

**Port Botany Expansion
Community Consultative Committee**

Date: 15 April, 2008

Meeting number: 12

Attendees:

John Burgess (JB) - Community Representative
 Nancy Hillier (NH) – Community Representative
 Neil Melvin (NM) - Community Representative
 Paul Pickering (PP) - Community Representative
 Neil Brener (NB) – Business representative
 Bronwyn Englano (BE) – Randwick City Council
 Paul Shepherd (PS) – City of Botany Bay Council
 Sandra Spate (SS) – Minutetaker
 Roberta Ryan - Chairperson
 Colin Rudd (CR) – Sydney Ports Corporation
 Kamini Parashar (KP) – Sydney Ports Corporation
 Marika Calfas (MC) - SPC
 Paul Jerogin (PJ) – Sydney Ports Corporation
 Morgan Noon (MN) - SPC
 Neil Brener (NB) – Business representative
 Vince Newton (VN) – Baulderstone Hornibrook
 Keith Varga (KV) – Baulderstone Hornibrook
 Linda Armstrong (LA) – Baulderstone Hornibrook
 Peter O'Leary (PO) – Bovis Lend Lease

Apologies: Margaret Harvie

Not present:

Item	Issue	Action	By whom	When
1	Site visit Site visit was postponed due to bad weather till April 29.			
2	Welcome and introductions			
2.1	Keith Varga, Baulderstone Hornibrook's Traffic Manager; Morgan Noon Logistics Manager for Sydney Ports and Peter O'Leary from Bovis Lend Lease were introduced to the meeting.			
2.2	Discussion of the offset package will be deferred until the following meeting.			
3	Minutes of the previous meeting			
3.1	PP suggested that item 4.8 be amended to read “PP queried what is happening to the potential acid sulphate sediment that is removed from long trench at the wharf edge area.			

	<p>QP stated at the previous meeting that some of this sediment would be stock piled under water until it can be moved into the new dredge hole. Then it would be capped by sand. Water quality would be monitored. Double handling of this sediment would be kept to a minimum." CR noted a maximum of 2cm per year sediment was allowed.</p> <p>PP asked whether soil would be taken from the foundations for the boat ramp parking area and replaced with mesh. VN replied that excavation around the perimeter would remove soft matter and clay and a geofabric would be placed under abutments.</p> <p>MC clarified that in the Soil and Water Management Plan, the dot on the map in the estuary represented a monitoring gauge.</p> <p>Minutes circulated had this correctly recorded.</p>			
3.2	<p>NM had raised questions as to whether access to the Mill Stream area would be blocked by cloth to protect the seagrass. KP clarified that the seagrass area would be enclosed but the Mill Stream area would not.</p> <p>Minutes circulated had this correctly recorded.</p>			
4	Presentation on Traffic Management Plan			
4.1	<p><u>Presentation on the Traffic Management Plan by BH Traffic Manager (KV) included:</u></p> <p>An explanation that the Traffic Management Plan includes site specific plans developed in stages as required.</p> <p>The TMP document covers only the construction phase.</p> <p><u>Presentation included:</u></p> <p>An outline of current traffic modeling and expected changes during the construction phase.</p> <p>An outline of statutory requirements covering the TMP.</p> <p>An outline of procedures for approval of the TMP.</p>			

	An outline emergency response protocols and protocols for working with RTA Traffic Controllers.			
4.2	<p>JB questioned how the figures in peak periods were arrived at in the modeling. He expressed doubt about the estimations of time for traffic passing through the intersection at Botany Rd and Foreshore Dr as there were often major delays for traffic before they reached the intersection (up to 20 minutes).</p> <p>KV replied that the intersection was monitored and counts taken for 4 hours in the morning and 4 hours in the afternoon. The peak 1 hour in the am and pm is then selected and those volumes modeled accordingly. This is a universally accepted method of modeling used by RTA and was used in EIS modeling.</p> <p>VN noted that the modeling relates to intersection capacity. This may be affected at particular times by one incident e.g. a truck queuing across the intersection. We have to put in place protocols to ensure the existing situation is not made worse. We can stage deliveries so that trucks are not arriving during delays.</p> <p>JB accepted that trucks from the construction were unlikely to have a major impact, but the existing arrangements were not working well.</p>			
4.3	<p>NB reported that he found the presentation too theoretical. He had been hoping for more information on what the effects on businesses in the area may be, increased traffic volumes, the effects of road narrowing, impacts of reduced speed limits, impacts if there is an incident. Businesses in the area have trucks delivering from Port, some 24 hours a day, and he hoped he would be able to report more concretely to businesses he represents on these impacts.</p> <p>VN reported the expectation of an average of 4 to 5 trucks per hour. We have modeled on an extra 25 trucks, the worst case scenario may be 10 an</p>			

