

**Port Botany Expansion  
Community Consultative Committee**

**Date:** November 28th, 2006

**Meeting number:** 3

**Attendees:**

Neil Brener (NB) – Business Representative  
 John Burgess (JB) – Community Representative  
 Nancy Hillier (NH) – Community Representative  
 Neil Melvin (NM) – Community Representative  
 Patrick Williams (PW) – Community Representative  
 Paul Pickering (PP) – Community Representative  
 Paul Shepherd (PS) – City of Botany Bay Council  
 Robyn Eisermann (RE) – Randwick City Council  
 Roberta Ryan – Chairperson  
 Sandra Spate – Minutes taker  
 Colin Rudd (CR) – Sydney Ports Corporation  
 Kamini Parashar (KP) – Sydney Ports Corporation  
 Marika Calfas (MC) – Sydney Ports Corporation  
 Bruce Gotting – Orica – invited guest

**Not present:**

<b>Item</b>	<b>Issue</b>	<b>Action</b>	<b>By whom</b>	<b>When</b>
<b>1</b>	<b>Minutes of last meeting - Chair</b>	<i>Confirmed</i>	<i>Chair</i>	<i>Meeting</i>
<b>2</b>	<b>Matters arising:</b> <ul style="list-style-type: none"> <li>• <b>Placement of items on Council website – SPC</b></li> <li>• <b>Appraisal of shop front display suggestions – SPC</b></li> <li>• <b>Dredge Contours – SPC</b></li> <li>• <b>DEC role in approvals for project - SPC</b></li> </ul>			
2.1	<b>Placement of items on Council website</b> RE informed the meeting that the newsletter was with the Council GM for approval to be placed on the Randwick Council website. PS will follow up placing of information on Botany Council's web site.	RE and PS to follow up placement of information on the Council websites.	Botany Council and Randwick Councils.	ASAP
2.2	<b>Appraisal of shop front display suggestions</b> KP suggested a mobile display rather than a single shopfront may be a better way of reaching the maximum number of people interested in the project. PS noted that part of the reason for the suggestion of a shopfront was			

	<p>to accommodate community meetings as well as displays. NH noted that the DoP regional office in Brighton included meeting room provisions.</p> <p>KP noted that when the construction contractor came on board, offices would be constructed which could also be used for meetings.</p> <p>CR added that the offices on site would have contractor and Sydney Ports representatives.</p>			
2.3	<p><b>Dredge contours</b></p> <p>Dredge contour maps have been distributed to members by mail between this and the last meeting and cross-sections explained by MC in the last meeting and again in this meeting.</p> <p>JB asked about likelihood of dredging disturbing heavy metals during dredging of lower strata. MC replied that it was very unlikely that this would occur as the higher concentrations are predominantly at shallow depths.</p> <p>PP noted that dredging would be affecting clay soils and asked how this would affect water quality. CR replied that dredging would create some turbidity, but this would be managed. He noted that cutting into clays would generally be avoided.</p> <p>PP asked whether matting would be churned by ships propellers. CR replied that scour protection bed under the ship berths would prevent this.</p> <p>PP asked about the effect on acid sulphate soils in the dredging area. CR noted that this was only a problem if these soils came into contact with air and became oxygenated, a process which would be avoided. It was also noted that acid sulphate soils are a naturally occurring phenomena.</p>			
2.4	<p><b>DEC role in approvals for project</b></p> <p>A summary of DEC's role as</p>			

	outlined in the Consent Conditions was distributed to the meeting and explained.			
2.5	<p><b>Interference with radio waves</b></p> <p>CR noted the concern raised at the previous meeting about electronic interference to TV reception and indicated the person with knowledge in this area was currently on leave.</p>	SPC (CR) to provide a response to the issue of potential electronic interference when available.	SPC	SPC has obtained advise from it's internal expert in the area of radar, radio and microwave engineering, who has assured that because the radar / radio and other systems in the port, airport and on board ships and aircraft operate on different frequencies they cannot possibly interfere with TV reception. What may cause some interference is the occasional physical obstruction of low flying aircraft.
2.6	<p>JB noted the issue of the provision of running (tap) water to the ramp area for cleaning of boats had been omitted from designs (item discussed in general business). MC explained that this was deliberate as discussed during the EIS. The Airport have expressed concerns that boat cleaning on the</p>	SPC (MC) to provide information from EIS where the issue of boat cleaning has been addressed.	SPC	Relevant section to be distributed with minutes

	<p>ramp would attract birds that are a potential hazard to planes. JB rejected that argument and said the boating community would need fresh water to hose boats down and could be requested not to use the area for fish cleaning. He cited other examples of locations where this worked successfully – particularly if the water provided was recycled.</p> <p>MC said that this had already been discussed and rejected in the EIS.</p>			
2.7	<p>JB asked for clarification of public access to the area currently fenced off and leased to the Airport Corporation. His understanding was that this fencing was to be removed.</p>	<p>SPC (CR) to take forward clarification of future public access to the area currently fenced off</p>	<p>SPC</p>	<p>To report back at next meeting.</p>
2.8	<p>JB noted that contrary to a view recorded in the previous minutes, water quality at Foreshore Beach was good, the public didn't swim here because of the quality of beach.</p>			
2.9	<p>JB provided documents through the chair (attached) regarding parking. In speaking to these he suggested that proposed quantity of parking would be inadequate, and would not be equal to that before the recent Patrick Terminal expansion as parking on the access road was lost. He suggests reopening the former carpark in Botany Road (Botany Council area) or providing extra parking on Foreshore Rd and recommends a minimum of 300 spaces as the current proposed number would cater for fisherman but not other members of the public.</p> <p>PP and NM supported the proposal for the provision of extra parking. PS suggested that JB or SPC raise the possibility of parking in the current council used area in Sir Joseph Banks Park with Botany Council. The area adjacent to Millstream may also be a possibility</p>			

	<p>for off street parking (subject to SACL and RTA approval)  CR noted that SPC was happy to work with Council to try and provide increased parking.  NH refuted JB's concerns for additional fishing facilities, noting that facilities must balance overall community needs.</p>			
2.1.0	<p>NH asked for clarification of pedestrian access points to the beach and asked whether there was provision for women with prams and people with disabilities.  PS noted the proposed cycleway on southern side and noted that this would include pedestrian access.</p> <p>PW suggested that overhead bridge would need to be high and asked whether pedestrian access could be provided by locating a pedestrian crossing at the lights.  CR replied that the bridge would be 5-6 m high. It would include a ramp for prams, bicycles and wheelchair access. He noted the bridge would be the safer option for pedestrians.  MC noted the location of bridge would be at the higher levels of Sir Joseph Banks Park to minimise ramp distance on the park side.</p>			
2.1.1	<p>PP asked PS whether there was a possibility of a truck stop being located in this area.  PS replied that to his knowledge there wasn't.</p>			
<b>3</b>	<p><b><i>Feedback on plans for Consultation, Public Realm, Penrhyn Estuary and sediment investigation presented at last meeting – all members.</i></b></p>			
3.1	<p>Newsletters were distributed to members present at the meeting.</p>	<p>All comments are due by 18 December.</p>		
	<p><i>Questions and discussion</i></p>			
3.2	<p>PP noted that no railway appeared on the plan.  KP replied that the railway was not</p>			

