

**Meeting:** Port Botany Community Consultative Committee – Meeting No. 21

**Held:** Tuesday 13 November 2018, 5.30pm-7.30pm  
Hutchison Training Room, Sirius Road, Port Botany

**Present:**

Charles Abela(CA) – Community	Marie Gibbs (MG) – Patrick Stevedores
John Burgess (JB) – Community	Neville Johnstone (NJ) – DP World
Mal Jagdev-Imrich (MJ) – Community	Michael Kinnell (MK) – Origin Energy
Lynda Newnam (LN) – Community	Michael Martin (MM) – Vopak
Paul Pickering (PP) – Community	Aldo Costabile (AC) – Elgas Limited
Peter Fagan (PF) – Community	Gary McKay (GM) – Caltex
Marcus Dwyer (MD) – Botany Bay Business Enterprise Centre	Blair Moses (BM) – Hutchison
Stan Hill (SH)– Local business	Trevor Brown (TB) – NSW Ports
Patrick Medway (PM) – Bayside Chamber of Commerce	Jonathon Lafforgue (JL) – NSW Ports
Jason Christopher (JC) – Local business	Alison Wedgwood (AW) – NSW Ports
Bronwyn Englaro (BE) – Randwick Council	Adriane Whiley (AWH)– NSW Ports
Clare Harley (CH) – Bayside Council	Greg Walls (GW) – NSW Ports
Lachlan McGrath (LM) – Electorate Offices for Member for Kingsford Smith	Roberta Ryan (RR) – Chairperson
Erin Barker (EB) – EPA representative	Sandra Spate (SS) – Minute taker
Sabina Miller (SM) – Department of Planning	Stephanie Mifsud (SMi) – ARTC
Nathan Laird (NL) – Department of Planning	Tania Page (TP) – ARTC (Sydney Gateway Project)
Liz Hurst (LH) – RMS (Sydney Gateway Project)	

**Apologies:** Jos Kusters – Caltex, Karen Jones – Orora, Catherine Blaine – Port Authority of NSW, Fraser Leishman – RMS (Sydney Gateway Project)

Item	Description	Action/Responsibility
1	<b>Apologies and Introductions</b> The Chair welcomed and introduced attendees.	
2	<b>Accept minutes of last meeting</b> Acceptance of the minutes from August 2018 was moved by JB and seconded by GM. The minutes were accepted.	
3	<b>Actions arising from previous minutes</b>	
3.1	Action 4.6 August 2018. The CCC requests that community representatives be invited to the committee developing the strategic business case for the passenger cruise terminal. CB to pass this request onto Port Authority. See discussion under agenda item 12.1.	
3.2	Action 7.9 August 2018. GW to send the link to the final Freight and Ports Plan to the CCC when available. This was done on 24 September 2018. The action is closed.	

3.3	Action 7.10 August 2018. GW and LW will follow up on actions regarding exposed power lines across Botany Bay. See discussion under agenda item 9.9.	
3.4	Action 10.3 August 2018. AW to follow up with Bayside Council to find out whether Bayside Council offers commercial recycling. AW hasn't yet received a response from Bayside Council. The action remains open.	Action 10.3 from August 2018 remains open pending response from Bayside Council.
<b>4</b>	<b>Port SEPP amendments</b>	
4.1	<p>SM from Department of Planning presented an update on the Three Ports SEPP amendments. A summary is included below.</p> <p>The Three Ports SEPP is a planning instrument that sets out the land use planning and assessment framework for developments at Port Botany, Port Kembla and Port of Newcastle. It applies to the Port lease areas and surrounding industrial areas. Local Planning laws do not apply to these areas.</p> <p>Changes are proposed to enable streamlined assessment pathways for development within the lease areas and to protect land adjacent to the ports from incompatible uses. Changes are aligned to the Greater Sydney Regional Plan.</p> <p>Key changes are:</p> <p>Expanding exempt and complying development provisions within the ports lease areas (not surrounding lands). A review by the Department's hazard and risk specialist indicates that the new provisions would not increase the risk profile of the ports beyond tolerable limits</p> <p>Two re-zonings are proposed: firstly, one around Wentworth Avenue which would move the proposed land into the SEPP and rezone from Light Industrial (IN2) under the current LEP to General Industrial (IN1) under the SEPP to protect the land from fragmentation and non-compatible land uses. Secondly, two areas around Hale Street zoned General Industrial (IN1) under the current LEP and the SEPP are proposed to be moved wholly within the Three Ports SEPP to Light Industrial (IN2). This is to respond to traffic and pedestrian safety issues and better manage land use conflicts.</p> <p>A range of options have been proposed to discourage fragmentation of industrial land in Botany and respond to an expected increase containers. These options are being taken to the community for feedback. No decisions on these have been made. Options range from heads of consideration provision ; introducing minimum lot sizes; restricting land uses in the General Industrial zone; or doing nothing. These are on exhibition for comment until 3 December available on the Department website. <a href="https://www.planning.nsw.gov.au/Policy-and-Legislation/State-Environmental-Planning-Policies-Review/Three-Ports-SEPP">https://www.planning.nsw.gov.au/Policy-and-Legislation/State-Environmental-Planning-Policies-Review/Three-Ports-SEPP</a></p> <p>Next steps are reviewing submissions and making recommendations to the Minister.</p>	
4.2	<p>LN noted the amendments consider increases in container movements but how are increases in human movements taken into account with major developments closer to the Wentworth Ave site than the port is e.g. the Meriton development before the Joint Regional Planning Panel. How will these developments be viewed? What science will be applied when looking at these?</p> <p>SM replied the changes look at the protection of industrial land which is of importance to the region. Any development applications for sites will</p>	

	<p>consider traffic and accessibility for individual sites. All submissions will be looked at.</p> <p>NL noted councils are looking at more residential proposals and the Department is talking to councils about risks and hazards around what is allowed close to the Three Ports SEPP. The issue is still alive and should be looked at. Councils shouldn't be looking to have all their housing targets next to the Three Ports SEPP and the Department is discussing this with councils.</p> <p>LN said the hearing for the Meriton development is on 28 November. She asked how much influence the Department of Planning (Department) has in this.</p>	
4.3	<p>JB asked the extent of the zone change proposal along Wentworth Ave. SM replied it is from Barker Street to Moore Street, Wight Street and Corish Circle. The Department is not wedded to this zoning but is seeking feedback. She suggests attendees put in submissions on this.</p> <p>NL noted the driver for the amendments has been residential planning proposals on industrial land. The Department wants to protect land for continuing port and industrial operations. Land around the port is part of the current SEPP and the Department is seeking to strengthen provisions to ensure land remains industrial land. They are not committed to IN1 and are open to consideration that IN2 may be better. However, it is recognised that this should remain industrial land.</p>	
4.4	<p>PP asked whether land for container storage is for full or empty containers. There are unattractive mountains of containers around the suburb. Could these be better managed further up the river? There are also concerns around empty containers being blown down.</p> <p>NL said storage is for all containers.</p> <p>SM noted proposals still need to go through the DA process. Many sites are too small for containers. Visual impacts are considered.</p>	
4.5	<p>JC asked as a small business owner in the Corish Circle area which includes 32 small businesses, has consideration been given to impacts of changing zoning on nearby residents and the close knit business community? Smaller businesses employ a lot of people compared to larger industrial. There is also Hensley Athletics field used by 50 schools, the soccer federations and Little Athletics. There can be upwards of 1,000 people there crossing roads. Four concrete plants have applied for development each with 300 to 400 trucks per day. Traffic will grind to a halt and pose risks to residents, workers and general users. He acknowledges and agrees with the intent of preventing residential development in the area but questions the wisdom of changing zoning to IN1.</p> <p>SH has a photographic studio on Barker St. Have the proposed changes taken into account how many work and live in the area? What research has been done on traffic? The DAs for the concrete plants used 2013 traffic studies. How can the Department not have done a traffic study when proposing the changes? With new residential developments across the street no one can drive and park in the area. The area can't handle more trucks. People using his business can't park on the street with Boral trucks taking up half the street. What will happen when more trucks queue down Barker Street? It will kill businesses. Bigger industry does not promote more employment. His business is 1,800sqm and employs 28 people. He doesn't want residential development here but also doesn't want more trucks.</p> <p>TB said the intent of having land included in the Ports SEPP is to secure a buffer zone. Securing industrial land around the port is only one part of the strategy. NSW Ports are also actively pursuing more freight on rail. Not every box lands and is stored here.</p>	