	<p>hour. It is critical to work with Patricks to manage the intersection. We are not allowed to change speed limits and lane widths in peak periods. The application for Road Occupancy License (RoL) must ensure minimal impacts and require RTA approval. We envisage only one weeks work in the early hours of the morning where we have to apply to RTA for Road Occupancy Licence (ROL). Appendix C spells out numbers of trucks and traffic volumes.</p> <p>NB asked how these trucks will impact on other trucks. He requested that a summary of the TMP be provided.</p> <p>CR noted that problems generally occur because of trucks queuing across the roundabout. It is not a problem with physical infrastructure but its use. Baulderstone Hornibrook can delay deliveries, or deliver in the off peak.</p> <p>VN noted the establishment of the concrete batching facility was to avoid problems of concrete trucks having to be at the site at certain times.</p> <p>NB asked if there would be an overall impact on trucks and traffic and expectations of delay.</p> <p>CR replied that there would be some impact even if there was only one extra truck. In peak construction 120 trucks per day was expected. For a busy day at the Port we are talking about a 5% increase in traffic. Intersection modeling indicated a minor effect.</p> <p>RR summarized discussion that modeling indicated a relatively modest impact, and that there would be concentrated efforts to manage impacts around traffic congestion, and there will be specific management plans for specific works as they come on stream. However, it will assist if there is a summary of the implications of any of the plans which are presented from a community point of view.</p>		
4.4	PP noted the emphasis on portside of the roundabout at Botany Rd and Foreshore Drive. As a resident he is		

	<p>concerned about the other side. Will concrete trucks be brought in to the site through local roads?</p> <p>VN responded that no trucks will be allowed on the other side of the intersection. All trucks would use General Homes Drive and Foreshore Dr. Batching of all cement would be done on site. There would be some concrete trucks entering only while setting up batching site.</p>			
4.5	<p>NH reported she had made a significant submission to Noise and Vibration Plan. On paper it seems to be managed, but the Port is seen as an 'island', with not enough attention paid to the impact on areas outside of the Port. Similarly with the Traffic Management Plan, on paper it looks OK, but she feels justice is not being done to the local residents. NH feels it is heavily loaded against the community. CCC members need access to independent consultants as it is a huge responsibility to be burdened with having to advise on technical matters.</p>			
4.6	<p>LA noted that time for comments on TMP closes at end of business next Tuesday 22 April. A compilation of comments will then sent to members.</p> <p>PS comments that in relation to the Noise Management Plan, there is not enough time for comments as processes for comment through Council can take some time. Similarly with the TMP a few days is not enough time to seek additional technical advice.</p> <p>Although specific plans are yet to be presented, he would like time to allow the Council traffic engineer to look at these.</p> <p>VN indicated that if more time was needed for Councils to respond that will be possible. Council review should be treated similarly to a state government agency review with respect to time allowances.</p> <p>NB asked if there were penalties if traffic and noise are for example, 10 times more than expected. Information regarding these issues is coming from</p>	<p>BHJDN to liaise with Councils on time required for comment on plans.</p>		

	<p>group with vested interests – ie BHJDN. RR suggested the complexities of plans, particularly noise and traffic, needed to be acknowledged. All processes must go to the relevant state government agencies that review and have to sign off the proposals and can impose penalties for exceedences. Their experts look at impacts and whether these are deemed acceptable or otherwise by consent authorities. The CCC does not have to be responsible for these standards as members are not expected to have this level of expertise. The CCC looks at whether construction impacts pass the ‘reasonableness test’ for local communities and identify issues that might impact on local communities and interests. There is a project Environment Representative, So there are a range of checks and balances already in place. Council has a different role again where specific technical expertise can be accessed to consider issues of specific locality impacts. Councils may need more time to refer to council experts as was discussed earlier and will be facilitated. RR requested that the environmental representative be invited to address the CCC and to explain their role and a diagram prepared indicating where other expertise is inputted into the process, such as traffic and noise.</p>	<p>BHJDN prepare a diagram for the CCC describing areas of expert review in process. The ER be invited to a meeting to explain their role in the project.</p>		
4.7	<p>LA indicated that the summary of comments from the CFEMP has been sent out, as well as the comments on the Dust Management and Waste Management Plans. NM asked whether the CCC would receive batches of technical or large plans at the same time, as although members are not expected to have technical expertise they still require the time to have a constructive input. RR replied that agendas would need to be managed with this in mind.</p>			
4.8	<p>NH suggested that government agencies should be at the meetings, as with the Orica community group.</p>			