	<p>being built at this stage but a corridor was being left for its future construction.</p> <p>NH asked about the timing for building a dual line from the terminal.</p> <p>CR responded that the dual line would be built when it was required to provide additional capacity (currently anticipate that it would be required in about 2015).</p> <p>NH drew attention to trains stopping at Banksia St to wait for the all clear, leaving engines running and disturbing residents in the area.</p> <p>PS suggested this may be due to the pedestrian crossing.</p> <p>PS expressed a view that the original proposed rail spur may be preferable.</p> <p>NH asked why the rail infrastructure was not in place before the expansion takes place.</p> <p>PS asked whether the road over rail bridge would go ahead.</p> <p>CR replied it would as it is a condition of consent and integral to the project..</p>	SPC (CR) to follow up question of trains stopping at Banksia St	SPC	
<b>4</b>	<b><i>Report back on Community Open Day held on 25 November 2006 – SPC</i></b>			
4.1	<p>Report provided by KP.</p> <p>40 people attended on the day.</p> <p>A list of issues raised on the day would be circulated.</p> <p>13,000 copies of the newsletter have been distributed.</p> <p>An 1800 number has been established 1800 177 722</p> <p>A copy of the displays put up on the open day as well as the newsletter were handed out to those present.</p>			
	Questions and discussion			
4.2	NH expressed the view that the displays were inadequate and a model should have been presented. She felt SPC hadn't			

	supported the community relations team sufficiently. KP suggested there is considerable support from SPC and that it is only 3 months since the full project was approved, which is not sufficient time to get display models etc prepared. KP clarified that suitable displays and a display space will be provided once the construction contractor is appointed.			
4.3	NB noted that that as a member of the Matraville Chamber of Commerce, he felt that there was a lack of awareness of the project within the Matraville community and suggested that Matraville be kept in mind for future activities. CR noted that they were happy to talk to Matraville Chamber of Commerce. Members were thanked for their useful suggestions on the consultation process.	SPC to follow up a time to make a presentation to and communication with Matraville Chamber of Commerce.	SPC/NB	
4.4	PS asked that a map of the letter box/leaflet distribution area be provided to group and feedback from group be provided. Item to be included on the agenda for next meeting. SPC (KP) to follow up and provide a copy of the distribution map. NH suggested the Kalura Community Centre be included.	Feedback regarding the leaflet/letter box distribution area to be included in the agenda for the next meeting.  SPC (KP) to provide a distribution map to the group.  SPC (KP) provide a dozen display sets from open day to NH and others by request for distribution through their networks.	Chair  SPC  SPC	
4.5	KP sought feedback from the group on how issues raised in correspondence from community members between meetings should be dealt with. CR suggested this be tabulated, and put on meeting agenda.	SPC (KP) to co-ordinate and prepare table.  All members to provide information to KP	All members and KP	Next meeting

	<p>KP suggested these issues be noted as an attachment to the minutes.</p> <p>There was general agreement from the group to trial this approach.</p>			
<b>5</b>	<b>Groundwater Studies Presentation</b>			
5.1	<p>Presentation by SPC (CR)</p> <p>Two issues addressed in the presentation were groundwater levels and groundwater contamination.</p> <p><i>Groundwater levels.</i> The terminal itself would not have an impact on overall groundwater levels, but the extension of the shoreline for Foreshore works (eg boat ramp) will have a minor impact on groundwater levels (approximately 20 mm).</p> <p><i>Groundwater contamination.</i> EIS modelling based on a 'worst case' scenario (ie Orica's containment work did not proceed) showed that the port construction will not affect the discharge of contaminated water into the bay. Copies of the presentation and relevant material were handed out at the meeting.</p>			
	Questions and discussion			
5.2	<p>PP asked what effect of compacting the soil under Foreshore Rd would have.</p> <p>CR suggested it would have no major effect as the road only affects the top metre and sub-strata is sand.</p>			
5.3	<p>NB asked what were the effects of raising of groundwater levels.</p> <p>PP responded that water came to the surface, with one effect being creating damp in houses in some streets in the area.</p>			
5.4	BG outlined Orica's containment of the plume. He asked whether Prof Ian Acworth (who is an independent expert appointed by	SPC to work through Orica representative to seek to brief Prof	SPC	



	<p>Orica) could be briefed by Sydney Ports?          JB noted that a question of what effect dredging would have had been put to Prof Ian Acworth, but he hadn't yet been able to reply. The meeting thanked Orica's representative (BG) for his attendance at the meeting.</p>	<p>Ian Acworth on the expansion proposals with a view to ascertaining his opinion on the effect of the proposals on groundwater issues.</p>		
<b>6</b>	<b>General Business</b>			
6.1	<p>PS asked whether there was an opportunity for the group to consider the construction methodologies offered by those tendering.          CR indicated that SPC could provide an outline of construction options, within the constraints of the probity processes. As tenders close next July he suggested the timing for an outline may be August or September.</p>	<p>Outline of short listed construction approaches by tenders to be presented to the group around August/September 2007 by SPC.</p>		
6.2	<p>PP suggested following up JB's suggestion for using Orica's recycled water for toilets and amenities.          JB replied this depends on availability and price.          MC noted JB's request for a boat washing facility and restated that the airport had asked this not be provided because of the possibility of attracting birds.          JB replied that fish would not be cleaned in this area. He indicated a boat washing facility is needed.          MC replied that the EIS was approved on the basis of not providing boat washing facilities.</p>	<p>SPC identify locations in EIS rejecting boat washing.</p>	<p>SPC</p>	
<b>7</b>	<b>Next Meeting/s- agenda items</b>			
7.1	<p>The next meeting is proposed for the first week in February.          The draft Penrhyn Estuary Management Plan and the Visual Amenity Management Plan to be circulated before the next meeting.          SPC to make a representative available to explain the plan in case required. The plans for Visual</p>	<p>SPC to action.</p>		

	Amenity Management will only be finalised after community feedback closes on 18 December and then circulated to the members.			
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These minutes have been endorsed by the Chair, Roberta Ryan.



## APPENDIX TO MINUTES

### **Additional information in response to the minutes – for noting from members**

Please see following additional comments from members of the committee John Burgess and Paul Pickering

#### **Note from John Burgess - member**

...With regard to the Community Consultative C'tee minutes of meeting number 2

Item 3.2. The issue of public access to the area currently fenced off by the Airport Corporation ( adjacent to the Mill Stream ) needs to be clarified. Runway rehabilitation works by Baulderstone Hornibrook are almost complete and the fencing was to be removed. There now seems to be conflicting opinion on this.

