Statement of Environmental Effects

Changes to Diesel Fuel Delivery System – Sydney Boathouse – Lot 29 James Craig Road, Rozelle

Urban Perspectives

04/01/2022

Statement of Environmental Effects prepared by:

Name: Stuart Wilmot

Address: Urban Perspectives
405/88 Foveaux Street
Surry Hills, NSW 2010
(02) 8071 4590

Development application in respect of: Changes to diesel fuel delivery system

Applicant Name: Sydney Boathouse

Land on which activity to be carried out: Lot 29 James Craig Road, Rozelle

Date: 4 January 2022

Stuart Wilmot

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1. Introduction

1.1. General

This report accompanies a development application pursuant to Part 4 of the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act) for minor changes to the existing diesel fuel delivery system (the proposed development) for the Sydney Boathouse (formerly known as Rozelle Bay Marine Centre) at Lot 29 James Craig Road, Rozelle, NSW (the site).

This report describes the proposed development and provides an assessment against the relevant planning policies and controls, including against the heads of consideration as set out in Section 4.15(1) of the EP&A Act.

1.2. Supporting documentation

Submitted with this development application and supporting this report are the following documents:

- plan of the proposed alterations to the fuel bowser (Appendix A);
- cost estimate (Appendix B); and
- Safe Operating Refuelling Procedure (Appendix C)

1.3. Approval history

Approval for the use of the site as a dry boat storage and marine facility was granted by the Minister for Planning under (the now repealed) Part 3A of the EP&A Act on the 21 May 2007 (Major Project Approval Ref: MP06_0210). Details of eight subsequent modifications approved since the original approval are provided in Table 1-1.

TABLE 1-1: SUMMARY OF APPROVED MODIFICATIONS

Modification	Summary of modifications	Approval date
Mod 1	Extension of the period of approval from three to four years.	31 March 2010
Mod 2	Design variations including a reduction in the height and size of the multi-storey car park, amendments to allow for staged construction, amended hours of operation and inclusion of temporary boat storage and demountable office building.	16 September 2010
Mod 3	Inclusion of an additional phase of development within Stage 1, provision of interim dry boat and car parking provision and use of a temporary mobile crane.	27 March 2012
Mod 4	Amendments to the design, layout and roof profile of the western and eastern dry boat stores and reduction in height of the eastern dry boat store.	19 August 2012
Mod 5	Extend the use of Lot 29 for temporary car parking and the demountable building for office use until the completion of Phase 2 of Stage 1.	19 March 2014
Mod 6	Introduce a mezzanine level to the western dry boat store building.	13 November 2014

Modification	Summary of modifications	Approval date
Mod 7	Amendment to the marina including design changes, additional berths and the temporary use of berths.	5 February 2015
Mod 8	Retention of the temporary building, the use of the building as a café and office space and the installation of additional business identification signage.	20 April 2018

An excerpt of the approved site layout (approved under Modification 8) is provided in Figure 1-1 below.

