

**Port Botany Expansion
Community Consultative Committee**

Date: 29 April, 2008

Meeting number: 13

Attendees:

John Burgess (JB) - Community Representative
 Nancy Hillier (NH) – Community Representative
 Neil Melvin (NM) - Community Representative
 Paul Shepherd (PS) – City of Botany Bay Council
 Sandra Spate (SS) – Minutetaker
 Roberta Ryan - Chairperson
 Kamini Parashar (KP) – Sydney Ports Corporation
 Marika Calfas (MC) - SPC
 Paul Jerogin (PJ) – Sydney Ports Corporation
 Linda Armstrong (LA) – Baulderstone Hornibrook
 Vince Newton (VN) – Baulderstone Hornibrook
 Peter O’Leary (PO) – Bovis Lend Lease
 Margaret Harvie (MH) – Baulderstone Hornibrook
 Quentin Pitts (QP) – Baulderstone Hornibrook
 Angus Northey (AN) – Baulderstone Hornibrook
 Martin Carmody (MCar) – Baulderstone Hornibrook

Apologies: Paul Pickering, Neil Brener, Colin Rudd

Not present: Bronwyn Englaro

Item	Issue	Action	By whom	When
1	Site tour – boat ramp/expansion area			
1.2	Site tour included: <ul style="list-style-type: none"> • inspection of the existing boat ramp area • location of the proposed new access road • location of proposed batching plant and site sheds • the extent of the dock expansion • the proposed location of seagrass and bird habitat in the inter-tidal area of Penrhyn estuary • the sand dune proposed for removal to provide for saltmarsh habitat 			
1.3	JB expressed opposition to the removal of the sand dune, indicating he had submitted his opinion to the Minister. In his opinion leaving the dune as it is would be more conducive to bird			

	roosting, noting a failure of previous similar attempts to build bird roosts in the Bay at other locations.			
1.4	NH asked how long it would take the saltmarsh to grow. MC replied that seedlings take 4-6 months to grow. These would be planted after about 12 months. The saltmarsh should be established between 3 and 5 years after planting.			
1.5	JB noted that Foreshore Beach had previously been between 70m wide at high tide and 130 m wide at low tide. It was now reduced to a narrow strip. The visible stone barrier is where erosion from wave action had threatened the roadway. This is the location of the proposed boat ramp. He suggested that the Ports Authority had previously ignored local knowledge about wave action which subsequently had proved correct.			
1.6	NH asked what the distance was from the expansion to the nearest residents. KP replied that Dent St residences were 600m to 700m from the expansion. This is where noise monitoring has been done. NM suggested that noise monitors should also be placed further out as noise impacts don't always conform to distance from source.	SPC investigating one more location for a noise barrier		
2	Minutes of the last meeting			
2.1	Amendments submitted by JB have been accepted and minutes will be changed accordingly. There are no other comments on the minutes.			
3	Update on Penrhyn Estuary offset package			
3.1	Presentation by SPC (PJ) Copies of the package were distributed to CCC members. PJ noted that this was the final package as the draft had been circulated for consultation last year. The presentation outlined: <ul style="list-style-type: none"> • the Ministers Condition regarding the package • the offset package is provided 			

	<p>should any element of the Enhancement Plan fail.</p> <ul style="list-style-type: none"> • guidelines for the package included Green Offsets Paper (DECC) and Principles for Green Offsets outlining a range of principles which would be used in identifying possible projects if required • once works finished a monitoring program is in place for 5 years Any decision regarding offsets would be made after this. • a range of potential projects is identified • the commitment to funding. Costs have been identified from previous similar projects. • the guarantee of no net loss from the project to saltmarsh or shorebird habitat • the process for the establishment of a working group if required • comments and responses on the draft package have been included. 			
	Questions and discussion			
3.2	<p>PS asked what mechanisms would guarantee the offset package, given that it would be 2018 before it would be implemented.</p> <p>PJ responded that reports from the monitoring program go to the government agencies. Success criteria are set out in the document. SPC knows of the commitment, government agencies and councils ensure adherence. There is ongoing reporting, tracking against benchmarks.</p> <p>JB suggested there were community discussions at time of the original construction of the port. He thought similar sorts of undertakings would have been given then and have not been upheld. He suggested there was an lack of commitment for maintenance of the area , citing the erosion of Foreshore beach and other beaches in the bay,</p>			

