

## 9. Conclusion

This Development Application is for building works for additional general industry development at the Port Lincoln Wharf site, in the form of a mineral exporting facility. It is submitted pursuant to the provisions of Section 49 of the *Development Act 1993*, as a public infrastructure project sponsored by the DTEI through OMPI.

The subject site for the proposed development is the existing Port Lincoln Wharf site at Port Lincoln. The proposed development would be integrated with the existing port operations at the Wharf site, utilising existing unused infrastructure where practicable. The proposed logistics operation incorporates 'fit for purpose' infrastructure, including a rail unloading facility, in-loading conveyors, an iron ore storage facility, out-loading conveyors and a shiploader for loading iron ore on to Panamax vessels.

The Wharf site is within the jurisdiction of two Development Plans. Part of the site is within the jurisdiction of the Coastal Waters Development Plan and part of the site is within the jurisdiction of the Port Lincoln Development Plan. However, a large area of the Wharf site is not located within either Development Plan. The policy of both adjacent Development Plans is therefore relevant to this area of the site.

This Development Application has considered the relevant policy requirements of both Development Plans and other relevant State legislation and policies (refer to **Section 7**). The potential environmental impacts of the proposed development have been considered, and are discussed in **Section 6**. Management measures to minimise the identified potential impacts have been included within the EMP framework (refer to **Table 8-1** and **Table 8-2**).

In regards to the relevant policy, the following conclusions have been made:

- The proposed development would be the orderly and appropriate development of a mineral exporting facility integrated with existing exporting operations and infrastructure at the Port Lincoln Wharf site. The development incorporates existing underutilised infrastructure and would be contained within the existing Wharf site.
- The proposed development is an appropriate use for the Wharf site and is compatible with its existing industrial appearance, nature and scale. The proposed facilities have been appropriately designed, using consistent materials and colours, and located to integrate with existing activity at the Wharf. Overall, the nature and character of existing views of the Wharf site would be retained and the visual impact is considered minimal.

- The proposed development would contribute to the reinforcement of the Port Lincoln's role as the regional service centre for the lower Eyre Peninsula by increasing economic activity at the Wharf. The development would increase the economic value of the Port Lincoln Wharf site through increasing the utilisation of infrastructure, further diversifying exports and increasing export volumes.
- The Port Lincoln Wharf site has historically been developed in relatively close proximity to residential dwellings. The design of the proposed development has been mindful of nearby residences and has minimised the project footprint in terms of visual impact and the potential for off-site environmental impacts which could affect existing amenity levels. The dust control, noise mitigation and other environmental management measures proposed as part of the development would ensure that the proposal is appropriate for the close proximity to residential development as well as for the wider urban area of Port Lincoln. Additionally, the site is not located near areas planned to accommodate future residential growth within the city. As such, the proposed development is not expected to have a negative impact on future development within Port Lincoln, including within the adjacent industrial or residential areas.
- Traffic and access impacts have been considered in the design of the proposed development. The proposed additional traffic caused by the operation of the development will have a negligible impact on the free flow of traffic within the site or exiting/entering King Street and the proposed development would not involve significant heavy road vehicle movements as the iron ore would be transported to the site via train. The proposed Wharf site redevelopment would maintain public pedestrian access via Parnkalla Trail along the north side of the site.
- The proposed development would maintain existing jetty access arrangements for existing users, including recreational fishermen, commercial fishing boat owners, grain vessels and fertiliser vessels. The proposed development is also not expected to impact commercial fishing activity at the Port Lincoln Wharf site. Logistically, operation of the fishing fleet would be unaffected as the proposed operations would not use the berths currently used by the fishing operations.
- The design of the proposed mineral exporting facility has been developed so that the cross contamination of grain would not occur. The proposal includes an enclosed conveyor system that is separate from the ABB conveyors and it is not anticipated that loading of grain vessels and iron ore vessels would occur concurrently.
- The site is not natural coastline and does not have any features which are environmentally important or of high landscape or amenity value. The proposed development is contained within the existing industrial Wharf site and would not detrimentally impact any nearby coastal features. The proposed development does not include any changes to the jetty structure below water level and significant impacts to the benthic environment surrounding the jetty structure are not expected to result from construction of the proposed development.



- An EMP framework for the proposed mineral exporting facility has been prepared in accordance with Centrex's commitment to best environmental practice and in line with EPA Codes of Practice, including the *Code of Practice for Materials Handling on Wharves*. The proposed development has been designed to minimise dust emissions and noise emissions by enclosing dust and noise sources where practicable.

In conclusion, the proposed development is considered to be an appropriate use for the Port Lincoln Wharf site and all identified impacts could be managed without unacceptable risks to the surrounding community and environment. The proposed development is consistent with the provisions of Coastal Waters and Port Lincoln Development Plans and it is considered that the proposed mineral exporting facility warrants Development Plan Consent.