4.6	RR thanked representatives from the Department of Planning for their attendance and contribution.	
<b>5</b>	<b>Briefing on the Sydney Gateway Project</b>	
5.1	RMS – Sydney Gateway Road Project: LH delivered the RMS presentation on the Sydney Gateway Project (attached to minutes and distributed at the meeting). The project is still in the early planning stages. RMS will deliver the road component and ARTC the rail. The project is to reduce congestion by separating airport traffic from through traffic with a new flyover. Planning approval is at least 18 months away. Further traffic studies will be on exhibition during the EIS stage. RMS will look at additional port access studies but this would be outside the scope of the Sydney Gateway Project.	
5.2	MG noted traffic banks up on the international airport driveway. It is the country's largest international airport but has the shortest driveway to let people out. Will part of project look at keeping that flowing? LH replied the Sydney Gateway Project will help people get into and out of the airports. The airport is also developing a new masterplan which is also considering internal traffic flows.	
5.3	CA asked whether gateway planning takes into account potential cruise ships in Botany Bay. LH said this has not been factored in.	
5.4	MD asked whether it will be a toll road. LH replied it will be toll free.	
5.5	TB asked if active transport includes walking and cycling. LH confirmed this is the case.	
5.6	ARTC – Sydney Gateway Port Botany Freight Rail Duplication Project: TP from ARTC presented on the Botany Freight Rail Duplication Project (presentation attached to minutes).	
5.7	MG asked whether there will be land acquisitions for the rail project. TP replied there may be. They are still working out an acquisition plan and talking to land owners.	
5.8	LN asked whether there are opportunities for active transport on the rail corridor. TP replied there is no land available for this.	
5.9	PF asked whether the railway would operate 24 hours a day. TP replied it would, as it does now.	
5.10	MG asked whether the construction element of the bridge building would be similar to the Qantas underbridge. TP said four new bridges are being built. In order to keep the rail running the new bridge is built first and new track installed then existing bridges demolished. CA asked whether bridges would allow for stacking containers as was originally planned for double stacking to Chullora. TP replied bridges further west in the city and the state won't accommodate stacking therefore the project hasn't been specifically designed for that, however the design of the new bridges being built won't prohibit stacking.	
5.11	MG asked whether the intention is to rail containers to the huge new facility at Moorebank. TP replied that is the intention with a port shuttle service.	
<b>6</b>	<b>NSW Ports Update</b> - PBE Mod 17	
6.2	GW reported NSW Ports has lodged Mod 17 which is to fix some minor administrative details and errors from Mod 16.	
<b>7</b>	<b>Port Botany Community Assets</b>	

	<b>Updates on Foreshore Beach/Penrhyn Estuary</b>	
7.1	<ul style="list-style-type: none"> <li>- Updates on Foreshore Beach/Penrhyn Estuary</li> </ul> <p>AW noted the apology from Port Authority of NSW and read out information provided by them.</p> <p>The first of the additional seagrass monitoring reports is on the Port Authority website (<a href="https://www.portauthoritiesnsw.com.au/sustainability-and-environment/seagrass-monitoring-at-foreshore-beach/">https://www.portauthoritiesnsw.com.au/sustainability-and-environment/seagrass-monitoring-at-foreshore-beach/</a>). As requested by the CCC seagrass monitoring will continue for an additional two years.</p> <p>Shorebird monitoring has now finished.</p> <p>All outstanding reports will be on the website once finalised. It is hoped that a consolidated monitoring report can be presented at the next meeting.</p> <p>PP asked whether there has been an overall improvement in the seagrass. He noted the sewer like stink along Foreshore Drive and asked about potential impacts of this.</p> <p>AW can't comment on this but the summary report on the PANSW website will give more information and the consolidated presentation at the next meeting by the PANSW should cover this information.</p> <p>JB noted the drastic loss of seagrass about a year before the port expansion. He suggested the original development of the port and the airport may have contributed. He suggested recently installed groynes may be creating sand movement with furrows on one side and sand build up on the other. It is concerning that Cardno don't know why the reduction in seagrass occurred.</p> <p>LN noted the drastic reduction of Posidonia.</p>	PANSW to present a detailed consolidated summary of the Penrhyn Estuary monitoring program at the next meeting.
7.2	<p>AW asked whether EPA could respond to PP's question regarding water quality at Foreshore Beach.</p> <p>EB will take the question on notice.</p>	EPA to provide a response to the question of perceived sewerage odours at Millstream outfall and water quality at Foreshore Beach.
<b>8</b>	<b>NSW Ports Sustainability Update</b> <ul style="list-style-type: none"> <li>- Report Sustainability Plan Consultation Feedback and next steps</li> <li>- Update on Brotherson Dock Life Extension Project</li> </ul>	
8.1	<ul style="list-style-type: none"> <li>- Report Sustainability Plan Consultation Feedback and next steps</li> </ul> <p>AW thanked those community representatives who provided feedback during the consultation process.</p> <p>The four focus areas for consultation are community; tenants; external agencies – such as EPA, OEH, Transport for NSW; and internal NSW Ports' stakeholders. Feedback from the groups will feed into the options matrix for the Plan. A more detailed update can be provided at the February meeting with a draft set of actions for the Sustainability Plan presented to the committee.</p>	
8.2	<ul style="list-style-type: none"> <li>- Update on Brotherson Dock Life Extension Project</li> </ul> <p>AW reported work is continuing on the Dock with no environmental incidents or complaints related to works so far. Contractors continue to monitor their energy, water, materials, and waste from site. An example of one of the sustainability initiatives for the project has been the installation of new rainwater tanks in the carpark for use by the</p>	


