

Port Botany CCC

Minutes

Meeting #46

26 February 2025

5:30pm – 7:00pm

Online via Zoom

| Invitees | |
|---|--|
| Community Members | NSW EPA |
| Charles Abela (CA) | Erin Barker (EB) |
| Paul Pickering (PP) | Rajesh Mottey (RM) |
| Peter Fagan (PF) | Steven Tan (ST) |
| John Burgess (JB) | |
| | Port Authority of NSW |
| | Nerida Green (NG) |
| Local Government | |
| Bronwyn Englaro – Randwick Council (BE) | NSW Ports |
| David Smith – Bayside Council (DS) | Bryan Beudeker (BB) |
| | Jonathan Lafforgue (JL) |
| | Greg Walls (GW) |
| | Matt Johnston (MJ) |
| Business Representatives | |
| Karen Jones – Opal (KJ) | Independent Chairperson |
| Wayne Gibson - DP World (WG) | Roberta Ryan – Independent Chairperson (RR) |
| Jennifer Stevenson – Hutchison Ports (JS) | Isa Crossland Stone – Minute taker (ICS) |
| Apologies | |
| Scott Eadie – DP World (SE) | Other Attendees |
| Creagh Debrabander – Elgas (CD) | Julia Mclean – Principal, Communications and Engagement, Ethos Urban (JM) |
| Natalie Cerda – Patrick (NC) | Chris Gorman – Planning Manager, Bellgrove Advisory (CG) |
| Alan Chambers – Vopak (AC) | Peter Hynd – Executive Director, Bellgrove Advisory (PH) |
| | |
| | Giulia Ferretto, PhD - Postdoctoral Research Fellow |
| | Centre for Marine Science and Innovation |
| | School of Biological, Earth and Environmental Science |
| | University of New South Wales (GF) |

Agenda Items

Commencement

1. Welcome, apologies and introductions

JM introduced herself to the group. She is from Ethos Urban, working with NSW Ports on the Quayline Equalisation Project.

EB shares that after 7 years, she is passing on her spot on the CCC to her colleagues RM and ST.

ST introduces himself; he is Senior Operations Officer with the EPA and will be attending the Port Botany CCC meetings, along with RM. He thanks and recognizes EB for her long-term participation on the committee as representative of the EPA.

RR thanks EB for her long service and participation, on behalf of the CCC.

DS introduces himself; he is the manager for Strategic Planning at Bayside Council.

RR welcomes DS. The CCC is very glad to have representation from Bayside Council and DS is most welcome.

PH introduces himself; he is Executive Director at Bellgrove Advisory, and is working on the Quayline Equalisation Project,

GF introduces herself; she is working on seagrass restoration with UNSW and will make a presentation on the collaborative research project that is currently being led by UNSW in partnership with the Port Authority of NSW.

Matters arising

1. BB to contact TfNSW to enquire as to whether they are responsible for the maintenance of Foreshore Road (which has been experiencing flooding on its southern side due to dumping of bush material and improper drainage). BB will seek TfNSW's input about maintenance of the road in the case that it is their responsibility.

BB has reached out to TfNSW and will continue to seek their updates about the road maintenance.

Presentation on the Disintegration of Yarra Bay groyne: Risks and Ownership – PF

PF makes a short presentation, supported by a slide deck. PF's presentation slides are attached to these minutes.

PF explains that there is a small groyne, or break wall, that protects the assets at the Yarra Bay sailing club. He is very concerned about the structural quality and maintenance of the groyne, which is suffering damage due to heavy wave surges. He warns that if the wall is pierced fully, the sailing club will no longer be protected and will likely experience major and serious damage in a storm.

PF explains that at present, pieces of dolosse and dolerite material from the groyne/break wall are being broken off in the waves and are ultimately becoming buried in sand. These are buried pieces are majorly hazardous to swimmers and surfers., as collision with this material would be extremely dangerous and cause bad injury.

PF feels strongly that delaying the repair of the wall will compound the ultimate damages, and will likely result in the permanent closure of the beach (in some part at least) due to the presence of broken wall pieces in the sand bed.

Given these circumstances and the real concerns for the future of Yarra Bay beach, PF would like for the community to receive

clarification on key questions about who is responsible for the maintenance of this wall.

PF is clear in his perspective that this damage to the break wall is occurring as a result of activity at Port Botany.

BE says that TfNSW owns the asset (the wall) and the Council has been pursuing TfNSW to try to organise action in dealing with it.

