



Major Projects Assessment
NSW Department of Planning and Infrastructure
GPO Box 39
Sydney NSW 2001

Attn. Pascal van de Walle, Senior Planning Officer

10 January 2014

Dear Sir

Section 75W Modification of DA No. 07_0066

1. Approved Project

On 2nd June 2008, the Minister for Planning approved the marine fuel storage facility, biodiesel production facility, pipeline and associated infrastructure. For Lots 10-13 Greenleaf Road Kooragang Island under Part 3A of the Environmental Planning & Assessment Act 1979.

On the 12 April 2011 the Department of Planning & Infrastructure gave Park Pty Ltd (formerly called Manildra Park Pty Limited) approval for the commencement of construction of the project

The purpose of this report is to seek a minor modification under S.75W of the EPA Act to allow for the construction of an additional offtake pipe at the new K2.5 wharf at Kooragang Island.

2. Background

The original project gained approval for two offtake pipes to be constructed. One offtake pipe at K2 berth and one at K3 berth (see Attachment 'A' for original plan). The two pipes would give Park the operational flexibility to unload vessels at either berth and help minimise any demurrage costs while waiting for a berth for discharging fuel.

The offtake pipes are the relatively short sections of pipeline that start near the edge of the wharf and take the fuel from the ship to the main pipeline that transits under the roadway to the terminal on Greenleaf Road.

Park has recently started construction of the project. All requirements as sent out in the Conditions of Consent for pre-construction requirements have been approved by the DOP.

3. Proposed Modification

5.1.3 Potential Impacts

There will be no impact on land ownership and land use from the proposed modification. During the construction phase of the offtake pipe the site will be managed under an agreement with the Port Corporation to ensure minimal disturbance to port operations. This will include no or little work being carried out during ship unloading/loading activities.

During operations there is expected to no impact on port or wharf land use.

5.2 Soils and Land Capability

Potential soil and land capability impacts will be negligible as the area is small (approximately 60 square metres) and there are no known issues relating to soil or groundwater contamination that may be disturbed during construction. The pipe will be located above the known indicated depth of groundwater.

The offtake pipe trench also falls outside Orica's soil contamination zone as outlined in their Environmental Management Plan (URS, 2006). If any issues arise relating to this contamination then Park will follow the process outlined in the Orica EMP.

Any excavated material from the trench will be used as backfill and the area will be capped with cement or asphalt. Any unused material will be tested and disposed of according to the measures outlined in the CEMP and NSW EPA guidelines.

Erosion and sediment controls will be implemented during the construction phase.

5.3 Ecology

The site has been highly disturbed by the nature of the industrial and port activities that occurred here for many decades and as such does not contain habitat value for native species of fauna or flora.

A visual inspection of the site shows that it is covered in concrete there is no vegetation present. Any fauna that may be present would be more than likely to be introduced species such as mice, rats and cats etc.

The proposed modification will include those measures from the original consent conditions to reduce offsite impacts during construction and operation. It is therefore unlikely that the works would affect the Hunter River or any native flora or fauna in the areas surrounding the site.

5.4 Water Resources

An assessment of the potential water impacts including impacts on the Hunter River were carried out for the original 2008 Environmental Assessment (EA) report.

5.4.1 Potential Impacts

Potential water quality impacts as described in the EA for the approved project could occur during the construction of the offtake pipe through the entrainment of

5.8 Air Quality

The requested modification of an additional underground offtake pipe will have no impact on the quality of the air.

5.9 Waste Management

During construction of the offtake pipe there is expected to be none or negligible waste generated. Any excavated material from the trench will be used as backfill and any unused material will be tested and disposed of according to the measures outlined in the CEMP.

5.10 Hazard and Risk

In October 2007, a Preliminary Hazard Analysis (PHA) of the project was completed as part of the approved Development Application. The PHA included the approved pipeline and offtake pipes. A range of incident scenarios were considered in the analysis including loss of containment due to pipeline rupture.

A Final Hazard Analysis, HAZOP Study and Fire Safety Study have subsequently been completed and approved as part of the development consent conditions.

The risks imposed by the new offtake pipe which forms this modification application are the same as those outlined in the original PHA and subsequent reports and as such do not change the outcomes of these reports or add any further risks than already addressed.

5.11 Greenhouse Assessment

As there is no change in throughput or operations of the terminal the requested modification of an additional underground offtake pipe will have no impact on the greenhouse emissions as presented in the original EA.

5.12 Heritage Assessment

The requested modification of an additional underground offtake pipe will have no impact on the heritage of the site nor is there any aboriginal archaeology that will be affected.

6. Conclusion and Justification for Proposed Modification

The modification is required to ensure the continued efficient use of the Port Corporation's Kooragang wharves by allowing for the option of using either of three berths instead of just two for the loading or unloading of fuel.

The proposed modification does not impose any detrimental environmental impacts on the receiving environment and does not introduce any additional matters for consideration which were not assessed in the original application.

The proposed modification is consistent with the formal terms of the Minister's approval.

ATTACHMENT 'A'

Pipeline Route from Environmental Assessment Report (Umwelt 2008).

NOTE – the pipeline to the Wallarah Berth is not being constructed.

