

## APA Technical Note - Western Outer Ring Main - Environment Effects Statement

**TECHNICAL NOTE NUMBER:** TN08

**DATE:** 13 September 2021

**SUBJECT:** Alignment/Design Changes - Update to Pipeline Licence Application and Response to Inquiry RFI 3, 5 and 6.

**SUMMARY** This Technical Note provides a summary of the pipeline alignment changes associated with revision 10 of the Project and responds to Inquiry RFIs 3, 5 & 6.

**REQUEST:**

3. Advise whether a decision has been made to install a 500 or 600mm pipeline and explain any implications for the EES arising from the alternative pipeline diameters.
5. Confirm whether the route refinements discussed in Chapter 3.9.2 are included in Attachment IV (Mapbook).
6. Explain the status of the possible route refinements (KP 20 and KP 28 to 32) and how they are intended to be resolved.

**ATTACHMENTS:** Pipeline Licence Application - Amended Mapbook dated 26 August 2021

**NOTE:**

**RFI Item 3 – Pipeline Diameter**

- 1 The Pipeline Licence Application (Attachment 1 of the EES) made provision for a 600mm diameter pipeline. Since the submission of the Pipeline Licence Application on 30 June 2021, APA have decided to adopt a 500mm pipeline diameter.
- 2 The EES made provision for a 600mm option as this would present a slightly larger construction footprint and measurement length. In adopting the 500mm option, the measurement length will be reduced from 659m to 526m. The area of consequence (AoC) remains at a distance of 65m either side of the pipeline.
- 3 As the changes to the construction footprint between a 600mm and 500mm option are minimal, these changes have not been incorporated in the attached updated Pipeline Licence Application Mapbook. However, the construction footprint and AoC for the 500mm pipeline diameter can be viewed in the Mapping Tool.
- 4 Technical Note 18 (Assessment of Pipeline Alignment Changes) addresses the second part of the RFI 3 as to whether the adoption of a 500mm pipeline diameter has any implications for the EES. Technical Note 18 also includes an impact assessment for all changes to the project alignment defined in the Amended Mapbook.

**RFI Item 5 & 6 – Route Refinements**

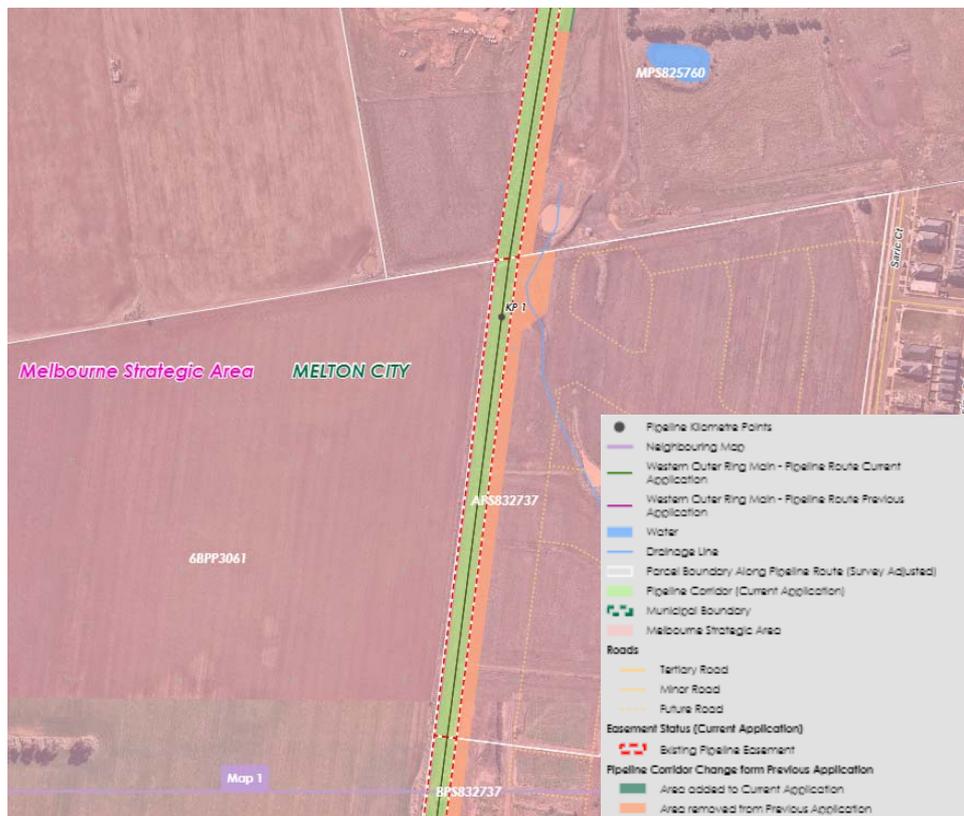
- 5 The route refinements that were under consideration at Oaklands Road (KP 20) and Mickleham Road to the north of Donnybrook Road (KP 28 to 32) have been finalised and

are included in Revision 10 of the Pipeline Alignment, as shown in the attached Amended Mapbook. The changes are discussed in paragraph 7 (h) and (m) below.

