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8 September 2014

Carolyn McNally - Secretary
NSW Department of Planning & Environment
23-33 Bridge Street
Sydney NSW 2000
Chris.Ritchie@planning.nsw.gov.au

Attn: Chris Ritchie,

Vopak Site B Terminal Port Botany - Section 75W Modification Request for Secretary's Requirements

Introduction

Reference is made to the meeting held at your office on 8 July 2014 with representatives of Vopak Terminals Sydney Pty Ltd (Vopak), NSW Ports Planning and officers of the NSW Department of Planning and Environment (the Department) to discuss the proposed Section 75W Modification (the Modification) for Vopak's Site B Terminal at 1-9 and 20 Friendship Road Port Botany for petroleum product.

PlanCom Consulting Pty Ltd has been appointed by Vopak to prepare the Environmental Assessment (EA) for the Modification to Project Approval (06_0089) for the Vopak Site B Bulk Liquids Storage Facility and Associated Infrastructure dated 28 February 2007 in accordance with the *Environmental Planning and Assessment Act 1979* (EP&A Act).

This purpose of this correspondence is to:

- provide an overview of the proposed modifications
- identify the key environmental assessment issues.

This information is the basis for the Secretary of the Department to issue the requirements for the preparation of an EA to accompany this application for modification of the Project Approval under Section 75W of the EP&A Act.

Overview of the Proposed Modifications

Until recently the majority of demand for petroleum product was met by the Shell Clyde and Caltex Kurnell refinery production. However, both refineries have now ceased production and NSW is fully dependent on imports.

Vopak offers independent storage services and the expansion of Vopak Site B throughput is necessary to:

- Meet customer and market demand to offer customers capacity to grow through higher throughput as Site B is at 100% storage occupancy.
- Improve operational economies of scale as higher throughputs reduce overall per unit operating costs.

Vopak therefore seeks to increase the current approved throughput of petroleum product at their existing Site B facility at Port Botany in response to these changes to the petroleum market.

The existing Site B Terminal is adjacent to the Bulk Liquids Berths (No.1 and No.2) so that petroleum products can be imported by sea tankers.

The changes to the Site B Facility include the following:

- West Entry Northern Approach - requiring the need to lease an additional 2,870 m² of land from NSW Ports to the north and west of Site B.
- Construction of Three New Road Tanker Loading Bays (Bays 8 & 9) and (Bay 7)
- Construction of One Road Tanker Unloading Bay for Ethanol & Additives
- Construction of a New Drivers' Amenities Building at Fishburn Road entrance
- Vapour Recovery Unit Upgrade - this would be required when the current Vapour Recovery Unit reaches capacity
- Civil, Structural, Piping and Instrumentation Works
- Increase in the size of the approved Warehouse (8m x 12m) near the Fire Pump House. The proposal is to extend the Warehouse to be 12m x 20m
- Modification of several conditions of consent
- Clarification of several Exempt and Complying Development provisions of the NSW Three Ports SEPP.

The capital costs of the proposed modifications are of the order of \$10 million.

An overall illustration of where these changes are situated is provided in the accompanying figure.

The work would be staged in the following manner:

Stage 1

Stage 1 is scheduled to commence construction in 2015 and would involve the following activities:

- Construction of Road Tanker Loading Bays 8 & 9
- Maintain existing Road Tanker entry from Friendship Road
- Maintain existing Road Tanker exit to Friendship Road
- Construction of Road Tanker Unloading Bay
- Modification of several conditions of consent.

Stage 2

Stage 2 is scheduled to commence construction in 2016 and would involve the following activities:

- Construction of Road Tanker Loading Bay 7

- Construction of a new Road Tanker entry from Fishburn Road via an easement adjacent to Elgas (Elgas Road) from Friendship Road
- New Drivers' Amenities Building at Fishburn Road entrance
- Vapour Recovery Unit upgrade
- Civil, Structural, Piping and Instrumentation Works
- Increase the size of the warehouse.

Identification of Key Environmental Assessment Issues

Based on consultation undertaken with the landowner NSW Ports, the following key issues have been identified for consideration in the EA:

Traffic & Transport

- A traffic impact assessment should be prepared and include:
 - An assessment of traffic impacts from the construction of the gantry and pipeline including numbers of vehicles required during construction (i.e. maximum vehicle numbers / movements per day and hour)
 - An assessment of traffic impacts from the operation of the facility given proposed new throughputs and new gantry.

Safety

- The EA is to include a Preliminary Hazard Analysis given the proposed throughput modifications at the site.
- A risk assessment prepared in accordance with the *Port Botany Land Use Safety Study* including demonstrating that the development:
 - will not contribute to any increase in cumulative risk as shown in Figure 2 of the *Port Botany Land Use Safety Study Overview Report 1996* (Overview Report)
 - will not result in any propagation of risks to neighbouring facilities
 - will not result in a significant increase in the number of people (including both construction and operational staff) exposed to risk inside the residential contour as shown in Figure 2 of the Overview Report
 - will identify and implement risk reduction and safety management measures as required.
 - In fact, a whole of Site QRA will be carried out to ensure that the proposed operational throughput increases are controlled.

Environment

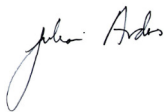
- The EA is to include an assessment of any construction and operational impacts as required and how the works will be managed to mitigate any impacts on the environment, specifically in relation to traffic, risk management, and spills management (including any potential water quality impacts).
- The EA is to include an assessment of any other relevant construction and operational impacts. This should include any temporary operational impacts whilst construction works are being undertaken.
- The EA should also include any cumulative impacts with approved developments in proximity to the site.

Applicable Legislation and Other Guideline Requirements

- Airports Act 1996 (specifically Section 182 and 183 of Division 4 – Protection of Prescribed Airspace)
- Airports (Protection of Airspace) Regulations 1996 (to determine if the proposed development, including construction activities, is a 'controlled activity' and any necessary approvals / referrals required in regards to lighting).
- Civil Aviation Act 1988 and the Civil Aviation (Building Control) Regulations 1988
- *CASA Manual of Standards Part 139 – Aerodromes* (specifically Section 9.21 - Lighting in the Vicinity of Aerodromes)
- Protection of the Environment Operations Act 1997
- State Environmental Planning Policy (Major Development) 2005 (specifically Part 20 of Schedule 3 in relation to zone objectives and permissibility)
- State Environmental Planning Policy (State and Regional Development) 2011
- State Environmental Planning Policy No. 55 (Remediation of Land)
- Port Botany Land Use Safety Study Overview Report 1996.
- Port Botany Development Code (Oct 2013)
- Green Port Checklist
- State Environmental Planning Policy (Three Ports) 2013

If you wish to discuss any matter please do not hesitate to contact me on Telephone number: 9331 4336 or Mobile number: 0425 212 333.

Regards.



Julian Ardas
Director – PlanCom Consulting Pty Ltd