BB says that TfNSW, as the owner of the asset, should be approached to get clarity about who is responsible for undertaking the repair work. He asked BE if she had any clarity about TfNSW's intentions about dealing with the groyne.

BE says no. The Council has not received much responsive action from TfNSW, after having initially approached the issue in early-2023.

BB refers back to his action in approaching TfNSW about the maintenance of Foreshore Road (which has been experiencing flooding on its southern side due to dumping of bush material and improper drainage). BB will continue to follow this up and will follow up PF's concerns about the Yarra Bay Groyne with TfNSW as well. **ACTION.**

BE will also approach the staff at the TfNSW who are known to be in charge of the Kamay Wharf project, and with whom the Randwick Council has been in contact in relation to that project. The Kamay Wharf team may be able to direct the Council towards the right department.

PF would like to know what the relationship is, in terms of responsibility, between TfNSW and the NSW Port Authority. Does the Port Authority come under TfNSW?

JB explains that they both report to the same minister.

BE adds that TfNSW owns anything below the mean high watermark, which is why TfNSW is responsible for the wall.

Guest Presentation: Port Botany Quayline Equalisation Project - PH

GW introduces PH as the project manager of the Port Botany Quayline Equalisation Project (PBQEP).

PH introduces himself and the other members of his team present; JM, CG and PH.

PH presents the group with an overview of project's strategy and context. The public information on the Quayline Equalisation Project is available [here](#).

JB asks about the shading of part of the planned map, shown by PH, that is shaded in green; does this involve any of the Botany Bay waterway?

PH clarifies that the area shaded in purple is where they will do dredging, and this material will be used to reclaim into the land which is shaded in green on the map. The green-shaded area on the project overview map will be reclaimed land.

PP asks if this project will have any impact on LPG storage.

PH says that there will be an effort to maintain existing storage. They are aiming to minimise any changes to the existing pipelines or current operations when replacing the bulk liquids berth.

JB asks if the tugs for the jetty (which is to be relocated) will be removed.

PH says that at this stage, the plan is to relocate them elsewhere within Port Botany.

PH tells the CCC that the team intends to keep the CCC and the broader community very closely informed of the project details as it develops. Community engagement will involve a community drop-in session, information letterbox drops and a webinar.

JB asks about the timing of the project as it is proposed.

PH says that at this stage the project would not be expected to enter construction until 2027.

JM says that as the CCC only meets quarterly, they are very happy to do a dedicated briefing for the committee out of session.

PF asks about the extension of container handling on the DP World terminal. PF is concerned that this will bring noisy ships across the bay from La Perouse. Currently there is no significant cargo handling here or any very large vessels, so the community (particularly at La Perouse) is likely to be quite concerned about noise impacts.

PH says that they will be doing noise assessments in this area and will come back to the CCC with more insight when results have been gathered. Vessels do currently sit here, so this will not be expected to materially change,

PF asks why this project is necessary, given that the ports are still not at full capacity. Is this necessary at this stage?

PH says that they need to provide long-term flexibility for all three terminals to operate and handle the same number of ships. This is a long-lead item; construction is not even expected to start until 2027, and completion will not be until much later down the line.

PF suggests 'equalisation' could be achieved by lowering the rental costs for the disadvantaged terminals.

PH is not in a position to make much comment on this suggestion.

Guest Presentation: Restoring & future-proofing the biocultural values of endangered seagrasses: a collaborative research project with a significant focus on Gamay Botany Bay, led by UNSW with Port Authority of NSW as a partner - GF

GF presents briefly on Posidonia Australis, an endangered seagrass that is endemic to Australia. She discusses the research project that is being led by UNSW in partnership with the Port Authority.

JB, JS and BB express particular interest in the project, and would each be glad to have the opportunity to speak offline with GF

GF welcomes this, and her appropriate contact details will be shared with JB, JS and BB.

DP World / NSW Ports Rail Project announcement - GW

GW updates that NSW Ports have made an announcement around joint funding in the next stage of the NSW rail investment program. Approximately 5 years ago, NSW began their construction project at Patrick to extend their rail capabilities. That project has been operational for a couple of years now, and NSW Ports will now begin construction of 600m sidings at DP World in order to harmonise DP World's rail transport operations.

NSW Ports fact sheet on the collaboration is linked [here](#).

BE asks if the Quayline Equalisation Project is likely to affect the rail line project in terms of progression and/or timing.

