



## Newcastle Gas Storage Facility Tomago, NSW, Australia



Comments by Craig Rivera  
13 December 2012

DoPI Comment	CBI Response
As noted in para 3 on p.4 of the CB&I document 2, there will be 3 x 3 cubic metres skip bins, with a combined capacity of 9,000 litres (ie. 1 at 3,000 litres). The largest concrete pour will be approx 450 cubic metres producing 5,000 litres of waste water. This would be from one concrete truck. By my reckoning this will probably fill 2 x bins - allowing for bins not to be filled to capacity prior to pump-out.	p4, 4.1.6 – added the word waste after the word water at the end of the sentence. This volume of water would be produced from over 70 trucks.
Figure 3 on Page 7 shows the location of concrete skips - however, I note that the legend refers to "proposed location of concrete washout skip bin during foundation" - I initially thought that this was the location of one skip (which may have led me to ask where the third would be located).  Can you please clarify whether all three CWS are to be located adjacent to one another at the two locations noted?	p7, Section 4.6, Figure 3 – this figure has been revised to clarify this.
Is there any marker or indicator on the skip to the operator washing out the truck when desirable capacity has been reached?	p5, 4.5.1 – added: The skips will be clearly sign posted have a marker to indicate when the acceptable maximum capacity is reached.
Can you please clarify the frequency of pump-out truck movement?	p4, 4.1.2 – added: It is anticipated that 6 concrete trucks will be in use at any time during concrete pours.
Further to the last dot point in my email of 23 October (see email chain below), my initial question regarding the frequency of movement for the pump-out trucks has not been included in the updated mod document. Rather it states that this will be reflected in the Traffic Management Plan (TMP) - as stated in point 4.25 on p.5 of the mod document, "All movement of concrete trucks on site are to be managed under the Site Traffic Management Plan. This management plan shall allow for the quantity and frequency of trucks as well as scheduled waste removal, ie. emptying the concrete washout skips." If the Site TMP has been updated to reflect the proposed mod, do you have a copy (or at least part showing the relevant amendments)?	p4, 4.1.1 – added: A site traffic management plan will be updated to coordinate onsite concrete truck movements with other ongoing onsite construction works at the time. The plan may be changed daily to suit the internal construction traffic conditions on the day. This plan is different to the Traffic Management Plan which was approved by the Department of Planning and Infrastructure in August 2012 which deals with all offsite traffic.  Delivery of concrete to site is within the scope of the Traffic Management Plan.
I imagine during concrete pours on large constructions such as this, concrete trucks will be queuing to get onto the site. Is this matched by the capacity and frequency of pump-out trucks? The Department needs to be satisfied that traffic movements are within the framework of construction-related impacts.	p4, 4.1.2 – added: if any queuing of trucks is required it will be within established laydown areas inside the Project footprint.  Please note that the main concrete work areas are over 1.5km in the bush off Old Punt Road