**Pipeline alignment changes**

- 6 The Pipeline Licence Application and EES Mapbook were based on the Revision 7 pipeline alignment. Since the submission of the Pipeline Licence Application and exhibition of the EES, there have been a number of minor revisions to the pipeline alignment to respond to both landowner requests and where the pipeline construction footprint has been able to be narrowed to minimise environmental impact.
- 7 APA submitted a request to amend the Pipeline Licence Application under section 36 of the *Pipelines Act 2005* on 27 August 2021. This request included an Amended Mapbook based on Revision 10 pipeline alignment (see Annexure A).
- 8 Below is a summary of the pipeline alignment changes between revisions 7 and 10:

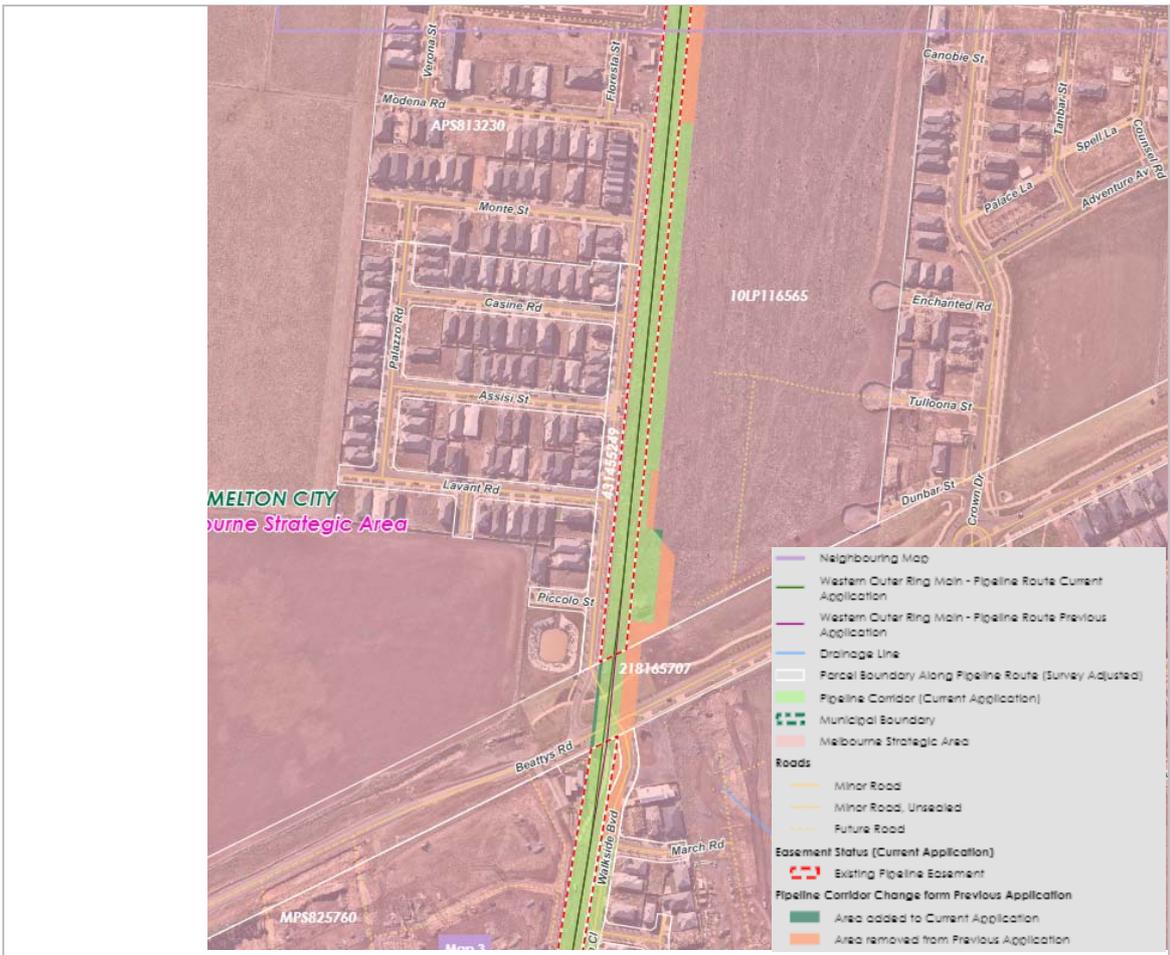
- (a) KP 0 to KP 1.07: Pipeline corridor reduced by 1.22 hectares (ha) at the request of the land developer to allow for concurrent construction activities to occur between APA and the land developer within this area of the Plumpton Precinct Structure Plan (PSP).



