

## ASSESSMENT REPORT

### Section 96(1A) Modification Caltex Kurnell Refinery Conversion Works (SSD 5544 MOD 3)

#### 1. INTRODUCTION

This report assesses a modification application by Caltex Australia Petroleum Pty Ltd (the Applicant) to modify its development consent to allow for the demolition and removal of a gasoline storage tank, referred to as Tank 101. The application has been lodged pursuant to section 96(1A) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

#### 2. BACKGROUND

The Applicant operates a finished fuel product import and distribution terminal (the terminal) at 2 Solander Street, Kurnell in the Sutherland local government area (LGA) (see **Figure 1**). Between 1956 and 2014, the site was used as both an oil refinery and a storage and distribution terminal. Following a review of its operations in July 2012, the Applicant announced it would cease its refining operations. However, the site would continue to import finished and processed fuels, including gasoline, diesel and jet fuel for storage and distribution to its market customers.

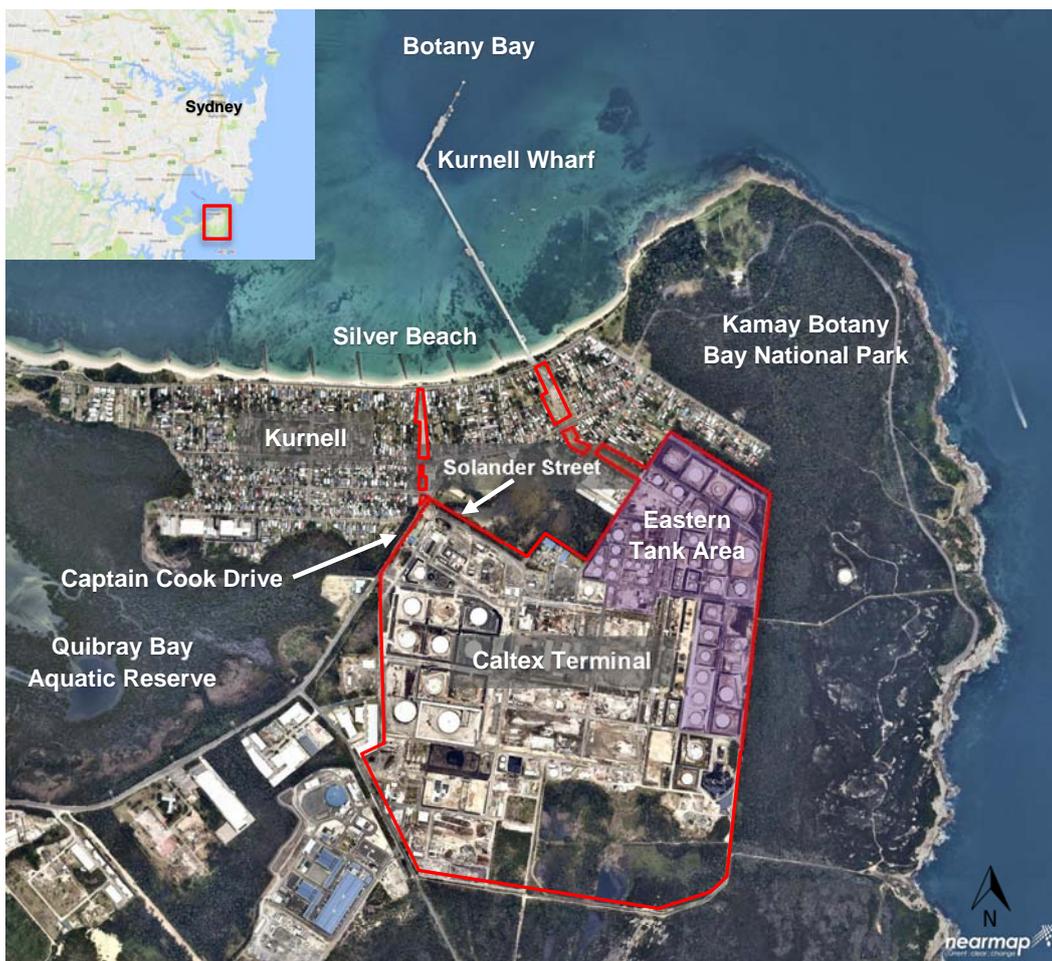


Figure 1: Site Location

To facilitate the conversion, the Applicant sought development consent (SSD 5544) to convert the Kurnell Refinery to a finished product import and distribution terminal, referred to as the Kurnell Refinery Conversion Works. The Kurnell Refinery Conversion Works was approved on 7 January 2014 and commenced in late 2014. The works were considered necessary to ensure operations within Australia remain viable, while also guaranteeing a safe and reliable supply of petroleum fuels to NSW and the ACT. The conversion works were divided into two phases:

- conversion of existing infrastructure to allow the site to operate as a terminal and shutdown of the refinery (completed in 2016)
- demolition and removal of redundant tanks, pipes and infrastructure within the terminal and on Silver Beach, Kurnell Wharf and various road reserves surrounding the site including Captain Cook Drive, Prince Charles Parade and Cook Street.

