Queensland Government

Office of the
Coordinator-General

Our ref: OUT23/2782
Your ref: QLD01C0001-LTS-AP-0003

26 July 2023

Mr Michael Kilcullen
Manager, Manufacturing
Fortescue Future Industries Pty Ltd
c/- Mr Isaac Harslett
Senior Planner - SMEC
Isaac.Harslett@smec.com; mike.kilcullen@fmgl.com.au

Dear Mr Harslett

AP2023/001 – SDA application for a material change of use (MCU) for special industry (hydrogen test train facility) in the Gladstone State Development Area (SDA)

Receipt of your SDA application for a MCU for special industry (hydrogen test train facility) in the Gladstone SDA is acknowledged. The application was deemed properly made on 5 July 2023, in accordance with section 84D of the *State Development and Public Works Organisation Act 1971.*

Please find enclosed a request detailing the additional information required in order to properly assess your application. In accordance with Schedule 2, Part 2, section 2.1(4) of the Gladstone SDA Development Scheme (May 2022), your response to the Office of the Coordinator-General is due on or before 9 February 2024. The application will lapse if you do not provide, to the satisfaction of the Coordinator-General, the requested information by the required date.

Once the Coordinator-General has received a response to the request for additional information, the application will be referred to the following referral entities for their assessment and to identify if any further information is required:

- Gladstone Regional Council
- Department of Transport and Main Roads
- Department of Environment and Science
- Office of Industrial Relations – Major Hazard Facilities Unit.

If the Coordinator-General receives any requests for additional information from the referral entities, the Coordinator-General will coordinate the request and forward it to you for your response.

1 William Street
Brisbane Queensland 4000
PO Box 15517
City East Queensland 4002
Telephone 13 QGOV (13 74 68)
Website www.statedevelopment.qld.gov.au
ABN 29 230 178 530

If you require any further information, please contact Michael Moran, Senior Project Officer, Office of the Coordinator-General on (07) 3522 8588, or at Michael.Moran@coordinatorgeneral.qld.gov.au who will be pleased to assist.

Yours sincerely

David Stolz
Assistant Coordinator-General
Planning and Services
(as delegate of the Coordinator-General)

Enc

The proponent is required to provide the Coordinator-General with a response to the information requested below.

The requested additional information seeks to clarify inadequacies in the application material provided, the scope of the proposed development and the impacts of the proposed development.

Responding comprehensively to this request may assist in streamlining the assessment process.

No.	Issue	Information requested
Scope of proposed development		
1	Major hazards facility	The majority of the Planning Report identifies the proposed development is regarded as being a Hazardous Chemical Facility with an assessment against State Code 21: Hazardous chemical facilities included as part of the application material. However, section 3.2 of the Planning Report identifies the proposed development will require approval as a Major Hazard Facility. It is noted there are additional requirements/approvals for a Major Hazard Facility apart from those associated with Hazardous chemical facilities and Environmentally Relevant Activity (ERA) 7 (Hazardous Chemical Manufacturing). In addition, section 4.3 of the planning report states approximately 18 tonnes of hydrogen, being a prescribed hazardous chemical, will be stored onsite daily. However, section 4.5 of the planning report states approximately 6 tonnes of hydrogen will be stored onsite daily. **1) The proponent is requested to:** a. confirm whether the proposed development will be a Major Hazard Facility (MHF) b. if the proposed development is not a MHF, provide an updated planning report with reference to it being a MHF removed. c. if the proposed development is a MHF, provide an updated planning report that includes information on the required approvals for a MHF, consideration of relevant impacts,

		management/mitigation strategies and assessment against any relevant engineering and design standards or other legislative requirements. d. provide an updated planning report with the correct reference to tonnes of hydrogen stored daily.