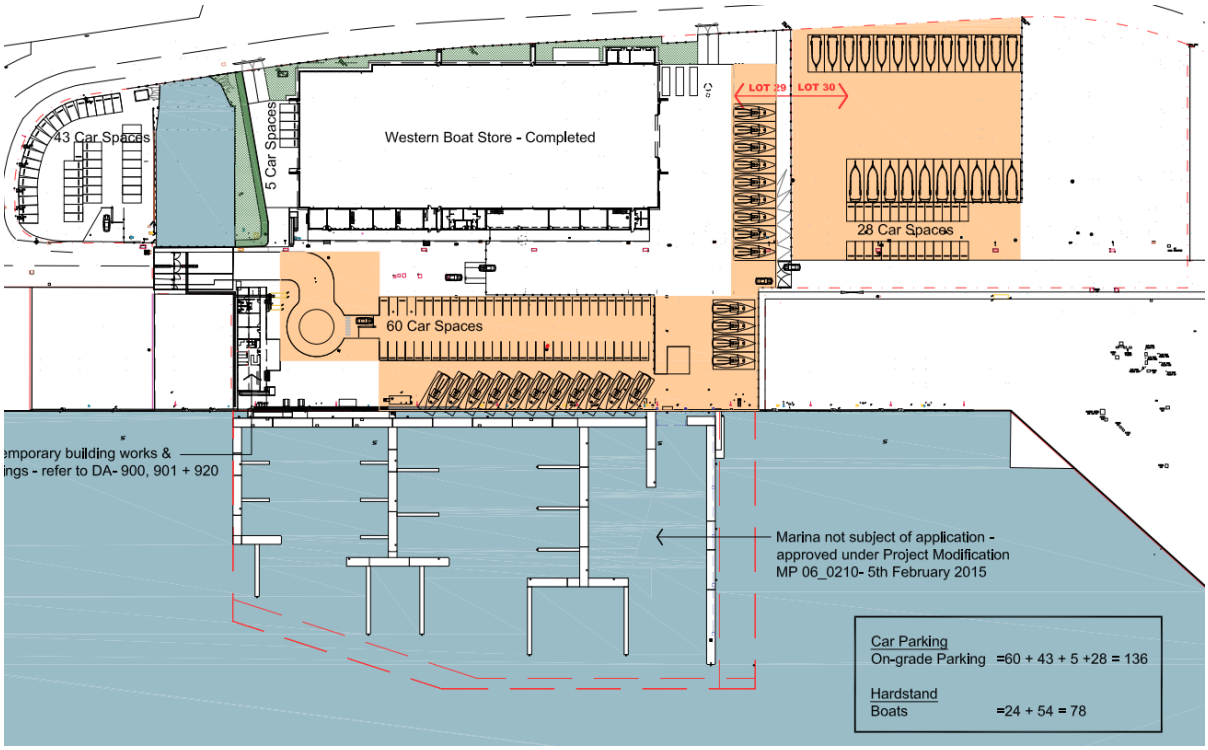


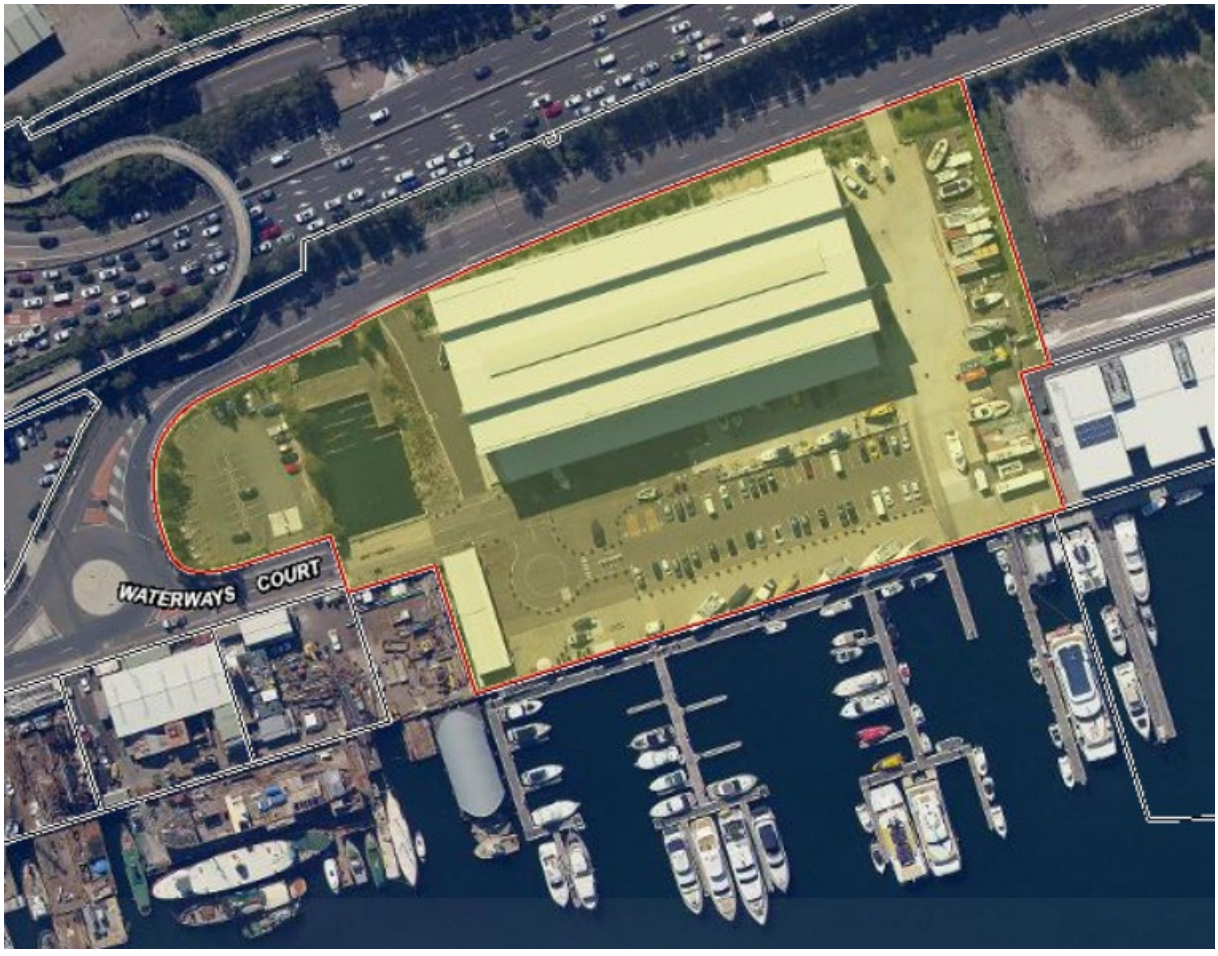
FIGURE 1-1: SYDNEY BOATHOUSE SITE PLAN (SOURCE: MICHAEL FOUNTAIN ARCHITECTS PTY LTD)

The transitional arrangements for former Part 3A projects ceased in 2018. The proposed development is being assessed as a new application under Part 4 of the EP&A Act, as considered further in Chapter 4.

2. The site and surrounding area

2.1 The site

The site is 21 James Craig Road, Rozelle, NSW 2039 and is legally described as Lot 29 DP1151746 (the land based component) and Part Lot 5 DP 1209992 (the marina based component). The site is in the Inner West Council local government area (LGA). It is owned by Transport for NSW (TfNSW) and leased to the Sydney Boathouse. The site is shown in Figure 2-1 below.



The site currently contains a multi-storey dry boat store building, surface level dry boat storage, car parking, a marina on Rozelle Bay and, single storey demountable office building.

2.2 Surrounding area

The site is bound by James Craig Road and Victoria Road to the north, Sydney Super Yacht Marina, TfNSW offices and the ANZAC Bridge to the east, a TfNSW depot and ship yards/wharfs to the west, and Rozelle Bay to the south.

The closest residential property to the site is located approximately 185 m north-west of the site on the opposite side of Victoria Road. Residential properties are also

located on the opposite side of Rozelle Bay, approximately 280 m from the south side of the site.

The site location is shown in Figure 2-2 below.

FIGURE 2-2: SITE LOCATION (SOURCE: SIX MAPS)

3. The proposed development

3.1 Details of the proposed development

The proposed development seeks consent for minor changes to the existing diesel fuel delivery system.

The existing fuel delivery system comprises above ground fuel tanks and a bowser located on the edge of the hardstand adjacent to the second marina arm (B Arm) from western boundary of the site. The bowser is shown in the photograph below and its location is indicated on the proposed site plan in Figure 3-1.

PHOTOGRAPH 3-1: EXISTING FUEL BOWSER

Proposed changes include:

- a marine diesel dispenser located on a 2.2 m by 2.4 m wide section of the existing finger pontoon adjacent to the existing fuel bowser;
- a stainless steel containment sump for the new diesel dispenser;
- an electrical distribution box;
- a 20 m (approx) hose retainer with nozzle holster and drip tray positioned on stainless steel hold down plate; and
- a high density polyethylene (HDPE) specialist 40 mm double wall flexible fuel pipe, connecting the existing fuel bowser with the new dispenser (including 3

m tidal compensator and isolation valve) and the dispenser with the new hose retainer (including approximately 25 m run along the service ducting of the pontoons).

A plan excerpt of the proposed changes to the diesel fuel delivery system is shown in Figure 3-2 below and a full version of the plan is provided in Appendix A.

3.2 Justification for the proposed development

The location of the new dispenser on B Arm relates to the refuelling of nine of the vessels berthed on both port and starboard sides of the marina arm. These vessels belong to one of Sydney Boathouse's onsite commercial tenants, Pacific Boating, who dock 10 of their fleet at the site. These vessels require fuelling weekly with an average of 5,000 litres per week in peak season. The total number of berths on this arm is 12 and currently all berths are leased.

There is an existing hose approximately 10 m long that is fixed to the existing diesel fuel bowser. Refuelling of vessels involves manually unreeling and carrying the hose down onto the floating pontoon to reach the vessel/s that must be moored immediately adjacent to the bowser. This involves the constant rearrangement and, during busy periods, the queuing of vessels waiting to be refuelled. Manoeuvring the hose down on to the pontoon can also result in small quantities of fuel being spilt and ending up in the waterway.

The proposed changes to the diesel fuel delivery system will ensure that vessels can be moored for refuelling at any part of the finger pontoon, which will allow for the efficient refuelling of vessels, improving vessel safety and reducing congestion. The new section of the finger pontoon will include a containment sump, which will increase the overall environmental performance of the system by reducing the potential for fuel spillage during refuelling and other specifications such as the HDPE fuel pipe and the tidal compensator and isolation valve will improve the overall safety of the diesel fuel delivery system. Improved access to the nozzle will also help prevent accidents such as trips and fall hazards to the operator.

3.3 Estimated cost of the proposed development

The capital investment value of a development or project is defined in the NSW Environmental Planning and Assessment Regulation 2000 (EP&A Regulation) as:

capital investment value *of a development or project includes all costs necessary to establish and operate the project, including the design and construction of buildings, structures, associated infrastructure and fixed or mobile plant and equipment, other than the following costs—*

(a) amounts payable, or the cost of land dedicated or any other benefit provided, under a condition imposed under Division 7.1 or 7.2 of the Act or a planning agreement under that Division,

(b) costs relating to any part of the development or project that is the subject of a separate development consent or project approval,

(c) land costs (including any costs of marketing and selling land),

(d) GST (within the meaning of A New Tax System (Goods and Services Tax) Act 1999 of the Commonwealth).

Cost estimates for the proposed development are provided in Appendix B, which in accordance with the above definition, identify that the proposed development will have a capital investment value of $ 37,453.65.

Clause 102 1(A) of the EP&A Regulation requires that, in determining a fee for development involving the carrying out of a work, a consent authority must make its determination be reference to a genuine estimate of the construction cost of the work. The estimated cost of construction does not include the cost of plant and equipment. Based on the information provided in the cost estimates (Appendix B) the estimated cost of construction for the proposed development is $20,692.