The Applicant modified its development consent to undertake the demolition works (SSD 5544 MOD 1), which commenced in late 2015 and is expected to be completed in mid-2018.

## 2.1 Tank 101 History

Tank 101 is a gasoline storage tank located in the far north-eastern corner of the site (see **Figure 2**). Due to its proximity to residential properties, Tank 101 has been the subject of numerous concerns and contentions from the local community for a number of years.

The Applicant has maintained regular dialogue with the Kurnell community regarding its operations through quarterly meetings and community newsletters. In March 2017, following internal reviews and consultation with the Kurnell community, the Applicant confirmed that Tank 101 would no longer be required and would instead be demolished. The demolition and removal of Tank 101 was never included in the approved demolition works modification (SSD 5544 MOD 1).

The Applicant has now lodged a section 96(1A) modification application to demolish and remove Tank 101 for the following reasons:

- the tank is coming to the end of its operational life and would require investment to maintain the asset
- the terminal has enough storage to meet current market requirements without needing to use this tank
- the tank is located approximately 69 metres (m) from the closest residential property, and given its proximity to Kurnell, the local community supports the removal of the tank.

## 3. SUBJECT SITE

The terminal is located on the Kurnell Peninsula, within the Sutherland LGA, and is located approximately 15 kilometres (km) south of the Sydney CBD and 4 km south-east of Sydney Airport. The site has an area of approximately 187 hectares (ha) and is relatively level and low lying, at an elevation between 5-10 m Australian Height Datum.

Road access to the site is via Solander Street, off Captain Cook Drive. The site is surrounded by residential and industrial land uses and natural features (see **Figure 1**) including:

- the community of Kurnell village immediately to the north and north-west
- Quibray Bay Aquatic Reserve and Towra Point Nature Reserve (a RAMSAR wetland) to the west
- light industrial uses and the Sydney Desalination Plant to the west and south-west
- Kamay Botany Bay National Park to the east.

The two closest residential properties are located on Cook Street, approximately 69 m and 80 m from the tank. The site is also subject to an existing Environment Protection Licence (EPL) No. 837 issued by the Environment Protection Authority (EPA).

## 4. APPROVAL HISTORY

On 7 January 2014, development consent was granted by the Planning Assessment Commission (the Commission) for the Kurnell Refinery Conversion Works (SSD 5544). The development consent permits the conversion of the Kurnell Refinery to a finished product import and distribution terminal, including modification to fuel storage tanks and extension of product pipelines for gasoline, diesel and jet fuel.