	construction contractors instead of potable water. Work is going well so far.	
<b>9</b>	<b>Development and Operational Activities in the Port</b> <ul style="list-style-type: none"> <li>- PBE and other Port Tenant Developments and operational update</li> <li>- NSW Ports developments – GW</li> <li>- Planning and legislation update – GW</li> </ul>	
9.1	<b>Hutchison</b> There is nothing to report. LN asked whether there has been any movement regards the proposed cruise ship terminal. BM reported they have heard nothing more.	
9.2	<b>Vopak</b> MM reported Vopak is still waiting on DPE approval for Mod 2 and hopes for this in coming weeks.	
9.3	<b>Patrick</b> There are no developments to report	
9.4	<b>Elgas</b> There is nothing to report.	
9.5	<b>Caltex</b> GM reported maintenance work occurring on the vapour recovery unit with a temporary unit in place for the duration.	
9.6	<b>DP World</b> NJ reported the Brotherson Dock life extension works are about to commence at the DP World quay line. Two new quay cranes received in the last two weeks are in the commissioning phase. Two existing quay cranes are being disposed of with one cut up and removed for recycling and the other partially so.	
9.7	<b>Terminals</b> GW reported Terminals has lodged a complying development application for a PMB (polymer modified bitumen) plant which combines bitumen with recycled rubber.	
9.8	<b>Origin Energy</b> Nothing to report.	
9.9	<b>NSW Ports developments</b> GW reported the Sydney Airport Masterplan is on exhibition till 20 November. Regarding the question raised at the last meeting regarding work on exposed power lines across Botany Bay, GW noted approval given in 2007 was to bury cables 3m deep. However, there were varying depths with some left exposed. A range of options were investigated with the preferred option to protect protruding ends with sandbags filled with concrete. This modification was approved in 2016. NSW Ports raised concerns at the time regarding widening the channel but supports protecting the cables. JB questions whether the work has actually been done as he is not aware of any work of that nature occurring.	
<b>10</b>	<b>Port Botany Noise Update</b> <ul style="list-style-type: none"> <li>- Port Botany Expansion Rail Noise (as per CoA 2.28) – TB</li> </ul>	
10.1	AW reported there have been no rail noise issues related to Port Botany Expansion.	
<b>11</b>	<b>Safety and Environmental Incidents/Complaints</b> <ul style="list-style-type: none"> <li>- Biosecurity update: Biosecurity Port Levy Update and DAWR Cargo Pests Video – AW</li> <li>- Summary of complaints – TB</li> </ul>	
11.1	- Biosecurity update	



	<p>AW reported on a proposed government biosecurity imports levy from 1 July 2019 which will apply to all imports at \$10 per container and \$1/tonne on non-containerised goods – irrespective of biosecurity risk. The levy will require new legislation to be passed to be enacted. It will be ongoing and is not capped. NSW Ports has been involved through Ports Australia consultation and lobbying. Feedback so far has presented concerns that the proposed levy is not allocated to a specific biodiversity fund but goes to the Consolidated Revenue Fund. It is not proposed to be imposed on importers but on stevedores and ports. Legislation is being drafted then there will be stakeholder engagement. Ports Australia will liaise with stakeholders to raise awareness and will keep people informed.</p> <p>MG asked the purpose of the levy.</p> <p>AW replied the government is saying it is for biosecurity on imports. Ports Australia is ensuring tenants are aware and coordinating feedback.</p>	
11.2	<p>AW reported the Department of Agriculture and Water Resources has released a new video and booklet for stevedores and tenants (<a href="http://www.agriculture.gov.au/import/arrival/pests">http://www.agriculture.gov.au/import/arrival/pests</a>) which tenants could include in staff induction training opportunities as NSW Ports has done. Merchandise and hard copies of a booklet on Cargo Pests is also available from the Department of Agriculture.</p>	
11.3	<p>LN suggested biosecurity is a big issue and needs an enterprising approach. It would be, for example, a major issue if bees were wiped out.</p> <p>PF said fire ants came through port. Infestations of unwanted pests can come through ports so it is a serious issue.</p> <p>AW noted other more recent outbreaks of pests which is why biosecurity staff are located in ports. Fire ants are particularly nasty.</p> <p>LN suggested it is a far greater issue than a levy. Fire ants have cost Queensland more than the levy.</p> <p>PF agrees, as long as the levy is spent on biosecurity.</p> <p>JL said a majority of the spending is not proposed to be targeted at biosecurity.</p>	
	<p>- Summary of complaints</p> <p>There have been no complaints.</p>	
<b>12</b>	<b>Cruise Passenger Terminal</b>	
12.1	<p>RR noted CCC members had received a letter from the Port Authority regarding the proposal for a cruise passenger terminal (attached to the minutes).</p> <p>PF tabled a document from the Save the Bay Coalition (attached to minutes). He commended the document to the meeting and spoke to it. The Save the Bay Coalition is staunchly opposed to the proposal for a passenger terminal at Yarra Bay or Molineaux Point.</p> <p>The document focuses on what it means for NSW Ports and terminal operators regarding risks to operations.</p> <p>The approach of NSW Ports that it has nothing to do with the cruise terminal is untenable and ignores the real issues. The statement by the NSW Ports CEO reported in the Daily Telegraph that they would not stand in the way of a cruise terminal as long as it doesn't affect port operations shows lack of concern for the community and the environment.</p> <p>The Save the Bay Coalition believe that the proposal will affect operations of NSW Ports. Should the government go ahead NSW Ports will inevitably become complicit in construction and operation. Once operational the terminal will compromise existing port operations because the most influential client will be passenger operations rather than freight. There will be conflicts between freight and passengers with passenger services taking priority.</p>	