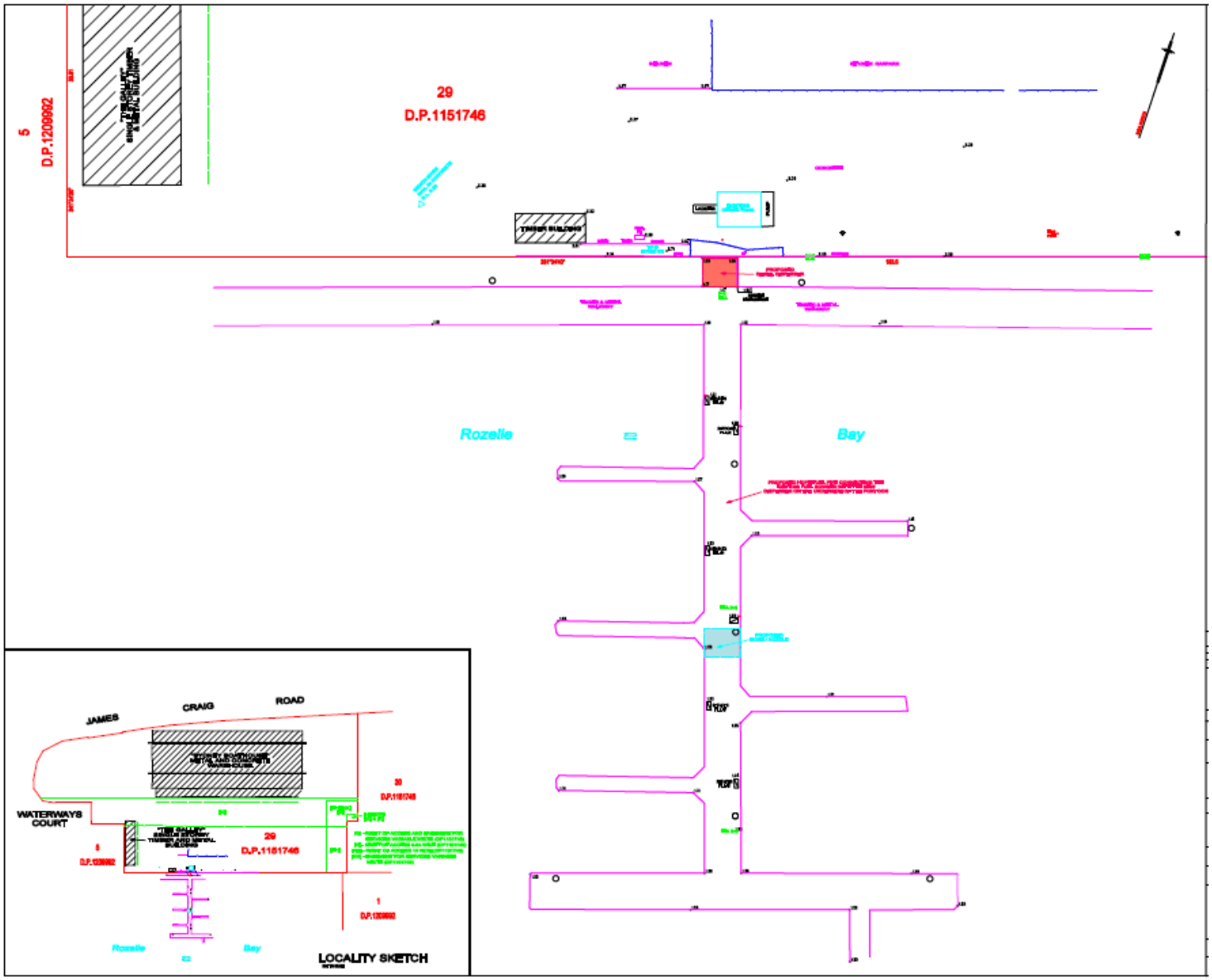


FIGURE 3-1: PROPOSED SITE PLAN

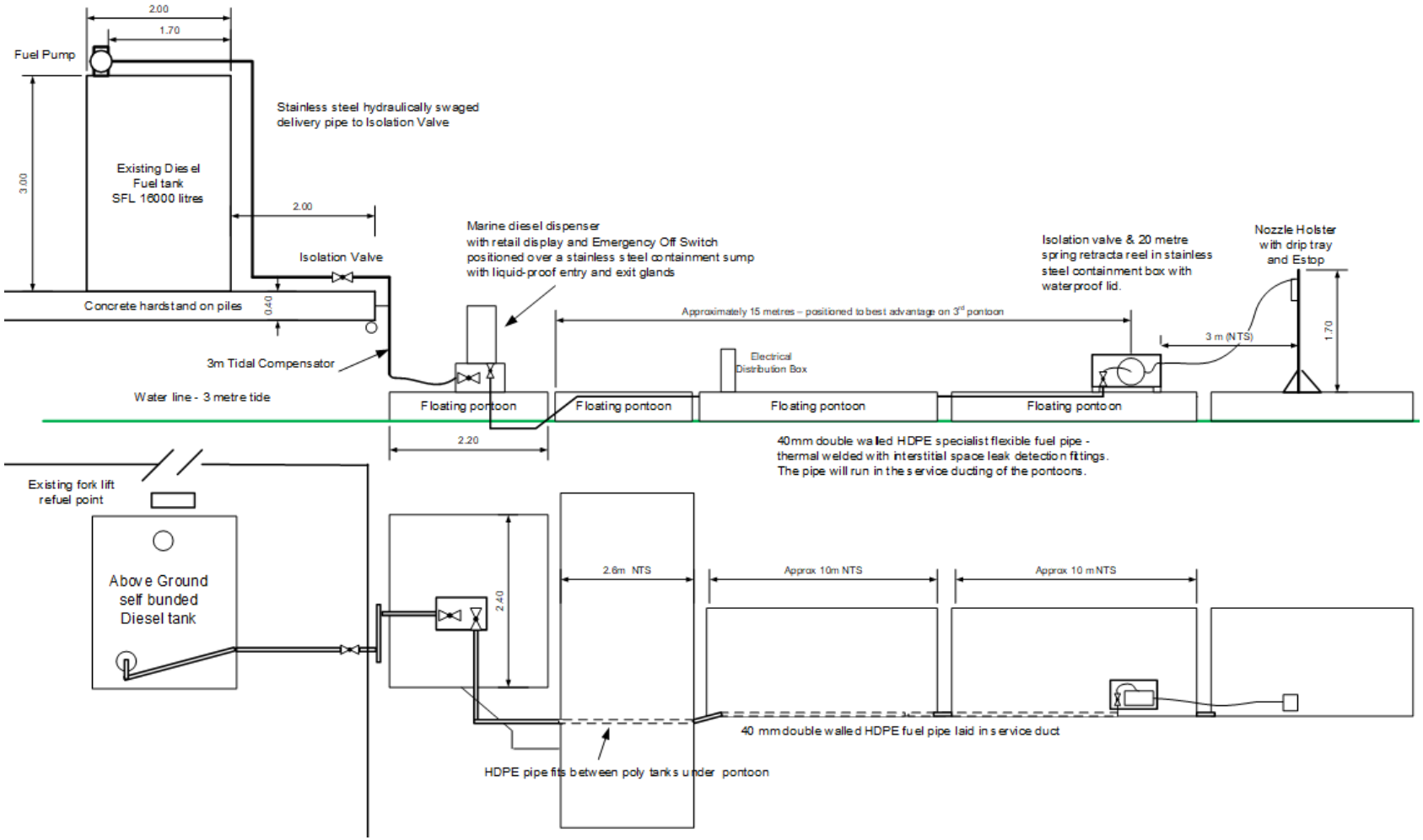


FIGURE 3-2: EXCERPT PLAN OF THE PROPOSED CHANGES TO THE DIESEL FUEL DELIVERY SYSTEM

4. Planning and approval framework

This chapter consider the planning and approval framework relevant to the proposed development.

4.1 Environmental Planning & Assessment Act 1979

Section 4.15 (1) of the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act) provides the following matters for consideration by a consent authority in determining a development application:

a) the provisions of:

i) any environmental planning instrument, and

ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred definitely or has not been approved), and

iii) any development control plan, and

any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and

iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph),

v) (Repealed)

that apply to the land to which the development application relates,

b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,

c) the suitability of the site for the development,

d) any submissions made in accordance with this Act or the regulations,

e) the public interest.

Section 4.15(1)(a) matters are addressed in this chapter.