	RR indicated it was not a requirement of conditions of consent that the state agencies attend meetings. It is the job of the community consultation team to make sure comments from the CCC go to the appropriate agencies and that their feedback where appropriate is passed back. Agency representatives could be invited through the chair to specific meetings.			
4.9	NH asked whether the Emergency Response Plan would include a Hazard Risk Analysis. The CCC would like to know what risks are likely. She noted a tsunami alert report published in the Sun Herald on April 13. CR said the BHJDN plan will be in relation to construction emergencies, but it has to link in with the existing Ports procedures plan (which covers emergencies such as tsunamis, spills, terrorist attacks). This plan is linked with the emergency agencies (Fire Brigade, police etc) that then link with the community. PJ reported that risks and hazards are assessed again once the operation phase begins. PS suggested the emergency plan needed to be looked at externally, it should go to Superintendent Ron Mason from LEO Con (Local Emergency Operations Control).			
4.1.0	JB suggested that what was not clear from the TMP was the impact of proposed new access roads, roundabouts, access/egress slip lanes and construction activities along Foreshore Rd (eg new boatramp and construction site offices etc) together with the existing Orica barricades, will have on parking along Foreshore Rd generally during the construction period and also post construction. It is foreseeable that much of the road will need to be designated "No parking" and consequently what will be the fate of the trucks/ trailers that regularly park along the road.	BHJDN to respond to impacts of construction on parking along Foreshore Drive. BHJDN to respond to the impact on public parking from workers involved in construction around the boat ramp.		

	<p>BE asked how many construction workers were expected on site at any one time and how will they access the site.</p> <p>VN replied that 400 workers were expected on site and 178 parking spaces would be provided. Access to the site would be via Penrhyn Rd.</p> <p>JB asked where workers involved in construction of the new boat ramp and on the main project would park and what impact this would have on public parking in the existing boat ramp area and also along Foreshore Rd.</p> <p>BE expressed concern at the impact of an extra 400 cars on the roads in peak periods and the impact on local roads.</p>			
4.1.1	<p>PP asked whether consideration has been given to public transport for employees.</p> <p>VN responded that use of public transport was being investigated and promoted for employees.</p> <p>CR noted the area was not well serviced by public transport.</p>			
4.1.2	<p>NM questioned the mention in the TMP of 100 car parking spaces being maintained.</p> <p>VN replied these would be for the public with separate parking for BH workers.</p> <p>NM noted the irony of talking about 4 trucks an hour, compared with volume of traffic during the operation phase.</p>			
5	Upcoming Consultation			
5.1	<p>LA distributed an additional diagram of the compound layout showing the concrete batching plant.</p> <p>A table of the Status of Consultation of Plans was distributed to the meeting.</p> <p>Drawings presented today are versions including input from a meeting with JB and Stan Konstantaras.</p>			
5.2	<p>Some members indicated they had not received comments on the CFEMP comments.</p> <p>LA will mail out comments from 3 past</p>	LA will reissue comments from the		

	plans.	CFEMP as well as last 3 plans presented.		
5.3	NH asked whether responses to comments and questions would be provided. KP replied that responses will be provided to comments. LA advised that in accordance with the agreed consultation process, responses will be provided to CCC once the final draft has been submitted to DoP.			
6	Other Matters			
6.1	CR reported that he would be leaving SPC at the end of May. Peter O'Leary will be taking over his role for the time being.			
6.2	RR proposed that she re-examine the initial applications for membership to the CCC as a first step in finding a replacement for PW. The committee agreed with this. NM suggested that PW was not necessarily a business representative, and that the higher priority would be for a local resident. RR replied that a replacement could be expected to have similar interests. She noted the MoC for 4 community representatives and 2 business reps. The preference for a local resident is noted.			
6.3	PP submitted his apologies for meeting April 29 to mid May.			
6.4	LA advised that BHJDN intends to courier the next plans out on 17 April 2008.			
	Next Meeting/s- April 29, site visit, Emergency Response and Incident Management Plan and Heritage Management Sub-plan.			