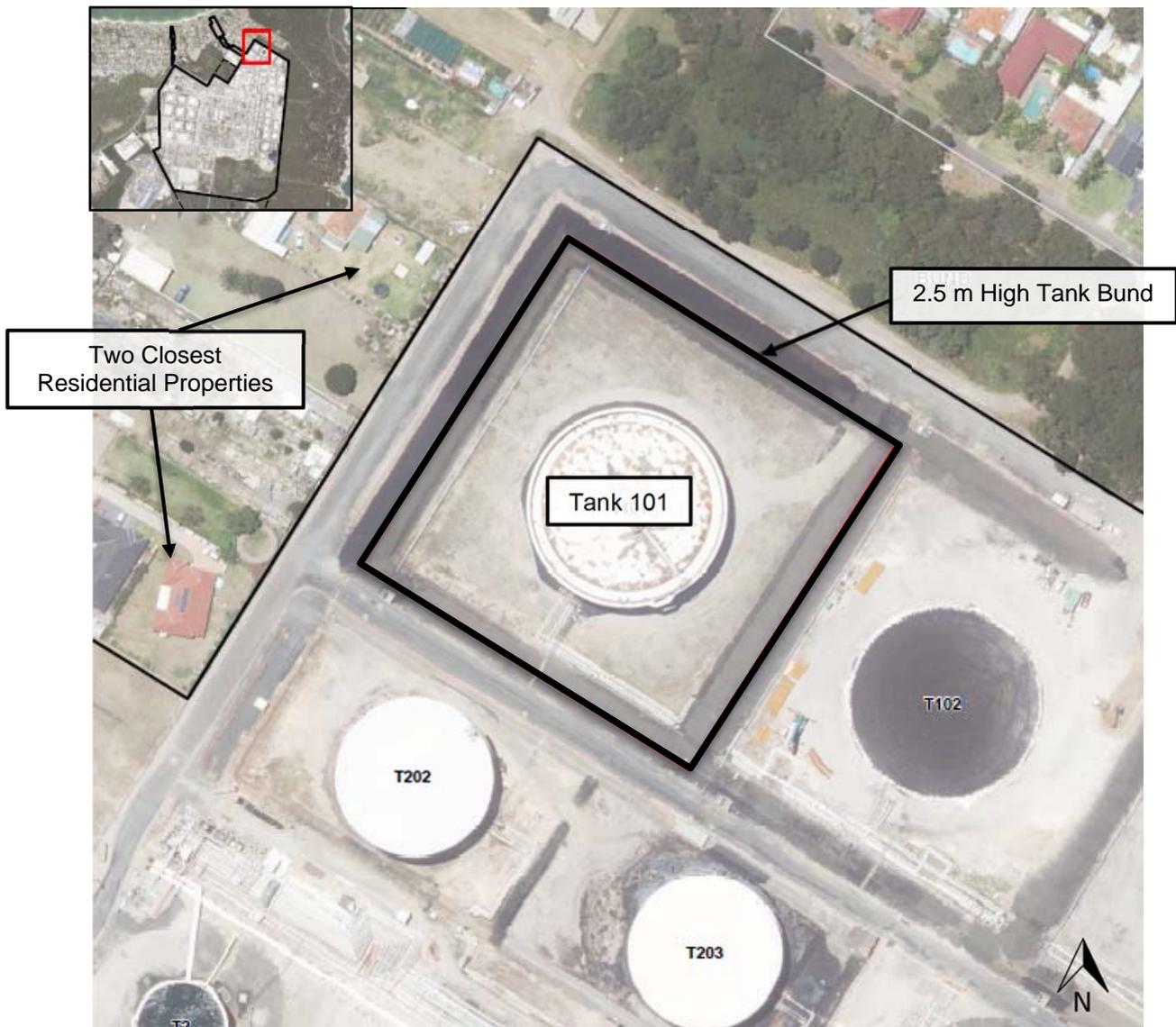
On 10 August 2015, the consent for the conversion works was modified (SSD 5544 MOD 1) to allow for the demolition and removal of redundant refinery process units, tanks, pipelines, pipeways and infrastructure at the site.

The consent was further modified on 27 October 2017 to allow for the on-site management of asbestos contaminated soils (ACS) (SSD 5544 MOD 2).

## 5. PROPOSED MODIFICATION

The Applicant has lodged a modification application under section 96(1A) of the EP&A Act to modify the development consent for the Kurnell Refinery Conversions Works (SSD 5544) to allow for the demolition and removal of Tank 101. The modification is described in full in the Statement of Environmental Effects (SEE) included in **Appendix B** and is illustrated in **Figure 2**.

The demolition of Tank 101 would be undertaken using the same approach used for the demolition of tanks and other structures approved under the demolition works modification (SSD 5544 MOD 1). The tank would be demolished using plant and equipment such as an excavator and shear (used to cut sheet metal, see **Figure 3**). The works are planned to be completed over a four-week period as part of the approved demolition works program. Tank 101 is no longer in use and has been cleaned and purged of gasoline products. No additional equipment or staff would be required on site.



**Figure 2:** Location of Tank 101 on the Far North-East Corner of the Site



**Figure 3:** Examples of Tank Demolition Using an Excavator and Shear

The proposed modification would involve the following activities:

- disconnection of the tank from the existing pipework
- demolition and dismantling of Tank 101 and associated infrastructure
- associated civil works
- intermediate storage of the demolished material at the former Caltex Lubricant Oil Refinery (CLOR) prior to disposal or recycling
- returning the works area to ground level.

## 6. STATUTORY CONTEXT

### 6.1 Consent Authority

The Minister for Planning was the consent authority for the original development application (DA) and is consequently the consent authority for this application. The original DA was determined under delegation by the Commission because reportable political donations were made by the Applicant.

As reportable political donations were made by the Applicant in the last 2 years, the modification application will be determined by the Commission in accordance with the Minister's Instrument of Delegation, dated 14 September 2011.

### 6.2 Modification Type

The Department has reviewed the scope of the modification application and is satisfied the proposed modification would result in minimal environmental impacts, and relates to substantially the same development as the original development consent.