<p>The perception that NSW Ports is a party to destruction of Yarra Bay will irreparably damage its social reputation.</p> <p>The Save the Bay Coalition believe that the passenger ships will want overnight stays resulting in curtailment of freight handling at night as 3,000 or more people sleeping on board cruise ships won't want noise from a container port.</p> <p>The likely proximity to a combustible goods terminal will require cessation of handling when a ship is at the passenger terminal.</p> <p>If the cruise terminal is deemed a success the season could be extended resulting in an eight month season from October to May. If two berths are successful the cruise industry will want three and then four.</p> <p>PF asked how many terminal operators here have done a risk assessment of a cruise terminal on operations.</p> <p>None indicated they had.</p> <p>PF urged all operators to do a risk assessment and he urged attendees to share the tabled document with their organisations' senior and strategic managers.</p> <p>He noted community opinion is strongly opposed to a cruise terminal here with a large meeting recently held at the Yarra Bay Sailing Club.</p> <p>The cruise industry wants to do whatever it likes in the Bay. It expects priority over freight. It wants NSW taxpayers to pay billions to construct the terminal. To this the Save the Bay Coalition says NO, NO and NO. .</p> <p>LN supported the view of undertaking risk assessment. When the CEO of NSW Ports says there is nothing to see here, that they don't care what happens all should be concerned. Businesses such as tenants have a responsibility to their shareholders.</p> <p>JB noted concessions government made in order to make purchase of the port an attractive option e.g. lifting thresholds on container numbers, watering down requirements for movement by rail. Shareholders and superfund members should be very concerned about impacts on long term investment. The proposal curtails future growth of this port.</p> <p>BE reported a decision by Randwick Council to strongly oppose the cruise terminal proposal. Council has sought a meeting with government ministers.</p> <p>TB thanked PF for his presentation. The many issues raised are already on NSW Ports' radar. The proviso in the statement by the CEO is that the proposal doesn't affect port operations. NSW Ports has a long term strategy (with cruise not considered in the 30 Year Master Plan) and the board is thinking long term. They will fiercely protect the role of the port for freight trade and cargo. But NSW Ports doesn't own the land, the government does. NSW Ports' role is to manage the port and they have a long term view regarding freight and will speak in the debate.</p> <p>PF said in the view of the Save the Bay Coalition, the CEO as quoted didn't come across well. The Coalition is looking to NSW Ports and terminal operators to be an allies in rejecting the proposal. If it goes ahead Yarra Bay Sailing Club will be lost and Yarra Beach ruined. NSW Ports has to do their own risk assessment. If the cruise terminal goes ahead it will be difficult for port and the community.</p> <p>TB said NSW Ports will look closely at issues raised. But the government is yet to put forward a proposal they can assess against.</p> <p>AW suggested the NSW Ports current position and the statement from the CEO is based on the fact that no specific details or proposal have been provided. NSW Ports is hoping these come out of the strategic business case process. It is difficult to do risk assessments without the where, how and what is proposed.</p> <p>PF recommends NSW Ports and terminal operators do early stage risk assessments. Once the strategic business case is done there will be a</p>	
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	<p>race into development if that is government intention. Community consultation is often very cursory and over before people can gather their thoughts.</p> <p>LN suggested the CEO's comments were totally unacceptable. There was nothing about the community. There is nothing on the NSW Ports website. They need to make a complete statement about the proposal. CA got the impression NSW Ports were prepared to sacrifice Yarra Bay in order not to have cruise operations at the existing port.</p> <p>PP suggested if the cruise ships can get past the airport he can see potential benefits for local shires in the area. Oil tankers moor in the middle of the Bay. If cruise ships do this and come and leave late at night and are past the airport he can see some positives for local businesses. He doesn't say absolutely no to the proposal.</p> <p>JB said many cruise ship operators work in conjunction with main freight ports. They commonly co-exist. But people staying for a night won't want to see La Perouse or Brighton. They will go to the city and eat on the boat.</p> <p>Post Meeting Note: the remarks attributed to NSW Ports CEO Marika Calfas in the <i>Southern Courier</i> on 12/6/2018 are reproduced below.</p> <p style="padding-left: 40px;">"Our primary objective is making sure that Port Botany continues to be efficient for containers and bulk liquids. If a cruise facility can be implemented in a way that complements or enhances that then we have no reason not to support that."</p> <p style="padding-left: 40px;">"We can't really repurpose a container berth at the port for cruise. We recognise that cruise is very important for the state but containers take priority here."</p>	
<b>13</b>	<b>General Business/Next meeting : 5 February 2019 TBC</b>	
13.1	RR thanked everyone for their participation and contribution throughout the year and wished everyone the best for the festive season. She particularly thanks the community members and tenants.	
13.2	The next meeting is Tuesday 5 February 2019.	
	<p><b>These minutes have been endorsed by the meeting Chair</b></p> <p>Signed:  Date: 30.11.2018</p>	

# Sydney Gateway

Briefing for Port Botany Community Consultative  
Committee

November 2018



# About Sydney Gateway

Sydney Gateway is a NSW Government initiative to expand and improve the existing road and freight rail networks to keep Sydney moving and growing.

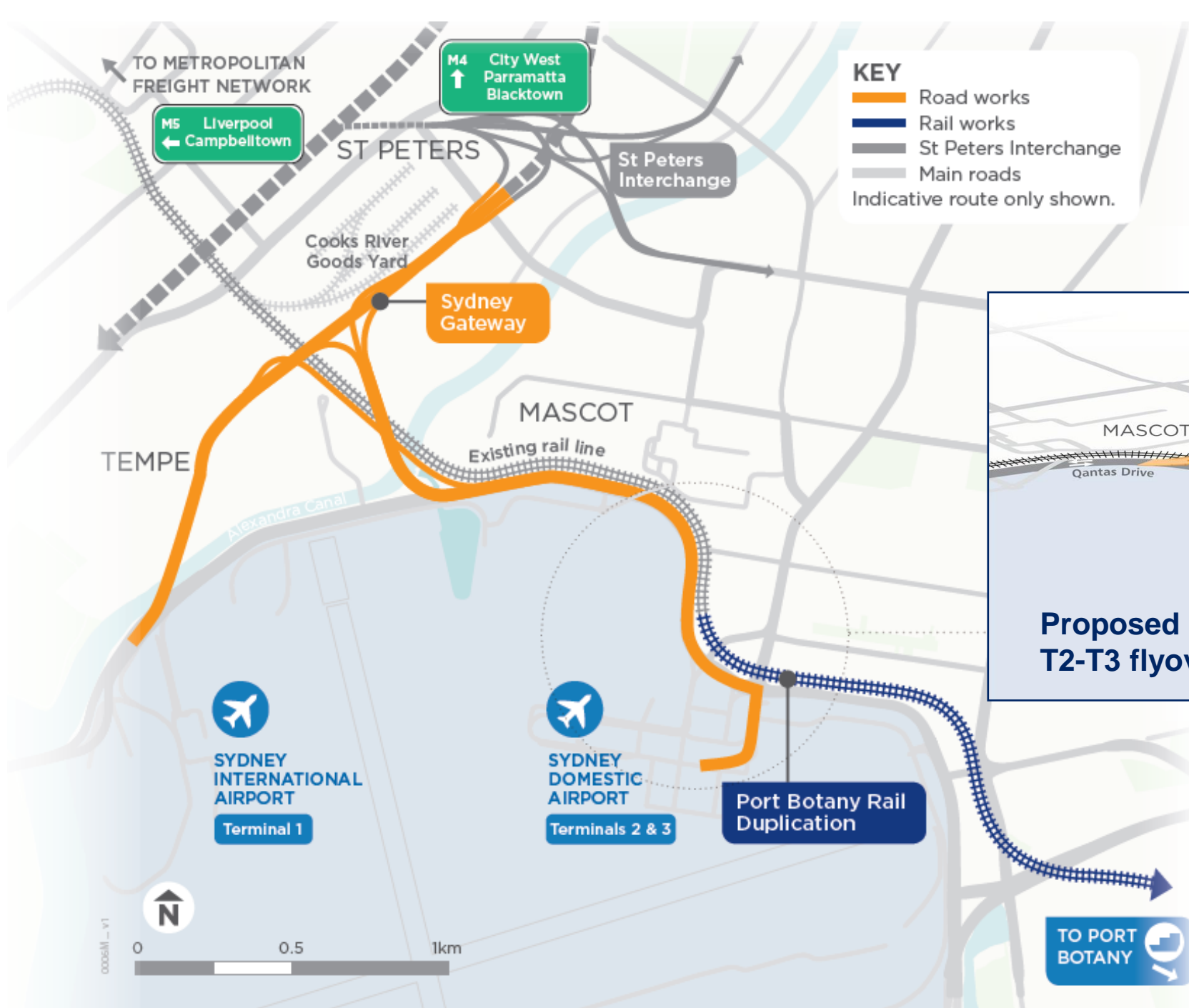
Sydney Gateway involves two projects:

- **Road** - a new alternative route to the domestic and international airport terminals from the Sydney motorway network at St Peters Interchange. Includes a new dedicated flyover from Qantas Drive to the front door of the domestic airport. The project will be delivered by Roads and Maritime Services.
- **Rail** - Duplicate a three-kilometre section of the Port Botany freight rail line to increase capacity and improve service reliability. This project will be delivered by Australian Rail Track Corporation (ARTC).