GW says no, they will be separate projects and will not interfere with one another.

NSW Ports Update

1. General Update - BB

There were no reportable biosecurity issues.

2. Summary of complaints and incidents – BB

Since 12 November at the last meeting, BB says that NSW Ports has only received two complaints.

One was not actually related to NSW Ports' activities.

In terms of incidences, BB says that there have been a few intruder-events in late night hours. These were dealt with promptly by the security team.

BB says that there was a cyclist accident on Friendship Road (where cycling is prohibited) and the injured cyclist was taken to hospital by one of the cycling group members.

There was a diesel spill from a fuel truck at one of the ACFS container terminals on Simblist Road. This was dealt with hastily by ACFS site staff. and NSW Fire and Rescue attended and advised NSW Ports that they were pleased with ACFS staff response and protocol in managing spill clean-up.

BB says that there was also a recreational fishing vessel at the bay who had to be asked to move along after being sighted and reported.

3. Business Update – JL

JL says that the last quarter has seen particularly strong volumes overall; particularly of bulk liquids.

Rail volumes continue to increase throughout the ports. This bodes well for NSW Ports' plans to invest further in DP World's rail facilities to continue the current rail transport increases overall.

JL says that recent storm events (particularly in January) have impacted operations at the ports significantly; they lost about 100 productive hours of port operations in total over the month due to these weather complications.

Tenant Updates

- **Opal Update – KJ**

KJ updates that 2024 was a record production year for the Botany Mill.

KJ updates that there was a large fire in the Opal wastepaper yard in October 2024. The fire did not impact the recycling processes, and the facility only shut down relatively briefly. They believe that it was a contamination issue (perhaps a small battery that entered the facility mistakenly).

The current focus is therefore on minimizing and mitigating risks such as these. Operation is as usual, currently.

- **Hutchison Ports – JS**

JS shares that there are no updates from Hutchison

- **DP World – WG**

WG updates that DP World has a licence review upcoming, and the EPA did an inspection some weeks ago. Following their inspection the EPA made some recommendations to DP World and DP World is implementing these changes to prepare for the upcoming licence review. They are doing this current work very much in collaboration for the EPA.

- **Randwick Council – BE**

BE says that Sydney Institute of Marine Sciences (SIMS) is working with the Garay Ranges to install some 'Living Seawall' habitat boulders on the Frenchmans Bay breakwater. They are in discussions with TfNSW around that project, the aim of which is to provide more habitat on the breakwater for the fauna that is found to live there.

BE's understanding is that this project will go forward in 2025.

BB suggests that when there has been some more progress on this matter, it may be valuable for SIMS to attend a CCC meeting to present to the committee on the project. **ACTION.**

- **Bayside Council – DS**

DS says that there were sand nourishments undertaken along Lady Robinsons Beach to address the erosion that is happening there. This work was concluded a few months ago.

DS says that the project was funded by the Government and that Council is currently working with Manly Hydraulics Laboratory to design a longer-term works plan for works along the foreshore.

- **Port Authority – NG**

NG notes that Bayside Council approached the Port Authority to provide support for them to support an application for funding to extend the number of parking spaces along the Foreshore Road carpark.

DS elaborates that this was part of the boating grant that the Bayside Council will be applying for.

- **EPA – ST**

ST says that sampling in Botany Bay was recently completed, and all results for PFAS were below recreational guidelines.

DPI Fisheries is currently undertaking a biota sampling program to support these findings.

ST says that the EPA has provided input on the NSW Ports Quayline Equalisation Project and he expects that the EPA will be brought in to comment later in the process.

BB says that he is keen to hear more about the PFAS assessment and results.

ST says that there is key information available on the EPA website.

ST will join BB for a tour of NSW Ports in the coming weeks.

BE asks why Yarra Beach and Frenchmans Beach were not tested for PFAS.

ST will follow this up offline and send through a response before the next meeting. **ACTION.**

Community Updates

JB says that there is an attenuation device that surrounds the stormwater drains at Penrhyn Estuary. The device seems to be falling apart, and after being reported by JB it seems to have been repaired only poorly. The seagrass that sits in front of this device appears to be dying out and JB says

that this should be repaired more properly.

JB shares that there was recently an incident in which a four-wheel drive car went into the water at Foreshore Boat Ramp, because of the poor maintenance of the boat ramp and its slippery surface and the conditions of low tide.

RR thanks JB for raising these issues.

