



New South Wales Government
Independent Planning Commission

TRANSCRIPT OF MEETING

RE: MAYFIELD CARGO HANDLING FACILITY – MODIFICATION 3
LITHIUM-ION BATTERY STORAGE (DA8137-Mod-3)

APPLICANT MEETING

PANEL:	SARAH DINNING (CHAIR)
OFFICE OF THE IPC:	KENDALL CLYDSDALE GEOFF KWOK
APPLICANT REPRESENTATIVES:	ALICIA MARIX-EVANS LAURA WYATT
LOCATION:	ZOOM VIDEOCONFERENCE
DATE:	11:00AM – 11:45AM FRIDAY, 29 AUGUST 2025

<THE MEETING COMMENCED

MS ALICIA MARIX-EVANS: Hello.

5 **MS SARAH DINNING:** Hello. Good morning.

MR KENDALL CLYDSDALE: Morning.

10 **MR GEOFF KWOK:** Good morning.

MS LAURA WYATT: Hello.

MR CLYDSDALE: Good morning

15 **MS DINNING:** Good morning. Just before I start formally, we might just go around the grounds and introduce ourselves. So, I'm Sarah Dinning, Commissioner with the Independent Planning Commission.

20 **MR CLYDSDALE:** My name is Kendall. I'm one of the case managers here at the Commission.

MR GEOFF KWOK: Geof Kwok. I am also from the Commission as well.

25 **MS MARIX-EVANS:** Alicia Marix-Evans, Senior Manager Property, Environment & Planning at the Port of Newcastle.

MS LAURA WYATT: And Laura Wyatt, Planning Manager at the Port of Newcastle.

30 **MS DINNING:** Great, thank you. So, I'm just going to start the meeting. Good morning and welcome. Before we begin, I'd like to acknowledge that I'm speaking to you from Gadigal land and I acknowledge the traditional owners of all lands from which we virtually meet today and pay my respects to their Elders past and present.

35 Welcome to the meeting today to discuss the Mayfield Cargo Storage Facility – Modification 3 (DA8137-Mod-3) currently before the Commission for determination. The Port of Newcastle has applied to modify the development consent (DA8137) for an open-air cargo storage facility, the Mayfield Cargo Storage Handling Facility, to store lithium-ion batteries.

40 My name is Sarah Dinning, and I am the Chair of this single-member Commission Panel. We are also joined by Kendall Clydsdale and Geoff Kwok from the Office of the Independent Planning Commission.

45 In the interests of openness and transparency, and to ensure the full capture of information, today's meeting is being recorded, and a complete transcript will be produced and made available on the Commission's website.

This meeting is one part of the Commission's consideration of this matter and will form one of several sources of information upon which the Commission will base its determination. It's important for me to ask questions of attendees and to clarify issues whenever it is considered appropriate.

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If you're asked a question and are not in a position to answer, please feel free to take the question on notice and provide any additional information in writing, which we will then put up on our website. I request that everyone here today introduce themselves before speaking for the first time, and for all members to ensure that they do not speak over the top of each other, to ensure the accuracy of the transcript.

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So, we're going to commence. We've circulated an agenda to you, and I understand you don't have a presentation for today's meeting. So, perhaps would you like to run through key issues as per the agenda, which was circulated earlier, and then along the way if there's – I might have some questions. But I'll just hand over to you, Laura and Alicia. Thank you.

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MS WYATT: Yes, that's fine. Alicia, would you like me to continue on?

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MS MARIX-EVANS: Yes, if you – I'll jump in if you need me.

MS WYATT: Yes, that's fine. So, yes, hello everyone, my name is Laura Wyatt, as mentioned before, I'm the Planning Manager and Applicant for this modification. So, the proposal is to seek permission to store lithium-ion batteries on our site. There's no other physical works involved, it's just the storage.

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As per the identified items of concern in the agenda, I'll just speak to the hazards and risks first. So, lithium-ion batteries are a Class 9 Dangerous Good. The original consent said that there was to be no dangerous goods stored on the site, which is why we're also seeking this modification, to enable the storage of these Class 9 Dangerous Goods. They will be stored on the site in clusters.

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Since lodging the application with the Department, there has been subsequent guidelines issued by the Fire and Rescue NSW, which has given some clarity on actually storing these to, I guess, reduce the risk from – in the event of them catching fire.

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So, we've been able to demonstrate an indicative layout of how we would potentially store these batteries on the site in clusters of, I think they can be up to 50 metres long, separated 1 metre wide, and then for each 50-metre cluster, separated by 6 metres in width. And that's to enable emergency vehicles to access the site in the event of some incident.

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So, that's, I guess, the main hazardous risk on the site, it is fire. As part of the application, we prepared preliminary hazard analysis, so PHA, which was prepared by a hazardous specialist, and they, I guess, assessed the risk or the potential risk of the storage of these batteries on the site, and also considered the potential risk to the surrounding environment. So, they considered the adjoining or adjacent neighbour

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which is Stolthaven, and the distance to sensitive receivers, so that includes the residential suburb of Mayfield East, so that's, I think, the closest residential property is approximately 80 metres ...