Item 3.3. Comment attributed to PS re swimming at Foreshore Beach. While the beach front has been severely eroded and does not present well it is nevertheless a popular swimming spot particularly on weekends in summer as it is protected from the predominant NE wind . The water quality is fine and quite safe for swimming. In fact the Telegraph recently mentioned Foreshore Beach as a clean beach for swimming.

Item 3.4. to 3.8. The issue of inadequate parking needs clarification. While it is correct that the proposed boat ramp will provide for 130 car/ trailer and 7 car spaces as opposed to the current 115 car/trailer and 22 car spaces ( zero gain) the point I was making was in contrast to the original boat ramp. Even though the number of designated spaces was virtually the same before the Patricks expansion there was nevertheless a reduction of some 1.5 KM of kerbside parking along the road that serviced Patricks. On a busy weekend this 4 lane road could and often did accomodate another 100 cars/ trailers. With the road reumed for the Patrick expansion this on street capacity was lost.

Also with regard to the provision of parking for visitors to Foreshore Beach and the newly proposed public attractions and amenities it is ludicrous to suggest that the public will park in the Sir Joseph Banks car park and walk via the park and over the bridge to access the beach. Currently there are only 31 car spaces in the Fremlin St car park and another 56 further along in the Tupia St carpark. Both these car parks can barely handle current park visitor demand on weekends. With no parking to be allowed along Foreshore Rd for safety reasons where will visitors leave their cars. One logical answer is in the Boat ramp car park but this is not practical given the level of current and expected use. Ideally the former car park on the Northern side of Foreshore Rd currently used by Council as a green waste storage facility needs to be reopened.

The former car park contains approx 65 designated spaces but this capacity needs to be expanded. The other alternative is to create safe angle parking bays along Foreshore Rd

Also while on the topic of Foreshore Rd what will be the future practice of truckers leaving their shells along both sides of the road on weekends.

There are never less than 50 shells parked on the roadside every Friday afternoon through to Monday and occasionally the number is close to 100.

Quite apart from the hazardous road conditions these shells create they are an eyesore and take up a large proportion of the roadside.

Another related issue concerns the queing / stationary standing of trucks waiting to enter either Patricks or PO to drop off or deliver. It is a frequent occurrence for trucks to be stationary along both sides of Foreshore Rd thus causing major congestion at the junctions of Botany Rd and Beauchamp Rd. The expanded port facility seems to provide little extra space for such situations. My understanding was that for trucks servicing Patricks they would use the land resumed from the old boat ramp car park access road - this has not happened yet.

Item 3.9. While it is commendable to provide roosting amenities for the visiting birdlife one has to wonder if this is exactly the place you would want to encourage birds to roost given the high levels of toxic contamination in the estuary which will not be removed as part of the project. The estuary and proposed saltmarsh area will also continue to be contaminated by the drains that enter the head of the estuary.

Item 5.1. While many of my questions and concerns over the proposed dredging have been addressed via the URS and Orica documents that you sent me this week I would still like to see a birdseye perspective of the bottom contours between the existing port and the 3rd runway. Also it is interesting to note that the majority of test samples/ results were not taken from deep bores and yet I would have thought this is where most heavy metals would have secreted over time. I will ask some more questions about this at tomorrow's meeting.

Finally on a general note I can understand why some people may be of the impression that the boat users are getting a lot of facilities at the expense of beach users. It has been stated in some places that the boating users are being specially treated to keep their opposition to the expansion subdued. I think you would agree this is very removed from reality. However I do agree that the beach users whether they be local or whatever are getting the short end of the stick and that the perceived underlying intention of SPC is to discourage public use of the beach by making it very small and inaccessible. This was the feeling of many of the visitors I spoke to at the exhibition on Saturday.

### **Note from Paul Pickering - member**

The minutes<sup>1</sup> don't seem highlight the concerns of responsible boat owners RE: motor and trailer flushing.

There seems to be too much emphasis on boat washing and its attraction to birds in that area.

The important thing to a responsible boat owner is the need to be able to flush the salt water from inside the motor and also around that part of his trailer that has been exposed to salt water.

The deteriorative damage to both motor and trailer that can be caused through rust and electrolysis can be a safety issue both at sea and on the roads.

There is no bird attraction issue at all. This is a nonsense.

Further, there are community noise issues at home in the neighbourhood if this operation is not carried out at the boat ramp.

Running and flushing a boat motor in suburbia can be noisy and disturbing to neighbours.

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I know that Sydney Ports is striving to improve it's image as a good Corporate Neighbour.  
These few points really need serious consideration.

<sup>1</sup> Note from the chair – the minutes do not reflect this as this discussion did not occur at the meeting

These are included here to assist the committee with its considerations at the next meeting.

The facility should be well ventilated and lit while being bird proof. Such a facility would require effective management including frequent (possibly daily) emptying of rubbish bins and cleaning of the facilities to make them attractive for the public to use.

**Boat-washing facilities**

Boat washing facilities i.e. taps at the edge of a washing bay, are provided for use of boat users at the Penrhyn Road boat ramp. Washing boats down at the proposed boat ramp may result in fish remains, food scraps and other rubbish being washed onto the ground or the beach or into nearby waters. This is likely to attract birds to the site as well as fish if fish remains are washed into the water. An increase in the number of fish at the site is likely to attract cormorants and pelicans to the site. It is therefore recommended that boat-washing facilities not be provided at the proposed Foreshore Beach boat ramp.

**Bird roosting structures**

The boat ramp and associated facilities should be designed so as to discourage birds from using the site for roosting. Large numbers of birds such as gulls or any large birds such as pelicans roosting at the site could become disturbed by people or dogs, causing them to fly across the nearby runway at Sydney Airport and pose a threat to aircraft safety. Posts such as those existing at the derelict pier near Penrhyn Estuary provide roosting sites for cormorants, pelicans and gulls. Such structures should be kept to a minimum and/or designed to prevent birds from roosting on them by using 'bird spikes' similar to those used by Waterways Authority on channel markers and navigation beacons.

**Drainage**

Drainage from the car parking areas should be designed to include pollution traps and swales to minimise fish remains, oils and other pollutants from entering the sea in the immediate vicinity of the boat ramp. Drainage from the fish cleaning facilities will be directed into a sewer therefore preventing fish remains and blood from entering the Bay. This will require careful design to prevent blockages, and overflows, due to less than careful users of the facilities.

**Landscaping**

Landscaping will play an important role in determining bird species that will be attracted to the site. Shrubs will tend to attract small insectivorous or nectivorous birds that pose little risk of bird strike. Grassland on the other hand may attract larger species of birds that feed on grass seeds and roots or hunt for insects and other small animals that may take refuge in the grass. Such species include Galahs,

### Operation

The new terminal operator(s) would be responsible for implementing management measures to minimise roosting and nesting sites and food sources for birds on the new terminal.

