

Bulk Liquids Berth #2

SUBMISSIONS REPORT

- Final
- 26 February 2008



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Contents

1.	Introduction	1
1.1	Overview	1
1.2	Planning Process	1
1.3	Summary of Submissions	2
2.	Planning	4
2.1	Consistency with Randwick LEP Clause 37 (RCC-2)	4
3.	Contaminated Lands and Acid Sulphate Soils	5
3.1	Contaminated Land –Requirement for Site Audit (RCC-3)	5
3.2	Acid Sulphate Soils – Requirement for Additional Assessment (RCC-8)	5
4.	Noise	6
4.1	Construction works on Sundays and Public Holidays (RCC-6)	6
4.2	Consideration of Other Developments (BCC-5)	6
4.3	Construction noise at Botany Golf Course (BCC-6)	6
4.4	Alternative noise criteria (BCC-7)	7
4.5	Operational noise limits (DECC-1)	7
4.6	Construction Hours (DECC-2)	8
4.7	Construction Noise Management Plan (DECC-3)	8
4.8	Alternative Noise Compliance Measurements (DECC-4)	8
5.	Traffic	10
5.1	Operational Traffic Impacts (RCC-10, BBC-1, DoP-2, PAT- 1)	10
5.2	Construction Traffic Impacts (RCC-11, PAT-1)	11
5.3	Traffic in residential areas (RCC-12)	11
5.4	Parking (RCC-13)	12
6.	Stormwater & Water Quality	13
6.1	Stormwater from Berth (BBC2)	13
6.2	Silt curtains during piling (BBC3)	13
7.	Ecology	14
7.1	Source and suitability of data (BBC-4)	14
7.2	Vegetation (RCC-15)	14
8.	Hazards	15

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8.1	Export of LPG (HAZ-1)	15
8.2	Fire Safety Study (FBB-1, HAZ-2)	15
8.3	Hazard and Operability (HAZ-3)	15
8.4	Final Hazard Analysis (HAZ-4)	15
8.5	Construction Safety Study (HAZ-5)	16
8.6	Emergency Plan (HAZ-6)	16
8.7	Safety Management System (HAZ-7)	16
8.8	Pre-start Compliance Report (HAZ-8)	16
8.9	Post-start Compliance Report (HAZ-9)	16
8.10	Incident Report (HAZ-10)	17
8.11	Hazard Audit (HAZ-11)	17
8.12	OLS of new structures (DoP-1)	17
9.	Conclusion	19



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1. Introduction

1.1 Overview

Vopak Terminals Sydney Pty Ltd proposes to construct and operate a second Bulk Liquids Berth (BLB2) facility at Port Botany, on behalf of Sydney Ports Corporation. BLB2 is proposed to cater for future growth of imported and exported chemical, petroleum and gas products and reduce the risk of demurrage costs. The BLB2 project (**Figure 1-1**) comprises the following main elements:

- Central working platform and working area with berthing face and pipe manifold/marine loading arm arrangements;
- Adjacent berthing dolphins on each side of the working platform;
- Two mooring dolphins on each side of the working platform;
- Walkways connecting the dolphins and working platform;
- Access bridge structure connecting the working platform to the shore;
- Support infrastructure including fire control facilities, gatehouse and amenity;
- Berth fitout including fire fighting monitors, services (water, sewer, electrical and communications), amenities and blast proof Operator Shelter; and
- Pipelines connecting the BLB to the user's facilities and storages.

The primary strategic objective of the BLB2 project is to ensure New South Wales has adequate berth capacity to satisfy existing and future forecast demands for the import and export of bulk liquids for the benefit of the NSW economy.

An EA has been prepared under Part 3A of the *Environmental Planning and Assessment Act 1979* and has been placed on public exhibition. As a result of the exhibition, a number of submissions were received which are discussed in greater detail in the following sections.

1.2 Planning Process

The approval of the Minister for Planning would be required for the project, as the development is defined as a "Major Project" under the *State Environmental Planning Policy (Major Projects) 2005*. The SEPP defines a development for the purpose of shipping berths or terminals or wharf-side facilities (and related infrastructure) that has a capital investment value of more than \$30 million as a Major Project under Group 8 of Schedule 1. The proposed development would be considered a Major Project as it would cost approximately \$69.7 million, and therefore would require assessment and approval under Part 3A of the *Environmental Planning and Assessment Act 1979*.

