



<http://parksandplaygroundsmovement.blogspot.com/>

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The Parks and Playgrounds Movement is a community organisation established in the early 1930s. Its secretary was C E W Bean, the historian, lawyer and journalist. It was brought to Newcastle in 1952 by R.E. (Tom) Farrell, and continues the work to safeguard our Natural and Cultural Heritage. The Movement's early work included the protection of the openspace provisions of the 1952 Northumberland County District Town and Country Planning Scheme.

**The Director General
Planning NSW Box 39 SYDNEY 2001
Infrastructure Projects
Thursday, 3 May 2012**

Dear Director,

Objection to Terminal 4 Proposed for Kooragang Island Hunter River MP10_0215

Parks and Playgrounds Movement wishes to lodge its strong objection to the proposal to build a further coal loading facility on Kooragang Island in the Hunter River at Newcastle. The proposal has been correctly declared a Controlled Action under the Commonwealth EPBC Act

Strategically there is more than ample coal loading capacity at the Port of Newcastle and any further increase of capacity will harm the ability to plan the future of the industrial area at Kooragang.

The port of Newcastle is already handling an over production of coal that it is causing great stress on the Hunter Region' natural social and cultural features and distorting its long term ability to plan for an ecologically sustainable future.

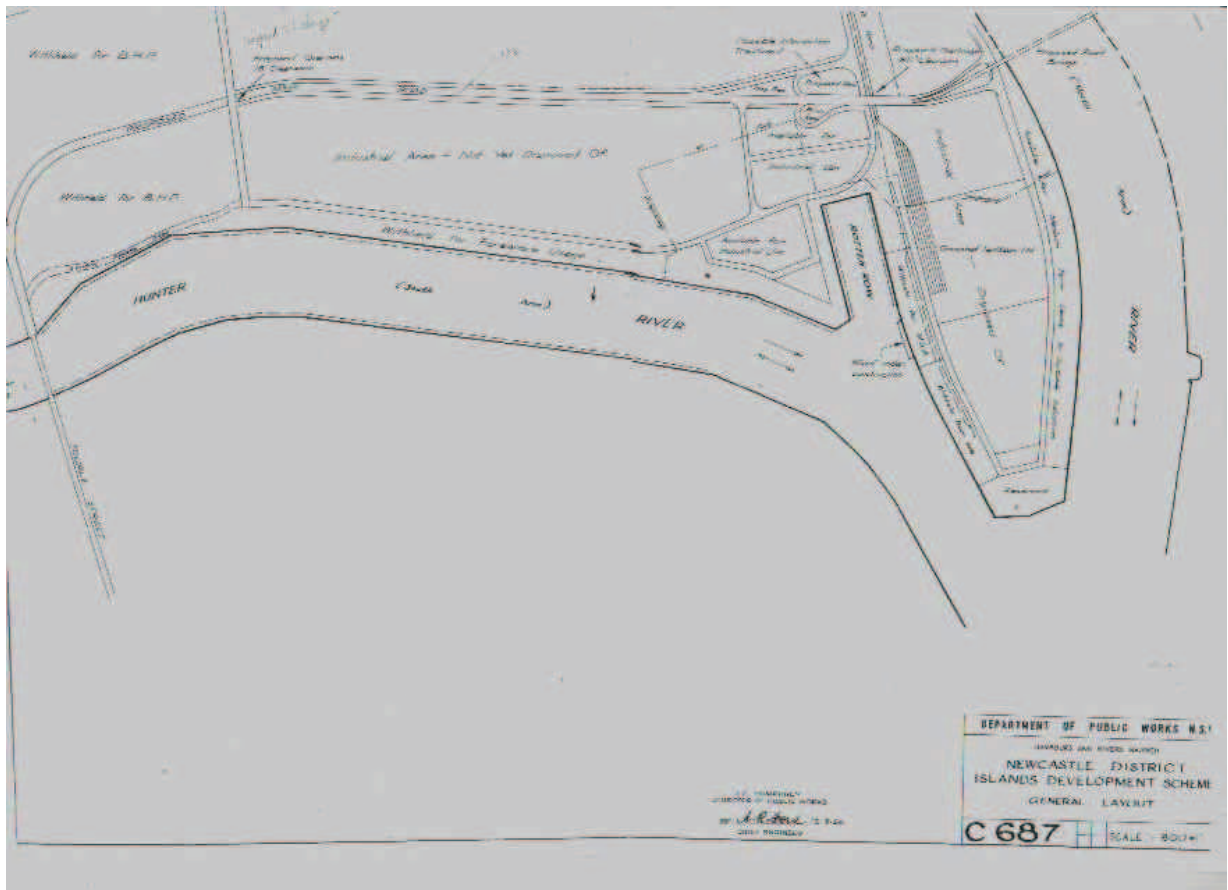
Instead of facilitating further coal production we need to recognise the needs of the future and the overall global need to resist further expansion of coal production. This is particularly important at Kooragang and the Port Hunter because we have seen the unhealthy exponential expansion of coal handling from its meagre beginnings in the 1804 convict era to the establishment of the Kooragang Island Reclamation Scheme for industrial development.