BB says that he has spoken to the Port Authority about the condition of Foreshore Road boatramp and did hear about this incident. His understanding is that the tires of some large sport four-wheel drives do not provide suitable grip on the boat ramp and that the EPA and Port Authority are planning to put in some more signage to warn against four-wheel driving at particular locations in this area.

Next Meeting

Date: 13 May, 2025

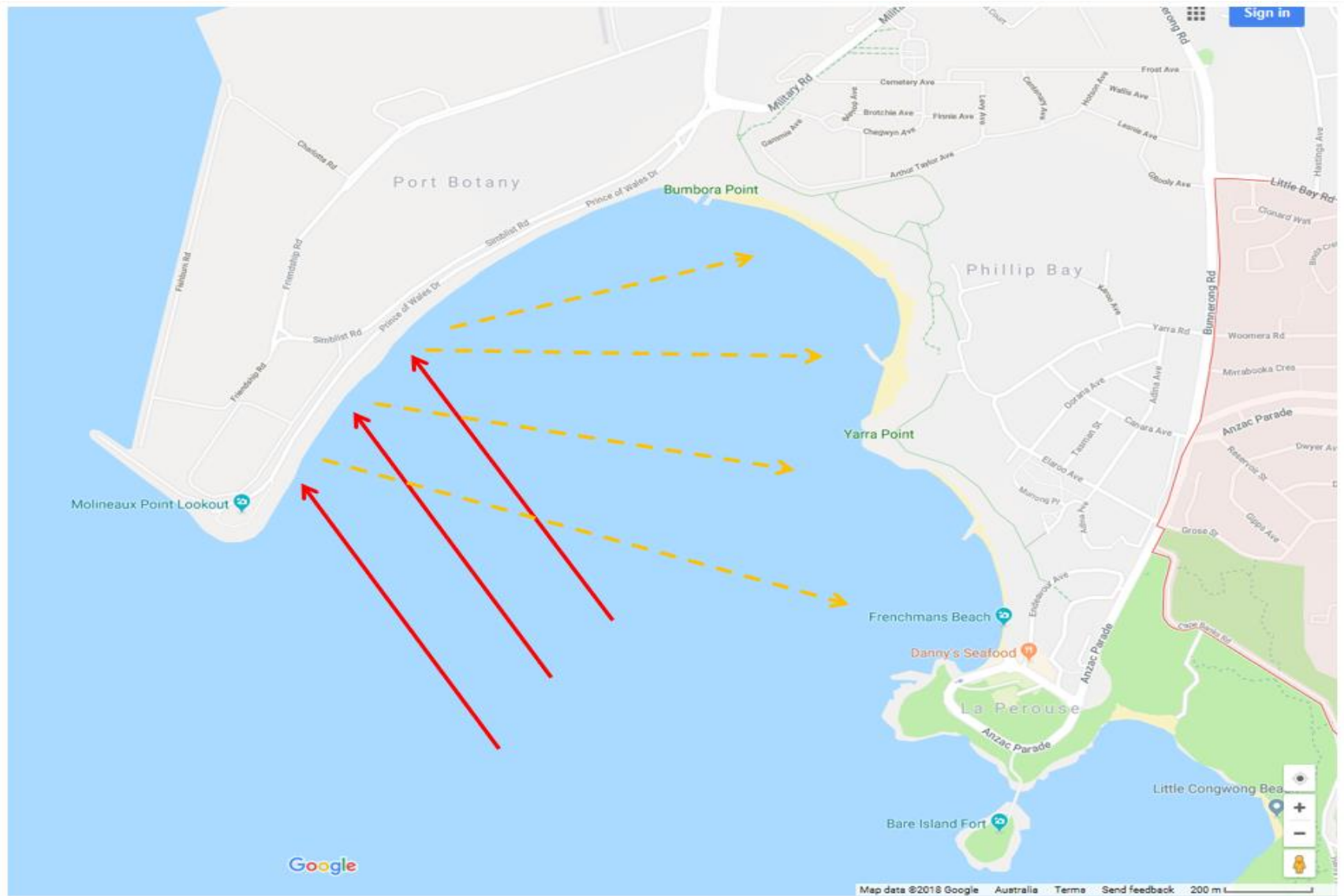
Time: 5:30pm – 7:00pm

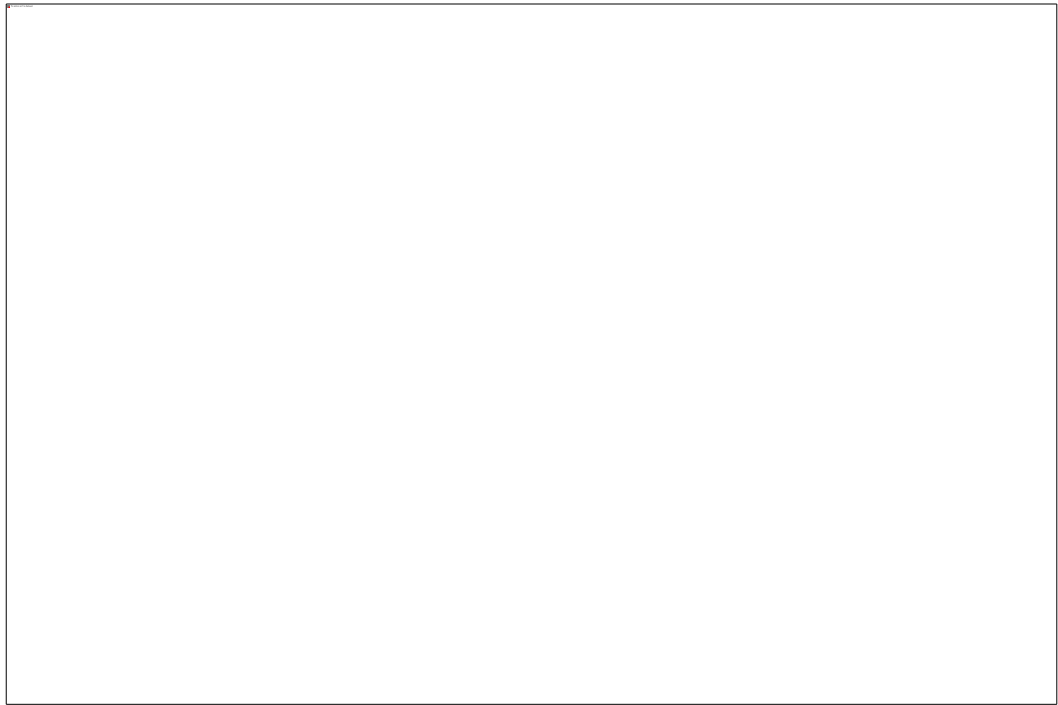
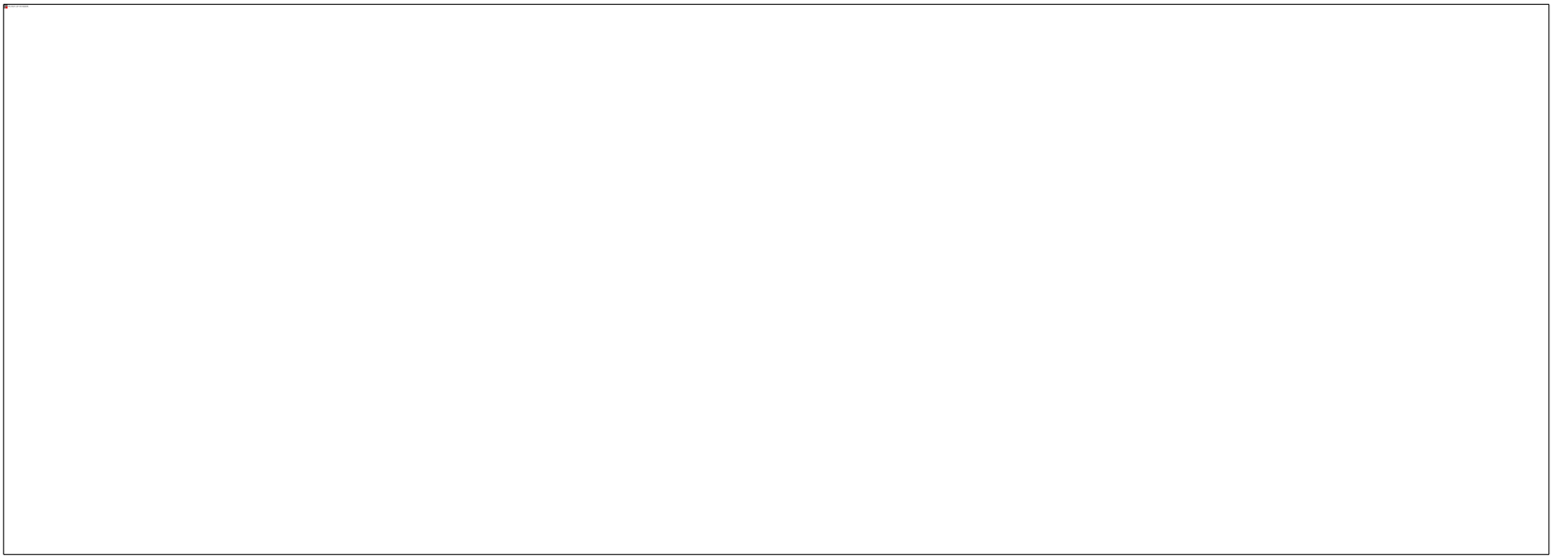
Location: Online, Zoom