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



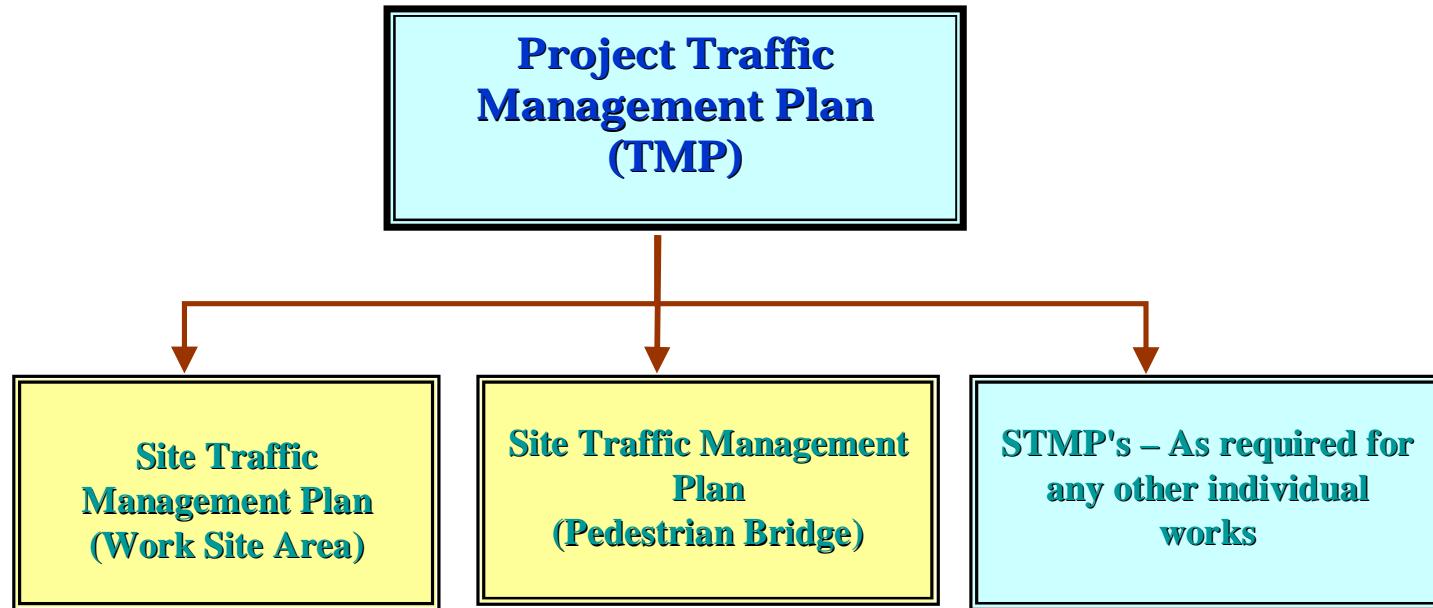
Traffic Management Plan

- Port Botany Expansion – 15 April 2008





Traffic Management Plan





The TMP

- TMP stands for '*Traffic Management Plan*'
- The TMP outlines how Traffic Management will be undertaken during the construction phase of the Project
- The TMP contains all necessary traffic management 'system' requirements



Why produce a TMP?

- Consistency in traffic management
- Compliance with traffic regulations and the Project Deed
- Minimising construction related traffic impacts



TMP – *Considerations*

- Planning approval conditions
- Contract conditions
- RTA NSW & Australian Standards & regulations
- Baulderstone Hornibrook Corporate Safety requirements



What is in the *TMP*?

This Project Traffic Management Plan contains the guidelines, general requirements and procedures to be used when activities or areas of work have a potential to impact on the highway and local traffic.



Site Traffic Management Plans (STMP's)

STMP's will outline in detail the requirements for specific works, & will include the Traffic Control Plans (TCP) required for that work.

STMP's will be developed as required and when design details for road adjustments are available.

STMP's will be developed for the following as a minimum:

- Existing public boat ramp access road widening
- Each of the new intersections on Foreshore Road
- Pedestrian bridge girder placement



Site Traffic Management Plans (STMP's)

The STMP will address issues relating to,

- Vehicles, Cyclists and Pedestrians
- Special Events
- Public Transport
- Community Communication



Community Communication

- In addition to providing information through the CCC, any major works that impact on the general public will be advertised via static signs, Variable Message Signs (VMS), and the Sydney Port's project website.
- If deemed appropriate, newspaper and radio advertisements may also be used to advise the public of major works.
- The project's toll free phone number is also available to the public for additional inquiries.