Sydney Gateway is subject to Commonwealth and State approvals.







# Why is Sydney Gateway needed?

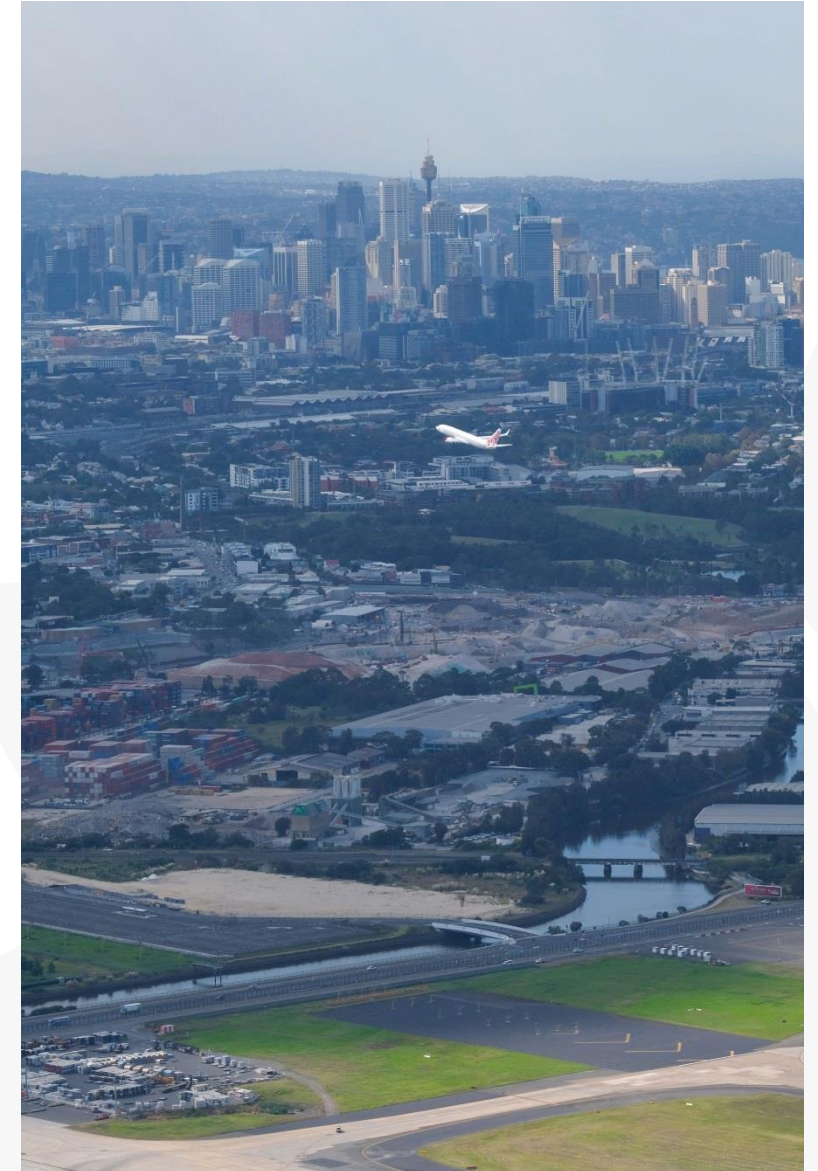


**Sydney Gateway will help make journeys easier, faster and safer**

# Outcomes of Sydney Gateway

Proposed route is optimum alignment:

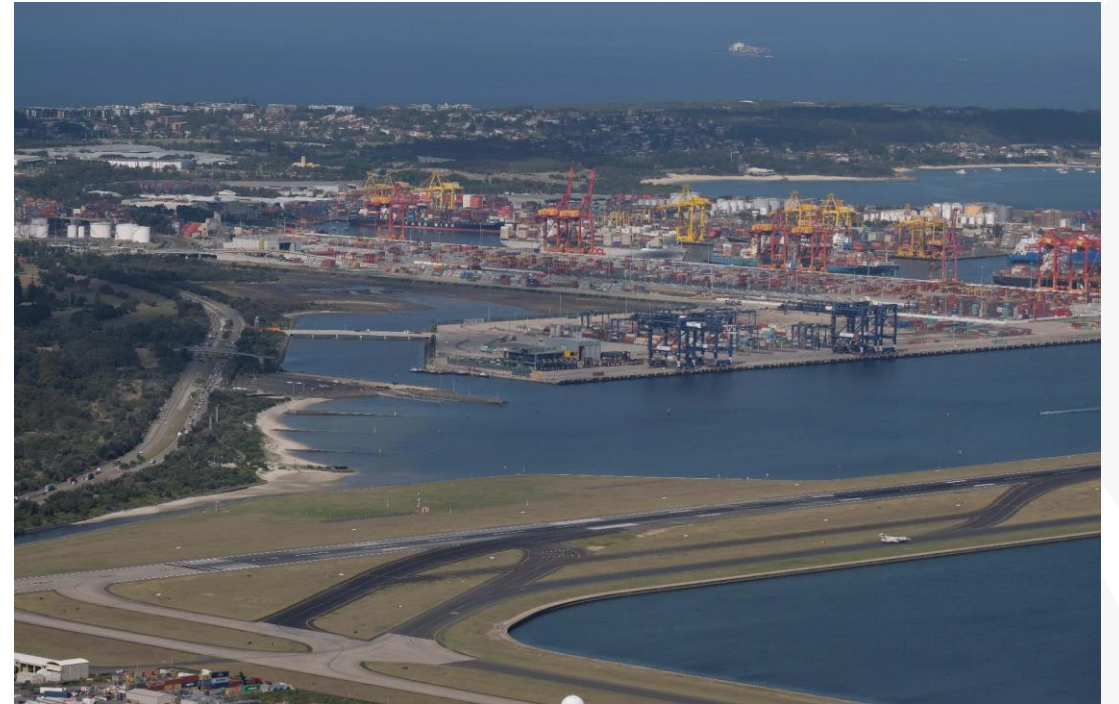
- Minimises use of private land – residential & commercial
- Minimises environmental impacts to Tempe tip and canal
- Provides major arterial roads and rail upgrades to support long-term traffic growth projections for freight, aviation and road needs
- Reduces trucks on local streets
- Improves journey times to the airport, Port Botany and onward connections
- Residual land on former Tempe Tip post construction – green space