	<p>the loss of native vegetation and growth of bitou bush and inadequate maintenance of the boat ramp area. Responsibility for Sir Joseph Banks park was given to Council which lacked resources to maintain it. In 5 or 10 years time the currently stated intention by SPC to maintain the area to an agreed standard may not be honoured regardless of the overseeing role of other Government agencies. MC responded that with the original port there was no requirement for offsets. Since then the Port Authority recognised that erosion has occurred due to the port and the airport and a need existed to stabilise beaches. Work has been done by the Port Authority to attempt to mitigate issues at beaches. Mitigation works are still being implemented from work undertaken in the 60s. KP noted that the maintenance of the boat ramp, the estuary and the bird habitat will remain with SPC. This was welcomed by the group.</p>			
3.3	Further questions or clarification on the offset package for the estuary can be raised at the next meeting.			
4	Emergency Response and Incident Management Plan			
4.1	<p>Presentation of by Martin Carmody, BHJDN OH&S Manager and Quentin Pitts.</p> <p>The presentation summarised:</p> <ul style="list-style-type: none"> • the Minister's Conditions of Approval • the links to Sydney Ports Emergency Plan • the scope of the ERIM Plan • the area covered in the Plan • types of emergencies • Incident prevention compliance and incident preparedness • site evacuation diagram • emergency response to a spill 			
	Questions and discussion			

4.2	<p>PS raised concerns about what would happen if an incident occurred at or just outside the boundaries of the site. The map didn't include Sir Joseph Banks Park or the location of services nearby e.g. gas lines.</p> <p>VN responded that plan includes any location where work is taking place. The sketches presented are abbreviated sketches.</p>			
4.3	<p>PS noted that while there is mention of other authorities, working in with Orica's Emergency Plans is important but not mentioned in the document, nor is Botany Bay Council plan.</p> <p>VN indicated the point is noted.</p> <p>MCar clarified that while not listed in the presentation, other outside authorities are documented in the Plan itself.</p>			
4.4	<p>PS noted there was no mention in plan of notification of the local community.</p> <p>NH particularly raised that the document did not mention connection to the local community Emergency Management Committee which was set up by Council in response to initiatives from state government. It is chaired and minuted by local Council.</p> <p>MCar responded that on p7 mention is made of the Port Botany Local Emergency Response Committee. The ERIM Plan links with the Sydney Ports Plan. NH's comments on the local community emergency committee are noted.</p> <p>NM suggested there was little on local residents. If the EC is to notify neighbours, who are the neighbours?</p> <p>VN responded that the ERIM Plan is simply a construction site plan and needs to be read in conjunction with the Sydney Ports, Port Botany Emergency Plan which will take control of notifying the community if required.</p> <p>KP noted a Sydney Ports team is established with communication representative responsible for notifying the community. The police, ambulance</p>			

	<p>and fire brigade have similar plans. If it is a port emergency a communication protocol exists.</p> <p>MCar noted that BJHDN is not in control of white level security. PS suggested it needed to be clearer in the document how the plan links to the Sydney Ports plan. MC noted that the Sydney Ports Plan also sits under the Botany Bay Plan and suggested that a flow chart could be produced to clarify the relationship between plans.</p>			
4.5	<p>NH asked what BHJDN sees as the main risks to the community, MCar responded that there would be minimal risks to the community from construction activities. PS suggested the greatest risks may come from work near the gas and utility pipelines. MCar indicated that pp71-72 of the Plan outlines potential risks and responses including specific risks e.g. fuel, traffic and potential responses. He suggested that in the case of the fuel line there was an extremely tight excavation permit system covering even the smallest pothole excavation.</p>			
	<p>Tuesday May 6 is the closing date for comments on the ERIM Plan. If Councils need an extension they should contact LA.</p>			
5	Heritage Management Sub-plan.			
	<p>Presentation of by BHJDN (AN) The presentation included an outline of:</p> <ul style="list-style-type: none"> • the two categories of Aboriginal heritage and European heritage • the identification of Government Pier within the site • the identification of Sir Joseph Banks Hotel Jetty and baths and Dent's Boatyard jetty partially located within the site but covered by previous construction activities • relevant Conditions of Approval • key issues during construction 			

	<p>and procedures if items are found</p> <ul style="list-style-type: none"> • mitigation measures 			
	Questions and discussion			
	<p>NH suggested that given the history and development of the Bay, SPC should have prepared an independent heritage report on the whole bay but hasn't even prepared a report on the pier, one of the first ports in NSW.</p> <p>MC responded that the Management Plan is to ensure management of heritage issues during construction. The EIS contains a heritage assessment of indigenous and non-indigenous heritage including the heritage of the pier.</p> <p>NH expressed an opinion that she thought the EIS was worthless as heritage assessment.</p>			
	<p>PS asked where the other piers were located.</p> <p>JB responded one was behind Dent St and the other behind the back of the Sir Joseph Banks hotel. Both were on the Botany Rd side of Foreshore Rd and what was remaining of them was finally destroyed when the northern side of the bay was reclaimed and filled in as part of the original Port construction. Other than for the Government wharf the only heritage site still standing was the one remaining sand dune which formed part of a large sand spit that once extended south across the bay - this will now be flattened as part of the estuary redevelopment.</p>			
	Comments on the Heritage Plan are due on May 6.			
6	Update on construction activities			
	<p>Presentation by BHJDN (VN)</p> <ul style="list-style-type: none"> • Design is continuing • Site investigation and survey continuing • Seed collection nearing completion • End of May is the target for site establishment, pending approval. 			