Authority Communication

- TMP and STMPs will be submitted to RTA, Councils and Police for comments prior to implementations.
- Road Occupancy Licences (ROL) will be obtained from RTA's TMC prior to any road/lane closures.
- As part of the ROL's conditions, RTA's TMC will be advised each day of any road/lane closures and reopening.
- Any out of ordinary circumstances, RTA, Police and Councils will be notified by direct contact.

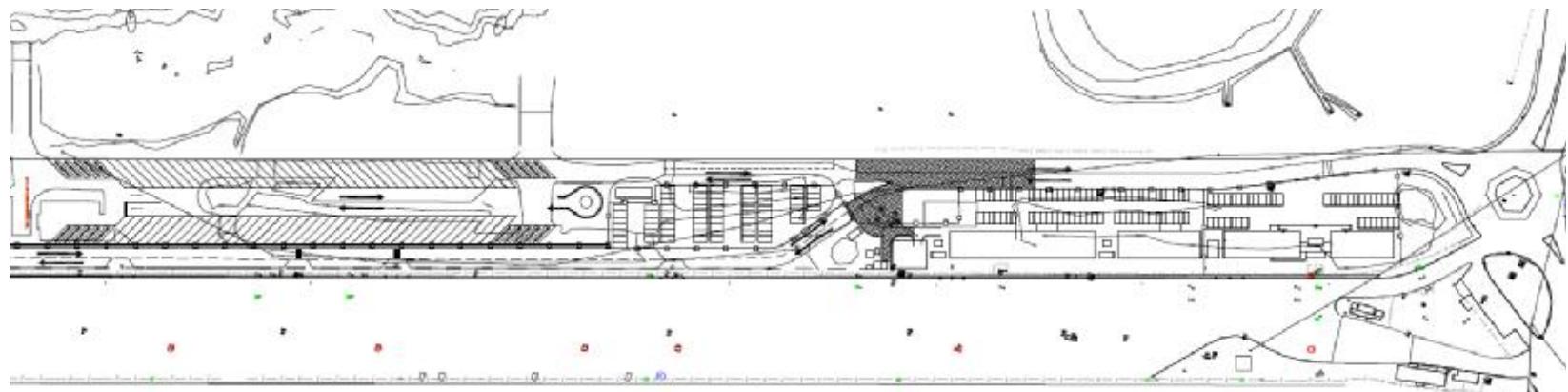


Artistic Impression of the Port Botany Expansion





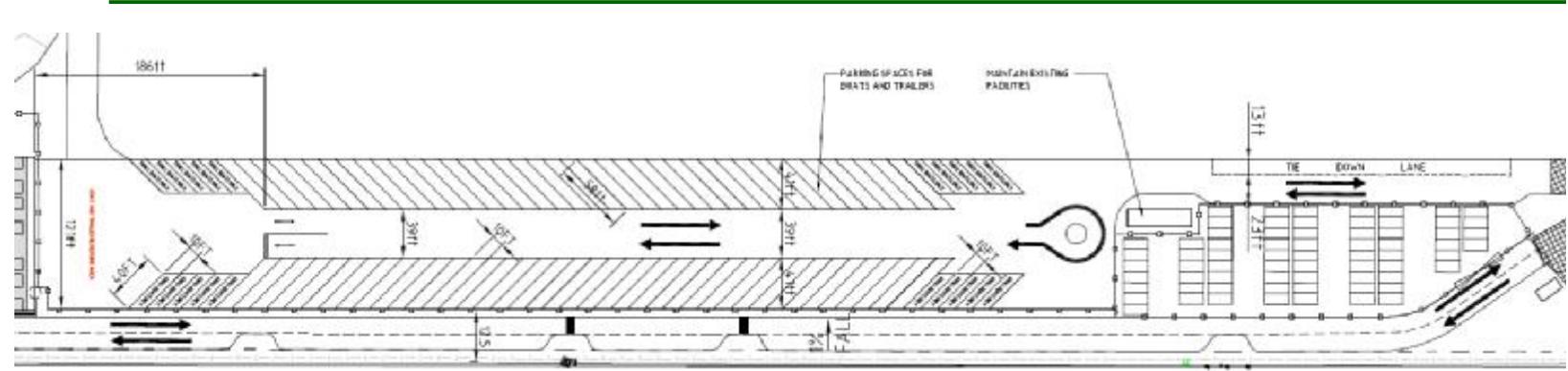
Compound layout



- The existing public boat ramp access road will be widened to accommodate the project site offices and parking spaces.
- Approximately 100 cap parking spaces will be maintained for public vehicles and trailers.
- Access to the boat ramp will be maintained at all times.
- Sufficient turning path for cars and trailers will be provided within the boat ramp car park.