5 **MS MARIX-EVANS:** 800.

MS WYATT: 800, sorry, I was like 80 doesn't sound right – 800 metres away from the site. And the conclusion there in the PHA was that there was no identified risk to people, property or the environment. That's probably the main one there in the hazards and risk.

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15 There was some discussion about the maximum state of charge for the batteries. This would be managed, I guess, through the conditions of consent, and it was a whole other range of things that we managed through the conditions of consent, that we would prepare a Battery Storage Management Plan and an Emergency Response Plan under the conditions of consent, should this application be approved. And that would be prepared in consultation with Fire and Rescue NSW. The state of charge is something that's not in our control, but we would be storing the batteries in accordance with the manufacturer's recommendations.

20 I think that's probably it, that I was going to talk about on hazards and risk.

MS DINNING: Laura, could I just ask a question at this point?

25 **MS WYATT:** Yes.

MS DINNING: I've got some when we get to conditions. But just generally, I imagine, for the Port of Newcastle, or can I ask you, what's the community notification process for emergencies? And will this site fall under those sorts of – that procedural process, if you have one?

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35 **MS WYATT:** We have an overall Emergency Response Plan for the site. In terms of how we notify the community, that's not something that I can answer on the top of my head, and it will be something I'd have to take on notice and actually read the plan to remind me what it says. Unless you can remember on the top of your head, Alicia? But yes, I can look that up and provide you that information after this meeting.

MS DINNING: Thank you.

40 **MS MARIX-EVANS:** I might just add, sorry, Alicia Marix-Evans, again, for the record. We do have a community liaison group for Mayfield as well, so there's like ongoing community liaison and consultation. But yes, with respect to the Emergency Management Plan, we can come back to you on the exact details under that plan. But generally, there is ongoing consultation with the community anyway.

45 **MS DINNING:** Thank you. Thank you. Okay, Laura, you're going to talk about traffic and transport?

5 **MS WYATT:** Yes. So, yes, it's Laura Wyatt again. So, I don't believe there's too much in terms of traffic and transport to consider. So, I guess, the operational side of this site would be that a vessel would come in with the batteries on the ship, they would be transported from the ship to the site where they'll be stored. So, there'll be an internal traffic movement there.

10 And then they'll be stored on the site until such time as they're ready to be taken off site to a project elsewhere in New South Wales. And then there'll be some more internal traffic movements there. And then taken off site through one of our exit points, at present there's the intersection with George Street and Industrial Drive, and there's also the Ingall Street and Industrial Drive, and trucks could go through either one of those.

15 We have an overall Concept Plan for this site, which has a maximum, I guess, amount of trucks that the site can accommodate. Of those traffic movements, I think it's in excess of 400,000 vehicle movements per year. As part of this modification, we reassessed what the additional traffic movements would be as a result of this modification, and I think that didn't – it's just over 100,000 in total of traffic movements.

20 Because this site – sorry, the Concept Plan, I guess, is for this project, 8137, as a whole, and its modifications, and also the neighbouring site of Stolthaven. So, we combine the traffic movements and, I guess, monitor the exit points onto Industrial Drive to get that overall overarching number. With this modification, we would be operating at approximately or around 25% of the maximum allowable movements. So, that's great.

30 And then we have an overall Traffic Management Plan for the site. It's currently being reviewed. It also needs to be reviewed every time a DA and a modification is approved, to ensure that we're continuously managing the traffic and transport side of things.

35 So, I guess, the main traffic and transport considerations are the internal movements once we get the batteries stored onto the site and then taking them off site again. Any questions?

40 **MS DINNING:** No, I think the Assessment Report and your documents were thorough in the legislation which those traffic movements are governed by, such as the, you know, the *Dangerous Goods Road and Railway Transport Act 2008* covers the movement of ...

MS WYATT: Oh yes, okay.

45 **MS DINNING:** ... between Berth 4 and the storage area and then from the storage area out to wherever they're going. And then the transfer of the ship activities are covered under your EPL. I remembered that 13181, yes, so it's covered from those aspects, aren't you, with the movement in your site and on those roads and then outside

as well. So, I didn't have any other questions – it was confirmation that all those movements are covered by various legislations or licences.

MS WYATT: Oh, okay, yes.

MS DINNING: Yes. Okay. So, look, the next part on the agenda was the Department's Assessment Report. And did you have any comments on that, anything you wish to raise?

MS MARIX-EVANS: I didn't, no. Laura?

MS WYATT: Yes, it's Laura Wyatt speaking again. There was only one that I just, I quickly looked at, that I haven't raised previously with you, Alicia. It did mention that the batteries were intended to be stored on the site for no more than 12 months at a time. And I note that there hasn't been a condition imposed on that.