7	Other Matters/next meeting			
7.1	LA advised that a community newsletter would be distributed towards the end of May/beginning of June and a community information board would be placed at the boat ramp by early June.			
7.2	Next meeting on Tuesday 27 May would present three plans: the Odour Management Sub-Plan; Night-Time Works Noise Management Protocol; and Acid Sulphate Soil Management Sub-Plan. These should be distributed to members by about May 12 allowing more time prior to the presentation and with an extended comment period afterwards.			
7.3	KP advised that for the Port Botany Neighbourhood Liaison Group, advertisements would be in the paper over the next two weeks with letters going out to CCC members and other bodies requesting applications for membership to the group.			
7.4	JB reported a near fatality last week on Foreshore Dr due to parked trucks and another accident the previous week.			
7.5	RR reported that a replacement member for the CCC is still being sought, with priorities being that they live in the local area and are a business representative.			
7.6	NH drew attention to an article in the SMH on April 29 on the effects of climate change on the poor and elderly. She noted that the Council areas reported to be most at risk were Rockdale and Botany.			

These minutes have been endorsed by the Chair, Roberta Ryan.



Emergency Response & Incident Management

- Port Botany Expansion – 29 April 2008





Introduction

The purpose of this Emergency Response and Incident Management Plan (ERIMP) is to ensure that well developed and rehearsed emergency preparations assist staff to:

- Effectively respond to emergencies and critical incidents.
- Reduce the risk of severe injury & illness through appropriate management.
- Limit potential harm to the environment & surrounding infrastructure.
- Minimise disruption to the community and surrounding businesses through the effective implementation of this ERIMP.



Minister's Conditions of Approval (MCoA)

This ERIMP has been developed to satisfy the requirements of MCoA B2.43:

- *Terminal security and public safety issues;*
- *Effective spill containment and management;*
- *Effective fire fighting capabilities; and*
- *A single set of emergency procedures, consistent with the existing Port Botany Emergency Plan, that can be scaled as appropriate for any incident or emergency.*



Linked to Sydney Ports Emergency Plan

This ERIMP has been developed to reflect the requirements set out in the Sydney Ports *Port Botany Emergency Plan*:

- Reflects the definitions and emergency response procedures;
- Presents a designated Site Emergency Controller for incident and response reporting purposes;
- Presents a documented perimeter security, OHS and environmental risk assessment of associated work activities with appropriate controls.



Con't....

- Aligns with SPC's Emergency Response Procedures when addressing 'white level security'
- Ensures that all local emergency response incidents which can be addressed in-house will be communicated to SPC through the online SPC Incident Form within 24 hours of the occurrence; and
- Presents a site evacuation diagram, communications sub-plan, emergency equipment requirements and emergency contact list.



Definitions

- **Emergency** an event actual or imminent which endangers life, property or the environment requiring a significant and coordinated response.
- **Emergency Controller** BH-JDN appointed person who is responsible for coordinating and communicating emergency response activities.
- **ERIM** - Emergency Response and Incident Management.
- **PBE** - Port Botany Expansion.
- **RA** - Risk Assessment.
- **Port Botany - Site Controller** is a senior police staff member stationed within the Port Botany Police Local Area Command



Scope of the ERIM Plan

The areas detailed in the plan are:

- Terminal security and public safety issues
- Effective spill containment and management
- Effective fire fighting capabilities
- Effective response to emergencies and critical incidents
- A single set of emergency procedures that can be scaled as appropriate for any incident or emergency



Scope of the ERIM Plan

The ERIM Plan **does not** cover:

- Aviation related emergencies and incidents, the responsible party is SACL in accordance with their ERP
- Emergencies related to Dangerous Goods within the Patrick's Terminal and other SPC controlled area are managed through their respective ERP's.
- Emergency response to the containment and management of Dangerous Goods in relation to shipping incidents.