Buildings may provide roosting or nesting sites for large numbers of birds. Any ledges used by roosting or nesting birds should be bird-proofed at the earliest opportunity before they become accustomed to a particular site. Roosting on roofs, especially by gulls, should be managed at the earliest opportunity to prevent a build up in numbers and possible initiation of a nesting colony.

Within the public recreation areas, strict litter control would be implemented in all areas including the use of appropriate litter bins, signage and enforcement to ensure that food items or fish remains are not left at the site to attract birds. Litter bins would be designed to be bird and vermin proof, easy to use, kept clean and tidy, and emptied on a regular basis.

Appropriately designed and placed signs to inform the public about the potential dangers of attracting birds close to Sydney Airport and the problems to bird health associated with feeding would be erected at public recreation areas and the new terminal.

Signs would also encourage people to place litter in the bins provided or take litter home for disposal.

The boat ramp and associated facilities would be designed so as to discourage birds from using the site for roosting. Posts or similar structures would be kept to a minimum and/or designed to prevent birds from roosting on them by using "bird spikes" similar to those used on channel markers and navigation beacons.

Lighting at the new boat ramp and public areas would be designed to minimise the attraction of insects on which birds are likely to feed. Lights would be of low intensity and diffuse in nature and the structures would be kept low in preference to high poles.

In the design of the new boat ramp, the car parking area and the approaches to the site, landscape planting that provides habitat to problem bird species would be minimised. Low level shrubs around the car parking areas would be provided to reduce the amount of litter blowing onto the site from Foreshore Road. Grassed trailer parking areas would be mown on a regular basis to minimise grass seeding and would be constructed and graded to minimise the formation of pools of water.

Enclosed fish cleaning facilities would be provided at the new boat ramp to prevent birds from entering the facility and to discourage people from cleaning fish on the new boat ramp or beach. The enclosed fish cleaning facility would be connected to the sewerage system.

Boat-washing facilities would not be provided at the new boat ramp to minimise the likelihood of food scraps, fish remains and other rubbish being washed onto the ground or into nearby waters. Drainage for the boat ramp and car parking areas would include swales to minimise the potential for rubbish and other pollutants entering the Bay.

A fishing exclusion zone in and around the sheltered bay formed by the Parallel Runway and Foreshore Beach would be maintained so as to minimise the attraction of birds. Fishing would not be allowed in Penrhyn Estuary.

Visitor access to the Estuary would be restricted to a boardwalk and observation platform which would allow viewing of the birds without disturbing them. Aside from discouraging feeding of birds, visitors to Penrhyn

**28 November 2006**

**COMMUNITY CONSULTATIVE COMMITTEE**

**Presentation on Groundwater**

# EIS Groundwater Assessment

The EIS groundwater study assessed:

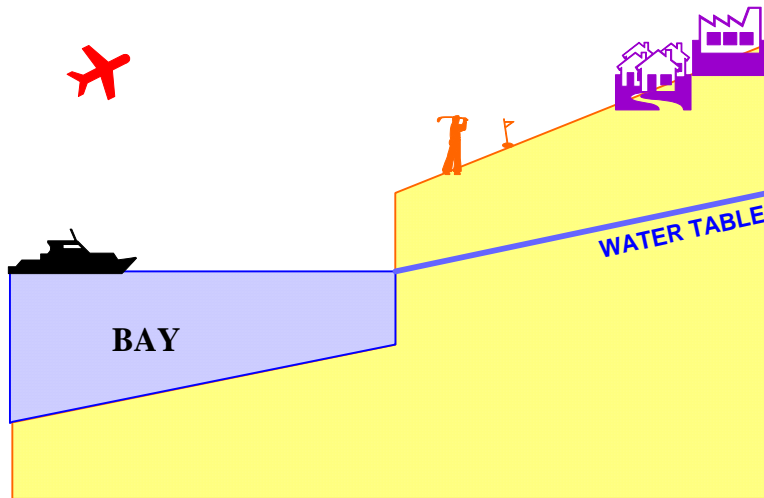
1. changes in groundwater levels due to reclamation for the new container terminal.
2. changes in groundwater levels due to foreshore and Estuary works.
3. impacts on the rate and direction of flow of contaminated groundwater.



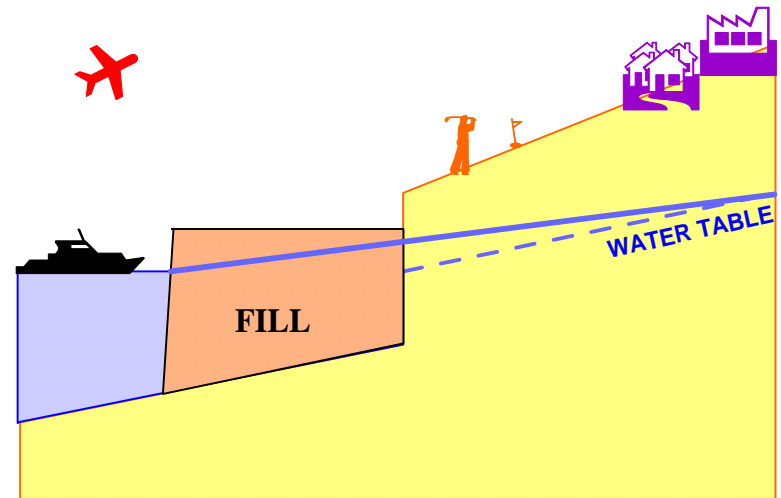
# Groundwater Levels

- Impacts to groundwater levels from filling

a)



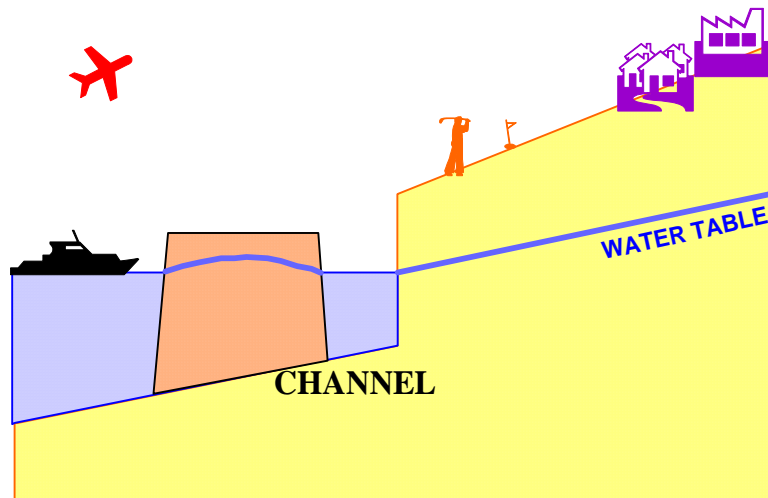
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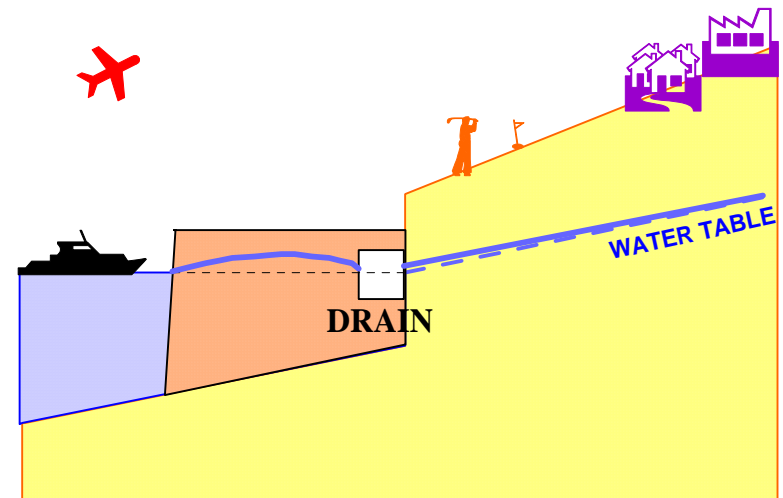
# Groundwater Levels