This is supported by the following reasons:

- the land will continue to be used for the approved liquid fuel depot
- the works if carried out, will not change the purpose of the development or the land use being a liquid fuel depot.

In this regard, the proposed modification would assist in facilitating the conversion of the site to an import and distribution terminal. Further, there would be no change in the nature or capacity of processes to be carried out within the terminal.

Therefore, the Department is satisfied the proposed modification is within the scope of section 96(1A) of the EP&A Act and does not constitute a new development application. Accordingly, the Department considers that the application should be assessed and determined under section 96(1A) of the EP&A Act rather than requiring a new development application to be lodged.

## 7. CONSULTATION

Clause 117(3B) of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation) specifies that the notification requirements of the EP&A Regulation do not apply to State significant development. Accordingly, the application was not notified or advertised, however, it was made publicly available on the Department's website on 6 September 2017, and was referred to Sutherland Shire Council (Council), Environment Protection Authority (EPA), Office of Environment and Heritage (OEH),

Ausgrid, Department of Primary Industries (DPI), Fire and Rescue NSW (FRNSW), Roads and Maritime Services (RMS), SafeWork NSW and NSW Health for comment.

**Council** did not object to the modification and did not raise any concerns.

The **EPA** did not raise any objections to the proposal but requested further information on the management of potential hydrocarbon residues in the tank. The EPA further reiterated the Applicant would need to implement appropriate noise management and mitigation measures during high noise generating or prolonged activities. The Applicant provided a Response to Submission (RTS) letter which confirmed that these measures would be implemented during the tank demolition works.

**NSW Health** did not raise any objections to the removal of Tank 101 on the basis that matters previously raised by NSW Health during the demolition works modification continue to be adhered to, and noise exceedances are managed.

**DPI** did not raise any objections to the proposal and noted that all groundwater monitoring results should be published in the Annual Review in the EPL.

**RFS** did not object to the modification and raised no issues in relation to bushfire.

All other remaining agencies did not make a submission.

## 8. ASSESSMENT

The Department has assessed the merits of the proposed modification. During this assessment, the Department has considered the:

- the SEE and RTS provided to support the proposed modification (see **Appendix B**)
- the assessment report for the original development application and subsequent modification application(s)
- submissions from State government authorities and Council (see **Appendix C**)
- relevant environmental planning instruments, policies and guidelines
- requirements of the EP&A Act, including the objects of the EP&A Act.

The Department considers the key assessment issue is noise. The Department's assessment of other issues is provided in **Table 2**.

### 8.1 Noise and Vibration

The proposed modification has the potential to generate additional noise and vibration impacts at the nearest sensitive receivers. A Noise Impact Assessment (NIA) was prepared by Wilkinson Murray, which assessed the potential noise and vibration impacts from the proposed modification.

The existing development consent includes conditions to manage noise impacts during the approved demolition works and operation of the terminal. The NIA assessed compliance with the approved construction noise limits set out in the development consent against the proposed tank demolition works (see **Table 1**). The two closest residential properties are located approximately 69 m and 80 m from the tank. **Figure 4** shows the noise sensitive receivers as identified in the NIA and development consent. The proposed tank demolition works are anticipated to take up to four weeks to complete and would be undertaken during daytime hours only (7:00 am to 6:00 pm, Monday to Saturday) in line with Condition C19 of the current development consent.

**Table 1: Construction Noise Limits in SSD 5544**

Location	Day, LAeq, 15min	Evening, LAeq, 15min
R2 – 30D Cook Street	46	40
At any other residence or other noise sensitive receivers	50	45

Key noise sources during the proposed tank demolition works would be from the operation of plant and equipment including a large shear, oxycutter, crane, excavator and jackhammer. The NIA modelled a worst-case scenario during daytime and evening hours, assuming the proposed modification would be undertaken at the same time as the following activities:

- ongoing operation of the terminal
- refinery demolition works (SSD 5544 MOD 1)

- construction works associated with the ACS management works (SSD 5544 MOD 2)
- sustainable soil regeneration facility operation (located at the southern end of the site).

The assessment found that at R2 – 30D Cook Street, the proposed modification is predicted to exceed the daytime construction noise criteria of 46 dB(A) by up to 7 dB, and the evening construction noise criteria of 40 dB(A) by up to 13 dB. At R3 – Reserve Road, noise levels are predicted to meet the daytime construction noise criteria but would be 5 dB above the evening construction noise criteria of 45 dB(A).