The Scheme is now proposed with the T4 Development to completely overturn the industrial concept of the Scheme. The development would destroy the last opportunity to provide an attractive entry to Newcastle from the North and the Williamstown airport.

This route is Newcastle's northern gateway from the Airport and Nelson Bay and we should not be still using Cormorant Rd as the main entrance to the City. It was only ever constructed as an access to the reclamation scheme in the early days of development.

The Hunter Islands Reclamation Scheme was conceived in about 1952 without any environmental consideration and the Parks and Playgrounds Movement spent many years lobbying to bring the scheme under planning control.

Our aim in the early sixties was to have public reserves dedicated in the scheme and a parkway highway created through the scheme from the Mayfield Industrial Highway to the Stockton Bridge. This aim was partly completed but the easement for the motorway and the remnant natural conditions are now likely to be obliterated if the Terminal 4 development is allowed to proceed. The landscaped motorway link across Kooragang is needed now and should be built as a matter of priority.



The above plan was the 1964 prepared by the NSW Department of Public Works and shows the motorway route across Kooragang through the proposed industrial area.

There are other essential matters that have been well documented relating to the likely impacts concerning the strategic Planning, traffic and transport and serious ecological impacts that the Movement believes should stressed.

The Terminal 4 project would more coal trains through Newcastle and Maitland every day, increasing dust related health problems such as asthma and other respiratory ailments.

Pollution from coal would be further concentrated and have widespread effects on the natural and human health

Terminal 4 would only encourage the development of more large coal mines in the Hunter and Liverpool Plains. This would lead to increased harm to food and water sustainability by debilitating prime agricultural land and be likely to cause irreversibly damage to water systems and pollute waterways.

The proposal is likely to mobilise toxic contaminants that have been dumped on Kooragang Island from the former BHP Steelworks site and in the South Arm of the Hunter River.

The increased coal likely to be exported would feed into more large power stations around the world emitting an extra 288 million tones of carbon pollution each year adding to dangerous climate change.

This project would further damage the internationally important wetlands that provide critical habitat for protected migratory bird species and nationally threatened species. These include the Green and Golden Bell Frog and the Australasian Bittern.

An area within the site is currently owned by the National Parks service, and provides irreplaceable habitat for migratory shore birds. T4 will create a loss of habitat and disrupt the ecologically significant proportion of a population of four migratory shorebird species listed under international conservation conventions.

At least 11 species of migratory birds recognised by international treaties rely on the habitat at Kooragang and the Hunter estuary Ramsar site. Deep Pond in the project site is the only freshwater refuge in the Hunter estuary, yet a significant area of Deep Pond, would be lost to this project.

After construction, the coal terminal will provide no additional employment. Rather, it is likely to result in the loss of other economic activities in the port, such as tourism, fishing and other shipping.

Parks and Playgrounds Movement believe that the T4 development is a non-planning facilitation that should not be countenanced and the Environmental Assessment fails to meet the requirements as set out by the Director General. The Terminal 4 Proposed for Kooragang Island Hunter River MP10 0215 should be rejected on social environmental and economic grounds.

Please bring our objections to the attention of the attention of the Proponent and the Commonwealth Department of Sustainability Environment Water Population and Communities.

Yours sincerely

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