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The EA for the BLB2 was placed on public exhibition between 21 November 2007 and 21 December 2007. As a result of the public exhibition, ten submissions were received from Government stakeholders and one submission from a company that operates at Port Botany was received.

1.3 Summary of Submissions

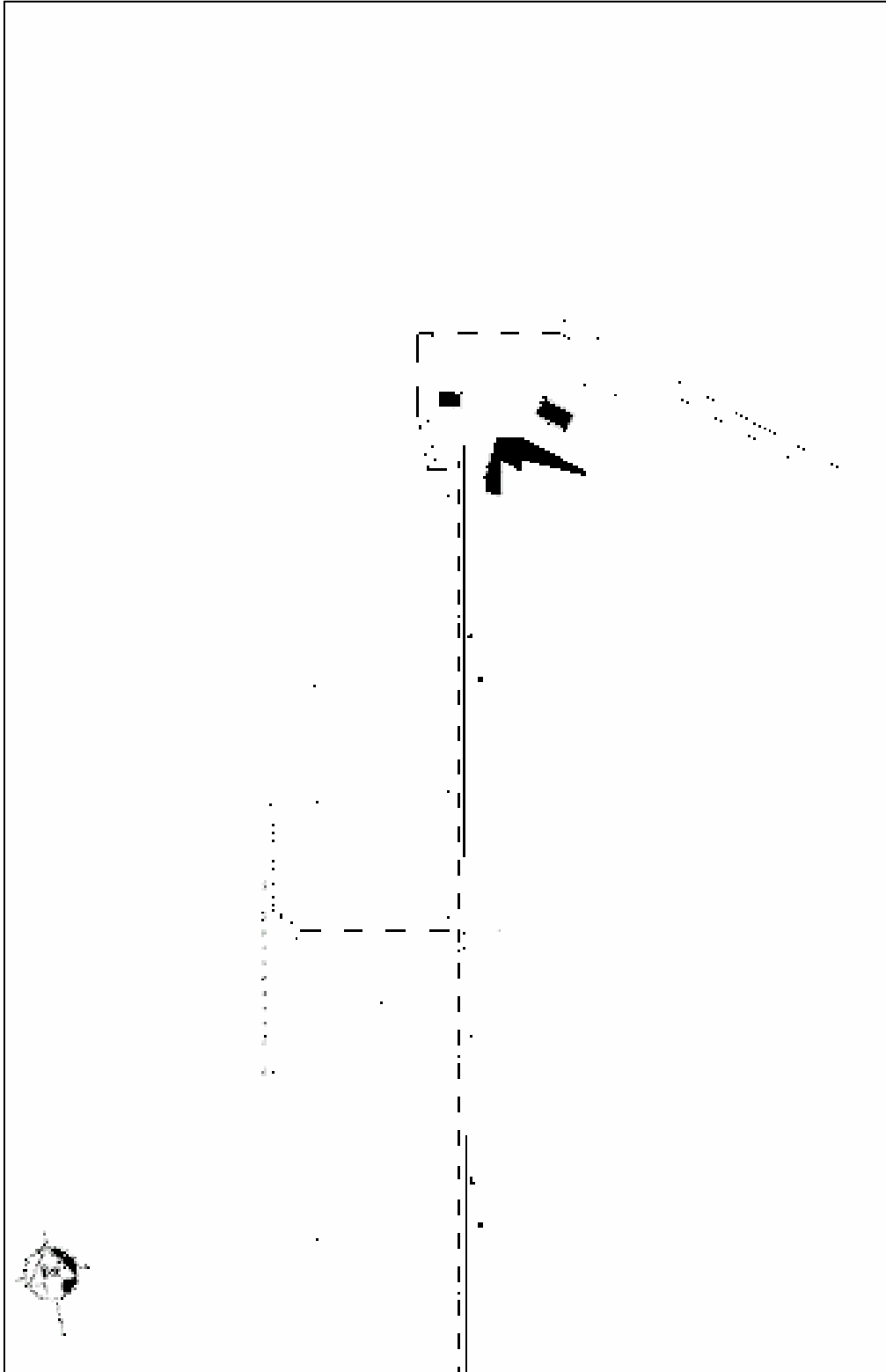
The Department of Planning received eleven submissions from the exhibition of the EA. These submissions were received from:

- Randwick City Council;
- City of Botany Bay Council;
- NSW Maritime;
- Urbis Pty Ltd on behalf of Patrick Port Services;
- Department of Water and Energy (DWE);
- Department of Environment and Climate Change (DECC);
- New South Wales Fire Brigades (NSWFB);
- Department of Planning – Major Hazards Unit (MHU);
- Department of Planning – Sydney East Region;
- Department of Primary Industries (DPI); and
- Roads and Traffic Authority (RTA).

There were no objections to the proposed development and no requests for specific conditions of approval by NSW Maritime, DWE, DPI and the RTA. Randwick City Council also raised no objection to the proposed development, however requested that several issues are to be investigated more thoroughly. DECC also supported the proposal subject to the amendments of the draft Statement of Commitments.



Figure 1-1



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2. Planning

2.1 Consistency with Randwick LEP Clause 37 (RCC-2)

Randwick City Council noted that the Environmental Assessment briefly states that BLB2 is consistent with Clause 37 of the Randwick City Council Local Environmental Plan. However, the Environmental Assessment does not explain how the proposal will not “adversely affect the continued operation of the port” as provided in the Clause or how it is “consistent” with the Clause. Council requested that a more thorough assessment is undertaken against Clause 37.

Clause 37 – Randwick LEP - The Council may grant consent to the development of land within Zone No 4B only if it is satisfied that the proposed development is, by virtue of the nature of the activity or activities involved, suited to being in close proximity to Port Botany and will not adversely affect the continued operation of the port.

Purpose: To reinforce the importance of the role and function of the land within Zone No 4B to the continued operation of Port Botany as a major shipping and cargo handling facility.

Response

BLB2 would be an important component of bulk liquids storage and transfer facilities via shipping. As such it is ideally located in an existing port area adjacent to other facilities involved in the bulk liquids trade. As such its activities are suited to be in close proximity to Botany Bay and consistent with Clause 37 of the Randwick LEP.

The expected ship movements at BLB2 are detailed in Appendix C of the EA. The operation of BLB2 would increase ship movements from seven to twelve per month, only an additional five ships per month. Facilities to import/export gas are expected to come on line in 2016. The gas ship arrivals would result in five ship movements per month. Given the net increase would be 10 ships per month from BLB2, this would not significantly affect the operation of other Port Botany facilities. Construction works may cause minor disturbances to other port facilities, however these would be managed appropriately to minimise any potential impacts. There are no activities which would adversely affect the continued operation of the port and in fact reinforces the role of the port as a major commercial shipping facility.

In addition, the Department of Planning - Sydney Region East submission identifies that BLB2 is consistent with the role and on-going development of the Port and is located in an area of Port Botany dedicated to the bulk liquid handling and well suited to 24/7 operations. The submission also specifically refers to clause 37 and reiterates that BLB2 is consistent with the clause.

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3. Contaminated Lands and Acid Sulphate Soils

3.1 Contaminated Land –Requirement for Site Audit (RCC-3)

Randwick City Council requests that Site Audit Statement (SAS) and Summary Site Audit Report (SSAR) are prepared to meet Clause 42B of the Randwick Local Environmental Plan 1998.

Response

There is no direct evidence of contamination of the areas to be disturbed during the construction of BLB2 and associated infrastructure. Also the areas disturbed by construction would be relatively small and no significant excavation and off-site disposal of spoil is likely to be required.

Any excess spoil requiring off-site disposal would be classified according to the DECC *Environmental Guideline: Assessment, Classification and Management of Liquid and Non-Liquid Waste (1995)*. Also as stated in the EA, any excavation would be monitored to detect any potentially contaminated material including acid sulphate soils. In the event that some contamination is found, remediation may be required.

