

Concept Approval

Section 75O of the *Environmental Planning and Assessment Act 1979*

I, the Minister for Planning, under the *Environmental Planning and Assessment Act 1979* (the Act), determine:

- a) pursuant to section 75O of the Act, grant concept plan approval referred to in Schedule 1, subject to the terms of approval in Schedule 2 and the modifications in Schedule 3;
- b) pursuant to section 75P(1)(a) of the Act, that development relating to Stages 2 and 3 of the Port Kembla Outer Harbour Development require further environmental assessment under Part 3A of the Act, except that development described in item c);
- c) pursuant to section 75P(1)(b) of the Act, that development listed in clause 68, 69, 70 and 71 of *State Environmental Planning Policy (Infrastructure) 2007*, being development permitted without consent, development permitted with consent, exempt development, and complying development, and which has a capital investment value of no more than \$30 million, or which is not development for any of the following purposes: dredging, reclamation activities, construction and operation of berths, terminals, roads or rail lines undertaken as part of the Port Kembla Outer Harbour Development (as described in Schedule 1), shall be subject to the relevant provisions of the Act and of *State Environmental Planning Policy (Infrastructure) 2007*;
- d) pursuant to section 75P(1)(b) of the Act, that development listed in clause 10A of *State Environmental Planning Policy (Major Development) 2005*, being development permitted without consent, and which has a capital investment value of no more than \$30 million, or which is not development for any of the following purposes: dredging, reclamation activities, construction and operation of berths, terminals, roads or rail lines undertaken as part of the Port Kembla Outer Harbour Development (as described in Schedule 1), shall be subject to the relevant provisions of the Act and of *State Environmental Planning Policy (Major Development) 2005*;
- e) pursuant to section 75P(1)(a) and 75P(2)(c) of the Act, all future projects for the remaining Stages 2 and 3 (under Part 3A or Part 5 of the Act), are subject to further environmental assessment requirements (as specified in Schedule 3 of this approval); and
- f) pursuant to section 75P(1)(c) of the Act, that Stage 1 of the Port Kembla Outer Harbour Development requires no further environmental assessment, but is subject to a separate instrument of approval.

Tony Kelly MLC
Minister for Planning

Sydney

2011

SCHEDULE 1

Application No:	08_0249
Proponent:	Port Kembla Port Corporation
Approval Authority:	Minister for Planning
Land:	The project will be located within the Port Kembla Outer Harbour, within the Wollongong local government area.
Proposal:	The Port Kembla Outer Harbour Development is comprised of three key stages as follows: <i>Stage 1</i> • demolition of No.3, No. 4 Jetties, Berth 206 and Jetty No. 6; • reclamation and dredging for the footprint of the total development; • construction of berths; • extension of Salty Creek and Darcy Road drain, through the reclamation area, to the Outer Harbour;

CONSOLIDATED CONCEPT APPROVAL

- new road link from Christy Drive (known as Arawata Drive);
- civil works including services; and
- demolition of tug boat facility.

Stage 2

- development and operation of a multi-use berth and terminal (including but not limited to offshore wind and cargo terminal uses); and
- navigation lead towers.

Stage 3

- development and operation of container terminal;
- rail link and siding to the container terminal; and
- relocation of tug boat facility.

The Department has prepared a consolidated version of the approval which is intended to include all modifications to the original determination instrument.

The consolidated version of the approval has been prepared by the Department with all due care. This consolidated version is intended to aid the approval holder by combining all approvals relating to the original determination instrument, but it does not relieve an approval holder of its obligation to be aware of and fully comply with all approval obligations as they are set out in the legal instruments, including the original determination instrument and all subsequent modification instruments.