2	Development staging	The planning report states the proposed development will be constructed in two stages for project efficiency. However there are discrepancies throughout the document on the staging titles. For example, there is reference to the stages being Stage 2A and Stage 2B and reference to the stages being Stage 2.1 and Stage 2.2. It is unclear whether these are intended to be the same stages or all separate stages in the proposed development. For example section 3.5.1 of the Planning Report identifies the Storage and Loadout element of the proposed development and includes the following:
		
		• *Stage 2a – Hydrogen Refuelling Station*
		  ○ *Compressors*
		  ○ *Storage Units*
		  ○ *Dispensers for Industrial Use for Light Vehicles, Heavy Vehicles and Truck Loading Units*
		
		• *Stage 2b (North Plot)*
		  ○ *Compressors*
		  ○ *Storage Units*
		  ○ *Truck Loading Units*
		
		It is unclear on the plans and drawings provided if there is a relationship between Stage 2a and Stage 2b and Stage 2.1 and Stage 2.2. There is limited information (e.g. no plans or drawings) included in the application material to identify the specific elements, such as internal access roads, pipe racks etc. that will be constructed during each stage of the development.
		
		Further to this, there is a lack of clarity as to what each stage will comprise of. For example, section 3 of the planning report states:

		'These stacks will be interconnected to achieve an initial 50 MW of electrolysis in five banks of stacks, which together with the Balance of System and supporting Balance of Plant, will comprise GEM Stage 2.1; GEM Stage 2.2 is proposed to comprise an additional two banks of electrolyser stacks to achieve up to 50MW of electrolysis'. This appears to state there will be five banks of stacks (assumed to mean Electrolyser Units) in Stage 2.1 achieving 50MW, followed by an additional two banks of stacks in Stage 2.2 achieving 50MW for a total of seven banks of stacks (Electrolyser Units). This is in comparison to section 3.5.1 of the planning report which appears to state there will instead be three 'stacks' in Stage 2.1 and two 'stacks' in Stage 2.2: *'Stage 2.1 will contain 30 identical 1MW Electrolyser Units and established initially and enable the commencement of use. Stage 2.2 will lag Stage 2.1 by approximately 12 months and contain an additional 20 identical Electrolyser Units.'* **2) The proponent is requested to:** a. provide an updated planning report that clarifies the staging of the proposed development, including the staging referencing and what specific elements will be included in each stage b. identify and consider the potential impacts for overlap between the operation of the first stage and the construction of the second stage and any management or mitigation strategies for these impacts. c. provide an updated or new site plan that clearly demarcates the elements that will be included in each stage of the proposed development
3	Refuelling station	Section 3.5.1 of the Planning Report identifies the storage and loadout components as including: • *Stage 2a – Hydrogen Refuelling Station* o *Compressors* o *Storage Units* o *Dispensers for Industrial Use for Light Vehicles, Heavy Vehicles and Truck Loading Units*

		The submitted proposed plans (Appendix D) also show refuelling stations as components of both stages of the proposed development. However, there is limited information in the Planning Report on the purpose of the refuelling station(s). **3) The proponent is requested to** clarify the purpose of the refuelling stations as part of the overall project, including; a. are the refuelling stations accessible to the public or limited only to vehicles associated with the proposed development? b. what are the number and type of vehicles accessing refuelling stations? c. what is the timing and movements of when and how vehicles are accessing refuelling stations? Where necessary, include updated site plans to identify any additional internal access requirements and provide information on safety consideration where smaller vehicles or public vehicles interact with heavy vehicles. Note: information should relate to the access arrangements and vehicle movements referred to in the traffic assessment - see following point.
Traffic assessment		
4	Traffic Desk Top Assessment	Traffic Desk Top Assessment (Appendix J) refers to a proposed solar panel production facility located on the subject site and does not provide an assessment of the SDA application for special industry (50MW hydrogen test train). In addition, the vehicle numbers and types do not appear to match those provided in Section 5.1.8 of the Planning Report and the proposed development details, such as site layout and plans, in Section 1.7 of the Traffic Desk Top Assessment do not much those provided in the Planning Report **4) The proponent is requested to provide a** revised traffic assessment of the proposed development that forms the SDA application, including a. an assessment against the special industry land use proposed and its site layout

		b. the estimated number and the estimated number and type of vehicles accessing the site during construction (as referenced in Section 5.1.8.2 of the Planning Report) and consideration of traffic impacts where there is overlap between operation and construction of the two stages of the proposed development. c. the estimated number and type of vehicles accessing the site, including expected traffic mix resulting from the proposal at peak times which will access the site, including the classification of trucks and expected timing of transporting vehicles, to and from the site, during operation. d. suitability of proposed access for these vehicles and the potential impact on the surrounding road network.