of port development. Such report must be submitted to, and be acceptable to, the Department of Main Roads' District Director (Central).

- (c) The Proponent must upgrade, at no cost to the Department of Main Roads, the 'at grade' T-intersection to provide a grade-separated access to the development site generally in accordance with Connell HATCH drawing N<sup>o</sup>: HQ98 SK C 021 (rev A) once road safety/transport efficiency diminishes to levels warranting the upgrade of the intersection to a grade-separated standard in accordance with the Department of Main Roads' 'Road Planning and Design Manual' or when traffic on Hanson Road exceeds 12,000 vehicles per day,.

The design shall include the following specific requirements:

- Construction of a raised barrier in the median to prohibit traffic turning across the median.
- Construction of the intersection to facilitate a 100 km/h speed limit, generally.

After finalising details about the access location and any other works-related requirements to mitigate road impacts of the project, the Proponent will require written approval for the access location under section 62 *Transport Infrastructure Act 1994* (TIA) and under sections 33 or 50 of the TIA for any works in the road reserve.

### **Condition 2**

The Proponent will construct the road over the conveyor and services corridor to Wiggins Island Coal Terminal and wharf, generally in accordance with the "desirable parameters" of the Department of Main Roads' "Road Planning and Design Manual".

### **Condition 3**

The Proponent will construct auxiliary overtaking lanes of suitable length (not less than 1.2 kilometre plus tapers) and width (3.5 metres plus 2.0 metre shoulders) at a location acceptable to the Department of Main Roads between the Calliope River Anabranche and Reid Road intersection in accordance with Department of Main Roads' "Road Planning and Design Manual".

The design will include the following specific requirement: a minimum 2,000m radius horizontal curves (not super-elevated) on the immediate road approaches.

After finalising details about the works required to mitigate road impacts of the project, the Proponent will require written approval under section 33, *Transport Infrastructure Act 1994*.

### **Condition 4**

The Proponent must manage stormwater/drainage impacts of the project in consultation with the Department of Main Roads, near/under Hanson Road to accommodate a minimum 50 year ARI flood event. This includes managing the sediment load of stormwater following completion of the project and, if necessary, designing and providing adequately-sized culverts such that requirements for the Department of Main Roads to clear culverts of sediment build-up are not more than before the project. Any works required must be in accordance with Main Roads' "Road Drainage Design Manual".

### **Condition 7**

Prior to the commencement of any works on site associated with the project, the Proponent must:

- (a) Amend the Coal Terminal EMP to include the requirement for a Road-use Management Plan, with sections for both construction and operational phases which adequately address transport and traffic issues, including clear identification of responsibilities for quality of discharge and siltation from dredge spoil areas upstream of Hanson Road and their impacts on the drainage under Hanson Road.
- (b) Similarly, amend the Rail EMP to cross-reference and summarise the requirements for addressing relevant transport and traffic issues and mitigation measures outlined in the Road-use Management Plan.

**The Department of Transport and Main Roads is the agency responsible for Conditions 1 - 7.**

## Appendix 3. New and amended recommendations

Former recommendation	New recommendation
Proponent Commitment to develop a Project Accommodation Management Strategy	<p>The project's Accommodation Management Strategy should be updated to include the following requirements:</p> <ul style="list-style-type: none"> <li>• The proponent and its contractors should increase its use of temporary workforce accommodation facilities (TWAF) as the preferential means of fulfilling its housing requirements for any increased or continuing workforce</li> <li>• When the vacancy rate for rental housing is below 3 per cent, the proponent and its contractors should not increase beyond current levels, the use of leased housing in the Gladstone region for the project workforce, and work to reduce leased accommodation as planned, to targets of 60 by June 2014 and 10 by December 2014</li> <li>• If the proponent wishes to add to leased housing for the sole purpose of families or management personnel seeking to reside in Gladstone for the project workforce, and the vacancy rate for rental housing is below 3 per cent, the proponent should contribute additional funds to rental subsidy or affordable housing initiatives operating in Gladstone.</li> </ul>
Nil	<p>The proponent should make a commitment to participate in the following mechanisms on behalf of itself and its contractors, and maintain involvement in this process as long as it has, or expects to have sometime in the succeeding 12 months, a significant project workforce:</p> <ul style="list-style-type: none"> <li>• Gladstone Housing Report</li> <li>• Gladstone industry employment and accommodation survey</li> <li>• Cumulative Housing Impacts Working Group.</li> </ul>
Proponent Commitment to develop Safety Management Plan and Emergency Response Procedures	<p>The proponent should continue consulting with the Queensland Police Service and the state and regional emergency services providers on at least the following emergency management issues:</p> <ul style="list-style-type: none"> <li>• reviewing and updating of the project's Safety Management Plan and Emergency Response Procedures</li> <li>• strategies relating to action by Interest Motivated Groups</li> <li>• response to marine shipping incidents</li> <li>• resource issues for state services.</li> </ul>

<b>Former recommendation</b>	<b>New recommendation</b>
Nil	The proponent should re-consider the possibility of participating in the rental housing subsidy scheme, designed to assist otherwise constrained state and community housing requirements—for example, emergency service and police staff.
Nil	The proponent should consult with QPS and emergency services providers as to whether any leased housing that might be surplus to requirements beyond the first quarter of 2013, can be released to the rental housing subsidy scheme or made available to these services for a period, under conditions that will assist the emergency services to provide accommodation to their staff at reasonable cost.