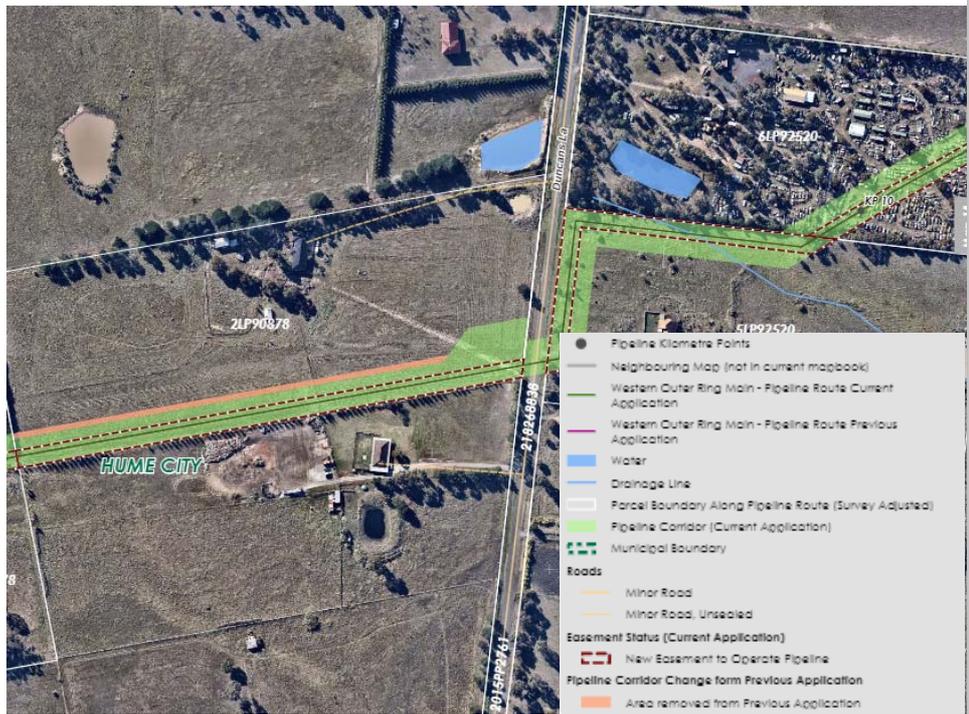
- (b) KP 1.07 to KP 1.57: Pipeline corridor increased by 0.24 ha to compensate for reduction between KP 0 to KP 1.07. This increase is to ensure there is sufficient temporary construction space to safely install the pipeline in this area.



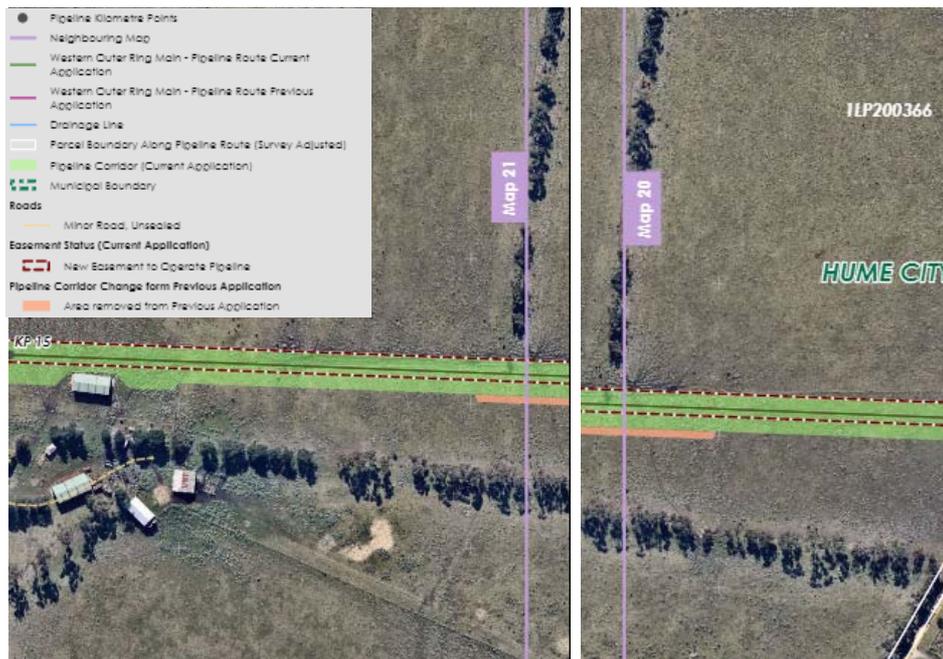
- (c) KP 2.21 to KP 2.97: Pipeline corridor redesigned to reflect boring construction method. This resulted in a reduction in pipeline corridor across Beatty's Rd and a minor increase north of Beatty's Rd due to the location of a bend. Reduction of pipeline corridor in the northern portion of this property was made at the request of the land developer to allow for concurrent construction activities to occur between APA and the developer within this section of the Plumpton PSP.