I would probably like to suggest that that's not something that we would probably like to have on our consent, because, I guess, the storage of these batteries are really relating to when the project site needs to have these batteries. So, we don't really know how long they're going to stay there. Because they get put on a vessel first, they come from somewhere, they come on their way and the ship comes when it comes, and the project site might not necessarily be ready. And so, you know, I don't think we'd intending them to be staying there for longer than 12 months, but we certainly don't want to have that limitation either. Is that something that you agree with, Alicia?

MS MARIX-EVANS: Ah, yes. So, and just to give a little bit of history on that point. So, when the – like, if there is a delay with these renewable energy projects, which there has been in the past, say, with wind turbine blades, if there is a delay at the project end and they're not able to take them, then they inevitably kind of get stuck with us, essentially. So, we just would not – we'd prefer to not have a time limit on that if we can.

Obviously, you know, we would get things in and out as quickly as we possibly could, but we just, with the control of the project and delays with that project are, like, well beyond our control. So, and I don't think at any point had we discussed the 12-month limit either with the Department. So, not sure where that figure has come from.

MS DINNING: Okay, thank you. Well, look, we've noted your comments and we'll have a look at that.

MS MARIX-EVANS: Thank you.

MS DINNING: Great, thank you. And thank you for raising that, Laura. You've sort of segued into the next, which is the instrument and the conditions. So, just to confirm that you'd rather not have a condition limiting or restricting the storage of the batteries to the 12-month period for the reasons you've just outlined.

Is there anything else in the conditions that have been proposed by the Department at this stage that you'd like to raise with me?

5 **MS WYATT:** It's Laura Wyatt speaking again. No, the Port of Newcastle are satisfied with those draft conditions. We worked with the Department quite closely on achieving the outcome that we've got today with where they're at. So, yes, at the moment, we're happy with how they've been drafted.

10 **MS DINNING:** Thank you. I've got a question around the conditions B20, 21, 22, which is the fire. And I'm just going to go to the document. So, this is about hazards management, so the storage and handling, which you've addressed, and the Department's report has addressed as well.

15 One part of the position statement from Fire and Rescue talks about the requirement to have firefighting equipment in place before the storage, or if it's not required, that it is available, or there is a plan for it proposed. Do you have the necessary firefighting equipment on site at the Port of Newcastle?

20 **MS WYATT:** It's Laura Wyatt speaking again. This was reviewed by us when the conditions were put to us first. We don't currently have any firefighting equipment out there on site. So, there's no, like, water tank, there's no – yes, there's nothing available out there. And so, we, I guess, took the position of, well, we don't need to have anything out on there, so then we don't need to then provide it. But if that's not an adequate response, I can look into it and take that question on notice and provide you
25 with some further information at a later date.

MS DINNING: I might just read you what it says.

30 **MS WYATT:** Yes.

MS DINNING: Because you didn't have the benefit of opening the document. It says, "Any required firefighting equipment system," – the Fire and Rescue Document – "must be operable prior to the delivery and storage of the BESS units." Then the next thing says, "Where firefighting equipment is not required, provision for firefighting
35 should be considered for the period of temporary storage in an open yard."

40 So, I think it would be helpful if you had a look at those two dot-points and confirm whether they will be covered in the Battery Fire Emergency Plan, which is condition B22.

MS MARIX-EVANS: Yes. If I may jump in there. So, I think we haven't implemented the Management Plan for the batteries yet, so I think that's – yes, probably something that would be considered under that.

45 **MS DINNING:** So, you can come back to it, but when you say "probably be considered", it's more likely be considered that the points that Fire and Rescue raise ...

MS MARIX-EVANS: Yes.

MS DINNING: ... will be embedded into the Battery Fire Emergency Plan which needs to be developed in consultation with Fire and Rescue.

5 **MS MARIX-EVANS:** Yes, yes.

MS DINNING: In any case. And depending whether it requires the firefighting equipment on site prior to delivery or the other, that will be picked up.

10 **MS MARIX-EVANS:** Yes.

MS DINNING: Okay. That's good. I'm just going to have a quick look at my page here. Yes, I think that's fine. I'll be coming to the site on Tuesday.

15 **MS MARIX-EVANS:** Yes.

MS DINNING: So, with Geoff.

MS MARIX-EVANS: We look forward to showing you around.

20 **MS DINNING:** So, just before we close, is there anything further you'd like to add at this point at this meeting?

MS WYATT: No, nothing from me.

25 **MS MARIX-EVANS:** Not from me, no.

MS DINNING: No.

30 **MR CLYDSDALE:** And nothing from myself, thank you, Chair.

MS DINNING: Geoff?

MR KWOK: Nothing from me, thanks Sarah.

35 **MS DINNING:** Thank you both very much, and I look forward to seeing you next week. Thank you.

MS MARIX-EVANS: Excellent. Thank you.

40 **MS WYATT:** Thank you. Thanks, everyone.

MS MARIX-EVANS: Bye.

45 **>THE MEETING CONCLUDED**