3.2 Acid Sulphate Soils – Requirement for Additional Assessment (RCC-8)

Randwick City Council requests that a report to determine appropriate responses to acid sulphate soils (ASS) be prepared for the proposed development.

Response

It is not considered appropriate for a full acid sulphate soil assessment to be undertaken, given that acid sulphate soils are unlikely to be encountered as the land is reclaimed and only a small area would be disturbed as part of construction. ASS may only be potentially encountered during piling operations however, no excess spoil would be generated from piling and any material would be under water. Any excavated soils on the surface would be assessed for ASS prior to their disposal. In the event that ASS is discovered during construction works, an appropriate Acid Sulphate Soil Management Plan would be developed.



4. Noise

4.1 Construction works on Sundays and Public Holidays (RCC-6)

Randwick City Council requested that noise monitoring is undertaken during the construction phase of the project and a limited time during the initial operation of the bulk liquids berth.

Randwick City Council also requested greater detail on the intended construction during Sundays and public holidays to manage local residents raising concern regarding noise generation.

Response

Noise management measures for the construction of BLB2 would be incorporated into the Construction Environmental Management Plan (CEMP) and this would include noise monitoring.

Operational monitoring of BLB2 would be undertaken to confirm noise predictions in the EA.

Only construction works that are inaudible at the nearest affected receivers would be undertaken on Sundays and public holidays – unless approval from DoP or DECC had been obtained for audible works. The Council would be informed of any out of hours approvals for audible works obtained from DECC or DoP

4.2 Consideration of Other Developments (BCC-5)

Botany Bay Council notes that consideration of the background “noise creep” due to successive developments does not appear to be considered.

Response

As detailed in Section 5.5.3 and Appendix F of the EA, the Noise Impact Assessment accounts for the cumulative noise impacts resulting from the combined effects of existing and new projects. The amenity criteria were modified for existing industrial noise influences in accordance with the Industrial Noise Policy. The amenity criteria noise levels were decreased by 10dB(A) at Locations 4,5 and 6, and no changes were made to the noise level criteria at Location A, as this location represents residential areas and no industrial noise influence was identified. Therefore, background “noise creep” was considered in the EA.

4.3 Construction noise at Botany Golf Course (BCC-6)

Botany Bay Council notes that the worst-case scenario construction noise at location 4 (north of Botany Golf Course) exceeds the daytime noise criteria. The Council recommends that mitigation measures are put in place to ensure compliance at all times and for all conditions.

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Response

As stated in Table 5-22 (page 91) and Appendix F of the EA, the predicted construction noise levels do not exceed the construction noise objectives at any location. In particular, at location 4 (north of Botany Golf Course), the predicted noise level of 35 dB(A) is well within the daytime construction noise criterion of 62 dB(A). Therefore, the noise minimisation strategies that would be implemented during the construction period are considered to be adequate for the proposed development.

4.4 Alternative noise criteria (BCC-7)

Botany Bay Council states that the Council has a set of “Standard Noise Criteria” that were developed in conjunction with the Environmental Protection Agency (EPA) in 2001 and these should be considered in the noise assessment.

Response

The noise assessment for the EA was undertaken in accordance with the DECC’s Industrial Noise Policy (INP). The NSW INP is the regulatory standard for deriving noise criteria and assessing noise emissions from industrial sources, and therefore the noise assessment undertaken for BLB2 is adequate and no further assessment is required. The predicted noise levels from the proposed development would be within all INP criteria during operation.

4.5 Operational noise limits (DECC-1)

DECC recommends that noise limits are imposed for inclusion in any consent issued. These noise limits are summarised as follows:

Location	Day/Evening/Night	Day/Evening/Night
	Bulk Liquids Berth 2 (BLB2)	Bulk Liquids Berth 1 & Bulk Liquids Berth 2 (BLB1 & BLB2)
North of Golf Course	35 dB(A) $L_{Aeq,15min}$	38 dB(A) $L_{Aeq,15min}$
Australia Avenue	35 dB(A) $L_{Aeq,15min}$	38 dB(A) $L_{Aeq,15min}$
Wassel Street (Military Road)	35 dB(A) $L_{Aeq,15min}$	38 dB(A) $L_{Aeq,15min}$
Elaroo Avenue	35 dB(A) $L_{Aeq,15min}$	38 dB(A) $L_{Aeq,15min}$

Response

There are two issues of concern with the noise limits specified in the table above namely:

- Noise conditions are proposed on the operation of BLB1 – while the operations of BLB1 were considered in the noise assessment they are not the subject of the EA and no approval is being sought for operations at BLB1. Therefore noise limits on the operation of BLB1 should not be imposed.