Matter 4.15(1)(b) is addressed in Chapter 5 and matters (c) and (e) are addressed in Chapter 6. Any submissions (matter (d)) made on the application will be considered by the consent authority in its determination of the application.

4.2 Protection of the Environment Operations Act 1997 (POEO Act)

The NSW *Protection of the Environment and Operations Act* (POEO Act) requires the regulation of environmental pollutions (ie noise, air and water pollution) from scheduled activities via an Environment Protection Licence (EPL).

The site is regulated by EPL 12781, for the scheduled activity of marinas and boat repairs. However, the proposed changes to the fuel delivery system do not themselves require an EPL. As there is no change to the capacity or operation of the facility, there is nothing which draws in the operation of the POEO Act in this application.

4.3 Environmental Planning Instruments

4.3.1 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

The NSW *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005* covers all the waterways of Sydney Harbour, its foreshores and catchment. It establishes a set of planning principles to be used by councils for the preparation of planning instruments, for the hydrological catchment of Sydney Harbour. It also zones the waterways into nine different zones to suit the differing environmental characteristics and land uses of the harbour and its tributaries.

The water-based component of the site is zoned W1 – Maritime Waters. The objectives of this zone are:

a) to give preference to and protect waters required for the effective and efficient movement of commercial shipping, public water transport and maritime industrial purposes generally,

b) to allow development only where it is demonstrated that it is compatible with, and will not adversely affect the effective and efficient movement of, commercial shipping, public water transport and maritime industry operations,

c) to promote equitable use of the waterway, including use by passive recreation craft.

The proposed development includes both land based (ie the bowser) and water based (ie the fuel pipe) components. The proposed development is considered to be consistent with the objectives of the zone as the existing maritime use of the site would remain.

4.3.2 Sydney Regional Environmental Plan No 26 – City West

The *Sydney Regional Environmental Plan No 26 – City West* (SREP 26) provides planning principles and development controls of regional significance for development on land shown on Map 1 as the City West area, which includes the site.

The site is located within the 'Port and Employment Zone' under SREP 26. Uses are permissible if they are consistent with one or more of the zone objectives. It is

considered that the proposed development is consistent with the zone objective 'to encourage a mix of land uses which generate employment opportunities', particularly in relation to the ongoing maritime use of the site, which generates employment opportunities.

Clause 13 of SREP 26 requires that all development that is permissible within a Precinct requires the consent of the consent authority, except development described in Schedule 3. The site is identified within the Bays Precinct of SREP 26 and does not meet the definition of any development described in Schedule 3. Therefore, development consent is required for the proposed development.

The intent of SREP 26 is to retain the Bays Precinct as working waterfront for port and other maritime purposes and requires the preparation of a master plan. A master plan for Rozelle and Blackwattle Bays Maritime Precincts was approved by the Minister for Planning on 7 December 2000. The purpose of the Master Plan is to provide guidance to developers and authorities on the type, scale and form of development which will be acceptable in a particular location. The proposed development is minor in nature and will not change the appearance of the site, which in in keeping with the marine character of the area and that envisaged by the approved Master Plan.

4.3.3 State Environmental Planning Policy (State Significant Precincts) 2005

The NSW *State Environmental Planning Policy (State Significant Precincts) 2005* (State Significant Precincts SEPP) aims to facilitate the development, redevelopment or protection of important urban, coastal and regional sites of economic, environmental or social significance to the State so as to facilitate the orderly use, development or conservation of those State significant precincts for the benefit of the State.

Schedule 6, Clause 4 of the State Significant Precincts SEPP requires that the Minister for Planning is the consent authority for Part 4 development if the development is:

- on land identified on the Sydney Harbour Port and Related Employment Lands Map;
- has as a capital investment value of not more than $10 million; and
- is carried out by a person other than a public authority.

Rozelle Bay, including the site is identified on the Sydney Harbour Port and Related Lands Map. As discussed in Section 3.3, a cost estimate is provided in Appendix B, which identifies the CIV of the proposed development at $37,453.65. The works are not being undertaken be a public authority and, therefore, the Minister for Planning is the consent authority for the proposed development.

5. Impact assessment

In accordance with 4.15(1) of the EP&A Act, this chapter provides analysis and assessment regarding the likely impacts of the proposed development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.

5.1 Installation

As described in Section 3.1, the proposed development will involve the installation of the following:

- a marine diesel dispenser located on a 2.2 m by 2.4 m wide section of the finger pontoon adjacent to the existing fuel bowser;
- a stainless steel containment sump for the new diesel dispenser;
- an electrical distribution box;
- a 20 m (approx) hose retainer with nozzle holster and drip tray positioned on stainless steel hold down plate; and
- a high density polyethylene (HDPE) specialist 40 mm double wall flexible fuel pipe, connecting the existing fuel bowser with the new dispenser (including 3 m tidal compensator and isolation valve) and the dispenser with the new hose retainer (including approximately 25 m run along the service ducting of the pontoons).

Installation is expected to be undertaken by 5 workers for a period of 3-5 days and potential impacts are expected to be limited to the minor disturbance associated with the disconnection of the existing fuel system, the relocation of vessels to enable the installation to occur and the potential for spills. The following management measures are proposed to ensure that potential impacts during installation are adequately mitigated:

- site specific inductions of all trades including the checking of trade licenses and safe work management statements (SWMS) shall be undertaken prior to works commencing;
- relevant permits (ie energy isolation permit) will be required to be issued and provided prior to works commencing;
- an exclusion zones shall be established and traffic control maintained to the work area;
- alternative arrangements (ie adequate signage) shall be made for the berthing of vessels during works; and
- safety observations shall be conducted during each work day.

5.2 Operation

The proposed development will not increase the capacity or operation of the existing boat storage and marine facility. The proposed changes to the existing fuel delivery system will improve the environmental performance of the facility by reducing the need for vessel movements during refuelling and reducing the potential for fuel spills. Notwithstanding, as there will be changes to operational procedures, Sydney Boathouse have updated the existing Safe Operating Refuelling Procedure to accommodate the proposed changes. This document is included in Appendix C and it is envisaged that it will form part of the site's Operational Environmental Management Plan (OEMP). The following management and mitigation measures are included in the Safe Operating Refuelling Procedure in relation to the diesel fuelling system:

Pre-start checks

- a visual inspection of the diesel tank located on the marina front, B Arm dispenser, hosing and the surrounding perimeter shall be conducted before any operation of the refuelling system;
- the diesel hose nozzle shall remain in the locked position when not in use;
- prior to use a check of fuel valves shall be undertake to ensure they are properly working and any faults shall be immediately reported to marina management;
- person/s conducting the refuelling procedure shall fill in the 'fuel docket log book' prior to and after refuelling; and
- daily fuel dips shall be conducted and recorded in the 'daily marina checklist' - the fuel tank dip cover shall always remain in the locked position and only be opened/unlocked for the purpose of dipping the fuel level.

Refuelling vessels

- the fuelling operator shall complete the 'pre-start check' prior to commencing the refuelling of any vessel;
- refuelling shall be conducted by two persons, one stationed at hose and the other stationed at the shut off valve;
- the fuelling operator shall ensure that:
    - fuel substance is correct for the intended engine type;
    - fuel nozzle is unlocked prior to pumping;
    - fuel shutoff valve is in the open position prior to pumping;
    - vessels fuel cap are removed prior to filling the vessel and before removing the dispenser nozzle from the holster; and
    - when transferring the fuel line from the dispenser unit to the intended vessel, that fuel isn't leaking/pumping onto the ground surface, water, dock and/or drain pits.
- no person/s are permitted to climb over the fence located at the diesel tank;
- once a vessel is fuelled, the person operating the hose nozzle on the dock shall place the filler cap back onto the vessel;
- any fuel spillage onto vessel shall be cleaned off the vessel prior to storage and the shutdown procedure;
- staff shall not fuel wet berth client vessels without management approval - the skipper of the vessel shall fuel the vessel using nozzle and staff shall pass the hose to

the skipper and monitor the tank, gauges, valves and emergency stop for diesel fuelling;

- fuelling on B Arm is to cease in the following conditions;
  - high winds exceeding 30 knots;
  - extreme weather (i.e. thunder storms, heavy rain and lightning); and
  - when maintenance is being conducted on the marina arm.