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SUMMARY OF MODIFICATIONS

Application Number	Determination Date	Decider	Modification Description
08_0249 – Mod 1	8/9/2011	Planning Assessment Commission	Adjustment of the operational traffic movement cap for Stage 1 and the entire Concept Plan area of the Outer Harbour development.
08_0249 – Mod 2	WITHDRAWN	N/A	Additional stockpile capacity
08_0249 – Mod 3	WITHDRAWN	N/A	Increase bulk cargo
08_0249 – Mod 4	WITHDRAWN	N/A	Increase bulk cargo
08_0249 – Mod 5		Independent Planning Commission	Modification to Port Kembla Outer Harbour Concept Plan and Stage 1 approval to realign reclamation area, reconfigure terminal layout, relocate rail infrastructure, enable potential new uses including offshore wind support, and revised project staging.

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DEFINITIONS

Act, the	<i>Environmental Planning and Assessment Act, 1979</i>
ARTC	Australian Rail Track Corporation
Concept Plan	The concept plan the subject of this approval
Construction	Construction, dredging, emplacement and reclamation works and activities associated with the project other than survey, acquisitions, fencing, investigative drilling or excavation, and building/road dilapidation surveys or other activities determined by the Environmental Representative to have minimal environmental impact such as minor access roads, minor adjustments to services / utilities, establishing temporary construction sites (in accordance with the requirements of this project approval), or minor clearing (except where threatened species, populations or ecological communities would be affected).
Council	Wollongong City Council
CGM	Cement Australia Grinding Mill Project (10_0102)
Conditions of Approval	The Minister's conditions of approval for the project.
CPHR	Conservation Programs, Heritage and Regulation, of NSW Department of Climate Change, Energy, the Environment and Water
DCCEEW	NSW Department of Climate Change, Energy, the Environment and Water
Department	NSW Department of Planning, Housing and Infrastructure
DPIRD Fisheries	Fisheries agency of NSW Department of Primary Industries and Regional Development
EPA	NSW Environment Protection Authority
Minister	NSW Minister for Planning and Public Places
Mtpa	Million tonnes per annum
Planning Secretary	Planning Secretary of the Department (or nominee, whether nominated before or after the date on which this approval was granted).
Project	Development as described in the Concept Plan (including development to be assessed under the Act).
Project Approval	Approval granted for a project in accordance with former section 75J of the Act.
Proponent	Port Kembla Operations Pty Ltd as trustee for Port Kembla Unit Trust
Proposal	Port Kembla Outer Harbour Development - Concept Plan
Publicly Available	Available for inspection by a member of the general public (for example available on an internet site or at a display centre).
Site	Land on which all components of the Port Kembla Outer Harbour Development will be located.
TEU	Twenty foot equivalent units
TfNSW	Transport for New South Wales

SCHEDULE 2

1. TERMS OF CONCEPT PLAN APPROVAL

- 1.1 The Proponent shall carry out the project generally in accordance with:
 - a) Major Project Application 08_0249;
 - b) the *Port Kembla Outer Harbour Development Environmental Assessment Report*, Volumes 1 to 7, prepared by AECOM Australia Pty Ltd and dated March 2010;
 - c) the *Revised Port Kembla Outer Harbour Development Submissions Report*, prepared by AECOM Australia Pty Ltd and dated 27 October 2010;
 - d) modification application 08_0429 MOD 1, cover letter dated 4 May 2011 and the accompanying Traffic Assessment titled: Port Kembla Grinding Mill Traffic Assessment, dated 21 January 2011;
 - e) modification application MP08_0249 accompanied by Port Kembla Outer Harbour Reconfiguration MOD 5 - SSI Modification – prepared by Arup October 2025;
 - f) Port Kembla Outer Harbour Reconfiguration MOD 5 - Submissions Report - prepared by Arup 18 December 2025; and
 - g) the terms of this approval.
- 1.2 In the event of an inconsistency between:
 - a) the terms of this approval and any document listed from term 1.1a) and 1.1f) inclusive, the terms of this approval shall prevail to the extent of the inconsistency; and
 - b) any document listed from terms 1.1a) and 1.1f) inclusive, and any other document listed from terms 1.1a) and 1.1f) inclusive, the most recent document shall prevail to the extent of the inconsistency.
- 1.3 If there is any inconsistency between this concept plan approval and any related approvals, this concept plan approval shall prevail to the extent of the inconsistency.
- 1.4 The Proponent must comply with all written requirements or directions of the Planning Secretary, including in relation to:
 - a) the environmental performance of the project;
 - b) any document or correspondence in relation to the project;
 - c) any notification given to the Planning Secretary under the terms of this approval;
 - d) any audit of the construction of the project;
 - e) the terms of this approval and compliance with the terms of this approval (including anything required to be done under this approval);
 - f) the carrying out of any additional monitoring or mitigation measures; and
 - g) in respect of ongoing monitoring and management obligations, compliance with an updated or revised version of a guideline, protocol, Australian Standard or policy required to be complied with under this approval.
- 1.5 Deleted.
- 1.6 With the approval of the Planning Secretary, the Proponent may prepare and submit any management plan or monitoring program required by this approval on a progressive basis. Where a management plan and monitoring program is required before carrying out any development or stage of development, the plans/programs may be prepared and submitted in relation to either discrete components of the project or for a specified time period.
- 1.7 References in the terms of this approval to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, Australian Standards or policies in the form they are in as at the date of this approval, unless otherwise approved by the Planning Secretary.