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- The imposition of noise limits for day and evening operations based upon worst case night time limits is not appropriate. Also compliance with these limits for day and evening operations would be impossible to measure given the high background noise – and it is also likely that only compliance would be required to be assessed during the night.

4.6 Construction Hours (DECC-2)

DECC states that all construction at the premises must only be conducted between 7am to 6pm on weekdays and 8am to 5pm on Saturday with no audible construction occurring outside of these times. DECC also requests that no piling operations are to be conducted on the weekend. DECC notes that audible means to be heard at the nearest affected receiver.

Response

All audible construction would be undertaken between 7am and 6pm on weekdays and 8am and 5pm on Saturday – unless approval from DoP or DECC had been received for specific audible out of hours works. However, in relation to piling activities, it is likely that screw piling rather than driven piling would be used to construct the wharf structure due to the close proximity of the ElGas LPG cavern. Screw piling generates significantly less noise than driven piling and therefore may not be audible at the nearest effective receiver. A more suitable condition would be “No audible piling activities would be undertaken on the weekend”.

4.7 Construction Noise Management Plan (DECC-3)

DECC requests that a Construction Noise Management Plan is developed in relation to construction noise impacts associated with piling operations,. The Plan should include respite periods.

Response

As part of the Construction EMP, a Construction Noise Management Plan would be prepared detailing impacts, management and monitoring of all construction noise including piling. As noted above it is likely that screw piling rather than driven piling would be used to construct the wharf structure due to the close proximity of the ElGas LPG cavern. Screw piling generates significantly less noise than driven piling and therefore based on the noise impact assessment would not be audible at the nearest effective receiver.

4.8 Alternative Noise Compliance Measurements (DECC-4)

DECC recommends that a procedure for operational noise impacts is developed and implemented, that may include “near field”, on-site or site boundary monitoring and possibly in combination with the noise model developed for the Noise Impact Assessment, for demonstrating compliance with off-site environmental noise limits.

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Response

Consideration would be given to developing a procedure to measure compliance with operational noise criteria based upon near-field measurements. However, even near-field measurements would be subject to high background noise from Port Botany and the airport. The feasibility of the operational noise procedure would be assessed during monitoring of the operational noise during initial operations.



5. Traffic

5.1 Operational Traffic Impacts (RCC-10, BBC-1, DoP-2, PAT- 1)

Randwick City Council requests greater detail regarding the frequency of trips made by various construction vehicles and a traffic study detailing traffic generation of the construction and operation phases of the development. Botany Bay Council also notes that there was no consideration of the increase in truck movements during the operation phase of the project, and as the second berth has the potential to double existing throughput, there would be at least a doubling of truck movement. The Sydney East Region also states that it would be useful to know likely estimates of traffic generated.

Response

For construction the EA states the following traffic generation:

- Construction personnel – a maximum of 80 vehicles a day
- Deliveries of material for construction (eg. pipes, concrete, precast structures, pumps) – on average 5 deliveries per day. During peak periods of construction (eg concrete pours) up to 10 deliveries a day may be required.

As noted in the EA compared to the current traffic movements on the surrounding arterial roads and within Port Botany, the increase in traffic generation would be negligible and would not disrupt current traffic movements. As part of the CEMP, measures to minimise any potential impacts from construction traffic would be developed including; specifying delivery routes on arterial roads and avoiding residential streets.

The content in the EA is considered to be appropriate, given that the maximum number of traffic vehicles required for construction and a construction traffic study is not considered to be necessary for the proposed development.

For the operation of BLB2 the only direct increase in traffic would be as a result of the increased personnel required for operation of BLB and the servicing of ships.