Shutdown procedures

- after a vessel is refuelled, the fuel hose nozzle shall be placed into the bowser holster and locked;
- the circuit breaker (power) shall remain in the 'on' position after dispensing fuel but shall be turned 'off' in the event of a fuel related incident - the fuel shutoff valves shall then be turned to the 'off' position;
- the fuel hose shall be retracted within the fuel hose reel and the excess fuel hose shall be neatly coiled up with the bunded container, which is located next to the diesel tank; and
- the general area shall be kept clean to ensure that no hazards are present.

Event of a spill procedure

The following six steps shall be considered in the event of a fuel spill:

1. Initial response:

- assist injured person/s;
- evacuate unnecessary persons from the area;
- evaluate the situation; and
- call for assistance if required.

2. Control

- cordon/barrier off the area;
- stop the source of the spill if safe to do so (note: the petrol and diesel bowsers are fitted with an emergency stop button);
- determine what has been spilled;
- check SDS sheets to determine action if necessary;
- ensure area is safe; and
- use the correct PPE.

3. Containment

- isolate drains on hardstand;
- use sausage booms, fence booms and sweep booms in water;
- use Triple 7 bioconcentrate to herd the spill in the water; and
- use contents of spill kit as per instructions.

4. Absorbent selection

- use square pads and granule absorbent bi-product – designed for the water.

5. Disposal Methods

- locate disposal bags and PPE within spill kit for safe clean up.

6. Reporting and restocking
- all fuel spills shall be reported as soon as practical to marina management.

5.3 Socio-economic considerations

The proposed development will improve environmental performance and operational efficiencies, which will help safeguard the financial viability of the existing dry boat and marine facility. This will in turn safeguard existing employment at the site and provide additional employment opportunities through the installation. This employment and ensuring the ongoing viability of the facility will provide social and economic benefits to the local community.

6. Justification and conclusion

This SEE has been prepared in accordance with Part 4.15(1) of the EP&A Act and having regard to other relevant environmental planning policies and controls.

6.1 Likely impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality

The proposed development will not increase the operational capacity of the existing facility. Potential impacts associated with installation will be limited and environmental management and mitigation are proposed to mitigate any impacts to both the natural and built environments. The proposed changes to the diesel fuel system will improve the environmental performance of the facility by reducing the need for vessel movements during refuelling and reducing the potential for fuel spills. The proposed development will have social and economic benefits by ensuring the ongoing viability of the facility.

6.2 Suitability of the site for the development

The proposed development is consistent with the existing and approved dry boat storage and marine facility use of the site and is in accordance with the relevant planning policies and controls that relate to the site. The site is therefore suitable for the proposed development.

6.3 The public interest

The proposed development will improve the environmental performance of the facility and provide economic and social benefits. For these reasons the proposed development is in the public interest.

Appendix A – Plan of the proposed changes to the diesel fuel delivery system

5
D.P.1209992

"THE GALLEY"
SINGLE STOREY TIMBER
& METAL BUILDING

33.51

341°34'20"

29
D.P.1151746

BITUMEN

BITUMEN CARPARK

2.47 2.47

2.37

2.36

Mga NORTH

CONCRETE

2.34

BENCH MARK
MARL IN CONCRETE
R.L. 4.33

2.35

LADDER

EXISTING
DIESEL TANK

PUMP

2.33

TIMBER BUILDING

METAL
PIT

2.30

RAISED

TIMBER

SEATING

2.57

2.61

2.31

TOP OF
EXPOSED PIPE

2.71

EDGE

OF

2.28

CONCRETE

2.28

FLAG
POLE

251°34'40"

153.5

1.09 1.06

PROPOSED
DIESEL DISPENSER

1.17

1.15

1.17
F.H.R.

DOCKSIDE
DISCHARGE UNIT

TIMBER & METAL
WALKWAY

TIMBER & METAL
WALKWAY

1.18

1.16

1.15

1.18

1.21
SERVICES
PILLAR

1.20
SERVICES
PILLAR

Rozelle

Bay

1.20

1.27

PROPOSED HDPE FUEL PIPE CONNECTING THE
EXISTING FUEL BOWSER WITH THE NEW
DISPENSER ON THE UNDERSIDE OF THE PONTOON

1.14

1.23

1.23
SERVICES
PILLAR

F.H.R.

1.22

1.26

PROPOSED
HOSE / NOZZLE

1.26

1.21

1.23
SERVICES
PILLAR

1.25

1.24
SERVICES
PILLAR

1.31

1.31

F.H.R.

1.26

1.20

1.28

1.26

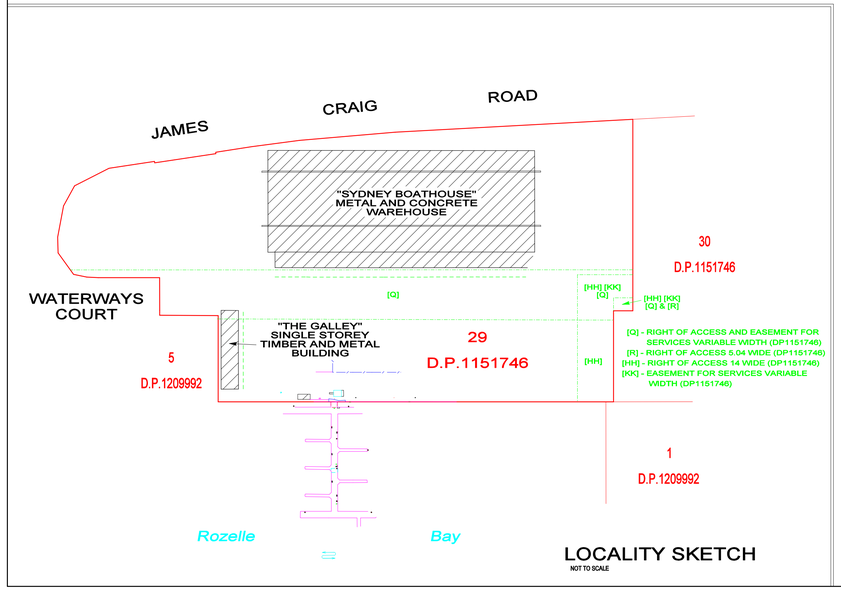
1.26

1.25

1.26

1.26

1.25



LOCALITY SKETCH
NOT TO SCALE

NOTES:

THIS PLAN HAS BEEN CREATED AT A SCALE OF 1:100 AND MAY NOT BE SATISFACTORY FOR OTHER PURPOSES. THE ACCURACY OF ANY ENLARGEMENT OR OTHER REPRODUCTION MAY BE LESS THAN THAT OF THE ORIGINAL.