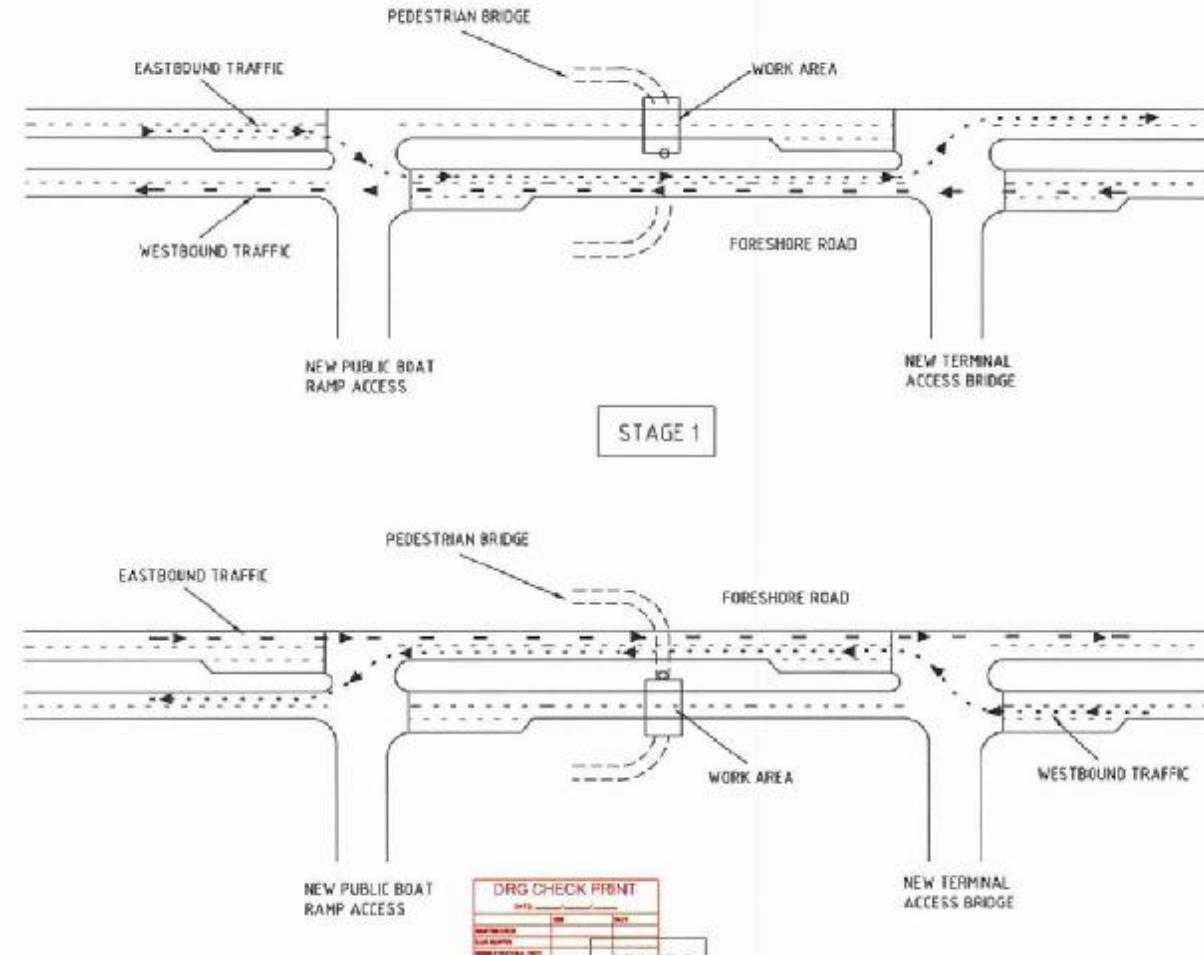


Compound layout



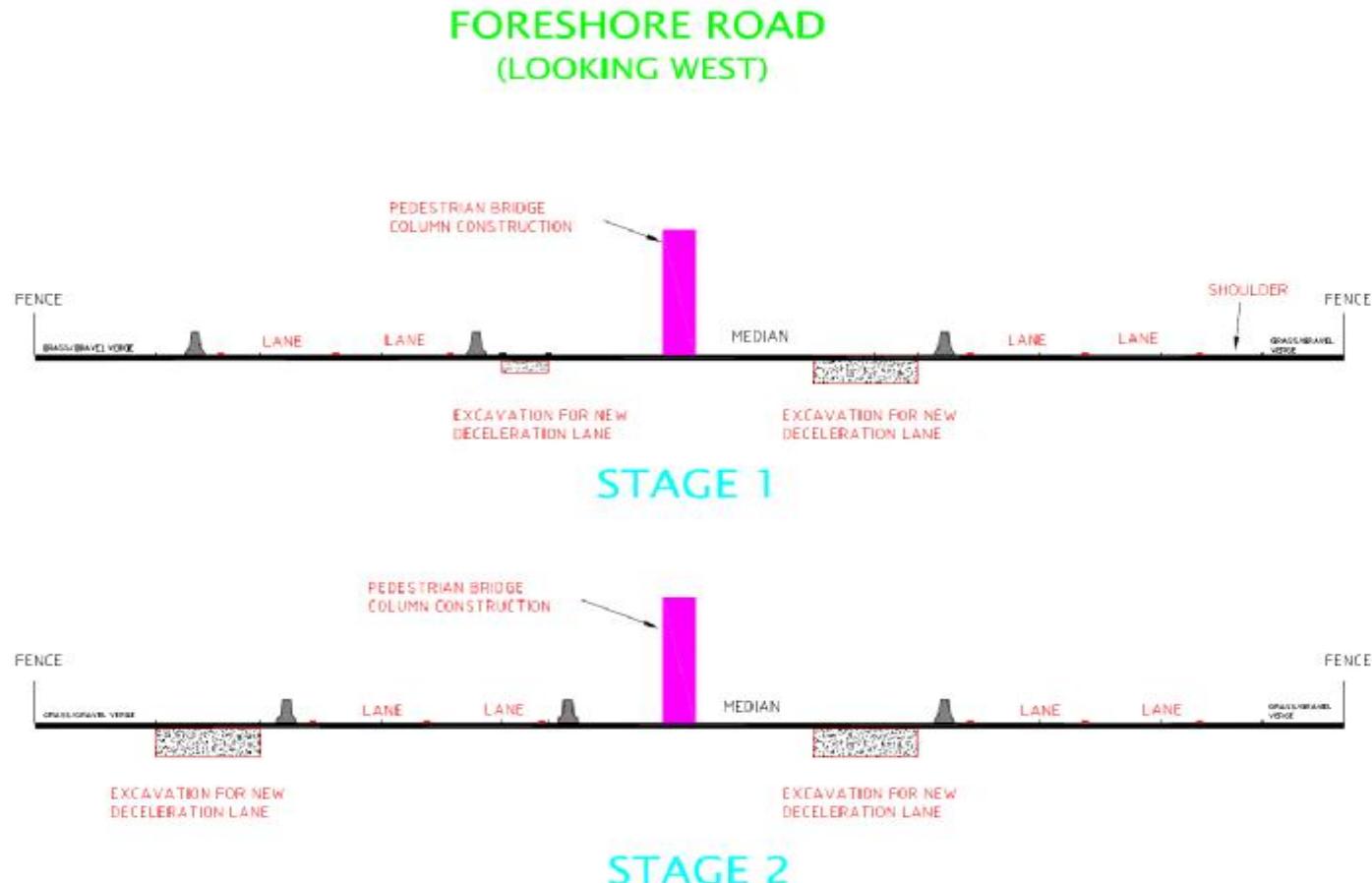


Concept TCP- girder placement





Concept TCP – Intersection Construction



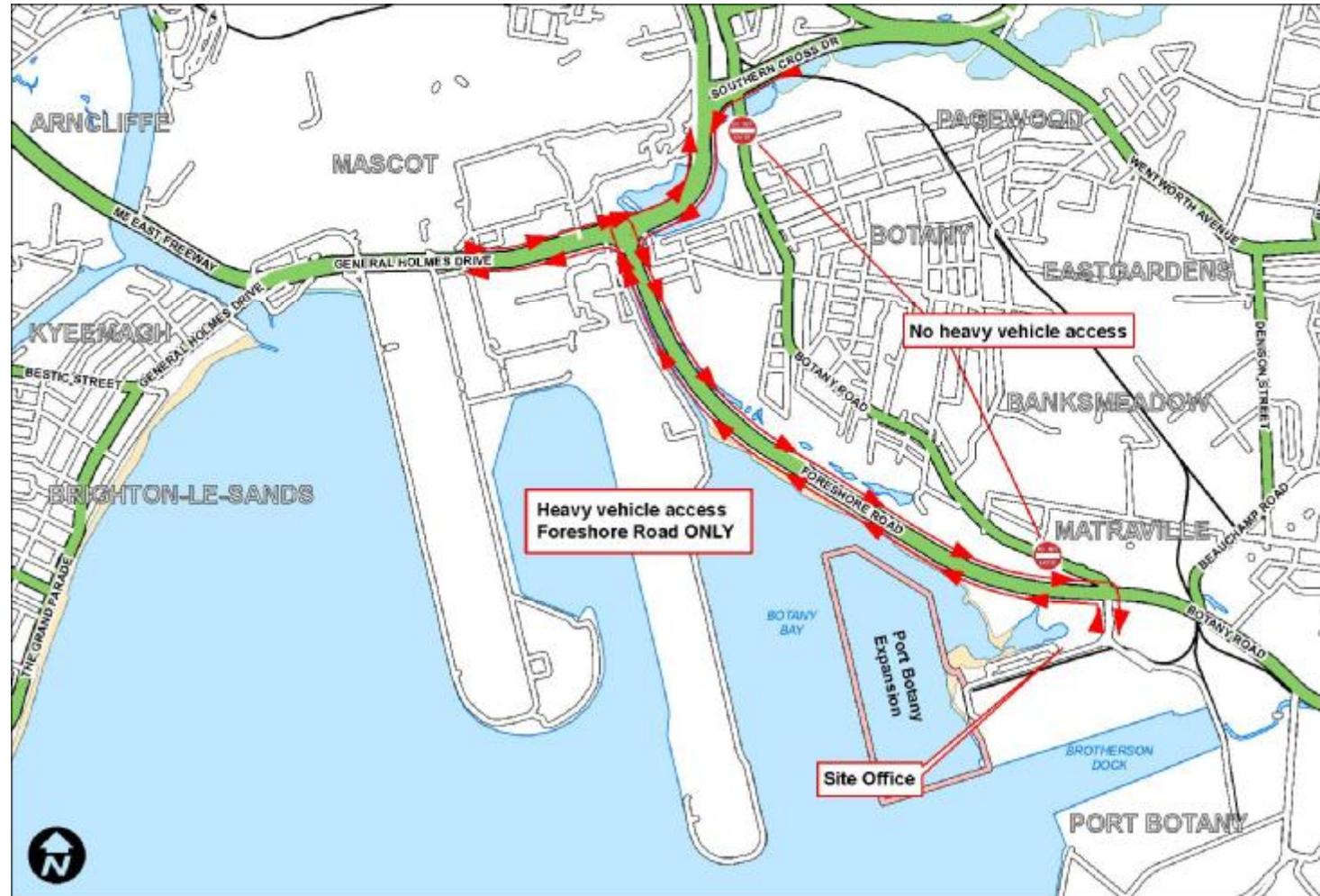


Monitoring, Audits & Inspection

- All traffic diversions & staging will be subject to road safety audits prior to opening
- Any deficiencies or inconsistencies identified in the safety audits will be rectified
- The specific requirements for safety inspection and audits will meet with the requirements of the *Traffic Control at Worksite Manual*
- Traffic audits will be undertaken at a minimum frequency of 1 per month, and after every major traffic changes