The assessment also modelled the cumulative noise impacts taking into consideration the approved demolition works and other operations at the site, and predicted exceedances of the daytime and evening construction noise limits at R2 by up to 9 dB (daytime) and 15 dB (evening), respectively. At R3, cumulative noise levels are predicted to exceed the daytime and evening construction limits by up to 3 dB (daytime) and 8 dB (evening). In addition, noise levels at a third receiver R7 – Cook Street is predicted to be 3 dB above the evening construction noise criteria of 45 dB(A).

In practice, not all approved demolition activities would be undertaken at the same time and the proposed tank demolition works would be restricted to daytime hours only (7:00 am to 6:00 pm, Monday to Saturday) with no works on Sundays or public holidays. The Department notes a conservative assessment was undertaken as the NIA did not consider the shielding effects of the tank bund. Tank 101 is located within a 2.5 m high tank bund, which would provide effective acoustic shielding for demolition works undertaken at ground level (see **Figure 2**). Further, the predicted noise levels do not exceed the highly noise affected 75 dB(A) noise criterion specified in the Interim Construction Noise Guidelines (ICNG), which relates to the point above which there may be strong community reaction to noise.

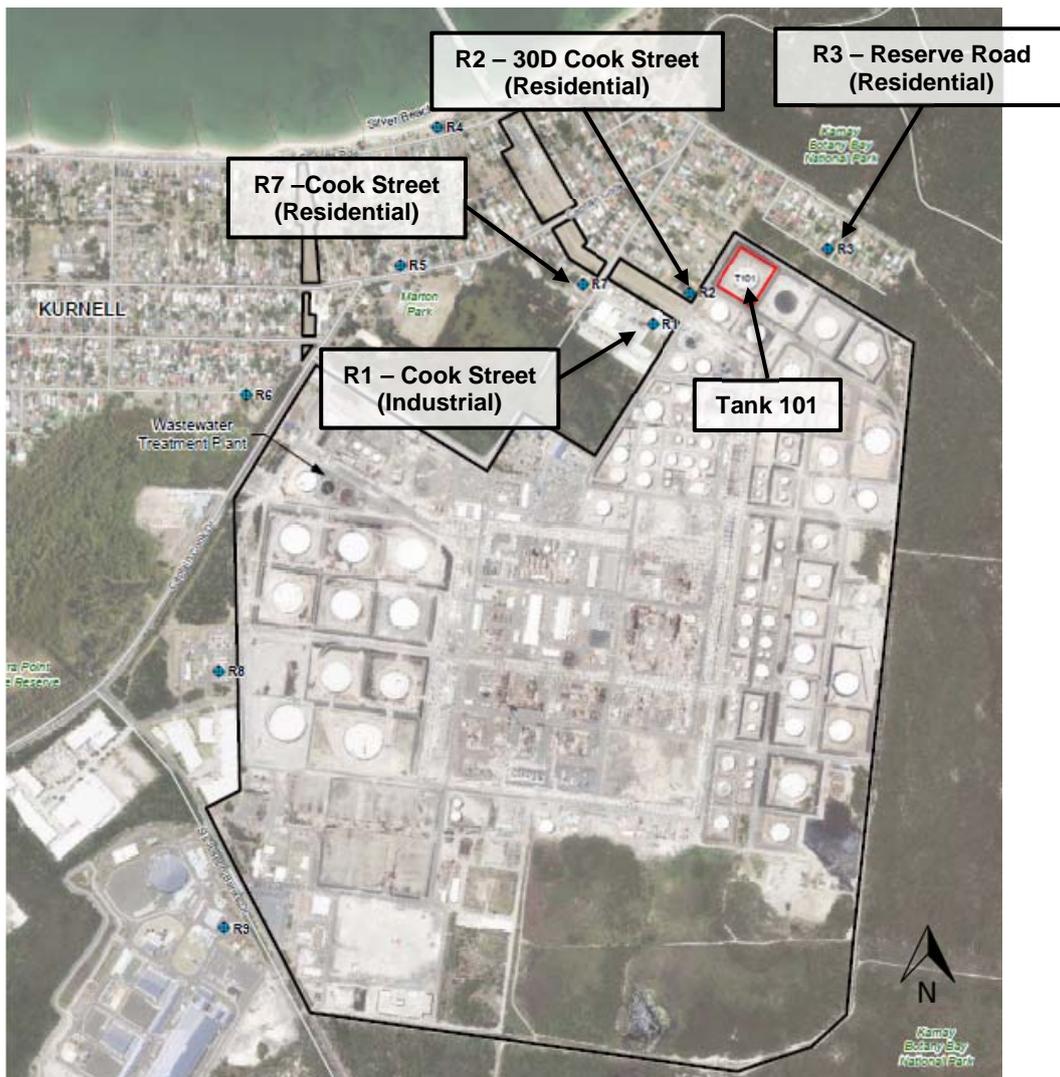


Figure 4: Nearest Sensitive Receivers

With regard to vibration impacts, the SEE concluded that the setback distances afforded to receivers and the Applicant's proposed work methods would not significantly increase vibration effects. Therefore, vibration effects were not considered further. The Department has considered the NIA's findings and agrees that vibration impacts as a result of the proposed tank demolition works are expected to be negligible.