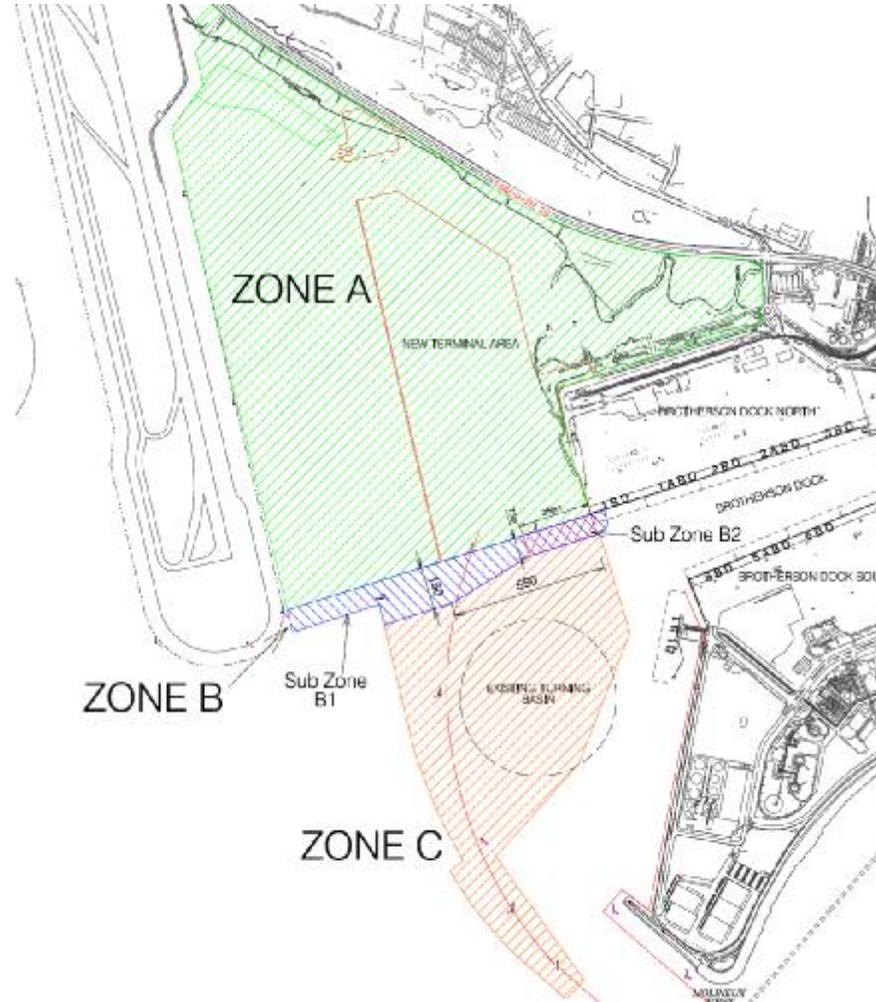
Area covered in ERIM Plan

The PBE project boundaries are:

- Airport (parallel runway)
- Foreshore Road
- Penrhyn Road
- Brotherson Dock (site gate to Southeast corner)
- Botany Bay
- Patrick's Terminal



