

Modification to Port Kembla Outer Harbour Development – MP 08_0249

MOD 5

1 June 2026



Acknowledgement of Country

We acknowledge the Traditional Custodians of the lands, skies and waters across New South Wales and pay respect to Elders past and present.

We honour Aboriginal peoples' ongoing connections to Country, community, culture and knowledge, and we commit to working in partnership to support self-determination.

I also acknowledge and pay my respects to our Aboriginal and Torres Strait Islander people/colleagues joining us today.



Site location



Approved concept layout

Concept Description

- Concept comprises of 3 Stages*
- 42 hectares of land reclamation and associated dredging;
- Demolition of existing No. 3 and No. 4 jetties; demolition or refurbish of No. 6 jetty
- Construction and operation of 3 multi-purpose terminals, berths and 4 container terminals and berths;
- Construction/upgrade of road and rail infrastructure; and
- extension of Salty Creek and Darcy Road drain

Stage 1 approved

- Developed in three substages (Stages 1A, 1B and 1C). Most dredging and reclamation would occur during this stage
- Construction and operation of one new multi-purpose berth and terminal (central part), road and rail infrastructure upgrades, demolition of No. 3 and No. 4 jetties and Salty Creek and Darcy Road drain extension

*only stage 1 has been approved.



Key issues from original assessment

- Availability of train paths to service container transport
 - progression to future stages restricted by rail capacity and supporting intermodal infrastructure
 - Reliance on 3rd parties to deliver rail links, upgrades and intermodal terminals required to support future stages
 - significant upgrade to local and regional road networks required if rail targets not met
- Uncertainty of fill source and means of transport beyond stage 1A—limits of 38 construction vehicles (including 17 trucks) per hour for stages 1B and 1C.
- Access road construction impacts to prime breeding site for Green and Golden Bell Frog
- Impacts to aquatic ecology from heavy metal and other contaminants mobilised during reclamation and dredging

Approval background and modification scope

- Port Kembla Outer Harbour Development was approved as a Part 3A concept and Stage 1 project on 3 March 2011 and has been modified once*
- The concept approval was transitioned to SSI on 19 October 2020 and the Stage 1 project approval transitioned on 21 June 2024.
- The proposed modification involves the following:
 - amending the Concept Plan approval to reflect the revised concept, including changes to berthing facilities planned uses and staging, and
 - amending the Stage 1 approval to limit it to demolition of jetties and tug boat mooring; dredging and land reclamation; and construction of berth structures and civil works (including utility services)
 - Stage 1 does not include operation

* Four modification applications have been submitted. Modifications 2, 3 and 4 were withdrawn before determination.

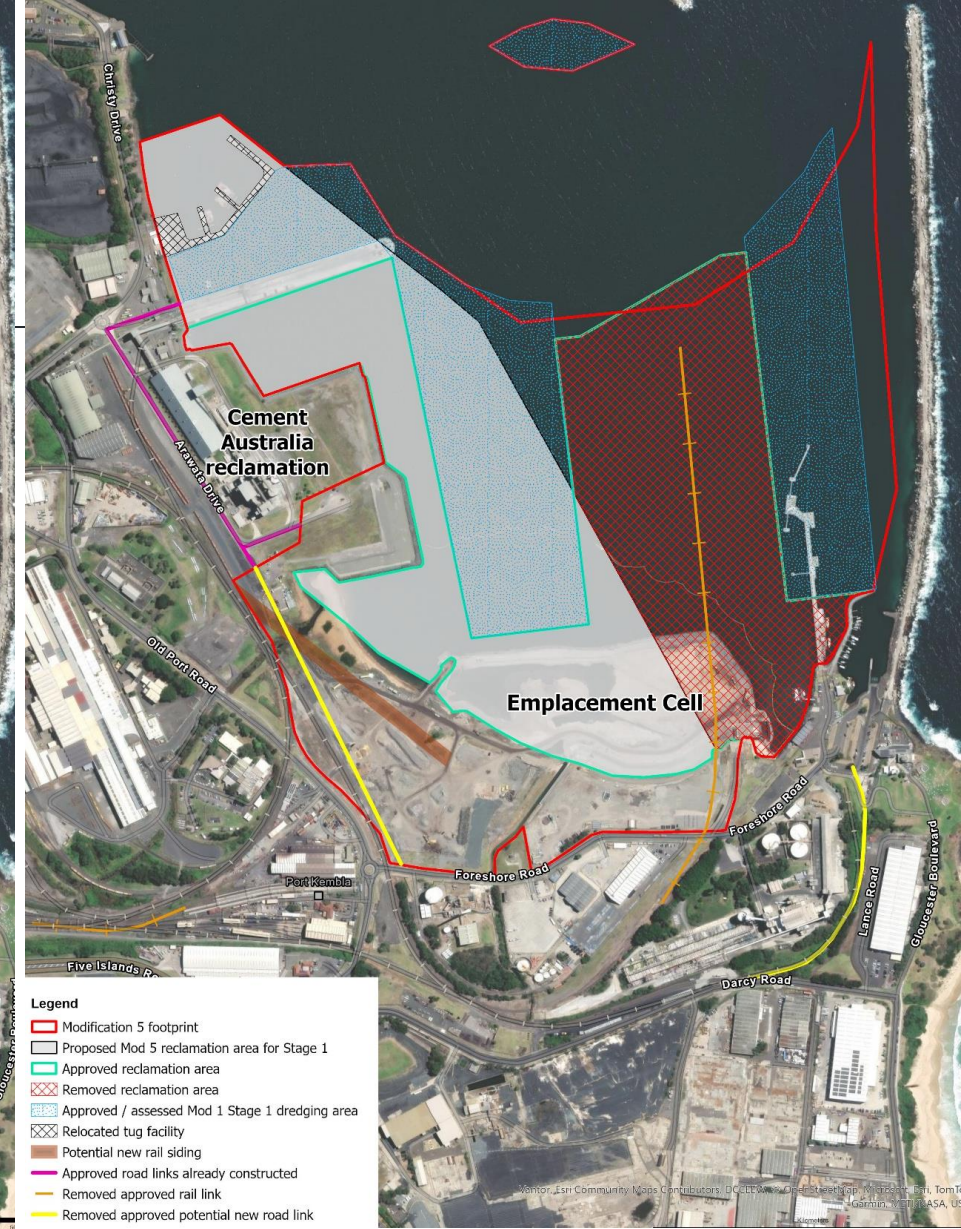
Approved project vs proposed modification