The Applicant has committed to implementing a number of noise mitigation measures during the tank demolition works, which are consistent with the measures contained in the existing Demolition Environmental Management Plan (DEMP) for the approved demolition works. These measures include, but are not limited to:

- undertaking works during daytime hours only (7:00 am to 6:00 pm Monday to Saturday) with no work on Sundays or public holidays, as per Condition C19 of the development consent
- coordinating the proposed tank demolition works with other approved demolition works on-site, to reduce the potential for cumulative noise impacts
- plant and equipment with low noise emission levels to be used where practicable
- respite periods during noisy and prolonged activities
- ongoing and regular community consultation and noise monitoring during the work.

Council and the EPA did not raise any objections. The EPA accepts the Applicant's commitments to managing noise impacts and reiterated noise mitigation measures such as noise monitoring, coordinating demolition activities and respite periods during high noise generating works need to be in place for the proposed tank demolition works. The Applicant confirmed that it would be implementing the mitigation measures recommended by the EPA, which it has included in an amended Statement of Commitments to be incorporated into the DEMP. The Department has included the Applicant's updated Statement of Commitments in the recommended modifying instrument.

Whilst the Department acknowledges the proposed modification could impact nearby residential receivers, the Department considers any exceedances of the daytime noise limits would be temporary (around 4 weeks), particularly following the implementation of reasonable mitigation measures contained in the DEMP. The Department recommends Condition C19 of the development consent be amended to restrict the proposed tank demolition works to less sensitive times of the day (7:00 am to 6:00 pm, Monday to Saturday), with no works to be undertaken on Sundays, public holidays or outside daytime hours, as committed to by the Applicant.

The Applicant also confirmed it would continue to consult with the local community through regular quarterly meetings, newsletters and maintaining a dedicated telephone number and complaints register to ensure that any noise impacts associated with the proposed tank demolition works are adequately managed. In 2013, the Applicant demolished and rebuilt Tank 102 (which is located next to Tank 101) and did not receive any noise complaints following detailed community engagement with the affected neighbours. To date, the Applicant has held a community meeting and conducted a letterbox drop to all residents in Kurnell informing them of the proposed tank demolition works. Prior to commencement of the works, the Applicant would notify all affected receivers in the vicinity. Initial feedback from the community has indicated broad support for the removal of Tank 101. The Department agrees with the Applicant's consultation strategies which it considers appropriate for the proposed modification.

The Department considers the proposed modification is consistent with the approved demolition works already undertaken on-site. In addition, the proposed cumulative noise impacts would not exceed the highly noise affected 75 dB(A) noise criterion specified in the ICNG. Whilst the proposed modification may result in short-term noise impacts, the Department considers the proposed tank demolition works would address longstanding concerns in the community. The Department's assessment concludes that the proposed modification can be appropriately managed through the existing and proposed conditions of consent and the DEMP. The Department also concludes that vibration impacts would be negligible.

## 8.2 Other Issues

The Department's assessment of other issues is provided in **Table 2**.

**Table 2:** Assessment of Other Issues

Issue	Assessment	Recommendation
Hazards and Risk	<ul style="list-style-type: none"> <li>• The existing development consent includes conditions to manage demolition hazards and risks, including the requirement for a demolition safety study and updated emergency plan for the works.</li> </ul>	Require the Applicant to:

Issue	Assessment	Recommendation
	<ul style="list-style-type: none"> <li>• The terminal has been determined a Major Hazard Facility. As part of the demolition works modification (SSD 5544 MOD 1), the Applicant prepared a Hazards in Demolition assessment (HAZDEM) which identified the possible causes of potential incident scenarios, their consequences to public safety and the environment and the risk reduction measures.</li> <li>• The SEE indicated the proposed modification is consistent with the tank removal works that were assessed in the HAZDEM for SSD 5544 MOD 1.</li> <li>• Given the proximity of the proposed tank demolition works to residential properties, the Department requested further information relating to scheduling and timing of the works, the current status of Tank 101 and the methods to be employed to ensure the movement of heavy vehicles remain within the demolition working areas.</li> <li>• The EPA also requested further information on the management of potential hydrocarbon residues.</li> <li>• In its RTS, the Applicant clarified:               <ul style="list-style-type: none"> <li>○ the works would be completed within the existing limits of the consent (by August 2018) without compromising safety</li> <li>○ Tank 101 no longer contains any gasoline products and has been decommissioned, cleaned and prepared for demolition</li> <li>○ sufficient methods are in place for movement of heavy vehicles via the DEMP, permit to work procedures and designated roads.</li> </ul> </li> <li>• The Applicant would also continue to implement the risk reduction measures as outlined in the HAZDEM and the demolition safety study for the approved demolition works.</li> <li>• The Department considers the Applicant would continue to implement the appropriate demolition safety measures to reduce the risk to nearby receivers.</li> <li>• The Department recommends the Applicant update its existing emergency plan and demolition safety study to incorporate the proposed tank demolition works to ensure the ongoing safety and management of risks during the works.</li> <li>• The Department's assessment concludes the removal of Tank 101 would improve public safety and further reduce the terminal's overall risk to surrounding land uses.</li> </ul>	<ul style="list-style-type: none"> <li>• update existing demolition safety study and emergency plan to incorporate the Tank 101 demolition works.</li> </ul>
Soil and Water	<ul style="list-style-type: none"> <li>• The existing development consent contains conditions relating to the approved demolition works including a requirement for the Applicant to prepare and implement a DEMP, which includes a Soil and Water Management Plan (SWMP).</li> <li>• Historic operations on the site have resulted in levels of soil and groundwater contamination, primarily with hydrocarbons and asbestos.</li> <li>• The removal of Tank 101 would involve ground disturbance works down to a maximum of 1 metre below ground level (mbgl) and temporary stockpiling of soils on-site.</li> <li>• Potential soil and water impacts include dust, erosion and sedimentation issues as well as the potential for contaminated soils and acid sulfate soils to be encountered. This could lead to stormwater quality issues and contaminant migration into the underlying groundwater.</li> <li>• The SEE concluded stormwater impacts would be minimal given works would take place within an existing tank bund which would continue to drain stormwater to the site's oily water sewage system.</li> <li>• Given the works would not require excavation beyond 1 mbgl, the potential for acid sulfate soils is low, while groundwater is not expected to be encountered as it is generally observed to be 2 to 2.5 mbgl across the site.</li> <li>• With respect to flooding during high rainfall events, the removal of Tank 101 would not change the flood risk profile from what exists during and following the tank demolition works.</li> <li>• The Applicant clarified that the existing SWMP and controls would continue to be implemented during the works including erosion and sediment controls and procedures for dewatering, storage and treatment of groundwater. A quarterly groundwater monitoring</li> </ul>	No additional conditions are required

Issue	Assessment	Recommendation
	<p>program and procedures for corrective action would also continue to be in place during the works.</p> <ul style="list-style-type: none"> <li>• Soils would also continue to be tested for hydrocarbon contamination. If contaminated soils are encountered, it would be temporarily stored at the former CLOR and managed in accordance with the Applicant's existing Contamination Management Plan under the DEMP.</li> <li>• EPA and Council did not raise any soil and water related issues.</li> <li>• The Department is satisfied the Applicant's existing controls and risk reduction measures to manage soil and water are adequate and would continue to be maintained during the proposed tank demolition works.</li> <li>• The Department's assessment concludes the risk of further soil and surface and groundwater contamination from the proposed modification would be low and can be managed by the DEMP and existing conditions of consent. No additional conditions are required.</li> </ul>	
<i>Air Quality</i>	<ul style="list-style-type: none"> <li>• The existing development consent includes conditions for the Applicant to manage air quality impacts during the approved demolition works.</li> <li>• Since the closure of the refinery, the site has seen a significant reduction in odour and air emissions for nitrogen oxide (NO<sub>x</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>) and particulate matter.</li> <li>• The proposed tank demolition works may generate dust, volatile organic compounds and odour emissions from the handling and removal of concrete, underground piping, contaminated soil and stockpiled material.</li> <li>• The existing DEMP which also includes an Air Quality Management Plan (AQMP) would continue to be implemented during the works, and includes existing measures such as dust suppression, air quality monitoring, watering of stockpiles and regular maintenance of plant and equipment.</li> <li>• Council and the EPA did not raise any air quality related issues.</li> <li>• The Department considers the air emissions generated by the proposed modification and the approved demolition works are short-term and would still be significantly less than the emissions generated during the operation of the refinery.</li> <li>• The Department is satisfied the existing air quality measures in the DEMP and AQMP would be adequate in managing any air quality impacts associated with the works.</li> <li>• The Department's assessment concludes the short-term air quality impacts associated with the proposed tank demolition works are acceptable and can be managed by the existing conditions of consent and the DEMP. As such, no additional conditions are required.</li> </ul>	No additional conditions are required
<i>Heritage</i>	<ul style="list-style-type: none"> <li>• The site is located close to a number of historic heritage items and places including the terminal itself which is listed as a local heritage item in the <i>Sutherland Shire Local Environmental Plan 2015</i> (Australian Oil Refinery).</li> <li>• The Applicant has implemented a Heritage Management Strategy (HMS) to mitigate the loss of the refinery's heritage value during the approved conversion and demolition works and any future works on-site.</li> <li>• One of the conservation measures in the HMS requires the retention of six original tanks, including at least three of the four northern boundary tanks located in the Eastern Tank Area (see <b>Figure 1</b>). This means Tanks 102, 103 and 104 would be retained and reused after the demolition of Tank 101.</li> <li>• The SEE considered the impacts of removing Tank 101 against the HMS and concluded removing the tank would have a minor negative impact because conservation measures as described above are already in place to protect the heritage value of the site.</li> <li>• Council did not raise any issues in relation to heritage.</li> <li>• The Department considers the assessment of the proposed tank demolition works against the criteria in the HMS is adequate. The Department is satisfied the Applicant has implemented several conservation strategies, which it considers to be acceptable mitigation against the loss of Tank 101 and the impact to the significance of the site as an industrial heritage site.</li> </ul>	No additional conditions are required.

