

# ATTACHMENT 1

## Applicant Response to the DOP&E letter 11.11.17

Development Application for Proposed Elgas Facility  
Part Lot 1 DP 1195449  
130 Cormorant Road, Kooragang NSW.

APPLICANT: The trustee for the Kooragang Property Trust T/as Sovechles Nominees Pty Ltd

DEVELOPMENT: Liquified Petroleum Gas Storage Facility

REFERENCE: SSD 8448

LOCATION: 130 Cormorant Road, Kooragang

## Department of Planning & Environment Letter – 11.11.17

### Applicant Response

#### 1. Hazards and Risk

*Department's Request:*

*Please revise the site plan to ensure all fully laden LPG tankers and cylinder trucks are parked in a direction that allows exit of the site in a forward direction.*

Applicant Response:

Site Plans have now been changed to ensure all heavy vehicles (loaded or unloaded) are parked in a direction that allows exit of the site in a forward direction.

Please see RJ Sinclair updated Site Plans:

1. 14 – 002 - GA - 01 Rev DA-3
2. 14 – 002 - GA - 02 Rev DA-3
3. 14 – 002 - GA - 03 Rev DA-3
4. 14 – 002 - TS - 01 Rev DA-3
5. 14 – 002 - TS - 02 Rev DA-3

#### 2. Groundwater

*Department's Request:*

*The Department notes that while the proposed excavation on the site would be limited to footings, the site is in an area of high water table. The Department requests further information on the following matters:*

- *water access licence requirements, including the required dewatering volumes for construction; and*
- *proposed groundwater monitoring and mitigation measures.*

Applicant Response:

*Q1. Water access licence requirements, including the required dewatering volumes for construction are as follows:*

### **Water Licence Requirements - Dewatering Exemptions**

A License is not required for dewatering purposes if:

- The development is within the water table (non-artesian) aquifer; and
- Water is taken from the well solely for the purpose of removing underground water to facilitate construction or other activity (that is, dewatering); and
- The water is taken at a pump rate not exceeding 10 litres per second over a period of less than 30 consecutive days; and
- The volume of water taken over the period does not exceed 25 000 kilolitres.

*Q2. Proposed groundwater monitoring and mitigation measures.*

A Geotechnical Investigation was conducted by RCA Australia prior to our initial DA lodgement and a copy of this report was attached with our EIS, Refer Appendix 6.

Groundwater was encountered on the site between 2.1m and 3.0m plus below ground level at the time of the field investigation work. The minimum Ground water level at the rear of the site is closer to 3.0m as indicated in the RCA report.

Additional Information:

### **Earthworks**

- Excavation on the site is to be limited to footings for the office building, cylinder storage area and bulk storage vessel, and will not exceed a depth of 1.8 m. No shoring or interference to ground water will occur during the excavations or earthworks.

### **Fill**

- There is no requirement to import any large quantities of fill.
- Removal of any existing topsoil and deleterious soils together with any surface vegetation, e.g. grass/weeds, and heavily root affected soils, to expose a clean sand subgrade.
- Proof rolling of the exposed sand subgrade.
- Clean sand fill and additional material as per engineer's requirements will be used for additional filling at the site.
- Back filling of trenches will suitable material as per engineer's requirements.
- There will be no requirement for de-watering during this phase.

## **Erosion & Sediment Control**

- Erosion and Sediment Control details are to be as per the submitted drawings provided in the EIS.
- The site will be securely fenced during construction and will include a perimeter siltation fence and material stockpile areas.
- There will be no requirement for de-watering during construction.

## **Stormwater Management**

- Proposed stormwater drainage details are to be as per the submitted drawings and shall connect to the existing stormwater infrastructure for Lot 1.
- This proposed stage will add onto the existing storm water hardware and filter system as detailed in the design documentation in the EIS.
- Tank and pipework design to required Australian Standards for integrity (AS 1210 for vessel and AS 1596 for pipework).
- Concrete pavements & stormwater catchment design are detailed on the DA plans submitted with the EIS.
- We have also engaged RJ Sinclair to supply a letter report to assist in all relevant parties to gain an understanding of what has been proposed. See RJS report Attached – Annexure A

### **Applicant Position:**

It is not proposed to harvest water from existing ground water or surface water sources or carry out any aquifer interference activities.