Zone Works Interface



Marine Work Zone
Interface with Port
Botany Harbour
Master



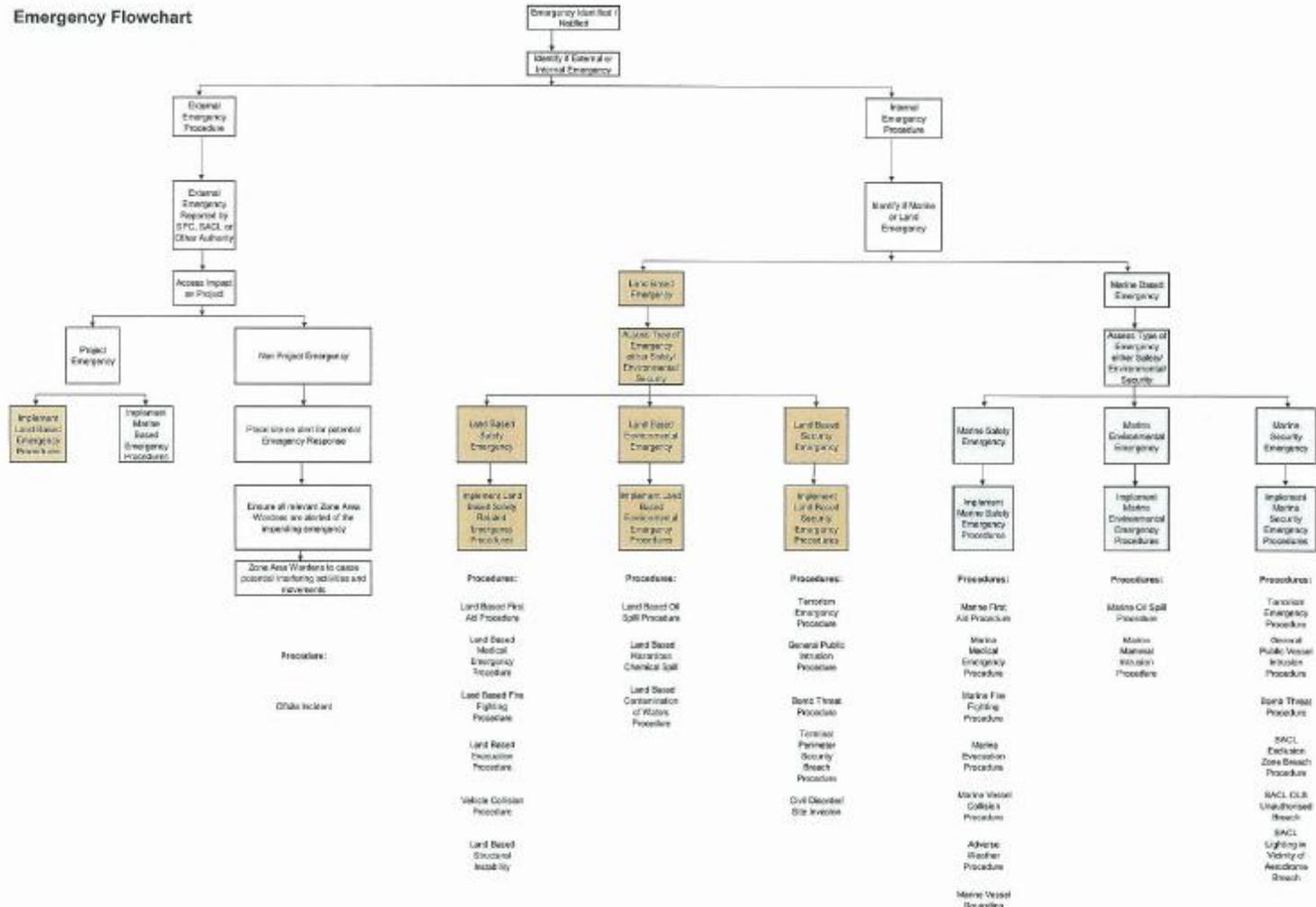
Types of Emergencies

- Fires
- Medical Emergencies
- Civil disorder and site invasion
- Environmental Spills
- Hazardous Substances
- Natural disaster
- Collisions
- Bomb Threat
- Structural Instability
- Terrorism
- Gaseous Release
- Public Safety



Emergency Response Flowchart

Emergency Flowchart





Incident Prevention

Incident prevention methods include careful planning, risk assessment and appropriate controls implemented for all construction works including compliance with the following:

- NSW Legislation, Industry codes of practice and project procedures;
- The Project OHS and Environmental Management Plans, related sub-plans and procedures;
- The Project Marine, and Marine Mammal Management Plans
- Emergency Response and Incident Management Plan.



Incident Preparedness

Incident preparedness for potential incidents and emergencies include:

- Emergency response procedures;
- Ongoing training for project personnel;
- Desktop and field exercises;
- Regular auditing of construction activities;
- Ongoing liaison with Emergency Services
- Identifying key roles and responsibilities and effective methods of communication;
- Monitoring of activities and documentation and ongoing compliance checks with OHS and Environmental requirements.



Stages of Activation

Alert

- Emergency Controller informed of emergency or incident.
- Emergency Controller contacts Site Controller and all area wardens.

Stand By

- Site Controller contacts Emergency Controller who advises Area Wardens to standby and await further instructions
- Emergency Controller advises Site Controller that assistance may be required



Stages of Activation con't ...