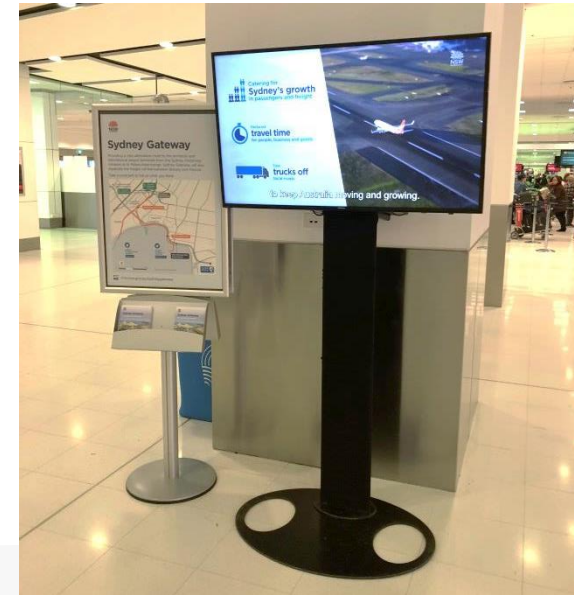
# Outcomes for freight (road and rail)

- Part of a wider strategy to enhance freight capacity and efficiency, move more freight by rail and get goods to people faster
- Provides access to the airport terminals for over-height vehicles (up to 4.6m)
- Supports growth of rail freight between Port Botany, freight terminals and logistic centres in Metropolitan and Western Sydney



# How can you have your say?

- We want to hear from the community, industry and local businesses
- Community feedback is an essential part of the planning and design process
- Initial engagement activities included stakeholder briefings, door knocking, letter drops, online consultation map
- Engagement will continue through 2018/2019
- All feedback considered in the Environmental Impact Statement
- We welcome feedback at anytime.



# Community feedback

Key themes from initial consultation on the preliminary design for Sydney Gateway included:

Active transport

Environment

Traffic and road  
safety





# What happens next?

- Project planning 2015 - 2018
- Preliminary design and initial consultation - **WE ARE HERE**
- Submit State Significant Infrastructure Application (SSIA)
- Project information and design development
- Environmental assessments
- Environmental assessments exhibition – **late 2019**
- Planning determination



# Questions?





# BOTANY RAIL DUPLICATION PROJECT

## Stakeholder Briefing

**Date:** 13 November 2018  
**Presented by:** Tania Page



# BOTANY RAIL DUPLICATION PROJECT

## Project Background

- ARTC and RMS are working collaboratively to deliver two (2) projects:
  - Botany Line Duplication (ARTC)
  - Sydney Gateway (RMS)
- The Botany Rail Duplication has received a funding commitment by the Federal Government
- The NSW Government is funding the Sydney Gateway Project

# BOTANY RAIL DUPLICATION PROJECT

## Why is the Rail Duplication Required

- The network is mostly double track with a single track section between Botany and Mascot
- Port Botany is the largest container port (by volume) in Australia and handles 99% of NSWs container demand
- The single track section acts as a bottleneck and constrains freight to enter and exit the Port concurrently
- The single track section poses a reliability issue
- The amount of container freight to/from Port Botany is predicted to significantly increase between now and 2036

# BOTANY RAIL DUPLICATION PROJECT

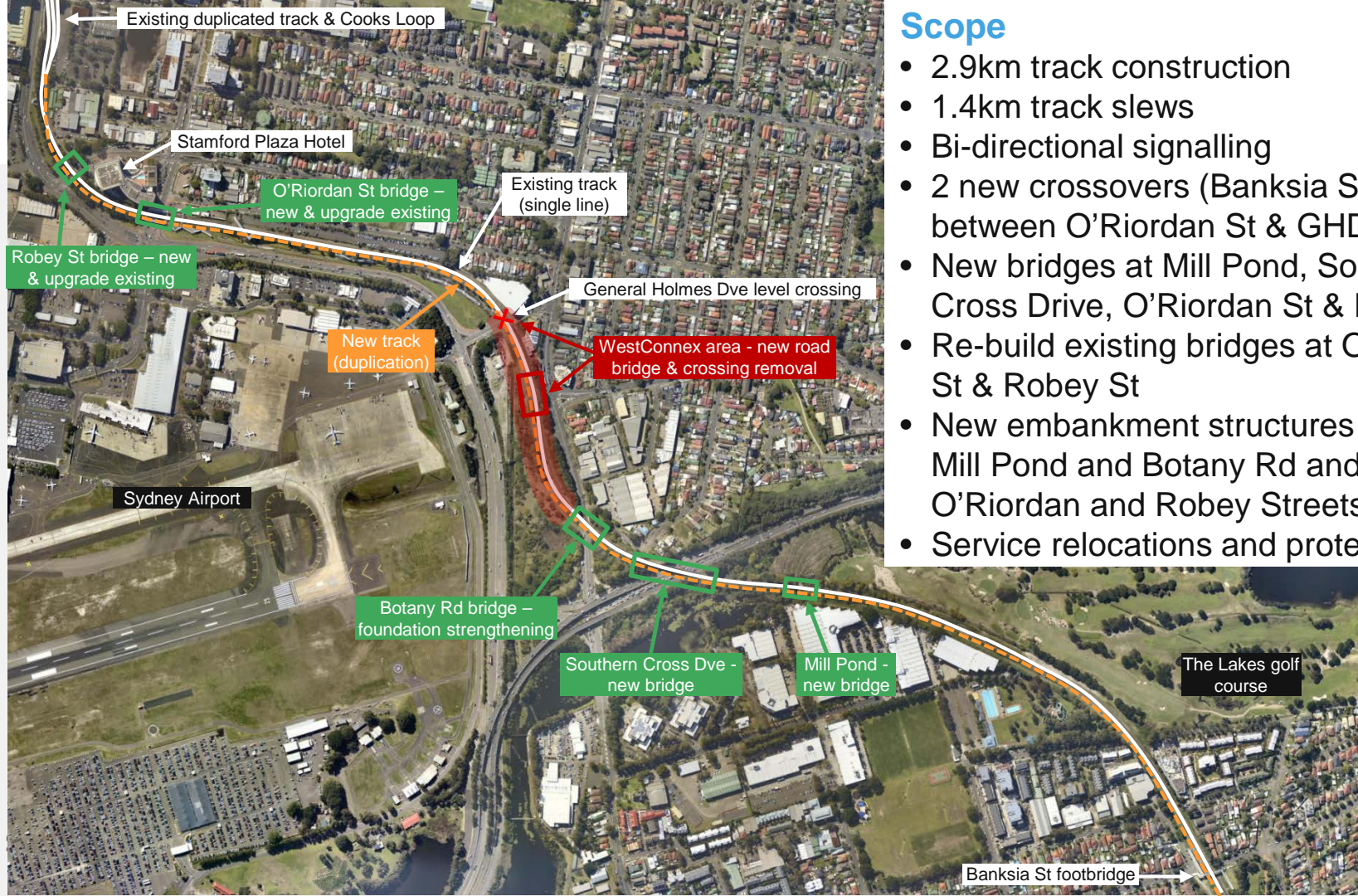
## Project Benefits

- Increase capacity for freight accessing Port Botany to cater for predicted demand
- Increased service reliability and productivity for freight rail customers
- Improve rail market share for freight accessing Port Botany
- Reduce operational constraints
- Support operation of Intermodal terminals
- Reduce congestion in the area by reduced truck movements