LEGEND

- ELECTRICITY PIT
- ELEC POLE WITH LIGHT
- ELECTRICITY POLE
- LIGHT POLE
- TRAFFIC SIGNAL
- GAS METER
- GAS VALVE
- POLE (UNSPECIFIED)
- PIT (UNSPECIFIED)
- MANHOLE (UNSPECIFIED)
- TELECOM PIT
- TELECOM PILLAR
- WATER METER
- WATER VALVE
- STOP VALVE
- HYDRANT
- STORMWATER GRATE
- STORMWATER MANHOLE
- STORMWATER PIT
- SEWER PIT
- SEWER MANHOLE
- SEWER MANHOLE
- BOLLARD
- SIGN

REV.	DATE	AMENDMENTS
D	25/11/2021	TEXT AMENDED
C	23/11/2021	SIZE OF PROPOSED DIESEL DISPENSER AND PROPOSED HOSE/NOZZLE AMENDED.
B	4/11/2021	AUSTRALIAN HEIGHT DATUM LEVELS ADDED
A	3/11/2021	ISSUE FOR INFORMATION

RYGATE SURVEYORS
SURVEYING SINCE 1893
Rygate & Company Pty Limited
P.W. Rygate & West
ABN 81 001 204 897
a Suite 904 Level 9, 89 York St Sydney NSW 2000
p +61 2 9262 6800
f +61 2 9262 6843
e surveyors@rygate.com.au
w rygate.com.au

SUBDIVISION | STRATA PLANS | STRATUM SUBDIVISION | LEASE PLANS | TOPOGRAPHIC SURVEYS | GPS SURVEYS | 3D MODELLING | RACECOURSE DESIGN | PROJECT MANAGEMENT | SUN SHADOW DIAGRAMS

SURVEYOR	DRAWN	CHECKED	APPROVED
C.D.	S.K.	C.D.	A.D.F.

0 — 10
REDUCTION RATIO 1:100 @ B1

DATUM : AUSTRALIAN HEIGHT DATUM
CONTOUR INTERVAL : N/A
ORIGIN OF LEVELS : S.S.M. 168311 R.L.2.784 (A.H.D.)

CLIENT
URBAN PERSPECTIVES

LOCALITY
ROZELLE

L.G.A.
INNER WEST

PLAN
SHOWING LIMITED DETAIL
LOT 29 D.P.1151746
SYDNEY BOATHOUSE
No.21 JAMES CRAIG ROAD

CAD REFERENCE 79762.dgn

REFERENCE No.	PLAN No.	DATE	SHEET No.
79762		29/10/2021	OF - SHEETS

Appendix B – Cost Estimates

COMPLETE PETRO-CHEM CONSULTING SERVICES

2/21 Abel Street, Penrith NSW 2750
02 4811 1919
ABN: 33 628 418 191
www.completepetro-chem.com.au

12th November 2019

Sydney Boathouse

Att:- Tracy Souris

By email to:- tracy@sydneyboathouse.com.au

Dear Tracy

Re:- Supply and installation of Fuel Bowser on floating pontoon.

Apologies for the delay in getting back to you with this revised Quotation. I haven't been able to source a suitable second-hand hose reel.

We are now pleased to submit our revised quotation for the supply and installation of a reconditioned industrial diesel fuel bowser and reconditioned hose reel attached to the existing above ground diesel fuel tank. Note that the bowser is an industrial model and is not for use in a Retail sale to the public. This assumes you will pass on fuel sales to Pacific Boating on a B2B contracted fixed price per litre

Our price of $32,000.00 plus GST includes the following works:-

Site inspection to check site conditions and existing equipment for connection details.

Prepare Construction Drawings for work to be carried out which can be transferred to As-laid Plans on completion for Site Dossier records.

Supply and install a Tee and directional valve at the junction of existing pipework to existing bowser (for forklift fueling).

Supply and install stainless steel single walled pipe from Valve to a point above the floating pontoon at the rear of the fuel tank.

Supply and install a stainless steel "Transition Box" with lid and enclosing an Emergency Fuel Supply Isolation Valve at the head board (with appropriate signage).

Supply and install a double walled flexible/steel braided hose from the Transition Box to a new under-pump sump mounted on the floating pontoon.

Supply and Fit a Tokheim anti-syphon valve in the under-pump sump and attached to the dispenser to control gravity flow of fuel from the elevated tank.

Supply and install an industrial lo-flo fuel dispenser with single hose and auto cut off nozzle mounted on the under-pump sump. The dispenser is fitted with a litres only display and is not for use in a retail sale to the public.

Supply and install a reconditioned manual retracting fuel hose reel and install fixed pipework from the fuel dispenser to the hose reel. Note that the fuel hose nozzle will still reside in the fuel dispenser holster which is also the shut off switch.

Hazardous Areas Electrician will supply and install electrical power to the unit on the floating pontoon from an individual circuit from the supply at the fuel tank. (NOT in series). The submersible turbine pump fitted in the tank will pump fuel to the dispenser.

Fueling areas must be properly lit, our Electrician will provide an optional price to install an overhead light if considered necessary for compliance.

Charge the system and check-calibrate the dispenser to comply with Trade Measurement Regs.

Provide and affix appropriate Warning and Information signage.

Commission System.

Provide Training for operators in correct use, isolation in case of emergency or leaks, and environmental responsibility.

Leave site clean and tidy.

Preliminaries (Specifications, Construction/Installation Plans,	
Project Mgt, Admin, Documentation)	2,791.74
Materials	3,188.21
Single Diesel Dispenser	7038.00
Labour	14,779.80
Electrical	3,014.60
Consumables /insurance	1,201.30
Sub Total....	**$32,013.65**
GST	3,201.36
Total.....	**$ 35,215.00**

All work carried out by Complete Petro-Chem Consulting Services Pty Ltd is strictly to AS 1940, SafeWork NSW Codes of Practice and EPA Regulations.

Project Duration:- 3 days Preliminary preparation and 6 days on site including training time.

Excluded Works.

Works are as outlined. No allowance has been made for additional meetings with Council, SafeWork Inspectors or any others involved.

Additional Costs.

Additional costs will not be incurred without your prior knowledge and written approval.

Terms:-

All work carried out is subject to the Terms and Conditions of the Complete Petro-Chem Consulting Services Pty Ltd Construction Agreement.

A 30% deposit, scheduled progress payments including applicable variations and additions, and payment of balance in full within 14 days of practical completion is a requirement of our Acceptance of the Works.

A copy of the Complete Construction Agreement can be made available for your perusal.

We trust that our revised price meets with your approval and if so assure you of our best service and workmanship. If you require further information or if any points need clarification please contact our Office.

We look forward to working with you on this matter.

Yours faithfully,

Barry Boné (AMS Grad.) AIDGC

Director – Senior Consultant

Accredited Dangerous Goods Consultant
Qualified Hazardous Areas Specialist
Environmental Support Services
Project Management – Planned Maintenance

Complete Petro-Chemical Consulting Services Pty Ltd

Get it done

Quotation

7 Ritchie Road
Silverdale NSW 2745
0428 263 482

DATE 20/10/2021
Quotation # 114
Customer ID SBH

Quotation For:

Quotation valid until: 9/11/2021
Prepared by: Barry Boné

Sydney Boat House
2 Waterways Court
Rozelle 2039
Contact:- Alex Christou

Comments or Special Instructions: Provide a Quotation on supply and install for a 30m metre Diesel Fuel Hose Retractor Reel on the Fuel Wharf in compliance with WH&S Regulations and AS1940.

QUANTITY	DESCRIPTION	UNIT PRICE	TAXABLE?	AMOUNT
		$ 116.00	T	
1	Supply 1 x 30 metre x 25mm retracting Hose Reel - Diesel	$ 1,840.00	T	$ 1,840.00
1	Fabricate and Supply 1 x Stainless Steel lockable Spill/Leak Containment Box including hose control rollers for hose reel and Emergency Isolation Valve	$ 1,680.00	T	$ 1,680.00
12	Installation cost	$ 160.00		$ 1,920.00

SUBTOTAL	$ 5,440.00
TAX RATE	10.00%
SALES TAX	$ 352.00
OTHER	$ -
TOTAL	$ 5,792.00

THANK YOU FOR YOUR BUSINESS!