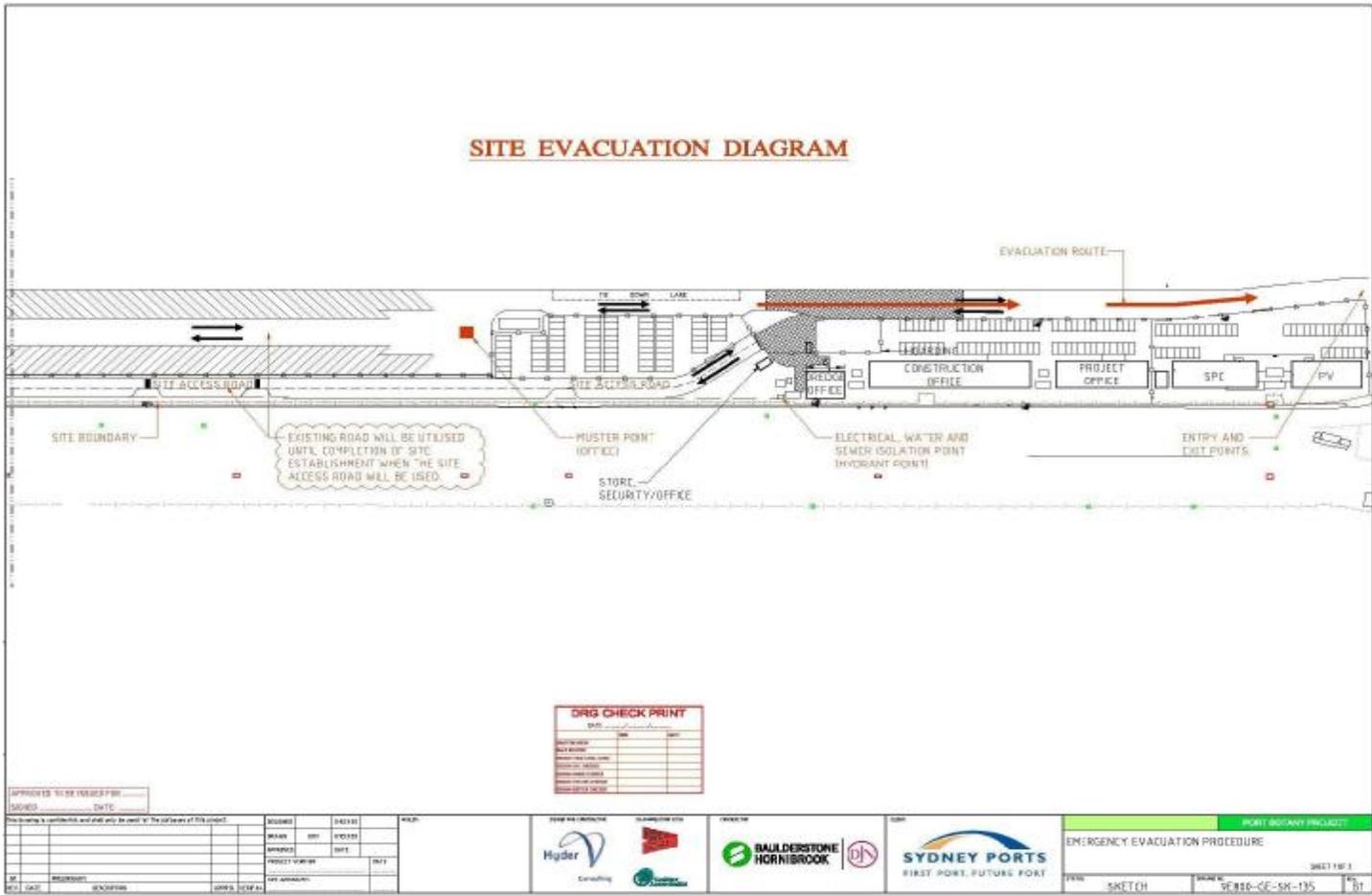
Call Out

- Emergency Controller advises emergency services and Site Controller that assistance is required