Furthermore, groundwater will not be encountered at any time during the construction of this entire stage. I can also confirm the builder did not encounter any groundwater at any time during the last stage (car wash) of construction.

## **3. Vehicular Manoeuvrability**

### *Department's Request:*

*Please provide additional information on the proposed operations and on-site vehicle manoeuvrability to demonstrate there would be no conflicts between LPG and non-LPG vehicles or off-site queuing.*

### **Applicant Response:**

The main structure (other than car parking) is the office building and this is set back 21.9mtrs. The general delivery bay is positioned to the north east of the building and this area will only be used by delivery vehicles and couriers that are supplying products for the admin office e.g. paper products, office supplies etc. The number of these deliveries would average less than 1 per day.

All other deliveries relating to the main operation of the proposed LPG offer will be received at the rear of the site and access to this area is controlled by locked security gates 24/7. Furthermore, this area is a 'controlled environment' due to the hazardous nature of the operation and access to the loading bays and filling areas can only be achieved by suitably qualified and inducted personnel.

Summary:

- a) The number of deliveries for the front delivery bay are expected to be around 2 to 3 a week (less than 1 per day)
- b) Interaction with the general delivery vehicles and bulk LPG delivery vehicles would be almost non-existent as the majority of LPG bulk deliveries are scheduled for after hours to enhance safety and efficiencies on route.
- c) Interaction with the general delivery vehicles and the Elgas delivery trucks during daylight hours will all but never occur due to the very low number of general delivery vehicle movements (less than 1 per day).
- d) There is adequate line of sight for either the delivery vehicle leaving the site or for vehicles entering the site. This was considered when the plant selection for the garden beds was determined.
- e) Proposed design has been reviewed and approved by the proposed Lessee's (Elgas) safety and traffic personal.

Applicant Position:

Due to the low frequency of general delivery vehicles (less than 1 per day) and that the proposed development fronts Egret Street which has a very low traffic count and visibility is good, we do not anticipate there will be any conflicts between LPG and non-LPG vehicles or off-site queuing.

#### **4. Air Quality**

*Department's Request:*

*Please provide further details on the vapour recovery manifold system, detailing proposed LPG vapour emission management and monitoring measures.*

Applicant Response:

Please refer to the Air Quality Assessment completed by Arriscar. Annexure B

## **5. Landscaping**

### *Department's Request:*

*Please revise the proposed landscaping plan to incorporate low maintenance, drought and salt tolerant, locally native species.*

### *Applicant Response:*

The selection of plant species proposed for this offer is the same as what has been used for the previous 2 developments (service station & car wash) for Lot 1. The plantings in these initial stages were DA approved and are already well established and coping very well and. I accept the plants used are not a typical selection for developments situated in heavy industrial areas, but they have shown to survive and are drought and salt tolerant. And with regular and ongoing maintenance they continue to give the site very good street appeal.

### *Applicant Position:*

We believe that proposed design is consistent with the 2 previously approved stages and all plants are coping well. The majority of other nearby developments in the vicinity including the NCIG, Port Waratah Coal, Boral Cement, Sims Metal and BOC Gases have minimal or no landscape areas and have poor street appeal and we would respectfully request the department to accept our proposed design 'as is'.

## **6. Biodiversity**

### *Department's Request:*

*The Department notes the site is largely disturbed and characterised by exotic grasses and shrubs. However, all major projects under Schedule 2, Part 2 of the Environmental Planning and Assessment Regulation 2000 are required to assess the biodiversity impacts and determine the associated offsets arising from the proposal as per the*

*NSW Biodiversity Offsets Policy for Major Projects.*

*Please provide an assessment in accordance with the Framework for Biodiversity Assessment conducted by an accredited person under section 142B(1)(c) of the Threatened Species Conservation Act 1995.*

### *Applicant Response:*

Please refer to the Ecological Assessment Report completed by RPS. Annexure C

## **7. Aboriginal Cultural Heritage**

### *Department's Request:*

*Please provide further information regarding Aboriginal cultural heritage values, taking into consideration the Guide to investigation, assessing and reporting on Aboriginal cultural heritage in NSW (DECCW, 2011).*

### **Applicant Response:**

Further to the Department's request for I can now confirm we have commissioned RPS back in November 2017 to supply a specialist report and this report will be finalised within in next few weeks and we will forward this on as soon as it is completed.