The Yarra Bay groyne — disintegrating and in urgent need of repair

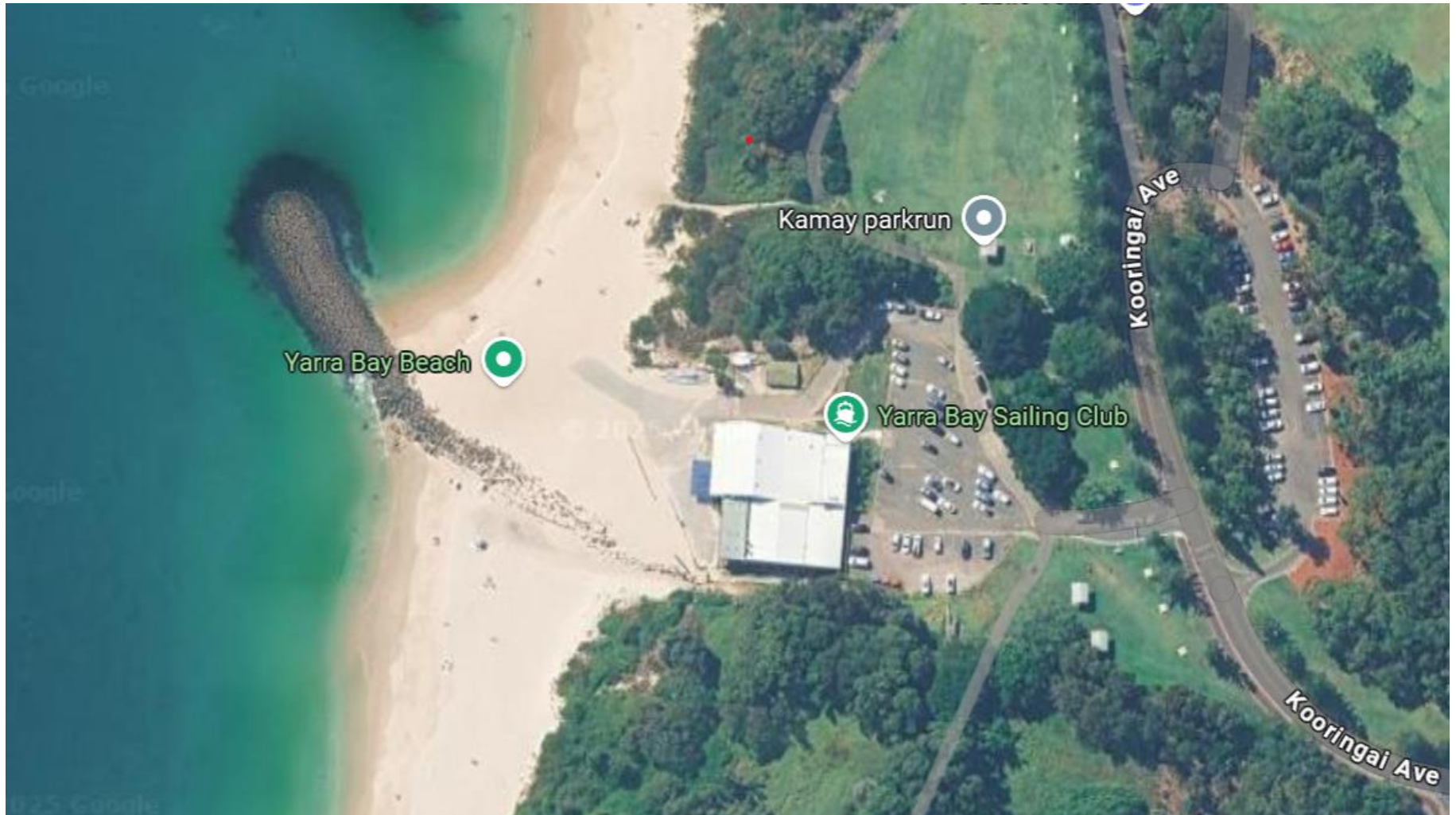
Presentation on 26 February 2025 to NSW Ports
Port Botany Community Consultative Committee
by Peter Fagan, Community Representative
fagan.peter@gmail.com – 0416 031 555