# Acronyms and abbreviations

Acronym	Definition
AMS	Accommodation Management Strategy
AWG	Accommodation Working Group
CBD	Central Business District
DEHP	Department of Environment and Heritage Protection
DOC	Department of Communities (Qld)
DCS	Department of Community Safety
DTMR	Department of Transport and Main Roads
EIS	environmental impact statement
EMQ	Emergency Management Queensland
EP Act	<i>Environmental Protection Act 1994</i> (Qld)
EPA	Environmental Protection Agency (now DEHP)
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cwlth)
EPP (Air)	Environmental Protection (Air) Policy 2008
ERA	environmentally relevant activity
GPC	Gladstone Ports Corporation
GRC	Gladstone Regional Council
MSQ	Maritime Safety Queensland
MCU	material change of use
NEPM	national environment protection measure
PM <sub>10</sub>	particulate matter with equivalent aerodynamic diameter less than 10µm
QAS	Queensland Ambulance Services
QFRS	Queensland Fire and Rescue Services
QPS	Queensland Police Service
QR National	Queensland Rail National (now Aurizon)
QTT	Queensland Treasury and Trade
RG TCT	RG Tanna Coal Terminal
RIA	road impact assessment
RMP	road-use management plan
SDPWO Act	<i>State Development and Public Works Organisation Act 1971</i> (Qld)
SEWPaC	Australian Government Department of Sustainability, Environment, Water, Population and Communities
SPA	<i>Sustainable Planning Act 2009</i> (Qld)
SPP	state planning policy
SQ	Skills Queensland
TSP	total suspended particles
TWAF	temporary workforce accommodation facility
WICT	Wiggins Island Coal Terminal

# Glossary

<b>Term</b>	<b>Definition</b>
assessment manager	For an application for a development approval, means the assessment manager under the <i>Sustainable Planning Act 2009</i> (Qld).
Coordinator-General	The corporation sole constituted under section 8A of the <i>State Development and Public Works Organisation Act 1938</i> and preserved, continued in existence and constituted under section 8 of the SDPWO Act.
environment	As defined in Schedule 2 of the SDPWO Act, includes: <ol style="list-style-type: none"> <li>a) ecosystems and their constituent parts, including people and communities</li> <li>b) all natural and physical resources</li> <li>c) the qualities and characteristics of locations, places and areas, however large or small, that contribute to their biological diversity and integrity, intrinsic or attributed scientific value or interest, amenity, harmony and sense of community</li> <li>d) the social, economic, aesthetic and cultural conditions that affect, or are affected by, things mentioned in paragraphs (a) to (c).</li> </ol>
environmentally relevant activity (ERA)	An activity that has the potential to release contaminants into the environment. Environmentally relevant activities are defined in Part 3, section 18 of the <i>Environmental Protection Act 1994</i> (Qld).
imposed condition	A condition imposed by the Queensland Coordinator-General under section 54B of the SDPWO Act. The Coordinator-General may nominate an entity that is to have jurisdiction for the condition.
proponent	The entity or person who proposes a significant project. It includes a person who, under an agreement or other arrangement with the person who is the existing proponent of the project, later proposes the project.
significant project	A project declared as a 'significant project' under section 26 of the SDPWO Act.
stated condition	Conditions stated (but not enforced by) the Coordinator-General under sections 39, 45, 47C, 49, 49B and 49E of the SDPWO Act. The Coordinator-General may state conditions that must be attached to a: <ul style="list-style-type: none"> <li>• development approval under the <i>Sustainable Planning Act 2009</i></li> <li>• proposed mining lease under the <i>Mineral Resources Act 1989</i></li> <li>• draft environmental authority (mining lease) under Chapter 5 of the <i>Environmental Protection Act 1994</i> (EPA)</li> <li>• proposed petroleum lease, pipeline licence or petroleum facility licence under the <i>Petroleum and Gas (Production and Safety) Act 2004</i></li> <li>• non-code compliant environmental authority (petroleum activities) under Chapter 4A of the EPA.</li> </ul>

works

Defined under the SDPWO Act as the whole and every part of any work, project, service, utility, undertaking or function that:

- a) the Crown, the Coordinator-General or other person or body who represents the Crown, or any local body is or may be authorised under any Act to undertake, or
- b) is or has been (before or after the date of commencement of this Act) undertaken by the Crown, the Coordinator-General or other person or body who represents the Crown, or any local body under any Act, or
- c) is included or is proposed to be included by the Coordinator-General as works in a program of works, or that is classified by the holder of the office of Coordinator-General as works.



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