SCHEDULE 3

2. MODIFICATIONS TO THE CONCEPT PLAN

Limits of Approval

2.1 This concept plan approval shall lapse ten years after the date on which it is granted, unless the works that are the subject of this approval are physically commenced on or before that time.

2.2 Deleted.

2.3 Deleted.

Future Projects and Further Requirements

2.4 The construction and operation of Stage 2 and Stage 3 are subject to further assessment under the Act, except as excluded by the terms of this approval.

This assessment shall clearly demonstrate, prior to the construction and operation of Stages 2 and 3, that the following requirements are able to be met:

- a) adequate rail infrastructure and intermodal capacity is in place or will be provided in a timely manner to accommodate the transport of the projected volumes of bulk, general and container cargo by rail, including the ability to achieve the transport modal split contained in Table 4.4, Appendix I (Volume 6) of the Environmental Assessment for bulk, general and container cargo; and
- b) road traffic generation, is generally consistent with the forecast levels contained in Requirement 2.7.

2.5 Deleted.

Rail Master Plan

2.6 The Proponent shall prepare a **Rail Master Plan** to provide a strategic framework for the development and implementation of the rail infrastructure and upgrades necessary for **implementation** of the concept plan and the achievement of the transport mode splits contained in Table 4.4, Appendix 1 (Volume 6) of the Environmental Assessment for bulk, general and container cargo. The plan shall be developed in consultation with transport agencies, rail and intermodal operators, including but not limited to **TfNSW, Transport Asset Manager of NSW**, ARTC, Pacific National and other relevant agencies and corporations. The Plan shall include, but not necessarily be limited to:

- a) the objectives and scope of the plan;
- b) identification of stakeholders associated with the development of the plan and the consultation undertaken;
- c) forecast demand for freight movement, including a demand and supply analysis and description of the freight supply chain for the concept plan for a range of growth scenarios;
- d) consideration of national and state freight and port strategies, including the Maldon to Dombarton Feasibility Study;
- e) identification and alignment of freight movement volumes with required rail infrastructure upgrades, access paths, intermodal terminals and any other infrastructure or servicing requirements required to meet desired modal splits **set out in Table 4.4 of Appendix I (Volume 6) of the EA and the road volume limits set under requirement 2.7**, including the consideration of local, regional and state requirements, as relevant;
- f) the economic feasibility, viability and performance of port freight movements utilising existing and identified infrastructure and service provision measures for the proposal;
- a) identification of how and when the required infrastructure improvements will be delivered, including bodies responsible for the funding and implementation of the works; and
- b) a contingency plan in the event that the necessary rail and intermodal infrastructure and capacity for Stages 2 and 3 are not delivered in a timely manner.

The Plan shall be submitted to the Planning Secretary for approval prior to the submission of any project applications for Stages 2 and 3 of this concept plan that would require the delivery of necessary rail and intermodal infrastructure. The Plan shall be made publicly available.