Although BLB2 would allow a greater quantity of bulk liquids to be unloaded or loaded, bulk liquids traffic movements are associated with the storage facilities which have a maximum capacity, throughput (eg. truck loading rate) and method of bulk liquids delivery (ie. by truck or pumping via pipeline for example to Sydney Airport). It is these parameters of the storage facilities which determine traffic generation – not the loading/unloading capacity of the Bulk Liquids Berths. The traffic movements associated with the bulk liquids storage facilities have been assessed as part of their relevant EIAs (eg. the Site B bulk liquids storage facility at Port Botany – Stage B3, - approved by the Minister for Planning in 2007). These EIAs consider the maximum

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traffic generation from each specific facility based upon its maximum capacity, throughput and method of bulk liquids delivery and cumulative impact with other developments.

It should also be noted that the RTA has reviewed the EA and their submission raised no objection to the proposed development as BLB2 will “not have a significant traffic impact on the local classified road network”.

Based on these considerations an operational traffic study is not required for BLB2.

5.2 Construction Traffic Impacts (RCC-11, PAT-1)

Randwick City Council states that in the EA, the number of construction personnel is not broken down into times of the day, frequency during certain periods or the type of vehicles that make up the number. In addition, the intended routes for vehicles entering and leaving the site in respect to residential areas should be given.

Response

No further details regarding the times of the day, frequency during certain periods or the type of vehicles that make up the number of construction personnel were provided in the EA, given that the maximum number of vehicle movements would be absorbed into the existing road network. As noted in the EA, the site would be accessed via highly trafficked regional roads with Annual Average Daily Traffic (AADT) over 20,000 movements per day. Therefore, the number of construction personnel (maximum of 80 vehicles per day) and delivery of materials (maximum of 10 deliveries a day) would account for a minimal percentage increase in the existing traffic movements, and therefore would have a negligible increase in traffic. It is also anticipated that these maximum construction traffic movements would only be reached a small number of times.

Vehicles associated with the construction of the proposed development would also be directed away from residential areas, therefore no evidence of intended routes for vehicles entering and leaving the site in respect to residential areas would be required.

5.3 Traffic in residential areas (RCC-12)

Randwick City Council states that management practices to prevent all traffic arising from the new development to avoid residential areas for both construction and operation were not addressed.

Response

Traffic management practices would be incorporated in the Construction EMPs. These would include measures for directing vehicles associated with the proposed development away from residential areas.

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5.4 Parking (RCC-13)

Randwick City Council advises that the requirements of the Development Control Plan – Parking was not adequately addressed and does not address Section 2.3 “Requirements for various land uses”, namely that an assessment based on a transport survey is required for development involving port facilities.

Response

The DCP aims to identify the provisions of off-street vehicle parking for developments and specifies design parameters for parking, car parks and vehicle manoeuvring and access. The vehicles associated with the operation of BLB1 and BLB2 would utilise the existing carparks. The additional operation personnel (<5) would be accommodated within the existing carpark arrangements which comprise ten external parking spaces and six to eight internal parking spaces. This number of carparking spaces is sufficient to cope with all existing and future operational and maintenance personnel associated with BLB1 and BLB2.



6. Stormwater & Water Quality

6.1 Stormwater from Berth (BBC2)

Botany Bay Council considers that the visual inspection of the stormwater captured within the bunding of the work platform prior to discharge to Botany Bay, does not allow for human error. The Council proposes that all stormwater should be treated or passed through a separation pit prior to discharge.

Response

Bunds would be constructed around the manifold area and working platform and valves draining the bunded areas would be closed during loading/unloading operations. If any stormwater collects in the bunds during the loading/unloading operations it would be visually assessed to determine whether the stormwater is contaminated. Stormwater assessed to be contaminated would be drained to a tank prior to disposal at a DECC approved waste handling facility. If the stormwater is not obviously contaminated or there are no loading/unloading operations occurring, stormwater on the working platform would be directed to a treatment unit capable of removing gross pollutants, oil, grease and sediments, prior to it being discharged to Botany Bay.