# BOTANY RAIL DUPLICATION PROJECT

## Project Status

- Works currently being undertaken include:
  - site investigations
  - stakeholder engagement
  - reference design and
  - preparation of the Environmental Impact Statement.
- The Project has submitted its Project Application to the Department of Planning and Environment



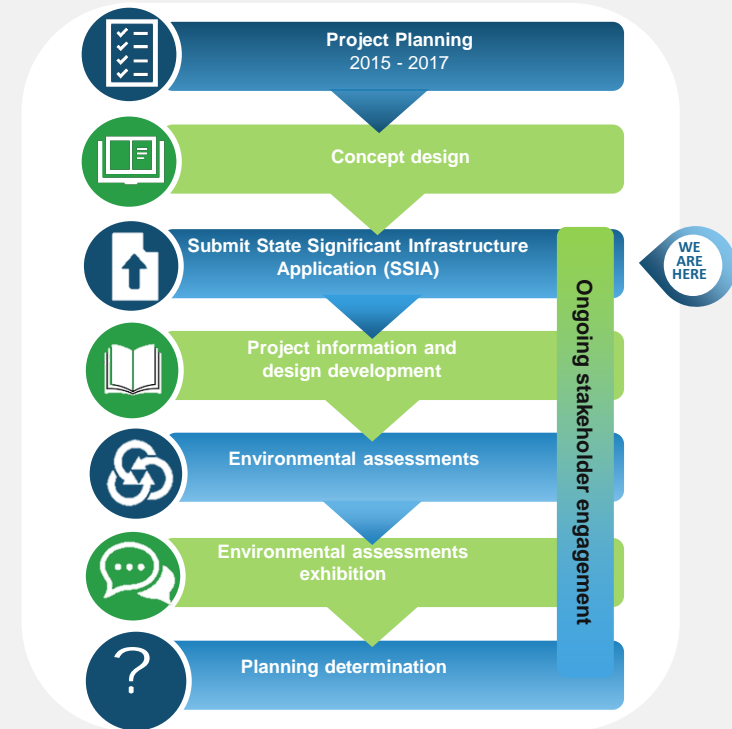
## Scope

- 2.9km track construction
- 1.4km track slews
- Bi-directional signalling
- 2 new crossovers (Banksia St and between O'Riordan St & GHD)
- New bridges at Mill Pond, Southern Cross Drive, O'Riordan St & Robey St
- Re-build existing bridges at O'Riordan St & Robey St
- New embankment structures between Mill Pond and Botany Rd and O'Riordan and Robey Streets
- Service relocations and protections

# BOTANY RAIL DUPLICATION PROJECT

## Where are we in the Planning Process

- Project planning 2015 - 2017
- Concept design
- Submit State Significant Infrastructure Application (SSIA) - **WE ARE HERE**
- Project information and design development
- Environmental assessments
- Environmental assessments exhibition – **mid-2019**
- Planning determination





# BOTANY RAIL DUPLICATION PROJECT

## How can you have your say?

- Community feedback is an integral part of the planning process
- All feedback is considered in the Environmental Impact Statement
- Engagement will continue with stakeholders and the community once SEARs are received
- ARTC will soon have a web page established for the Project
- Rail related comments can be submitted to ARTC's EnviroLine

**P: 1300 550 402**

**E: [enviroline@artc.com.au](mailto:enviroline@artc.com.au)**

# BOTANY RAIL DUPLICATION PROJECT

## Feedback and Questions



Dear Port Botany Community Consultative Committee Members,

**Port Botany Community Consultative Committee Meeting – 13 November 2018**

Thank you for the invitation to attend the Port Botany Community Consultative Committee Meeting on 13 November 2018 to provide an update on the Cruise Capacity Strategic Business Case. Unfortunately, our CEO, Grant Gilfillan will be overseas when the meeting is held, undertaking work for the Port Authority of New South Wales (the Port Authority).

We appreciate the interest the Port Botany Community Consultative Committee (the Committee) has in the Cruise Capacity Strategic Business Case, which is investigating the viability of potential sites for a new passenger cruise terminal - Molineux Point and Yarra Bay.

Given the committee's interest in this issue, on behalf of the CEO, I wanted to provide you with an update on the Strategic Business Case via this letter.

**The importance of cruise to the NSW economy**

The NSW Government has expressed its commitment to growing the cruise industry to support tourism, jobs and economic growth.

Cruise is the fastest growing tourism sector in Australia. Sydney is Australia's cruise gateway. Cruise makes a significant contribution to the economy with demand continuing to grow year on year. In 2016/17, 344 cruise ships visited Sydney Harbour bringing in almost 1.6 million passengers, making it the most visited cruise port in Australia.

The NSW Government has said that the expanding variety and number of ships and passengers visiting our shores means more jobs, economic growth and a stronger economy for NSW, with benefits spread throughout more communities across the State.

The NSW Government is making significant investments into the State's cruise industry, ensuring that NSW continues to capitalise on economic benefits this industry brings to our State. This includes making the most of our existing cruise assets (like Circular Quay and White Bay) and making further investments to cater for demand.

In 2016–17 the cruise industry injected more than \$27 million into NSW regional communities, and \$1.6 billion into the State overall.

Without investment in cruise infrastructure in Sydney, it is likely larger cruise ships will start to be more attracted domestically, to Brisbane and Melbourne, or within the Asia/Pacific region to Singapore. This will have a negative impact on our state's economy.

**Why the NSW Government is undertaking a Cruise Capacity Strategic Business Case**

The NSW Government recognises that with the increased growth in the number of vessels there also comes complexity in accommodating these vessels that needs to be carefully managed. This is why the NSW Government developed the Cruise Development Plan (the CDP) which was released on 29 July 2018.

**YAMBA**

PO Box 143  
Yamba NSW 2464  
T: 61 2 6646 2002

**NEWCASTLE**

PO Box 663  
Newcastle NSW 2300  
T: 61 2 4985 8222

**SYDNEY**

PO Box 25  
Millers Point NSW 2000  
T: 61 2 9296 4999

**PORT KEMBLA**

PO Box 89  
Port Kembla NSW 2505  
T: 61 2 4275 0100

**EDEN**

PO Box 137  
Eden NSW 2551  
T: 61 2 66461596

One of the CDP's actions is to develop a Strategic Business Case to investigate the viability of potential sites for a new passenger cruise terminal - Molineux Point and Yarra Bay.

The NSW Government has asked the Port Authority to manage the development of the Strategic Business Case.

If the NSW Government decides to consider any future investment in new infrastructure, the NSW Government will undertake a comprehensive process including a business case.

The process being undertaken by the NSW Government has three key steps:

1. Understanding the problem to be solved. As outlined in the CDP, cruise capacity in Sydney is limited.
2. Understanding if there is a need for the NSW Government to intervene or invest and work out if there are any feasible options. This is the Strategic Business Case.
3. Understanding any of the feasible options in further detail. This is the Final Business Case. Importantly, Final Business Cases need to consider the views of all stakeholders – including the community.