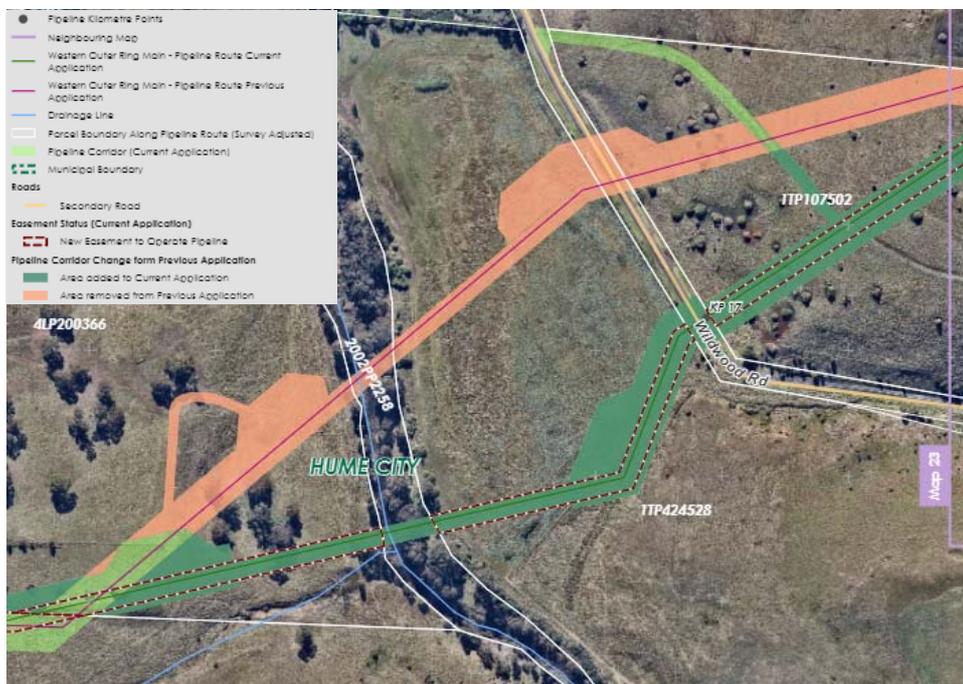
(d) KP 9.16 to KP 9.54: Pipeline corridor reduced by 0.19 ha to minimise environmental impacts, specifically clearing of potential Striped Legless Lizard habitat.



- (e) KP 15.3 to KP 15.4: Pipeline corridor reduced by 0.05 ha to minimise impact to native grasslands.



- (f) KP 16.3 to KP 17.3: Pipeline corridor redesigned at Deep Creek at the request of the landowner to minimise impact to flatter land within property to the north.



- (g) KP 17.32 to KP 18.32: Pipeline corridor revised at the request of the landowner to minimise impact to dam within property.