Road Traffic Volume Limits

- 2.7 The total traffic movements associated with the operation of projects associated with this concept plan approval shall be generally consistent with the limits specified in Table 1, as follows:

Table 1 - Total Road Traffic Volumes

Element	Bulk	General	Containers
Volume per year	4.25 mt	2 mt	1,200,000 teu
Volume by road per year	2.125 mt	1.6 mt	120,000 teu
Truck loading (per truck)	35 tonnes	25 tonnes	2 containers
Trucks per year	60,714	64,000	60,000
Trucks per day (average)	166	175	164
Trucks per hour (peak)	10	11	10
Two-way peak hour truck movements	21	22	21
Total for Stage 1	70 vehicle movements per hour (62 trucks + 8 employees)		
Total for Concept Plan	121 vehicle movements per hour (102 trucks + 19 employee vehicles)		

Note: The Stage 1 and Concept Plan totals in Table 1, include the 42 truck movements associated with the Stage 1 (Cement Australia Grinding Mill) Project (10_0102). However, the volumes and truck movements for the 'Bulk', 'General' and 'Container' values do not include cargoes and traffic associated with the Stage 1 (Cement Australia Grinding Mill) project.

- 2.8 The Proponent shall develop a program of periodic monitoring of the road traffic movements resulting from all projects associated with this concept plan approval, including the CGM, to confirm that the road traffic volumes as presented in Table 1 are not being exceeded. The results of this monitoring shall be submitted to TfNSW and the Planning Secretary on a six monthly basis, or at such other interval as agreed by the Planning Secretary.

Aquatic Biological Monitoring Program

- 2.9 Deleted.

Note: This condition has been moved to the Stage 1 approval.

- 2.10 Deleted.

Note: This condition has been moved to the Stage 1 approval.

Habitat Offsets Package

- 2.11 The Proponent shall develop and submit for the approval of the Planning Secretary, a **Habitat Offsets Package** to detail how the ecological values of the Coastal Saltmarsh and Red Beach soft substrate habitat lost, as a result of the projects associated with this concept plan approval, will be compensated. The Package shall be developed in consultation with CPHR, DPIRD Fisheries, and Council and shall include, but not necessarily be limited to:
- the identification of the extent of habitat, both terrestrial and aquatic, that would be lost or degraded as a result of the final detailed design of the projects footprint;
 - the objectives and biodiversity outcomes that would be achieved through the Package;
 - details of the offset measures selected to provide compensatory habitat within the region, including options in Tom Thumb Lagoon and Garungaty Waterway;
 - the mechanisms for securing the biodiversity values of the offset measures in perpetuity;
 - a timeline for the implementation of the identified measures;

- f) a monitoring program and performance criteria, including methodology and reporting mechanisms;
- g) responsibilities for the ongoing management, maintenance and monitoring of offset and rehabilitation measures; and
- h) contingency measures to be undertaken should monitoring against performance criteria indicate that the offset/rehabilitation measures have not achieved performance outcomes.

2.12 The Package shall be approved by the **Planning Secretary** prior to the commencement of any construction activity for any project associated with this concept plan approval that would result in the disturbance of Red Beach and/or Coastal Saltmarsh, unless otherwise agreed by the **Planning Secretary**. The monitoring and reporting program shall be integrated with the Compliance Tracking Program.

Green and Golden Bell Frog Master Plan

2.13 The Proponent shall prepare a Green and Golden Bell Frog (GGBF) Master Plan to provide a strategic framework on how GGBF and their habitat will be managed within the working harbour area, and inform the development of GGBF Management Plans for each project associated with this concept plan approval.

