

Gunns Pulp Mill Approval EPBC 2007/3385

Schedule 1 Variation

The approval's Schedule 1 maps define the project area, and the approval requires the action to be as per those maps.

Gunns Ltd have been undertaking ongoing negotiations with landowners and other stakeholders along the water supply and effluent pipeline routes in order to refine the route to best satisfy their requests and to improve environmental outcomes.

The route refinements that we have identified have led to the pipeline corridors deviating in five locations from the corridors shown in the Schedule 1 maps as follows:

Dilston Bypass

Subsequent to the approval the new State and Commonwealth funded Dilston Bypass Project has commenced. The Dilston Bypass will create an additional linear corridor across private land. At the request of landowners, the pipeline corridor has therefore been adjusted to run adjacent to the bypass corridor, effectively consolidating the two corridors into one to reduce impacts on landowners.

One additional landowner is now affected by the pipeline deviation.

Egg Island Creek

The landowner on the original route had not agreed to the pipeline corridor running through their land in the vicinity of the landowner's residence. The corridor adjustment deviates around this property on a property owned by Gunns Ltd.

There are no additional landowners affected by the pipeline deviation.

Bell Bay Power Station

Subsequent to the approval, the Alinta power station has been constructed over the route alignment. The proposed corridor now deviates around the power station. The deviation creates additional constraints due to a pinch point of multiple services that must be avoided.

There are no additional landowners affected by the pipeline deviation.

George Town

In consultation with the George Town Council two options for the routing of the pipeline were developed. Initially, the George Town Council agreed to option one where the pipeline corridor passed through the town. Subsequently, the George Town Council has nominated option two, with the deviation east of the town, as its preferred route. This ensures future town development will not be impeded. This option is now being negotiated with the affected landowner and Council is assisting with these negotiations

There is one additional landowner affected by the pipeline deviation.

Shore Crossing

In the original corridor, the pipeline passed under the Basslink high voltage cable. With the tunnelling method, the pipeline stringing operation would have been conducted from a combined weight coating and pipe stringing yard inland of that dune. The pipeline would have been pulled through the tunnel as it was towed out to sea.

Subsequent to the approval, the owners of Basslink require an above ground-crossing of Basslink. The sharp change in vertical alignment prevents the achievement of a straight line pipeline pull from inland of the dune, which means that the stringing yard now needs to be seaward of Basslink.

This relocation of the stringing yard separates it from the weight coating yard, which can now be relocated to a more convenient area, adjacent to Aerodrome Road. The change also allows the pipeline alignment from the stringing yard to the relocated weight coating yard to be modified to achieve a lower environmental impact.

The net result of these changes is a proposed new construction corridor.

There are no additional landowners affected by the pipeline deviation.

Summary

In total, the variation adds 2 additional landowners to the negotiation process.

The corridor adjustments necessary to satisfy landowner and other stakeholder needs will, in our view, cause no significant impact on matters of National Environmental Significance and in fact will reduce the amount of native vegetation that will need to be cleared.

Approval of the variation by the Minister does not in any way impose obligations on landowners. Gunns Ltd is continuing with its commercial negotiations with landowners for the pipeline easement.