The NSW Government currently is at step 2 in this process – the development of the Strategic Business Case. The Port Authority of NSW has been developing a Strategic Business Case for the NSW Government to assess if either Molineux Point and Yarra Bay are feasible from a high-level, technical perspective.

Should the Strategic Business Case deem any of these options viable, and the NSW Government decides to proceed, the next step would be step 3 – development of the Final Business Case. It is not certain that the process would proceed to stage 3. If it does, consultation with the community and key stakeholders, together with detailed environmental studies, would be an essential part of developing the Final Business Case and would feed into a final Government decision. The NSW Government has made clear no final decision would be made without community engagement. Considerations such as traffic, environment, heritage, amenity, noise and financing would also all be considered in detail as part of these later detailed studies should the decision be made to move to step 3.

#### **Further information and next steps**

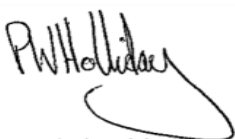
Future updates regarding the business case will be available on the Port Authority website at: <https://www.portauthoritynsw.com.au/cruisestrategicbusinesscase>. There is also an opportunity to register for future updates by completing an electronic registration form on the webpage.

Should the NSW Government decide to proceed with a Final Business Case, the Port Authority would seek the views of this Committee on how best to engage with Port Botany stakeholders to help in the design of any broader community consultation program.

As outlined above, I can assure you there will be an opportunity at the right time for a detailed conversation with you, should the NSW Government decide to proceed beyond the Strategic Business Case.

I hope this information has been of assistance and look forward to continuing to work closely with the Committee.

Yours sincerely,



**Capt. Philip Holliday**

COO Sydney, Port Kembla, Eden & Harbour Master Sydney

9 November 2018



## **A mega cruise ship terminal affects us all**

### **Community impacts**

The NSW government proposal to construct a mega cruise ship terminal at Port Botany has enormous implications for local communities and for the people of Sydney generally.

The Save the Bay Coalition has come together to make Sydney residents aware of these implications and to stop the proposal before it develops momentum.

### **Port related impacts**

In addition to our concerns as neighbours of the port and as taxpayers who will have to pay for this project, we are concerned about the impacts of a passenger service port operation on an exclusively freight handling port.

NSW Ports has advised that "this proposal is not a NSW Ports proposal for either construction or operation of this cruise terminal".

However Save the Bay Coalition believes that NSW Ports, terminal operators and other port related businesses must identify and understand the risks to their current operations posed by imposition of a very large passenger terminal on the heavily constrained Port Botany site.

On a range of issues critical to their operations, current operational stakeholders at Port Botany will find that the wishes of the cruise industry and its patrons, the NSW Government and Port Authority of NSW (PANSW) will prevail.

Commercial stakeholders must understand that where passenger and freight services are in conflict, the conflicts will *always* be resolved in favour of the passenger service operators – *because they are carrying people who can and will complain*.

### **NSW Ports**

Should the NSW Government commit to build a mega cruise ship terminal, NSW Ports cannot avoid being complicit as a partner in both construction and operation.

Port Authority of NSW is a terminal operator and navigation manager / quasi-regulator. It is inevitable that they will constantly engage with NSW Ports regarding:

- Location of their new berths.
- Berth asset lifecycle – design, construction, operation and maintenance.
- Land-side space requirements, which may involve land grabs from NSW Ports.
- Roads, traffic and parking, again with negative impacts on NSW Ports.
- Safety protocols and management.
- Noise management.
- Waste disposal services.
- Utilities supply services – power, water, and bunkering.

Frustrations and compromised operations for NSW Ports will inevitably have impacts on the surrounding communities, where the perception must be that NSW Ports was a willing party to the destruction of Yarra Bay. The damage to NSW Ports' social licence will be severe.

If NSW Ports finds it frustrating and tiresome negotiating with the community and defending its ability to conduct its business in this neighbourhood, just wait until your business is a fully engaged partner in the mega cruise ship terminal folly.

## Terminal operators

Terminal operators must appreciate that should mega cruise ship operations commence at Port Botany, their own operations will inevitably be compromised. For example:

- Passenger terminal land-side space requirements may involve land grabs from you.
- Roads, traffic and parking will experience significantly more congestion. Morning peaks will be especially problematic with coach and taxi movements for up to 7,000 passengers in conflict with container movements by road. Afternoon peaks present limitless opportunities for frustration and chaos, with coaches and taxis racing to return passengers to ships in conflict with container movements by road, the afternoon commuter peak and people trying to reach Sydney Airport for end of day departures.
- Port entry and departure times and related arrangements for vessels including navigation and towage will inevitably involve conflicts – and those conflicts will *always* be resolved in favour of the cruise ships, *because people come first*.
- Safety protocols and management. It is highly likely that safety audits will eventually require all combustible liquid and gas handling to cease while passenger vessels are alongside the cruise ship terminal.
- Noise management. Freed from the intense pressure for occupancy at the Circular Quay and White Bay berths, the cruise ship operators can be expected to introduce overnight stays at Port Botany – so that their passengers can enjoy two days in Sydney. When this happens, the operators will seek to have night time operations at the freight terminals curtailed, as the noise will disturb passengers sleeping on board.
- Waste disposal – there will be pressure on facilities and the cruise ship operators will be favoured. Facility upgrades are likely to be required – who will pay for them?
- Utilities supply – power, water, bunkering – again there will be pressure on facilities and the cruise ship operators will be favoured. Facility upgrades are likely to be required – who will pay for them?

## What can you do?

### Consider the risks

Appreciate that should the NSW government owned quasi-regulator PANSW be allowed to operate a mega cruise ship terminal in Port Botany, it will be in direct competition with you for resources, facilities and services.

It is hard enough to win battles with a regulator. ***You won't win any battles with a regulator who is also a competitor.***



### Remember the past

Freight terminal operators were driven out of Sydney Harbour to make way for cruise ships and high-end real estate. Now the sanctuary where you have successfully run your businesses is under threat – from cruise ships!

### Think about the future

If PANSW judge their mega cruise ship terminal a success, they will want to expand it:

- The duration of operations will extend – an initial January – March season peak overflow facility will become an October - May (8 months) full season, fully utilised facility.
- *Get ready now* for a campaign in a few years' time for a third berth and then a fourth berth – and a land grab for what remains of your land-side storage space.

### Ask “What is the upside?”

NSW Ports and terminal operators, take a reality check. Ask yourselves the question: “What is the upside of sharing my already constrained freight port / terminal with a mega cruise ship terminal?”

If there is no upside, ***don't allow it to happen.***

### Take action

Once you have considered the risks, remembered the past, thought about the future and searched in vain for the upside, we ask you to join with Save the Bay Coalition to oppose this destructive and wasteful proposal.

*The support of NSW Ports and the terminal operators for the Save the Bay Coalition campaign can terminate the mega cruise ship terminal proposal before it gains momentum.*

*Communicate your opposition to the NSW Government – and let us know you are with us.*

### Contacts

**Maria Poulos – [saveyarrabay@gmail.com](mailto:saveyarrabay@gmail.com) – 0413 921 125**

**Chris Kitamura – [saveyarrabay@gmail.com](mailto:saveyarrabay@gmail.com) – 0455 132 575**