- The Concept and Stage 1 approvals established environmental baselines for managing impacts
 - Conditions establishing impact envelopes for the concept remain valid (e.g. Rail Master Plan; traffic limits)
 - Stage 1 conditions related to dredging, reclamation and civil works are unchanged.
 - Reconfiguration enhances flexibility in accommodating a broader range of port uses
 - Conditions to manage operational impacts removed and to be assessed in future stages - complying and/or exempt development, Part 4, SSD or SSI applications
 - Existing conditions establish process to manage impacts of fill importation, including hourly vehicle limits
 - Uncertainty to the future extent and impacts to Green and Golden Bell Frogs –existing conditions retained –no Biodiversity Development Assessment Report provided as part of modification
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Proposed modification layout

The following activities have been completed:

- dredging in location of cement grinding mill; creation and partial filling of emplacement cell
- truncated link road from Christy Drive (Arawata Drive)
- jetty no. 3 demolished
- interim extension of Darcy Road drain complete



Submissions and agency advice

- Public exhibition from 15 October 2025 to 28 October 2025 (14 days)
 - No community submissions received
 - **Wollongong City Council** had no comment on the modification
 - **EPA** - satisfied with the assessment and commitments
 - **CPHR** - updated status of threatened/migratory birds, clarify use of blasting barriers, light impacts; sought further information – effect of climate change on infrastructure including seawall/quay resilience and dredge stability
 - **DPIRD** (Fisheries) – no further offsets required; supported assessment and proposed mitigation
 - **TfNSW** – further assessment of traffic impacts, use of over-size over-mass (OSOM) vehicles, maritime aids replacements
 - **Port Authority of NSW** - requested clarification of impacts on maritime traffic, noted Harbour Master's permission needed before seabed disturbance
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Issues consideration

Contemporisation

- approval updated to reflect current approaches - administrative updates to align the approval framework with contemporary regulatory systems and guidance.
- deleting and moving concept approval conditions to reflect the updated project and staging

Dredging and Land Reclamation

- construction traffic impacts for modified Stage 1 are comparable to approved project; limits retained in concept approval - additional assessment and approval required where limits will be exceeded
- additional fill source unknown –consistent with other major fill projects such as WSA and Penrith Lakes
- no change to conditions managing dredging and reclamation
- updated conditions are recommended to reflect current water quality protection standards and modified drainage design

Issues raised

Contamination

- proposed dredging footprint is largely consistent for the approved project
- contamination investigation and management conditions remain appropriate
- existing conditions remain appropriate to manage the handling and emplacement of dredge material
- require updated Containment Structures and Emplacement Report to reflect the revised project

Aquatic habitat management

- no critical or known breeding habitat for White's seahorse
- mobile species likely to avoid dredging zones
- aquatic fauna impacts to remain localised
- no additional offsetting required
- conditions amended to refer to updated guidance - underwater blasting for aquatic fauna
- mitigation includes pre-clearance surveys, relocation of individuals, proponent commitment to implement a Syngnathiformes Management Plan

Issues raised

Terrestrial biodiversity

- habitat offset conditions to remain
- no BDAR provided to support removal of green and golden bell frog management plan
- potential impacts of future rail upgrades require assessment for future stages

Heritage

- some items no longer impacted due to project footprint change
- existing conditions for unexpected finds are appropriate, with archival recording recommended for jetty no. 6

Traffic and Transport

- no change to the traffic limits that establish the operational envelope for future port use
- if construction vehicle limits are exceeded, existing conditions establish a framework of additional assessment and approval
- operational maritime movements will be considered in future stages
- existing conditions are sufficient to manage increased traffic volumes required to deliver fill and manage dilapidation to the road network

Issues raised

Noise and Vibration

- construction activities and noise sources remain consistent with the approved concept and project
- dredging proposed 24/7 and no introduction of additional equipment – consistent with approved project
- proposed change includes clarification that dredging is permitted 24/7 subject to implementation of mitigation and management

Hydrodynamics

- slight increase in wave activity near the northern breakwater – otherwise reduced compared to approved concept
- port reconfiguration is not expected to worsen wave induced vessel motions or mooring loads
- concept approval requires design to ensure infragravity (long) wave and gravity (ocean swell) wave parameters within the inner and outer harbours are minimised
- further mooring analysis proposed to ensure that appropriate mooring loads are applied in the design