

## **Response given to Illawarra Mercury on GrainCorp emergency tonnage decision**

**Could you please also tell me whether the proposal approved referred to below is the same as, or separate to, a GrainCorp proposal to transport grain into Port Kembla 24 hours a day, seven days a week on an ongoing basis**

The Minister for Planning and Infrastructure Brad Hazzard has approved an emergency increase sought by GrainCorp which would in the period up to 31 December 2011:

- Allow an additional 200,000 tonnes of grain to be received at the terminal by road; and
- Waive an existing condition in the 1985 consent which restricts deliveries to weekday daylight hours - thereby allowing 24 hour deliveries.

The terminal requires emergency approval from the Minister to receive more than 200,000 tonnes of grain each year by road. Already the terminal has received 197,000 tonnes by road this year.

Separately, GrainCorp has a modification before the Department of Planning and Infrastructure to permanently allow 24 hour deliveries (and cap annual tonnage at 500,000 tonnes) which remains under assessment and will be determined by the Planning Assessment Commission.

**Which organisation applied for the increase, when was the application made and when was it granted?**

In terms of the emergency increase, GrainCorp applied on 24 August 2011 and the NSW Government announced on 15 September 2011 that the increase had been granted.

**Please detail of the increase - including the time frame, what the tonnage has been increased from and to and how many truck movements this will entail?**

See above for tonnage details.

The grain loader at Port Kembla is physically limited to eight trucks per hour – therefore 24-hour deliveries have the potential to allow 192 trucks per day, although it is unlikely this number will be reached on an ongoing basis before 31 December 2011.

The Department understands this could lead to additional employment opportunities at the grain terminal but you'd need to check this with GrainCorp.

However, it should be noted, that in response to the modification proposal, Wollongong City Council has said the proposed 24 hour operation was reasonable (although it has made other comments about the proposal). See the attached submission.

**What Illawarra routes will the increased number of trucks be using?**

Trucks will primarily use State roads including Mount Ousley Road, the Southern Freeway (F6), Masters Road, and Springhill Road.

**Was any community consultation carried out before the increase was granted?**

There was no formal requirement to exhibit the emergency tonnage increase application, which can be sought under the exist consent as granted by the NSW Government in 1985.

However, it was considered that the consultation carried out for the permanent modification (which was exhibited in June-July this year) allowed the Department to consider the feedback from the public and agencies on this very issue and therefore could be regarded as consultation for the emergency tonnage application.

**I understand the approval entails a waiving of a condition which previously restricted deliveries to weekday daylight hours. Please detail the hours deliveries will now be allowed.**

See above

**I understand assessments were carried out by the planning department before approval was granted. Please detail these, and on what grounds does the department believe the increase will not impact residents?**

An assessment by the Department of Planning and Infrastructure found the temporary change could be accommodated within the existing road capacity.

Furthermore, the Department found the change to road receiving hours is unlikely to cause sleep disturbance at residential homes within the vicinity of the port.