Molineaux Point break wall protects Brotherson Dock and Bulk Liquid Berths — but redirects powerful swells onto Yarra Bay





A groyne protects Yarra Bay 16 Foot Skiff Sailing Club building from storm surge incursion — and protects beach, launching ramp and yacht rigging area from wave damage





The groyne was strongly constructed. From high water mark it is shielded by tightly packed and interlocking dolosse.



Beneath the dolosse is a core of layers of dolerite, graded for size



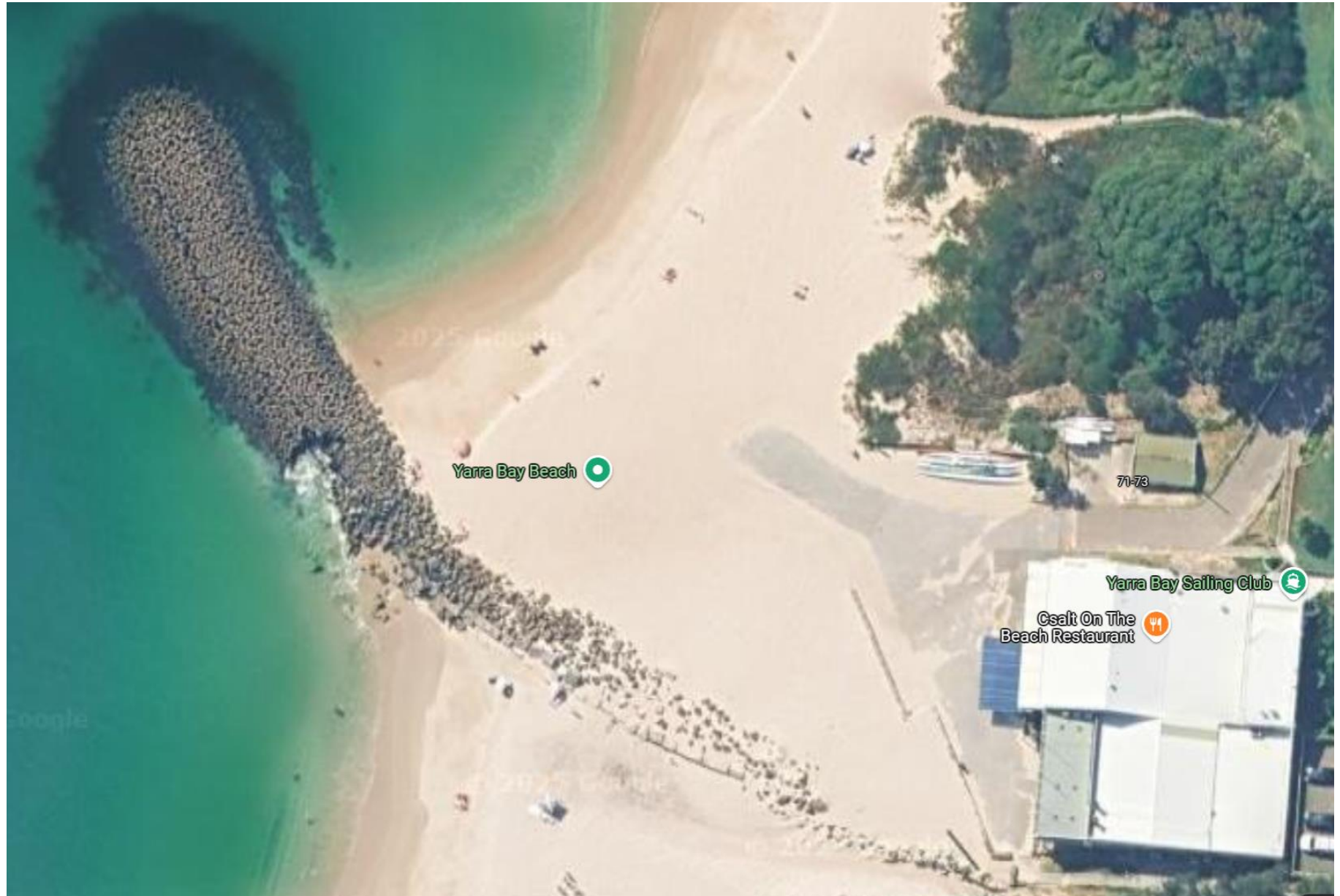
Above high water mark, instead of dolosse,
large dolerite boulders were carefully placed