Debrief

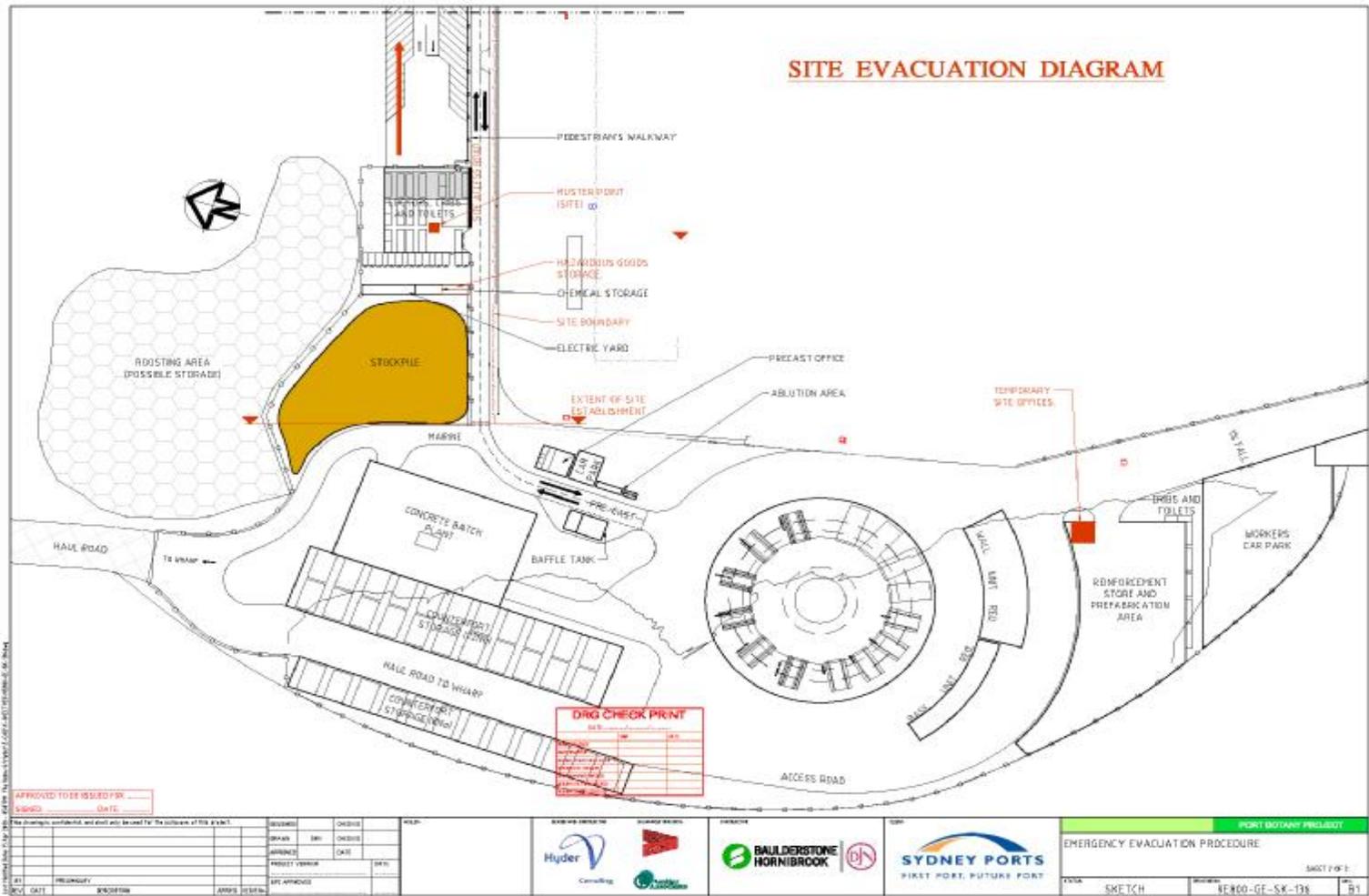
- Emergency Controller debriefs area wardens and BH-JDN emergency response personnel
- Emergency Controller to investigate and review ERP for its adequacy