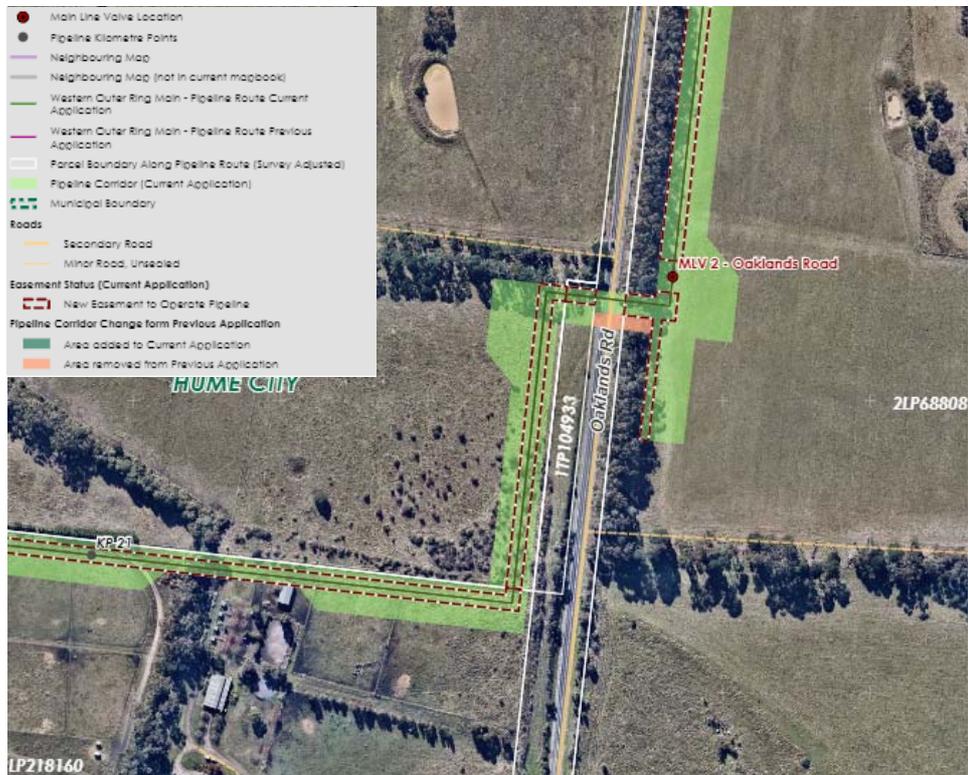


(h) KP 19.24 to KP 20.88: Pipeline corridor redesigned at the request of Department of Transport (DoT) to minimise interface with Outer Metropolitan Ring (OMR) corridor.

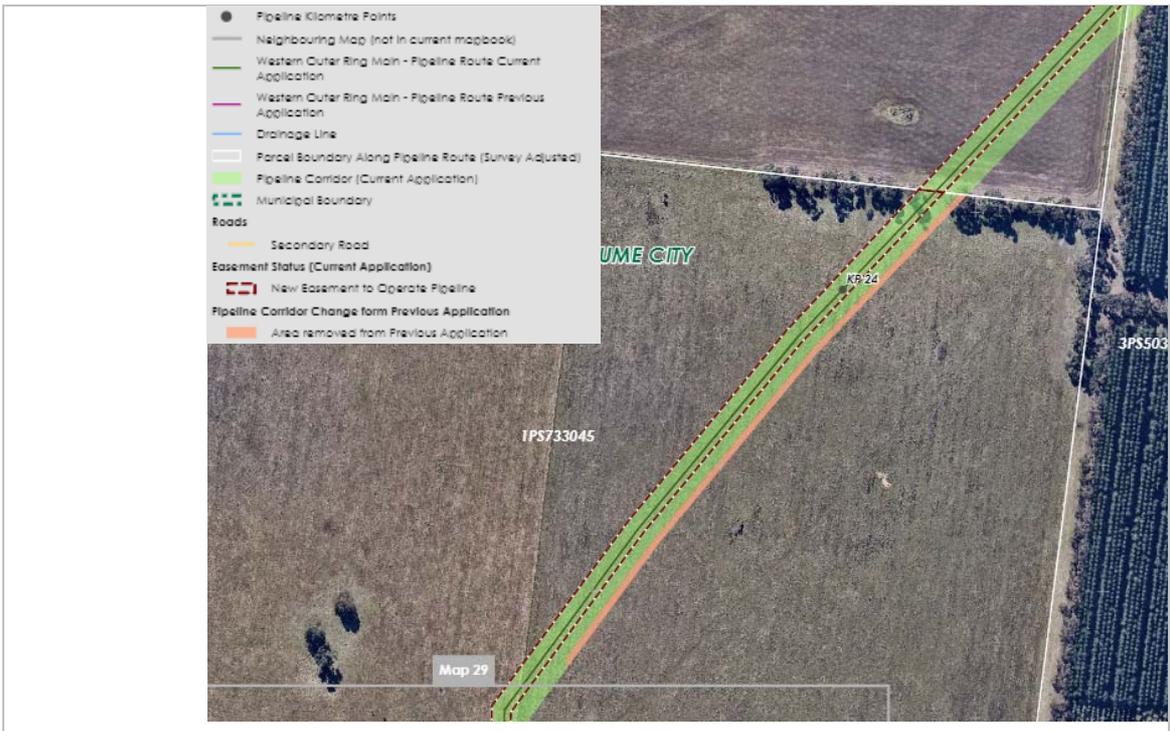




- (i) KP 21.66: Pipeline corridor redesigned and reduced across Oaklands Road to avoid impact to tree line.



