SECTION 8.0

Conclusion

8.0 Conclusion

8.1 Overview of Environmental Impacts

As detailed in **Section 6.0**, the environmental impacts of the Stage 4 Project have been identified and the subject of a detailed environmental assessment based on:

- assessment of the existing operational environment;
- consultation with all relevant government agencies;
- consultation with local community stakeholders, adjacent land users and the broader community; and
- expert technical analysis.

The key environmental issues identified through this process and the DGRs were the subject of comprehensive specialist assessments of the potential impacts of the Stage 4 Project on the surrounding environment and community, which are detailed in **Section 6.0** and the appendices of this document.

Whilst there are many complex aspects which must be read in their entirety to fully understand these assessments, a general overview of the key environmental impacts associated with the Stage 4 Project is outlined below.

Air Quality Impacts

The assessment of potential air quality impacts associated with the Stage 4 Project included a comprehensive review of the existing performance of KCT in relation to air quality and the prediction of potential air quality impacts. This assessment demonstrated that there would not be a significant increase in air quality impacts associated with the Stage 4 Project. In addition, all predicted air quality impacts associated with the Project will remain within relevant air quality limits.

Noise Impacts

The comprehensive assessment of potential noise impacts associated with the Stage 4 Project (refer to **Section 6.3.2**) demonstrated that the predicted noise levels associated with the Project are consistent with the noise emissions associated with current approved KCT operations. In addition, the predicted noise emissions associated with the proposed Stage 4 infrastructure will be within current approved limits for KCT. In practical terms, the assessment has concluded that there will not be a discernible increase in noise emissions within surrounding residential areas associated with the Stage 4 Project.

Water Quality

The construction and operation of all proposed components of the Stage 4 Project will be incorporated into existing KCT water management system which is designed to capture, treat and store water for re-use through KCT operations. As such, all potential impacts to surface water resources will be effectively managed through the construction and operation of the Stage 4 Project. The proposed design, construction and commissioning of infrastructure will minimise interactions with groundwater such that potential impacts to existing groundwater systems will be insignificant and less than seasonal variations in groundwater systems. Groundwater dewatered through the construction process will be appropriately treated and

managed through re-injection to the groundwater system to minimise potential impacts to groundwater quality.

Traffic Impacts

An assessment of the potential traffic impacts associated with the proposed construction activities associated with the Stage 4 Project has indicated that there will not be a significant impact on road transport infrastructure or existing road users associated with the Project.

Ecology

An assessment of the potential ecological impacts indicated that as those aspects of the proposed project components outside of the existing approved footprint of KCT are within previously disturbed land, there will not be significant impacts to ecological features. In addition, the effective management of potential off-site impacts associated with groundwater, surface water, noise and air quality will minimise potential impacts to surrounding areas, including Kooragang Nature Reserve.

Visual Impacts

An assessment was undertaken to determine the visual impacts associated with the Stage 4 Project. The proposed components of the Stage 4 Project are consistent with the existing industrial structures of the Kooragang Island area. The Stage 4 Project proposes to construct a coal conveyor which will be elevated to pass over Teal Street to enable the movement of coal to the proposed shiploader. While visible from Teal Street, the conveyor is consistent with the existing infrastructure of the area and will not significantly impact on visual amenity for road users or residential areas.

Other Impacts

Other potential environmental impacts have been considered in **Section 6.0**. This assessment confirms that the potential for impacts in relation to a range of other environmental issues is minimal due to the characteristics of the Stage 4 Project in relation to the existing and approved development, specifically being that:

- there will be only minor changes to the currently approved footprint of KCT with additional infrastructure associated with the Project to be constructed on previously disturbed land;
- there is no proposed increase to throughput at KCT; and
- there will be no change to the operational workforce as a result of the Stage 4 Project.

8.2 Benefits of the Project

KCT is the largest coal export terminal in Australia and as such there are extensive socio-economic benefits associated with the Stage 4 Project at a regional, state and national level. The key benefits of the Stage 4 Project are summarised below:

- Capital expenditure for the Project is in the order of $500 million. The federal government will gain revenue from the project, in the form of company tax, excise on imported equipment and goods, fuel excise and other assorted taxes such as the goods and services tax and income tax.
- The Stage 4 Project will result in the creation of up to 300 jobs associated with the construction of the Stage 4 Project.

- The state government can expect economic benefits from the Project including revenue from rail freight, port charges, payroll tax and a number of other taxes, royalties and payments for services from statutory bodies.

- Local government receives financial returns from rates and charges paid by company employees and by other people attracted to the area as a result of the flow-on effects of employment in the mining industry.

- With an estimated capital value of $500 million, the Project represents a significant commitment from PWCS to improve coal handling efficiency at KCT and the broader Hunter Valley Coal Chain.

- The Stage 4 Project itself will allow KCT to have increased 'sprint capacity' to meet the overall 120 Mtpa throughput following short term disruptions to operations. The construction of the fourth coal handling stream will improve the coal handling ability of KCT and will result in efficiency improvements.

The need for the Stage 4 Project to meet growing international demand for coal is outlined in **Section 3.1.1**. The Stage 4 Project provides an opportunity to improve coal handling efficiency by integrating a fourth coal handling stream to enable the system to respond to changes while minimising impacts to overall capacity of the coal transport chain and potential environmental impacts.