6.2 Silt curtains during piling (BBC3)

Botany Bay Council advises that it does not support the concept of visual monitoring of water turbidity in the vicinity of the piling operations, and therefore the Council recommends the use of silt curtains.

Response

BLB2 would be located in a port area which has been previously dredged and has resulted in a highly modified environment. Due to the highly disturbed nature, the area is not a sensitive marine environment and does not support any sensitive marine vegetation or fauna, therefore localised water turbidity is unlikely to have any significant ecological impacts.

In addition, only one pile would be drilled at any particular time and the risk of turbidity impacts would be minor. As stated in the EA, any turbidity generated from the piling would have dissipated before reaching the seagrass beds located at least 1.5 km away. Silt curtains which extend from the surface to the bed are likely to generate higher levels of turbidity than the actual piling operations due to the movement of the silt curtain along the bottom of the sea bed. Therefore, silt curtains would not be considered to be necessary nor effective for the proposed development.



7. Ecology

7.1 Source and suitability of data (BBC-4)

Botany Bay Council notes the lack of reliable ecological information used in the EA. The Council also states that the assessment of migratory bird impacts listed under the *Environmental Protection and Biodiversity Conservation Act 1999* and the *Threatened Species Conservation Act 1995* is not adequate.

Response

The majority of the ecological information was sourced from the Port Botany EIS, the web-sites of Government agencies and other EIAs prepared for developments in the near vicinity to the proposed BLB2. As noted in the EA, BLB2 would be located in a highly modified and dredged area of Port Botany which contains no remnant terrestrial or aquatic habitat.

A search of the EPBC Protected Matters Search Tool found 24 migratory bird species in the vicinity of the proposed development. According to the database, of these species, the *Haliaeetus leucogaster* (White-bellied Sea-Eagle) *Myiagra cyanoleuca* (Satin Flycatcher) and *Sterna albifrons* (Little Tern) are likely to occur within the area. A search of the Department of Environment and Climate Change's Atlas of NSW Wildlife database found the sightings of approximately 25 migratory bird species in the vicinity of Port Botany. Given that the proposed on highly modified cleared and disturbed land (which contains no roosting or feeding habitat) and is unlikely to provide an ideal habitat for migratory birds, it is considered that the assessment of migratory birds is adequate.

7.2 Vegetation (RCC-15)

Randwick City Council requests a site plan indicating any vegetation within the vicinity of the subject site be provided.

Response

There would be no vegetation affected by the proposal. In addition, the proposal is located on cleared and disturbed land. Accordingly, there is no need for a site plan to be provided given that no vegetation exists within close proximity to the subject site.



8. Hazards

8.1 Export of LPG (HAZ-1)

The MHU states that the export of LPG is not permitted until a report detailing the reverse flow prevention arrangements for LPG export is submitted to the Department.

Response

SPC is not aware of any event or occurrence which warrants the provision of a condition that precludes the export of LPG, as it is currently permissible on the existing BLB. To avoid a condition which could be considered a restriction in trade, the following wording consistent with the MHU request is proposed:

“The export of Liquefied Petroleum Gas (LPG) is permissible, provided a report detailing the reverse flow prevention arrangements for LPG export is submitted to the satisfaction of the Director-General.”

8.2 Fire Safety Study (FBB-1, HAZ-2)

NSWFB and the MHU request that a Fire Safety Study (FSS) is provided as part of the project approval process. In addition, NSWFB requests that the FSS would identify locations of boosters, hydrants and isolation valves, address fire water demand and supply and provisions to contain and manage contaminated fire fighting water run off.

Response

A Fire Safety Study would be undertaken for the proposed development.

8.3 Hazard and Operability (HAZ-3)

The MHU recommends that a Hazard and Operability Study is undertaken for BLB2.

Response

A Hazard and Operability Study would be undertaken for BLB2.

8.4 Final Hazard Analysis (HAZ-4)

The MHU requests that a Final Hazard Analysis of the proposed project is prepared in accordance with the Department of Planning’s Hazardous Industry Planning Advisory Paper No. 6, ‘Guidelines for Hazard Analysis’.

Response

A Final Hazard Analysis would be prepared for the BLB2.