- Measures to mitigate groundwater impacts from filling

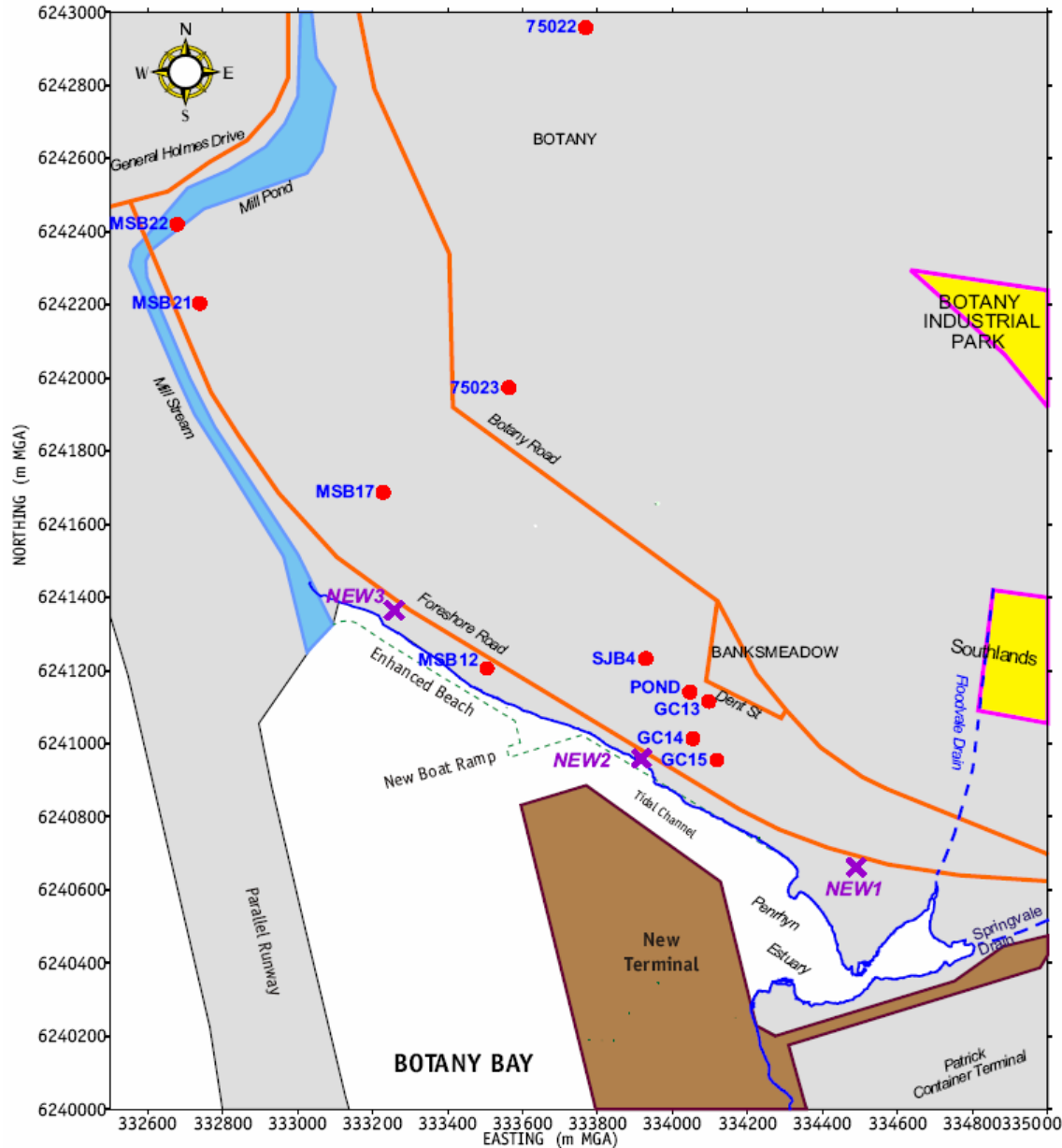
a)