Issue	Assessment	Recommendation
Waste Management	<ul style="list-style-type: none"> <li>The Department's assessment concludes any heritage impacts would be minimal and can be managed by the HMS and existing conditions of consent. No additional measures are required.</li> <li>The Applicant currently manages waste on-site in accordance with its Waste Management System and EPL.</li> <li>The DEMP for the approved demolition works also contain a Demolition Waste and Resource Management Plan (DWRMP) which includes strategies for handling, storing and disposing of demolition waste.</li> <li>The modification works would generate various waste streams including steel and alloys, mixed demolition waste, concrete and contaminated and clean soil. These waste streams and its management are outlined in the existing DWRMP.</li> <li>The Applicant has indicated that where possible, it would recycle at least 90% of materials on-site but would ensure that any materials to be disposed off-site are sent to licensed facilities as per the measures outlined in the DWRMP.</li> <li>EPA and Council did not raise any waste management issues.</li> <li>The Department is of the view that the DWRMP is adequate in managing any waste generated by the proposed tank demolition works. The Department considers the waste materials expected to be generated by the proposed modification can be successfully managed by the Applicant with minimal impact to off-site receivers. No additional conditions are required.</li> </ul>	No additional conditions are required.

**9. CONCLUSION**

The Department has assessed the proposed modification in accordance with the relevant requirements of the EP&A Act. The Department considers the proposed tank demolition works would not result in significant environmental impacts to the surrounding environment.

The proposed modification is consistent with the demolition works approved under SSD 5544 MOD 1 and would enable the Applicant to remain viable and competitive and thereby maintaining their presence in the NSW market. The demolition and removal of Tank 101 would eliminate ongoing maintenance costs and reduce any potential risks to the operating terminal, the workers, the local community and the environment.

The Department has recommended a number of conditions to manage the demolition impacts including measures to manage demolition noise and hazards and risks. Although there may be some short-term soil, dust and noise impacts the Applicant would continue to manage these impacts under the existing DEMP and in consultation with the EPA, Council and the local community. The Department is satisfied the proposal would not impact on the current operation of the site as a finished fuel import and distribution terminal. Overall, the proposed tank demolition works would result in long-term beneficial impacts from a social and hazards and risk perspective by addressing longstanding concerns in the community and reducing the terminal's overall risk to surrounding land uses. The proposed modification also has the broad support of the community.

Following on from its assessment of the proposed modification to the development, the Department considers that the modification application is approvable, subject to any modifying conditions of consent outlined in **Appendix A**. This assessment report is hereby presented to the Commission for determination.

Prepared by:  
Pamela Morales  
Senior Planning Officer

Endorsed by:



Chris Ritchie  
Director  
Industry Assessments

2/11/17

Endorsed by:



Anthea Sargeant  
Executive Director  
Industry Assessments

7/11/17

**APPENDIX A – NOTICE OF MODIFICATION**

**APPENDIX B – STATEMENT OF ENVIRONMENTAL EFFECTS**

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=8708](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8708)

## APPENDIX C – SUBMISSIONS

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=8708](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8708)

## **APPENDIX D – CONSOLIDATED CONSENT**