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8.5 Construction Safety Study (HAZ-5)

The MHU recommends that a Construction Safety Study is undertaken in accordance with the Department of Planning's Hazardous Industry Planning Advisory Paper No. 7, 'Construction Safety Study Guidelines'.

Response

A Construction Safety Study would be undertaken prior to the commencement of construction of BLB2.

8.6 Emergency Plan (HAZ-6)

A comprehensive Emergency Plan and detailed emergency procedures for the proposed development is recommended by the MHU.

Response

A comprehensive Emergency Plan and detailed emergency procedures would be developed and implemented prior to the commencement of commissioning of BLB2.

8.7 Safety Management System (HAZ-7)

The MHU recommends that a comprehensive Safety Management System, covering all on-site operations and associated transport activities involving activities should be developed.

Response

A document setting out a comprehensive Safety Management System would be developed.

8.8 Pre-start Compliance Report (HAZ-8)

The MHU states that one month prior to the commencement of operation of the project, the Applicant shall submit a report to the Director General detailing compliance with export of LPG (see **Section 8.1**) and pre-construction conditions (see **Sections 8.2, 8.3, 8.4, and 8.5**).

Response

A pre-start compliance report detailing compliance with conditions as stated above, would be developed and submitted to the Director General one month prior to the commencement of the operation of BLB2.

8.9 Post-start Compliance Report (HAZ-9)

Three months after the commencement of the operation of BLB2, the MHU recommends that the Applicant submit to the Director General a report verifying that the Emergency Plan (**Section 8.6**)



is effectively in place and the Safety Management System (**Section 8.7**) has been fully implemented.

Response

A post-startup compliance report verifying the full implementation of an Emergency Plan and Safety Management System would be developed and submitted to the Director General three months after the commencement of the BLB2 operations.

8.10 Incident Report (HAZ-10)

The MHU states that an incident report should be supplied to the Department of Planning outlining any incident or potential incident with actual or potential significant off-site impacts on people or the biophysical environment. The Applicant should also maintain a register of accident, incidents and potential incidents.

Response

An incident report would be supplied to the Department of Planning outlining the basic facts of incidents or potential incidents, as stated above. A further detailed report would be prepared and submitted to the Director General following investigations of the causes and identification of necessary additional preventive measures. A register of accidents, incidents and potential incidents would be kept for BLB2.

8.11 Hazard Audit (HAZ-11)

As requested by MHU, a Hazard Audit of the proposed development should be carried out twelve months after the commencement of operations and a report should be submitted to the Director General.

Response

A comprehensive Hazard Audit would be carried out for the proposed development twelve months after the commencement of BLB2 operations and a report would be submitted to the Director General within one month of the audit.

8.12 OLS of new structures (DoP-1)

The Sydney East Region states that risks due to the close proximity of the proposed development to airport operations needs to be considered. The height of infrastructure in terms of the Obstacle Limitation Surface (OLS) does not appear to have been addressed, and any breach of OLS would require approval from Sydney Airport Corporation Limited (SACL).



Response

According to SACL for the OLS, the proposed development is located within the inner horizontal surface of 51m Australian Height Datum. The maximum height of any infrastructure on the site would be 24 m for the fire monitors and the hose crane /access way tower, and therefore would be within the height specified for the OLS.

Furthermore, the size and type of shipping vessels predicted to use BLB2 would be consistent with those currently using BLB1. Therefore, there would be no issues in the height of the ships in relation to airport operations and requirements. Furthermore, the ship lead-in procedures would not change, relative to the current OLS surfaces. If any breaches of the OLS are forecasted, notice would be given to SACL and approval from SACL would be required.



9. Conclusion

This Submissions Report has addressed the issues raised in the submissions from the public exhibition of the Environmental Assessment for the proposed Bulk Liquids Berth No. 2 at Port Botany. The key issues that have been addressed include the following:

- Planning;
- Contaminated lands and Acid Sulphate Soils;
- Noise;
- Traffic;
- Stormwater and Water Quality;
- Ecology; and
- Hazards

In consideration of the issues above, it is concluded that the Bulk Liquids Berth No. 2 should proceed for the approval by the Minister for Planning.