

Bell Bay Pulp Mill

Layout Changes for an Improved Environmental Outcome

5 April 2007

The total area of impact and the overall construction impact of the pulp mill has been reduced through design optimisation. This has been achieved as follows:

1. The access road has been realigned

The proposed access road is now realigned to the Transend easement from the existing chip mills access road. This saves a 35 metres high fill over Williams Creek which would have a significant environmental impact. The proposal in the draft IIS fills 90 metres of the creek bed and is highly visible from Rowella. This substantially reduces the earthworks and the associated impacts.

As this new route can be used for early construction access, it saves construction of the early access route from Comalco gate 26 on the East Tamar Highway across the railway line. The early access becomes the permanent access thus reducing the environmental impact.

It also saves highway disruption for the first four months caused by accessing the site directly from the East Tamar Highway. There was a small area of 2.3 hectares not originally surveyed at the chip mill end of this new route. This highly disturbed area has now been surveyed and no special values were identified.

A 22 kV overhead power line to the chip mills will be constructed along the original road alignment for a distance of 550 metres.

2. Earthworks reduction

The overall earthworks task has been reduced from 2.7 million cubic metres to 1.3 million cubic metres largely by terracing the site. Consequently, the batter on the western side of the site has been greatly reduced.

The reduced earthworks reduces the noise and dust impact proportionally and the blasting to about 10% of the former value.

3. Chip silos, screens and biofuel eliminated

The chip silos, screens and biofuel storage has been eliminated at the pulp mill site by using existing screening and stockpiles at the chip mills site. This has been achieved by feeding the chip conveyor from the chip mills directly to the fibre line near the digester along a different alignment across Williams Creek further inland.

4. Realignment of Chip and biofuel Conveyor from chip mills

The elimination of the chip silos, screens and biofuel storage at the pulp mill has allowed the chip and biofuel conveyors to be relocated along an alignment which is further inland when it crosses Williams Creek. Consequently, the estuary crossing of Williams Creek and the associated coastal reserve strip is avoided. There are no special values along the new alignment. Any noise from the realigned conveyor section will have a reduced impact on the Rowella area due to the natural landform and the visual impact of this section will also be

reduced. The process handling on the pulp mill site will therefore be reduced with the potential for noise and dust reduced accordingly.

5. Reduced area on eastern side of transmission line easement

The on site precast concrete area has been eliminated. The area to be used on the eastern side of the transmission line easement has thereby been halved where plants of a threatened species are now left undisturbed.

6. Substation Relocation

The substation has been relocated to an area on the southern boundary of the mill in large part to accommodate requirements of Transend. Although in a fully surveyed area, part of the substation footprint lies outside the area of construction impact defined in the draft IIS. No special values are affected by this move. Transend now has room adjacent to the substation to allow expansion for a regional substation should they decide to do so in the future.

7. Chemical Plant Relocation

The chemical plant has been relocated from the northern end of the plant to the western side of the plant where the chip silos had been located. The salt storage adjacent to the chemical plant will not be in a shed so this substantial structure has been eliminated.

8. Warehouse Relocated from the Foreshore

The warehouse has been relocated from the foreshore where it was wedged between historical heritage sites. It has been moved to an expanded building after the baling line next to the main fibre line. This eliminates the 24-hour truck movements to the wharf during normal production but increases the distance trucks will travel during ship loading. This also reduces the reclamation area to one third of what was proposed at the wharf. Two finger groynes remain but the area between them is not reclaimed. The southern side of the wharf has been strengthened to allow heavy equipment up to 3,000 tonnes to be unloaded.

9. Office Relocated

The office has been relocated 100 metres to the eastern side of the plant thus reducing the profile from the south-east.

10. Clearance to Aboriginal Heritage Site

The reduction in the footprint at the northern end of the plant has allowed the clearance to the aboriginal heritage site, to be increased.

Two maps dated 5 April 2007 are attached to highlight the changes.