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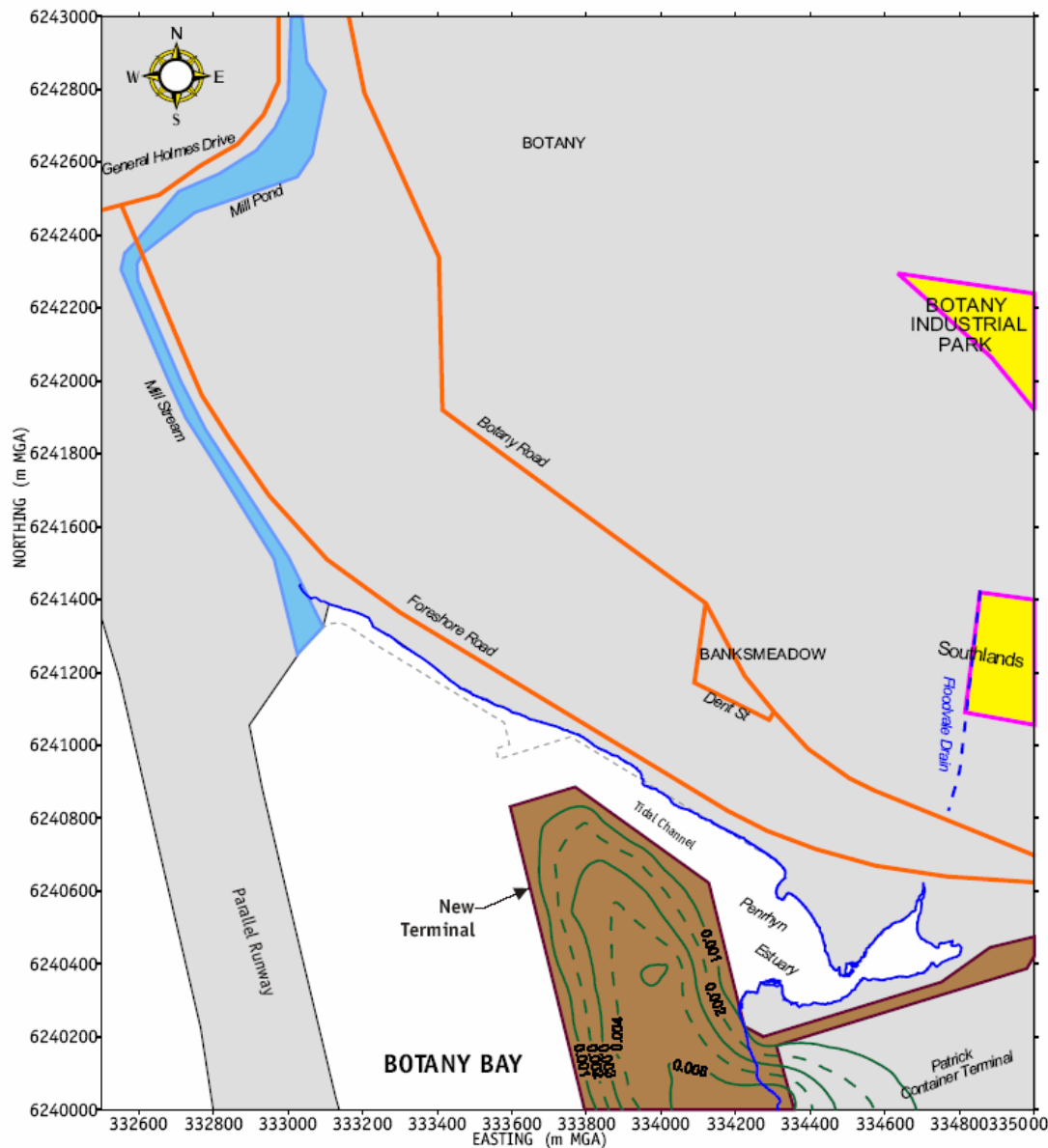


# Project Design



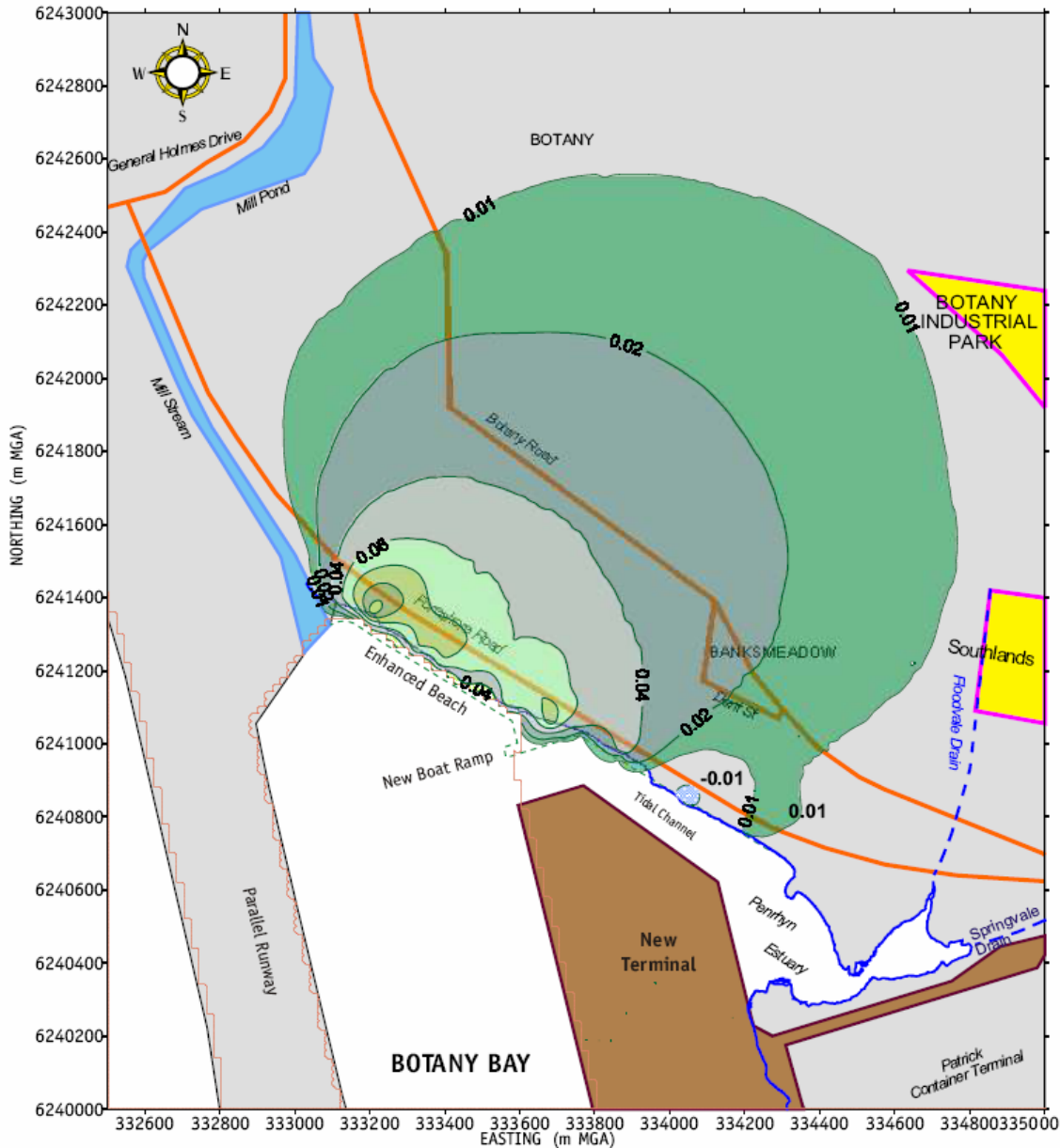
- New terminal separated from foreshore by 130m channel
- Some extension to foreshore to address beach erosion, construct new boat ramp & enhance western beach area
- Some reduction in foreshore width in Estuary for habitat enhancement works