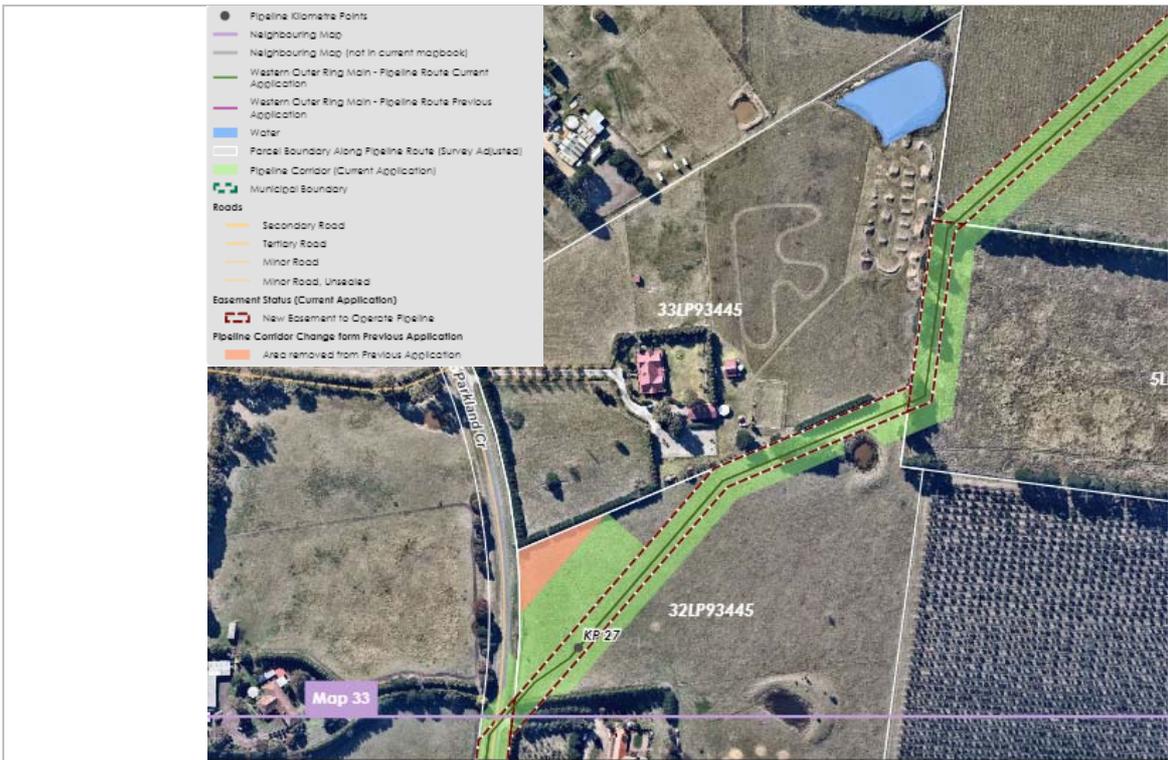
- (j) KP 23.70 to KP 24.17: Pipeline corridor reduced by 0.24 ha to minimise environmental impacts, specifically clearing of potential Golden Sun Moth habitat.



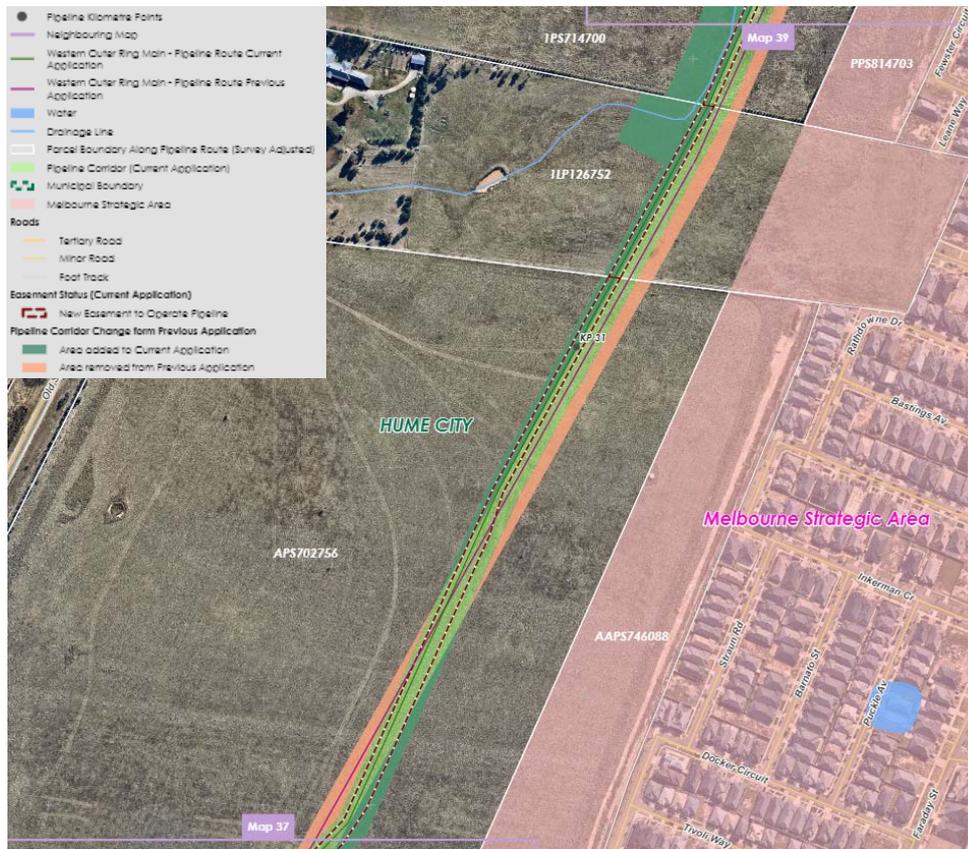
(k) KP 25.97 to KP 26.35: Pipeline corridor redesigned at the request of the landowner to reduce orphaned land along road boundary while maintaining an area of screening vegetation.