Haul Routes





Speed Limits

The Foreshore Road speed limit will be reduced to 80kph as per the final design.

The speed limit may be reduced temporarily during lane closures and this will be detailed within STMP's / TCP's as required.



Intersection Traffic Model Results

The (INTANAL) model was run to determine the existing and expected LoS, DoS, and AVD of the Intersection (Foreshore Rd/Penrhyn Rd) with the following results:-

EXISTING CONDITION

	AM Peak	PM Peak
Level of Service (LoS)	B	B
Degree of Saturation (DoS)	0.83	.77
Average Vehicle Delay	20.6 sec	18.7sec

PROPOSED CONDITIONS

	AM Peak	PM Peak
Level of Service (LoS)	B	B
Degree of Saturation (DoS)	0.85	.77
Average Vehicle Delay	21.0 sec	19.3 sec



Penrhyn Road Congestion Protocol

If Penrhyn Rd (including the roundabout) becomes congested, the contingency plan to manage the congestion is outlined in the *draft* protocol in Appendix 'D'

(Note: The protocol is currently being reviewed by Patrick's.)



Incident Response

Should an incident occur within the boundary of any area subject to a Traffic Control Plan, BH-JDN will assist the RTA Transport Management centre (TMC) and the Emergency Services as required.



Feedback and Questions ?