Appendix C – Sydney Boathouse Safe Operating Refuelling Procedure

Sydney Boathouse

Safe Operating Procedure

Refueling Procedure. Diesel & Petrol fuel system

Table of Contents

Title	Refuelling Procedures		
Document Number	004	**Revision**	Annually or when change to procedure is required
Account/Site	Sydney Boathouse		
Revision Date:	1/10/2021	**Next Review Date**	1/10/2022

CHANGE SUMMARY:

Rev	Change/Reasons	Date Updated	Originator
01	Creation of SOP	08/06/2020	Alexander Christou
02	Update- Ref. GMR 4.5.5	08/04/2021	Alexander Christou
03	Update – B Arm	1/10/2021	Tracy Souris

Prepared By	Approved By	Client Owner
Alexander Christou	Tracy Souris	Lendlease

1 PRODUCT OVERVIEW

Sydney Boathouse provides both Petrol and Diesel refuelling capabilities on site for our clients and tenants.
Both the Petrol and Diesel fuel systems are managed and operated by Sydney Boathouse.
Both fuelling tanks are above ground systems and are double skinned tanks.
The Petrol tank can facilitate and dispense 13000Litres at maximum capacity and the Diesel tank can facilitate 16000Litres at maximum capacity.

2 GENERAL SAFETY

- Only persons inducted into this procedure are allowed to operate the fuel pump/s
- All of the procedures listed in the refueling SOP must be read, understood and adhered to at all times.
- Any defect or damage noticed to the fuel pump must be reported to marina management. Fuel pump will be tagged out of order if found to be defected.
- Vessel refueling-No refueling of items which are energized is permitted. ***Reference GMR-4.5.5***. Ensure that vessel batteries are turned OFF and that vessel engine is NOT operational during refueling.
- Fuel spills must be reported immediately to marina management as per the EHS manual regarding incidents.
- Smoking is prohibited within the delineated exclusion zone. Exclusion zone is highlighted in Appendix A. Must ensure a 15metre exclusion zone is maintained for smoking within the Petrol fueling system and 8metres within the Diesel fueling system.
- Hot works/open flame is prohibited within the delineated exclusion zone. Exclusion zone highlighted in Appendix A. Must ensure a 15metre exclusion zone is maintained for hot works/open flame within the Petrol fueling system and 8metres within the Diesel fueling system.
- 240volt power outlets/equipment must not be used/operated within the delineated exclusion area. Exclusion zone is highlighted in Appendix A. Must ensure a 15metre exclusion zone is maintained for using 240Volt power outlets/equipment within the Petrol fueling system and 8metres within the Diesel fueling system.

- Refuelling operation must cease if person/s are observed performing hot works, electrical works and/or smoking within the designated exclusion zone.

- PPE such as, high visibility vest and fully enclosed shoes must be worn when operating the fuel pump/s. Additional PPE such as protective eyewear, work gloves and dust masks are also available when the fuelling operator requires.

- Safety data sheets (SDS) are provided in the SBH workshop and Marina office for both diesel and petrol refuelling procedures. SDS outlines all the necessary requirements relating to PPE for that specific task.

- Mobile phones and two-way radios are prohibited for use by the fuelling operator when operating the fuel pump.

- First aid kits are available at the marina office and within the SBH workshop.

- An emergency eyewash station is available outside the SBH workshop in the event of an incident involving fuel liquid in eye/s

- 240litre marine (oil/fuel) spill kits are available and contain necessary contents to assist with containing and clean-up of fuel.

- An emergency drain seal cover is located within the SBH staff workshop and must be stored back in the SBH staff workshop if used, stored on the workshop shelves. The drain seal cover must be used in the event of a spill to assist with the containment of fuel. The neoprene cover is marked per the below image.

3 OPERATING PROCEDURES FOR PETROL FUELLING SYSTEM (PULP 98)

PRE-START CHECKS

- A visual inspection of the Petrol tank and the surrounding perimeter must be conducted before any operation of the refuelling system. The purpose of the visual inspection is to identify and highlight any potential hazards associated with the task. If any hazards are highlighted, they must be reported immediately to marina management. Appropriate PPE for the task at hand must be selected prior to use

- The petrol hose nozzle must remain in the locked position when not in use. The key location for the lock is kept in the SBH workshop which is only accessible by SBH staff. The lock will need to be unlocked prior to use of the fuelling system.

- Ensure that fuel valve is working (Opening/closing) prior to use. Report any faults to Marina management if identified.

- Person/s conducting the refuelling procedure must fill in the Fuel docket log book prior and after refuelling. The fuel docket book highlights important record keeping information such as; Date, time, client's full name/rego, boat details, Pre/post-metre readings, total litres pumped, staff member name conducting the refuelling.

- Daily fuel dips are conducted by SBH staff and recorded on the Daily Marina checklist. The fuel tank dip cover must remain in the locked position at all times and must only be opened/unlocked for the purpose of dipping the fuel level. The key location for the lock is kept in the SBH workshop which is only accessible by SBH staff

REFUELLING VESSEL/S

- **Any fuel spillage onto vessel must be cleaned off prior to storage and must never be left on the vessel. Excess fuel on the hull can cause damage to the vessel.**

- Only after the fuelling operator has completed the Pre-start check, may refuelling of vessel commence.

- There is an emergency E-stop button located on the petrol bowser unit. The E-stop must be activated in the event of a fuel related emergency/incident.

- The petrol hose/nozzle must never be operated/retracted across the hardstand to achieve fuelling on the westerly wash racks. The western wash racks are highlighted in Appendix A.

- Fuelling operator must ensure that the fuel substance is correct for the intended engine type. Most fuel caps indicate the type of fuel intended per the manufacturer's requirement. Should be stamped on the fuel filler cap. If unsure of the fuel requirement then fuel operator must notify marina management before commencing refuelling.

- Ensure that fuel nozzle is unlocked prior to pumping.

- Fuel shutoff valve must be in the open position prior to pumping. The fuel valve must be closed in the event of a fuel related emergency/incident.

- Vessels fuel cap must be removed prior to filling the vessel and before removing the dispenser nozzle from the holster.

- When transferring the fuel line from the dispenser unit to the intended vessel, the fuelling operator must ensure that fuel isn't leaking/pumping onto the ground surface and or drain pits.

- Once vessel is fuelled, the fuelling operator must place the filler cap back onto the vessel.

SHUTDOWN PROCEDURES

- After the vessel is refuelled, the fuel hose nozzle must be placed into the bowser holster and locked.

- The fuel shutoff valve is to be left in the ON position during business hours of operation and after the refuelling has been completed, the valve must always be closed into the OFF position at the end of business operational hours. The fuel shutoff valve must

always be turned into the OFF position in the event of a fuel related emergency/incident.

- The circuit breaker (power) must remain in the ON position after dispensing fuel but must be turned OFF in the event of a fuel related incident
- Ensure that the fuel hose is retracted within the fuel hose reel
- The fuel nozzle must be locked at the close of business at the end of each operational day.
- Ensure that the area is clean and that no hazards are present.
- Any fuel spillage onto vessel must be cleaned off the vessel prior to storage and the shutdown procedure.

4 OPERATING PROCEDURES FOR DIESEL FUELLING SYSTEM

PRE-START CHECKS

- A visual inspection of the Diesel tank located on the marina front, B Arm dispenser, hosing and the surrounding perimeter must be conducted before any operation of the refuelling system. The purpose of the visual inspection is to identify and highlight any potential hazards associated with the task. If any hazards are highlighted, they must be reported immediately to marina management. Appropriate PPE for the task at hand must be selected prior to use
- The diesel hose nozzle must remain in the locked position on both dispensers when not in use. Dispensers are located on the marina front and on B Arm. The key location for the lock is kept in the SBH workshop which is only accessible by SBH staff. The lock will need to be unlocked prior to use of the fuelling system.
- Ensure that fuel valves are working (Opening/closing) prior to use. Report any faults to Marina management if identified.
- Person/s conducting the refuelling procedure must fill in the Fuel docket log book prior and after refuelling. The fuel docket book highlights important record keeping information such as; Date, time, client name/rego, boat details, Pre/post-metre readings, total litres pumped, staff member name conducting refuelling.
- Daily fuel dips are conducted by SBH staff and recorded on the Daily Marina checklist. The fuel tank dip cover must remain in the locked position at all times and must only be opened/unlocked for the purpose of dipping the fuel level. The key location for the lock

is kept in the SBH workshop & in the marina office key safe which is only accessible by SBH staff.