The Plan shall:

- a) be prepared in consultation with the **CPHR** and by a suitably qualified and independent expert whose appointment has been approved by the **Planning Secretary**;
- b) be prepared with consideration of the *Draft Recovery Plan: Green and Golden Bell Frog (Lesson 1829) Recovery Plan* (**OEH**, 2005), *Management Plan for the Green and Golden Bell Frog Port Kembla* (**OEH**, 2007) and the *Best Practice Guidelines: Green and Gold Bell Frog Habitat* (**OEH**, 2008);
- c) include the following performance criteria/objectives:
 - i) the improvement and protection of GGBF habitat and increasing the viability of the GGBF at key sites across the Outer Harbour;
 - ii) the creation of additional habitat components at strategic locations;
 - iii) the reduction of current operating threats at key sites;
 - iv) the establishment of an integrated habitat rehabilitation, creation and management program (involving the community where possible) to address long term on-going management issues at key sites; and
 - v) an increased level of community awareness, knowledge and skills relevant to GGBF conservation issues as well as increased participation by staff and contractors in recovery initiatives.
- d) identify:
 - i) existing and potential threats to GGBF habitat;
 - ii) existing or potential areas to be protected, managed and enhanced as GGBF habitat, including breeding, shelter, refuge and movement habitat, including security mechanisms for key sites
 - iii) actions and measures to be considered to enhance and protect GGBF habitat, including planting and landscaping suitable for GGBF foraging and shelter, and structures to facilitate movement and over wintering habitat;
 - iv) an adaptive monitoring program to measure the success of proposed works and actions and the inclusion of baseline data;
 - v) person(s) responsible for the protection, management, enhancement and monitoring of each GGBF habitat area;
 - vi) resources required for the protection, management and enhancement and monitoring of each GGBF habitat area;
 - vii) legal mechanism(s) and/or instrument(s) to secure each GGBF habitat area in perpetuity; and
 - viii) demarcated Port Kembla Outer Harbour boundary, internal lot boundaries, land title information and environmental zonings on an annotated map or aerial photograph.
- e) include:
 - i) a feasibility assessment of retaining and refurbishing existing or potential habitats,

- including but not necessarily limited to Sites 6, 8, 17 and 18, as identified in the *Assessment of Habitat, Dispersal, Corridors and Management Actions to conserve the Port Kembla key population of Green and Golden Bell Frog* (Gaia Research, 2008); and
- ii) a timeline for the implementation of proposed works and actions.

- 2.14 The GGBF Master Plan shall be submitted to the **Planning Secretary** and **CPHR** prior to the commencement of construction for any project associated with this concept plan approval, unless otherwise agreed by the **Planning Secretary**. In the event that the Proponent seeks to defer the submission of the GGBF Master Plan, the **Planning Secretary** shall consider the extent to which construction works that may occur prior to submission of the GGBF Master Plan are likely to impact upon existing and potential GGBF habitat areas and movement corridors. **The Plan shall be made publicly available.**

Dredging

- 2.15 The ongoing operational dredging requirements for Port Kembla, including maintenance dredging do not form part of this concept plan approval and are subject to the **relevant** assessment requirements of the Act.

Non-Indigenous Heritage

- 2.16 **Deleted.**

- 2.17 **Deleted.**

- 2.18 **Deleted.**

Coastal Hydrodynamics

- 2.19 **Deleted.**

Note: This condition has been moved to the Stage 1 approval.

Air Quality

- 2.20 **Projects associated with this concept plan approval must be designed and operated** with the objective of meeting the relevant pollutant assessment criteria described in section 3 of the report *Air Quality Impact Assessment Port Kembla Outer Harbour*, dated 10 September 2010, and prepared by AECOM (or as may be updated by the source documents), including in a manner that minimises the potential generation of particulate matter emissions from stockpiles, plant and equipment.

- 2.21 The Proponent **must** install, operate and maintain a **meteorological monitoring station** to monitor weather conditions representative of those on the Site, in accordance with:
- AM-1 Guide to Siting of Sampling Units (AS 2922-1987);
 - AM-2 Guide for Horizontal Measurement of Wind for Air Quality Applications (AS 2923-1987); and
 - AM-4 On-Site Meteorological Monitoring Program Guidance for Regulatory Modelling Applications.