(l) reduced to minimise environmental impact.



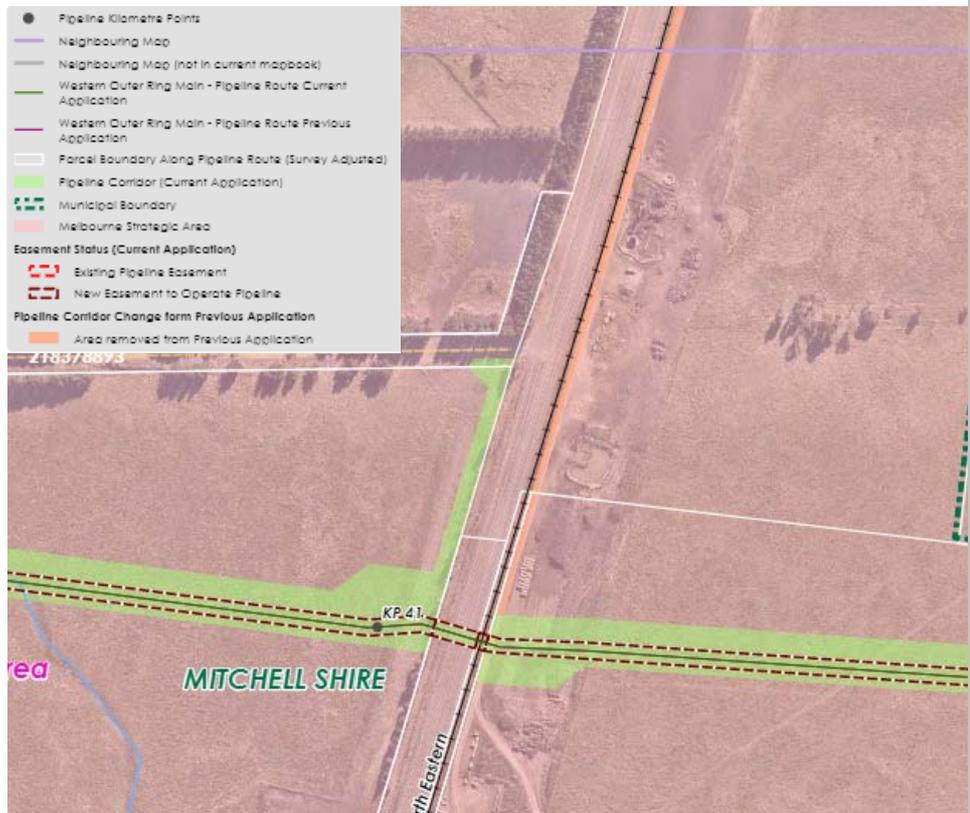
(m) KP 30.30 to KP 32.0: Pipeline corridor redesigned at the request of DoT to minimise interface with OMR corridor.