# Groundwater Level Changes: Terminal Reclamation



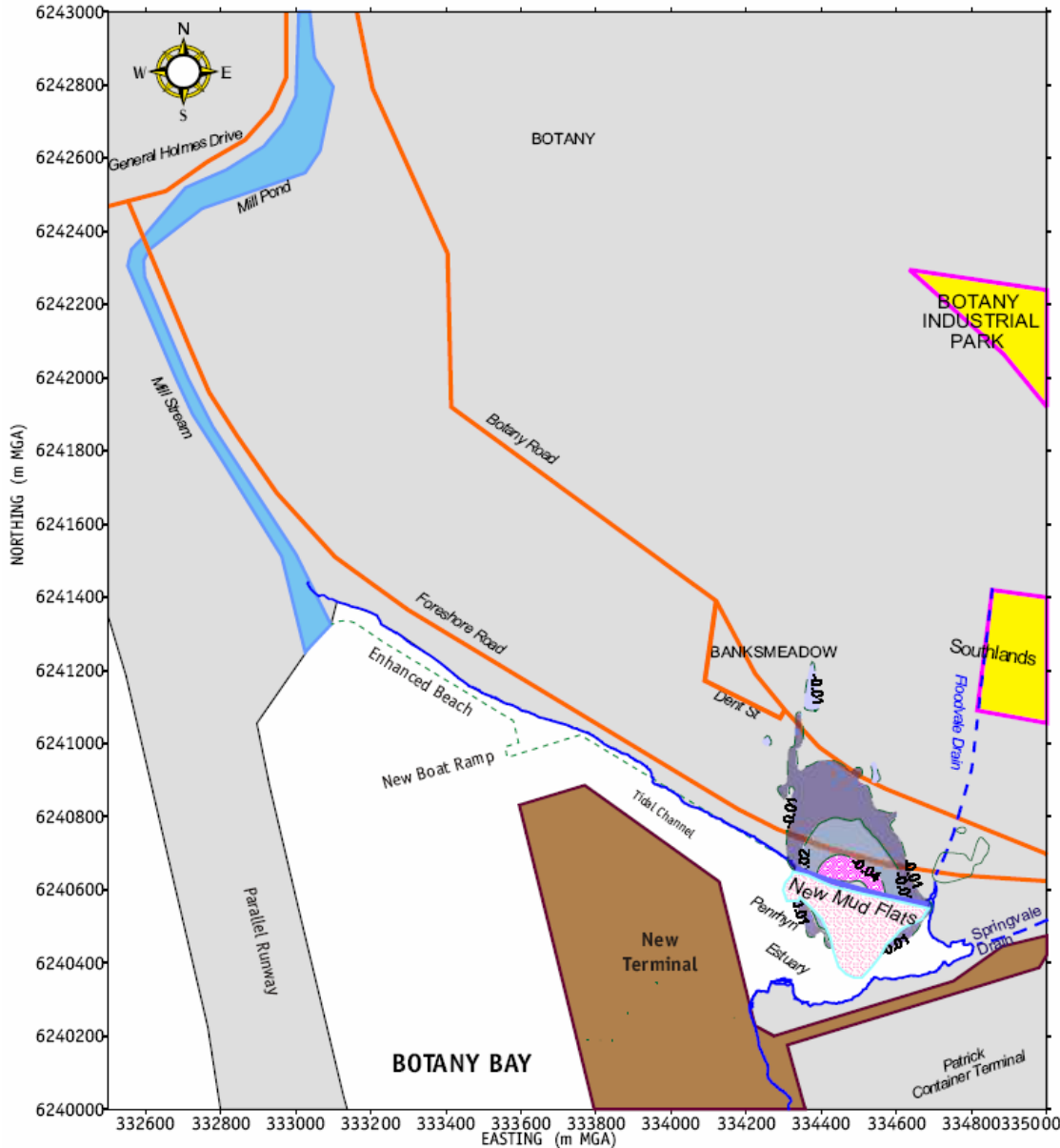
- No effect on groundwater levels on the landward side of the current shoreline

# Groundwater Level Changes: Foreshore Works



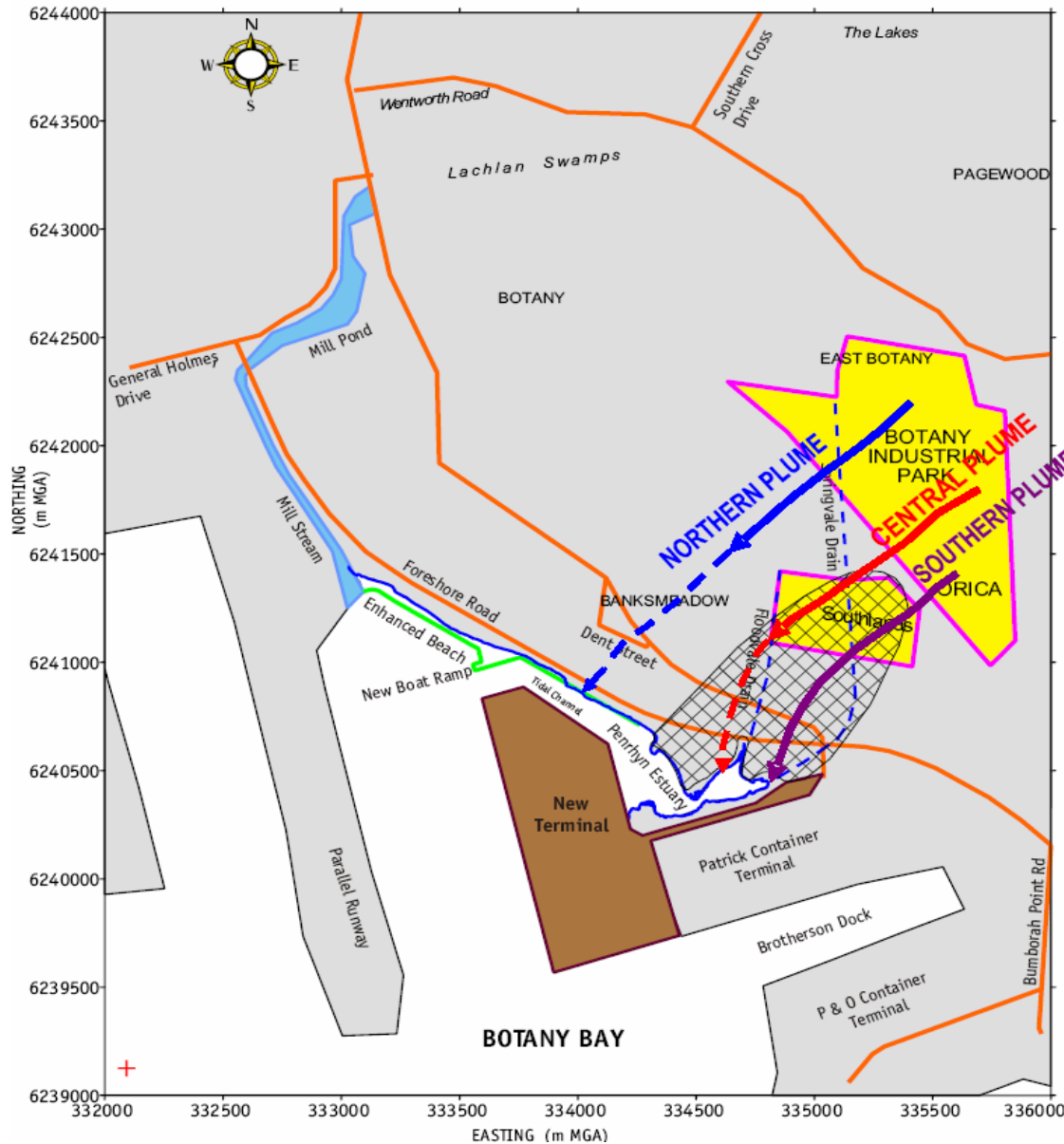
- Minor increases in groundwater levels in residences to the north of the site of 1-4cm
- Natural groundwater variations of up to 1m due to rainfall & tides
- Limit of model's predictive capability