Wave action over the years has
breached the integrity of the groyne



Area of damage (left of “Yarra Bay Beach” label)





Dolosse and dolerite pieces large and small are being scattered



Scatter zone is currently along the pristine beach to the south east



Dolosse and dolerite pieces are being buried.
They are hazards to swimmers and surfers.



What are the risks ?

If the groyne continues to disintegrate and is eventually pierced:

- Sailing club house, rigging area, launching ramp and beach will lose protection from big swells

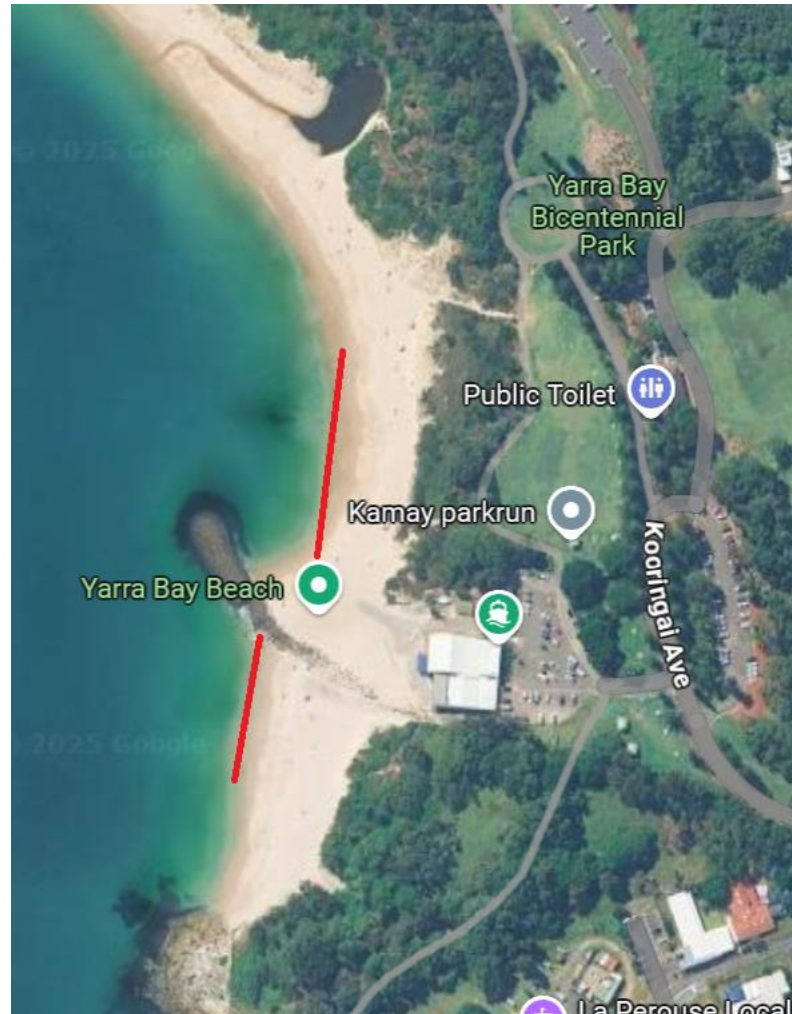
Whose insurer will pay for the storm damage ?

- Dolosse and rock will spread south east and north west, placing surfers and swimmers at risk of:
 - head and body injuries from collisions with dolosse and rock
 - cuts from rusting steel reinforcement (exposed as dolosse disintegrate)

These personal injury risks will necessitate permanent closure of the impacted lengths of the beach

Delaying repair will increase the risks and the cost of eventual repair

Disintegration of the groyne will make the lengths of Yarra Bay beach marked in red unsafe for swimmers and surfers. These areas will need to be permanently closed.



Some questions

Who was responsible for installing the groyne ?

Who paid for it ?

Who owns it ?

Who is responsible for ongoing maintenance ?

Do the owners have a responsibility to get it repaired ?

Who should pay for the repair and debris cleanup ?

If there is no repair, who will accept responsibility for the risks ?