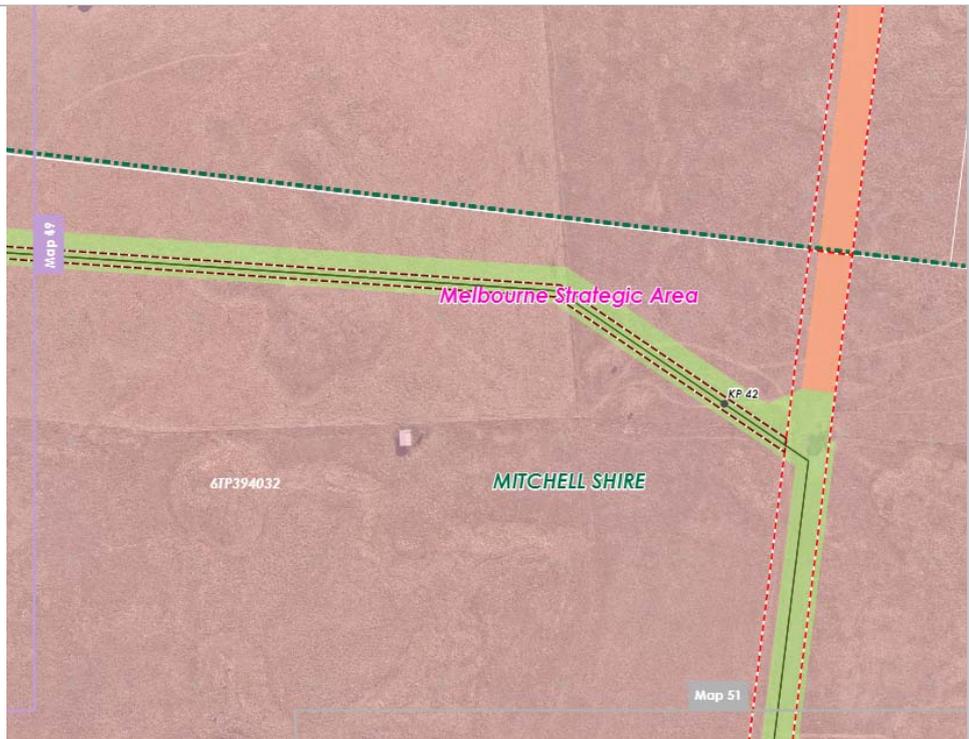


(n) KP 34.89: Pipeline corridor increased to include additional area within road reserve for access to Main Line Valve 3 site.

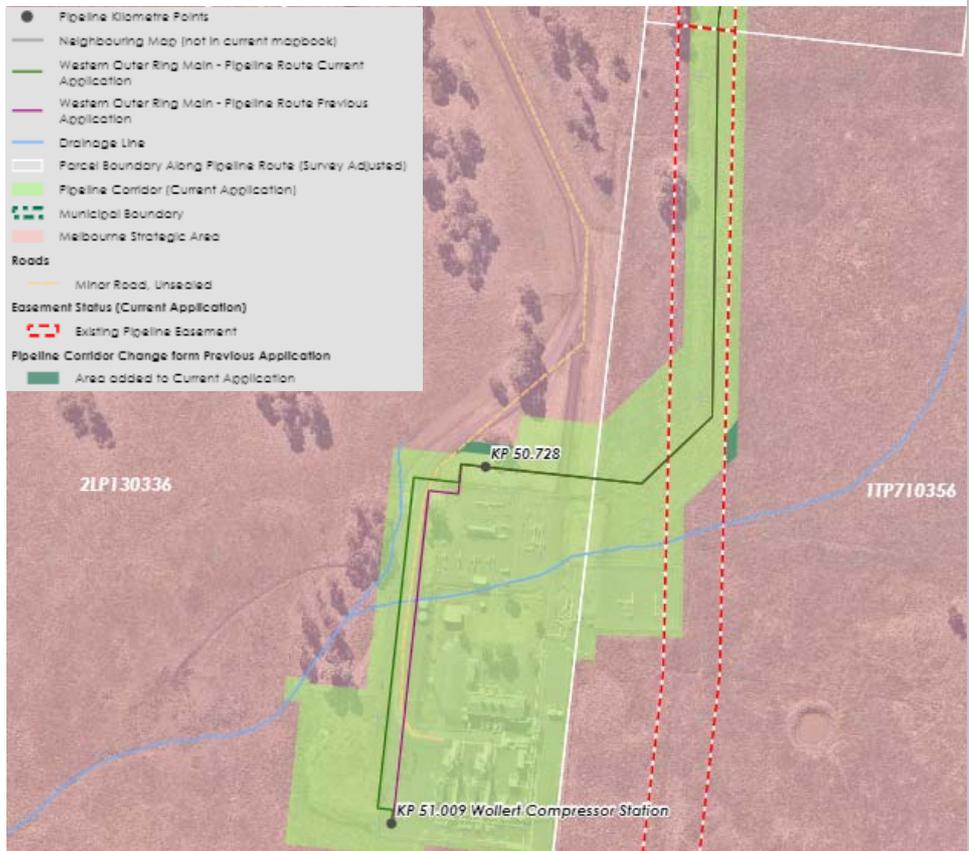


(o) KP 41.16 & KP 42.13: Potential pipeline corridor access tracks removed as access can be obtained from the south.





- (p) KP50.79: Pipeline corridor increased due to requirement for pig-trap construction and to allow for easier access around crossing. Design change to the Wollert Compressor Station facility.



9 The Mapbook and the online project mapping tool (ArcGIS) includes features from publicly available data and APA feature or cadastral surveys. It is noted the accuracy level of each feature is variable and should be taken into consideration when reviewing the Amended Mapbook. Approximate accuracy levels are included below for reference.

- (a) Cadastre layers: +/- 7m in urban areas
- (b) Topographic layers (1:25,000): +/- 12.5m
- (c) APA feature/cadastral survey layers: +/- 0.03m
- (d) Environmental Survey layers: +/- 5m

**ANNEXURE A**  
**Pipeline Licence Application - Amended Mapbook dated 26 August 2021**