- **REFUELLING VESSEL/S**

- Only after the fuelling operator has completed the Pre-start check, they may then commence refuelling the vessel. Fuelling must be conducted by 2 persons, one stationed at hose and the other stationed at the shut off valve.

- Fuelling operator must ensure that the fuel substance is correct for the intended engine type. Most fuel caps indicate the type of fuel intended per the manufacturer's requirement. Should be stamped on the fuel filler cap. If unsure of the fuel requirement then fuel operator must notify marina management before commencing refuelling.

- Ensure that fuel nozzle is unlocked prior to pumping.

- Fuel shutoff valve must be in the open position prior to pumping.

- Vessels fuel cap must be removed prior to filling the vessel and before removing the dispenser nozzle from the holster.

- When transferring the fuel line from the dispenser unit to the intended vessel, the fuelling operator must ensure that fuel isn't leaking/pumping onto the ground surface, water, dock and or drain pits.

- No person/s are permitted to climb over the fence that is located at the diesel tank.

- Once vessel is fuelled, the person operating the hose nozzle on the dock must place the filler cap back onto the vessel.

- Any fuel spillage onto vessel must be cleaned off the vessel prior to storage and the shutdown procedure.

- SBH staff are not to fuel wet berth client vessels without management approval. The skipper of the vessel is to fuel the vessel using nozzle and SBH staff to pass the hose to the skipper and monitor the tank, gauges, valves & emergency stop for diesel fuelling.

- Fuelling on B Arm is to cease in the following conditions;

    - High Winds exceeding 30 knots

    - Extreme weather ie. thunder storms, heavy rain, lightning

- When maintenance is being conducted on the marina arm including; high risk works

SHUTDOWN PROCEDURES

- After the vessel is refuelled, the fuel hose nozzle must be placed into the bowser holster and locked.
- The circuit breaker (power) must remain in the ON position after dispensing fuel but must be turned OFF in the event of a fuel related incident
- The fuel shutoff valves must then be turned to the OFF position
- Ensure that the fuel hose is retracted within the fuel hose reel. The excess fuel hose must be neatly coiled up with the bunded container, which is located next to the diesel tank. B Arm hosing to be housed in the hose retainer located on B Arm.
- Ensure that the area is clean and that no hazards are present.

5 EVENT OF A FUEL SPILL – EMERGENCY PROCEDURES

SIX STEPS ASSOCIATED WITH SPILL RESPONSE

The following steps below Must be considered in the event of a fuel spill. SBH has 8 spills kits located on the site and they are highlighted in Appendix B.

1. Initial response

- Assist injured person/s
- Evacuate unnecessary persons from the area
- Evaluate the situation
- Call for assistance if required

2. Control

- Cordon/Barrier off the area
- Stop the source of the spill if safe to do so. The petrol & diesel bowsers are fitted with an emergency Stop button.
- Determine what has been spilled
- Check SDS sheets to determine action if necessary

- Ensure area is safe
- Use the correct PPE

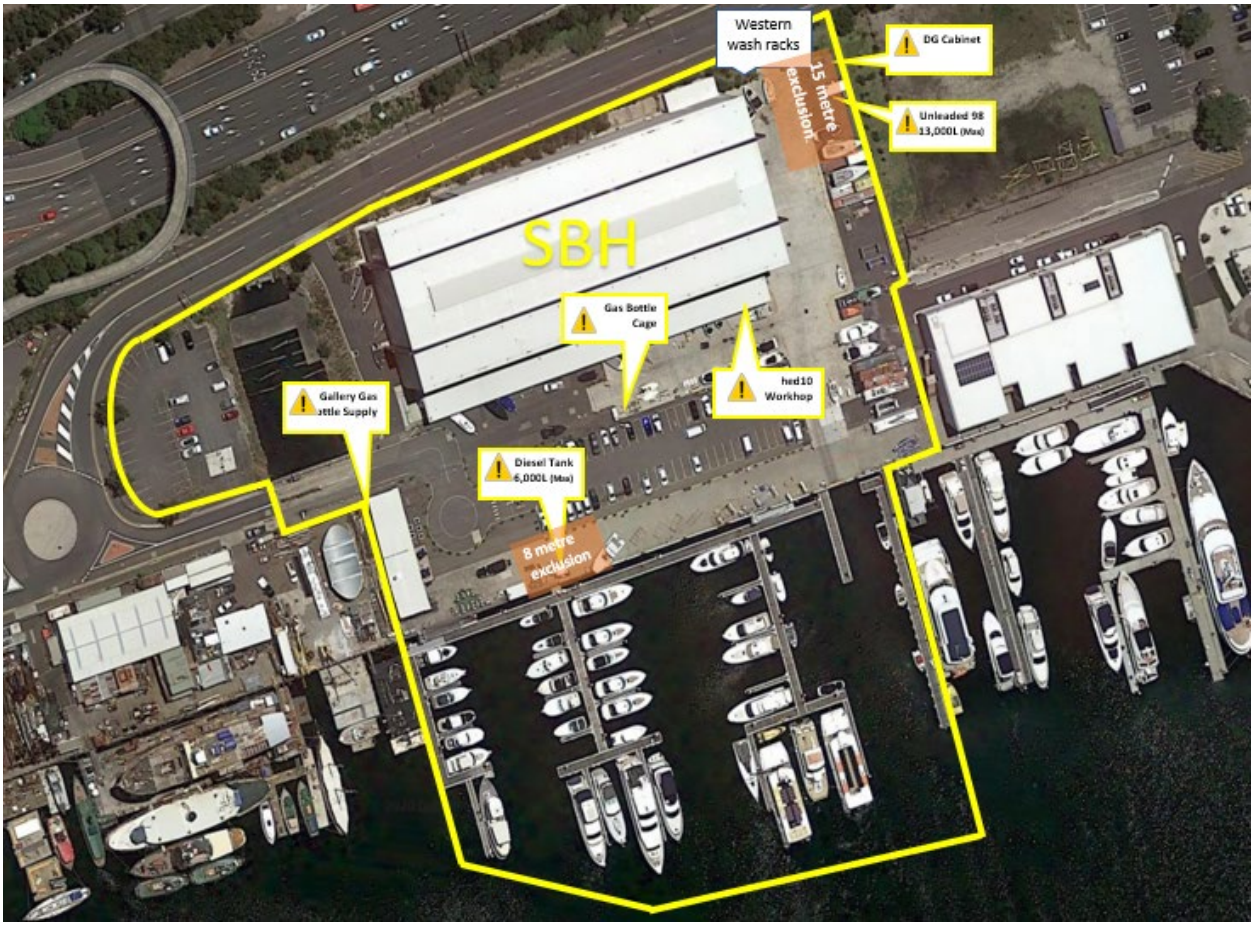
3. **Containment**

- Isolate drains on hardstand
- Use sausage booms, fence booms & sweep booms in water
- Use Triple 7 bioconcentrate to herd the spill in the water
- Use contents of spill kit as per instructions

4. **Absorbent selection**
5. **Disposal Methods**
6. **Reporting and restocking**

- All fuel spills must be reported as soon as practical to Marina Management.

6 APPENDIX A- SITE LAYOUT



7 APPENDIX B - SPILL KIT LOCATION


240L Fuel & Oil
Sprill Kit
240L Fuel & Oil
Sprill Kit
SBH
240L Fuel & Oil
Sprill Kits (x2)
240L Fuel & Oil
MARINE Sprill Kit
240L Fuel & Oil
MARINE Sprill Kit
240L Fuel & Oil
MARINE Sprill Kit
240L Fuel & Oil
MARINE Sprill Kit