Site Evacuation Diagram



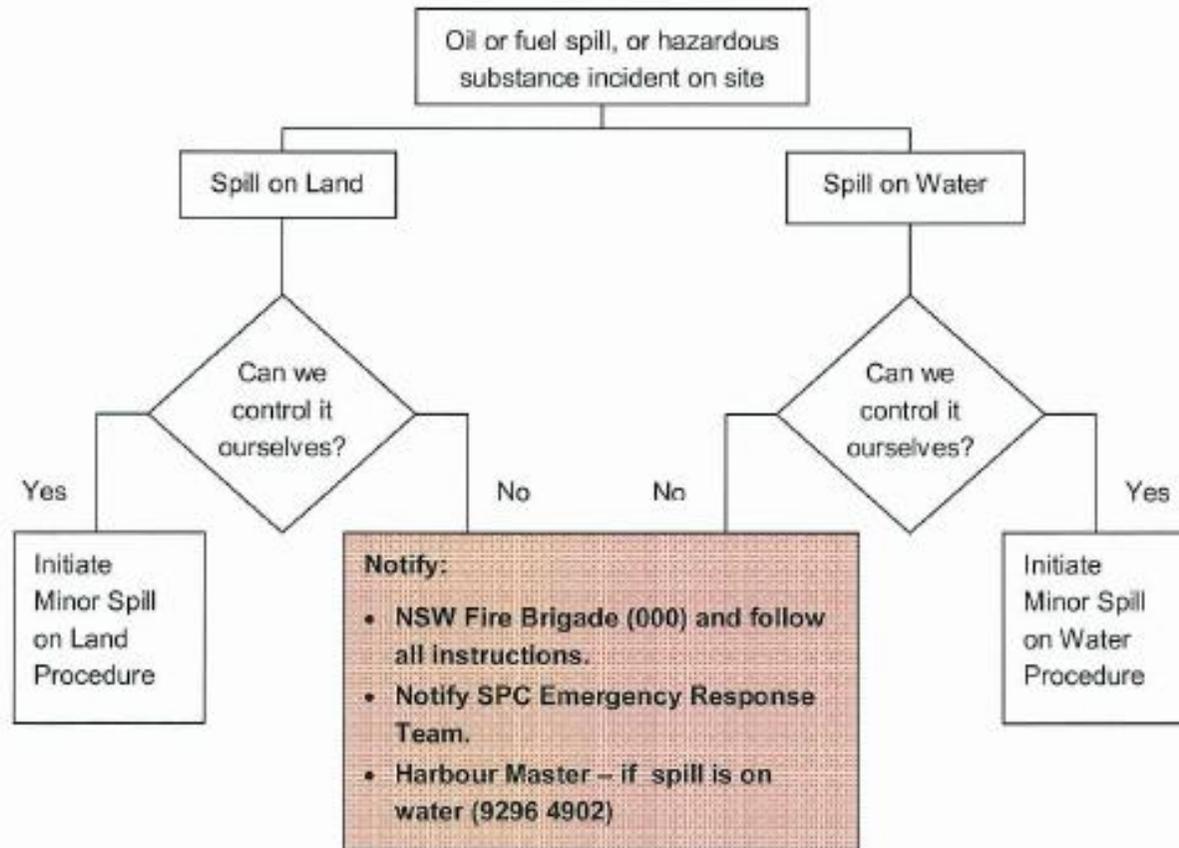


Site Evacuation Diagram





Emergency Response to a Spill





Perimeter Security Breach Risk Assessment

The purpose of this security risk register is to ensure that unintended or unauthorised access to or from our site is eliminated.

The register includes:

- Identified risks
- Possible causes
- Likelihood of security breach occurring
- Consequences of possible breach
- Security control measures to eliminate risk
- Person/s responsible for perimeter security



Emergency Equipment

The categories of equipment available for emergency response are:

General Equipment

- Response vessels, vehicles, plant, traffic control

Fire Emergency Response Kit

- Extinguishers, hoses, fire blankets, vessels, vehicles, communication equipment

Emergency Spill Kit – Land and Marine

- Oil absorbent materials, PPE, disposal containers

First Aid Emergency response equipment

- First aid kit, oxygen resuscitation equipment, defibrillators, vessels and vehicles



Emergency Services

External response emergencies may include:

- SPC Emergency Response - Harbour Master
- NSW Ambulance Service
- NSW Police
- NSW Utility Services
- NSW Fire Brigade - HazMat
- Department of Environment and Conservation
- WorkCover NSW
- BHJDN Emergency Controller



ERIM Risk Assessment

A safety and environmental emergency and critical incident risk assessment of all marine and land based activities associated with the PBE Project works has been undertaken and will be reviewed throughout the life of the project to ensure the ongoing protection of:

- The aquatic and land based environment
- Health and safety of persons at work
- Port Botany Residents
- Facility Users

Risk assessments are in the ERIM which is available to all attendees.

Question and Answers



Heritage Issues

- Port Botany Expansion – 29th April 2008





Background

Heritage items are generally broken down into two categories:

- Aboriginal heritage - protected by law by DECC (NPWS) who maintain a database of known locations; and
- European heritage - protected by law by the NSW Heritage Office, who maintain the State Heritage Register.



Background cont...

- Heritage studies undertaken at the site have indicated that there are no Aboriginal artefacts, and one European heritage site, within the project area.
- The European heritage site is the Government Pier.
- The State Heritage Register and Botany LEP also lists heritage items outside the project area, but in the vicinity.



Background cont...

- The former Sir Joseph Banks Hotel Jetty and baths, and Dent's Boatyard Jetty, are partially located within the project area, although these structures were covered by sand during reclamation to create Brotherson Dock and Foreshore Road.
- Previous investigations concluded that it is very unlikely that physical evidence relating to these structures have survived beneath the current land surface.



Background cont...

The relevant Conditions of Approval are:

- ***B2.38 Protection of Remains of Government Pier and Associated Cultural Deposits***

The Applicant shall develop measures to protect remains of Government Pier in consultation with the NSW Heritage Office and incorporate those measures into Construction Environmental Management Plan.

- ***B2.39 Potential for Discovery of Aboriginal Heritage Objects***

If an Aboriginal object is discovered during the construction of the development, works should cease in the subject area and the Applicant shall notify DECC immediately.

Government Pier





Key Issues

- Protection of Government Pier during construction.
- Ensuring heritage items outside the project area are not impacted by construction.
- Process for stopping work if unexpected objects are found.
- Consultation with the La Perouse LALC and NSW Heritage Office.



Mitigation Measures

- Establishing and maintaining an exclusion zone around Government Pier, to keep construction staff and the public away from the pier.
- Using temporary fencing, marker buoys and signs to indicate the exclusion zone.
- Inspecting excavations along Foreshore Beach to check for unlikely scenario of artefacts, or potential artefacts, being uncovered.



Mitigation Measures cont...

- Ceasing works where any artefacts are found, and requesting an archaeologist, La Perouse LALC or the NSW Heritage Office to investigate the finding.
- Informing construction staff of the requirement above, as well as the location and significance of Government Pier.



Questions

Any questions or comments ?