# Groundwater Level Changes: Estuary Works



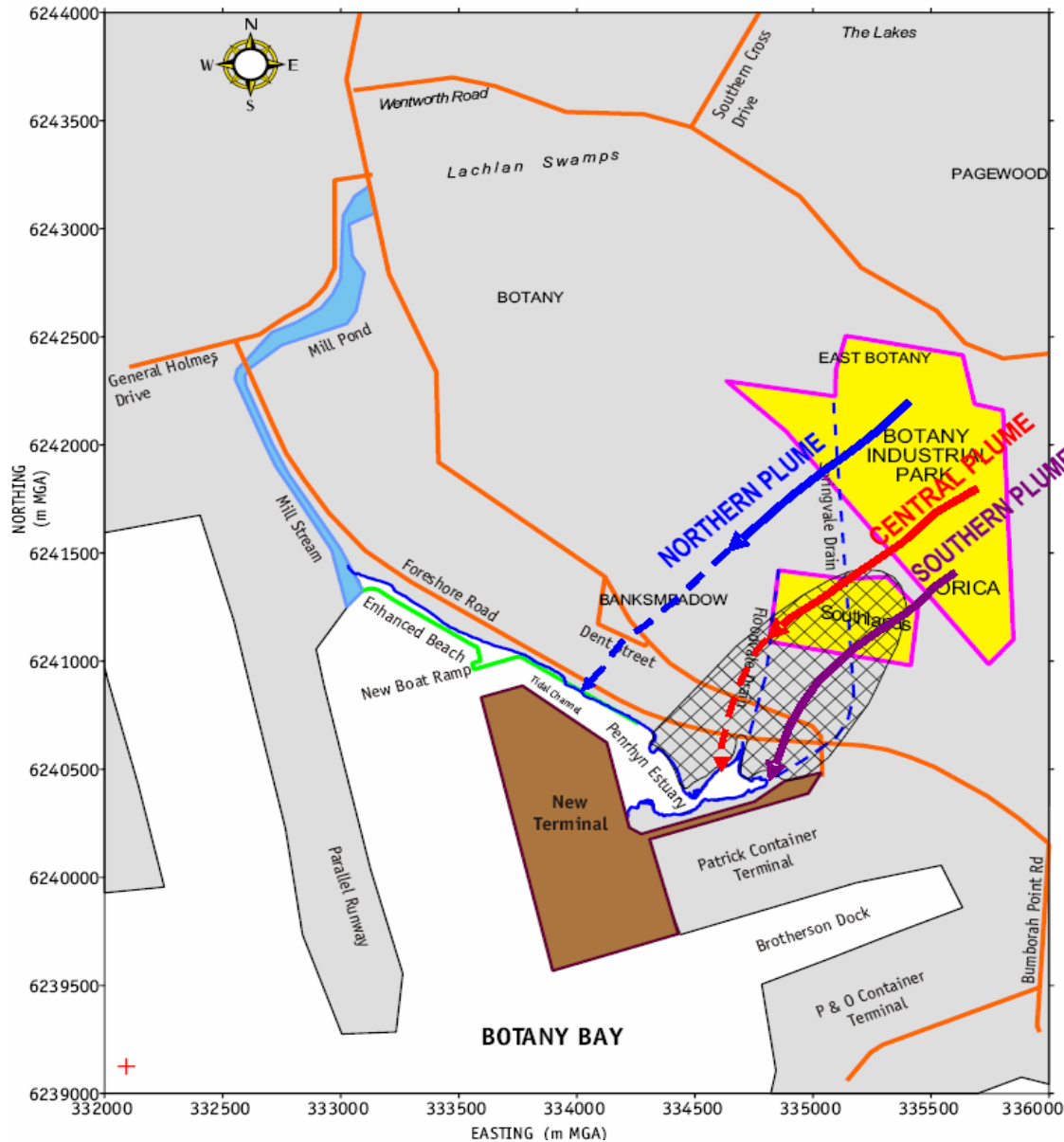
- Fall in groundwater levels due to dune removal as part of habitat enhancement works
- Groundwater drops 1 – 6cm

# Groundwater Contamination



- Contaminated groundwater discharges close to shoreline due to density differences between saltwater and freshwater
- Very little (if any) groundwater flows out under the Bay where deep dredging is proposed. Thus negligible risk of dredging affecting contaminated groundwater.
- Modelling conducted without including Orica containment works

# Groundwater Contamination



- Discharge volumes, direction & rate of migration of contaminated groundwater would be unaffected by terminal reclamation
- Penrhyn Estuary works reduce length of flow path for central plume by 50-100m therefore plumes would arrive at the Estuary earlier.
- Orica's containment line along Foreshore Rd is expected to prevent contaminated groundwater from reaching the Bay.



## Role of the Department of Environment & Conservation in the Construction of the Port Botany Expansion

Consent Reference No.	Activity	Phase	Role
<i>Consent issued 13 October 2005</i>			
B1.3	Construction Environmental Management Plan	Prior to construction commencing.	Consultation
B2.3	Mitigation measures to address potential odours	Prior to construction commencing.	Consultation
B2.4	Dust Management Plan	Prior to construction commencing.	Consultation
B2.5	Soil & Water Management Plan	Prior to construction commencing.	Consultation
B2.6	Acid Sulphate Soils Management Plan	Prior to construction commencing.	Consultation
B2.8, B2.19, B2.34, B2.36	Environment Protection Licence for water pollution, hours of construction, waste management, hazardous & industrial waste	Prior to construction commencing	Approval and monitoring of compliance
B2.9	Notification of exceedences of visible plume extent	During construction	DEC to be notified and would take appropriate action
B2.12	Recommendations from the sediment sampling study	Prior to construction	Consultation
B2.14	Construction Traffic Management Plan	Prior to construction commencing.	Consultation
B2.20	Construction Noise Management Plan	Prior to construction commencing.	Consultation
B2.31	Penrhyn Estuary Habitat Enhancement Plan	Prior to construction commencing.	Agreement
B2.32	Alternative Compensatory Habitat Options	Prior to construction commencing	Consultation
B2.33	Construction Waste Management Plan	Prior to construction commencing	Consultation
B2.41	Construction Safety Study	Prior to construction commencing	Consultation
B2.42	Fire Safety Study	Prior to construction commencing	Consultation
B2.43	Emergency Response and Incident Management Plan	Prior to construction commencing	Consultation
B3.1	Complaints handling	During construction	Provision of quarterly reports to DEC on complaints received.