The meteorological monitoring station **must** be installed at or near the site and the Proponent **must** use the meteorological monitoring station to undertake the monitoring required under this approval. This requirement does not preclude the Proponent from reaching agreement with any other relevant party for the installation, operation and maintenance of a shared monitoring station, or shared use of an existing monitoring station representative of the Site, provided the outcomes of this requirement are achieved.

- 2.22 From the commencement of construction of any project associated with this concept plan approval, the Proponent shall continuously monitor, utilising the meteorological monitoring station required under this approval, for each of the parameters listed in Table 2.

Table 2 – Meteorological Monitoring

Parameter	Units of Measure	Frequency	Averaging Period	Sampling Method
Rainfall	mm	Continuous	1 hour	AM-4
Temperature at two metres	°C	Continuous	15 minute	AM-4
Temperature at ten metres	°C	Continuous	15 minute	AM-4
Wind speed at ten metres	m/s	Continuous	15 minute	AM-2 and AM-4
Wind direction at ten metres	°	Continuous	15 minute	AM-2 and AM-4
Sigma theta at ten metres	°	Continuous	15 minute	AM-2 and AM-4
Solar radiation	W/m ²	Continuous	15 minute	AM-4

- 2.23 Prior to the commencement of operations for any project associated with this concept plan approval, unless otherwise agreed by the **Planning Secretary**, the Proponent shall develop and submit for the approval of the **Planning Secretary**, an **Ambient Dust Monitoring Program**, to outline how the particulate matter impacts of the projects associated with this Concept plan approval will be monitored and proactively managed. The Program shall be prepared by an appropriately qualified person(s). The Program shall include, but not necessarily be limited to:
- identification of an air quality monitoring network and meteorological monitoring,
 - locations, frequencies and methods for monitoring total suspended particles, PM₁₀ and deposited particulate matter;
 - the use of appropriate sampling or monitoring methods to measure the parameters described above and a meteorological station capable of monitoring wind direction and speed;
 - the utilisation of real-time monitoring data to inform environmental management decisions associated with the project;
 - a framework for identifying actual and potential particulate matter impacts, and for applying pro-active and reactive mitigation and management measures to address those impacts;
 - provisions for reporting monitoring results to **EPA** and the Department **upon request**; and
 - mechanisms for updating the Program as may be required from time to time.

Operational Noise

- 2.24 **Projects associated with this concept plan approval shall be designed and operated** with the objective of meeting noise limits as described in the **Noise Policy for Industry (EPA, 2017)**.
- 2.25 Prior to the commencement of operations for any project associated with this concept plan approval, the Proponent shall develop and submit for the approval of the **Planning Secretary**, a **Noise Verification Monitoring Program**, to outline how the noise impacts of the projects associated with this concept plan approval will be monitored and proactively managed. The Program shall be prepared by an appropriately qualified person(s) and in consultation with **EPA**. The Program shall include, but not necessarily be limited to:
- identification of a noise monitoring network, consistent with the guidelines provided in the **Noise Policy for Industry (EPA, 2017)**;
 - locations, timing and methods for monitoring noise impacts as operations commence for each stage of the concept plan to assess compliance with cumulative operational noise limits, including identification of monitoring sites at which pre- and post-project noise levels can be ascertained;
 - a framework for identifying actual and potential noise impacts, and for applying pro-active and reactive mitigation and management measures to address those impacts;

- d) provisions for reporting monitoring results and complaints and enquiries received to EPA and the Department and for independent review and auditing of the Program (to be incorporated into the Compliance Tracking Program); and
- e) mechanisms for updating the Program as may be required from time to time including a system that allows for the periodic assessment of Best Management Practices and Best Available Technology Economically Achievable to satisfy operational noise limits.

Shore Side Power

- 2.26 Prior to the submission of any project applications for Stages 2 and 3 of this Concept Plan the Proponent shall prepare a Shore Side Power (cold ironing) Feasibility Report, in consultation with DCCEE, EPA and TfNSW, for shore side power at each berth. The assessment shall be undertaken by an appropriately qualified person(s) and shall include, but not limited to:
- a) a discussion of best management practice for Shore Side Power, including any relevant international standards;
 - b) consideration of all feasible and reasonable measures that could be adopted at the berths, including the consideration and quantification of air quality and noise benefits; and
 - c) potential options and future recommendations.

The Proponent shall submit the Report for the Planning Secretary's consideration and shall comply with any requirements of the Planning Secretary.

Hazards, Dangerous Goods and Chemical Storage

- 2.27 For each project associated with this concept plan approval, the recommendations listed in section 13.4.1 of the Environmental Assessment shall be implemented, as relevant; and shall incorporate the proposed safeguards listed in Appendix A of the report *Port Kembla Outer Harbour Development Preliminary Hazard Analysis*, dated 4 March 2010.
- 2.28 Twelve months after the commencement of operations of each project associated with this concept plan approval and every three years thereafter, or as otherwise agreed by the Planning Secretary, a comprehensive Hazard Audit of the project, as relevant, shall be carried out.

The audits shall be carried out at by a qualified person or team, independent of the project, and shall be consistent with the Department of Planning's Hazardous Industry Planning Advisory Paper No. 5, 'Hazard Audit Guidelines'.

The Proponent shall ensure that audit reports are submitted to the Planning Secretary within one month of each audit being undertaken and ensure that the three yearly site Hazard Audits for each project associated with this concept plan approval are consolidated.

Cumulative Impacts

- 2.29 Deleted.

3. ENVIRONMENTAL MANAGEMENT

- 3.1 Deleted

4. COMMUNITY INFORMATION, CONSULTATION AND INVOLVEMENT

- 4.1 Subject to confidentiality, the Proponent shall make documents required under this concept plan approval available for public inspection on request.

Provision of Electronic Information

- 4.2 The Proponent shall establish a dedicated website or maintain dedicated pages within its existing website for the provision of electronic information associated with the concept plan approval,

subject to confidentiality requirements. The Proponent shall publish and maintain up-to-date information on this website or dedicated pages including, but not necessarily limited to:

- a) information on the statutory context of the concept plan approval and the current implementation status of the project;
- b) a copy of this concept plan approval, any related project approvals and any future modification to these approvals; and
- c) details of the outcomes of compliance reviews and audits of the project.

Community Communication Strategy

4.3 The Proponent shall prepare and implement a Community Communication Strategy for the project. This Strategy shall be designed to provide mechanisms to facilitate communication between the Proponent, Council and the local community (broader and local stakeholders) on the progress of the project. The Strategy shall include, but not necessarily limited to:

- a) identification of stakeholders to be consulted as part of the Strategy, including affected and adjoining landowners;
- b) procedures and mechanisms for the regular distribution of information to stakeholders on the progress of the project;
- c) procedures and mechanisms through which stakeholders can discuss or provide feedback to the Proponent in relation to the progress of the project;
- d) procedures and mechanisms through which the Proponent can respond to any enquiries or feedback from stakeholders in relation to the progress of the project; and
- e) procedures and mechanisms that would be implemented to resolve any issues/disputes that may arise between parties on the matters relating to the progress of the project. This may include the use of an appropriately qualified and experienced independent mediator.

Key issues that should be addressed in the Community Communication Strategy include (but not necessarily be limited to):

- i) transport and traffic monitoring and management;
- ii) noise and vibration monitoring and management;
- iii) air quality and odour monitoring and management;
- iv) heritage; and
- v) cumulative impacts.

The Proponent shall maintain and implement the Strategy throughout the development of the concept plan. The Strategy shall be submitted to the **Planning Secretary** prior to the commencement of any construction of the projects associated with this concept plan approval.

Complaints and Enquiries Procedure

4.4 Deleted.

Note: Refer to the relevant project approvals for complaints management processes.

4.5 Deleted.

Note: Refer to the relevant project approvals for complaints management processes.

5. COMPLIANCE MONITORING AND TRACKING

Compliance Tracking Program

5.1 Deleted.

Note: Refer to the relevant project approvals for compliance and auditing processes.

6.1-6.4 Deleted