

**Port Botany Expansion
Community Consultative Committee**

Date: April 3, 2007

Meeting number: 5

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
 Bronwyn Englaro (BE) – Randwick City Council
 Roberta Ryan – Chairperson
 Sandra Spate – Minute taker
 Colin Rudd (CR) – Sydney Ports Corporation
 Kamini Parashar (KP) – Sydney Ports Corporation
 Marika Calfas (MC) – Sydney Ports Corporation

Apologies: None

Not present: None

Item	Issue	Action	By whom	When
1	Welcome and introductions by Chair			
2	<p>Update on Project – SPC Update by SPC (CR). Tender documents have been issued; the tender period of 4 months underway. Works on site are expected to begin around Feb – March 2008 and finish in 2010. The Penhryn Estuary Habitat Enhancement Plan has been approved by the Department of Planning and Department of Water Resources. SPC has been working with Sydney Airport to extinguish the dredging easement that was established for the construction of the parallel runway as SPC needs to dredge within this area for the expansion. SPC is working with the RTA for design of the intersections on Foreshore Road.</p> <p>MC reported that monitoring of shorebirds, seagrass and invertebrates (benthos) has been</p>			

	occurring. Investigations are also underway to source saltmarsh seeds for growing seedlings to plant at Penrhyn Estuary, with the preferred sources identified as H1 wetland at Kurnell and Barton Park at Banksia.			
	Questions and discussion			
2.1	<p>NM asked whether the recent elections had had an impact on the work of SPC, noting concerns with the proposed desalination plant and the possible impact of the pipeline on seagrasses in addition to dredging already proposed by SPC. She asked whether there would be an overlap of the footprint of the two projects.</p> <p>JB endorsed NM concerns and also raised concern at the apparent lack of coordination between government agencies and Sydney Ports. He suggested that due to political considerations the pipeline would not be built taking the most direct route.</p> <p>MC replied that there would be no overlapping of dredging for the desalination plant and SPC dredging.</p> <p>CR reported that SPC had been in contact with Sydney Water and Energy Australia.</p> <p>NH asked whether a masterplan showing all pipelines and services under the bay could be made available, noting significant impacts on the seabed.</p>	SPC to investigate the possibility of identifying whether a Masterplan of pipelines under the bay is available and can be provided to the CCC.	SPC	
2.2	<p>BE asked whether the proposed sources for saltmarsh were the nearest locations available, noting the desirability of using local sources.</p> <p>MC noted that the selected locations were within the Botany</p>			

	<p>Bay area, as intended, and had sufficient quantities of saltmarsh that collection of seeds would not impact on the viability of the existing saltmarsh. Seed is also being collected from Penrhyn Estuary. PP asked how many species currently existed at Penrhyn Estuary and how many would be planted as part of the works. MC replied that currently there were four saltmarsh species (one being an introduced species) and that it was proposed to plant seven species.</p>			
2.3	<p>PS asked for clarification on responsibility for the existing boat ramp. CR replied that it will be handed over to SPC on July 1, 2007 by NSW Maritime.</p>			
2.4	<p>NH noted that concerns have been raised recently regarding the nuisance factor of seagulls. She suggested this is an effect of developing the seashores and destroying their natural feeding grounds.</p>			
3	<p>Presentation on boat ramp design and parking – SPC Presentation by SPC (KP) in response to issues raised about the boat ramp. Primarily these were parking, boat washing and the provision of a boat tie up area (beach). A detailed design was presented to the meeting showing changes made in response to concerns raised, including engine and brake washing facilities with recycled water, shower and foot washing facilities at the amenities building, and bicycle racks. Two pontoons with tie up facilities for up to 20 boats will also be provided.</p> <p>Sydney Ports had approached NSW Maritime to recommend boat ramps with good facilities which Sydney</p>			

	<p>Ports could visit. These boat ramps were visited and a table presented at the meeting outlining a comparison between the level of facilities.</p> <p>Sydney Ports staff conducted a parking study over the 3 month period from November 2006 to January 2007 on weekends (am and pm) and on some weekdays in the school holidays. The peak maximum was observed on Sundays - January 14 and January 21 with 241 and 239 vehicles parked. This figure included cars, trucks and truck trailers on Foreshore Rd and at the boatramp. 183/179 of these were cars and boat trailers.</p> <p>Taken as a whole it is SPC's view that the area will have adequate parking including for peak periods. A graph of parking at the boat ramp was presented. The maximum figure indicated that the highest peak usage is lower than the 130 spaces to be provided. The current boat ramp provides for 117 spaces. It is the view of SPC that there is no justification to increase the footprint at the boat ramp to provide any more additional parking. Parking being provided at the boat ramp, additional parking proposed at the Mill Stream lookout (subject to approvals) and the connection by the pedestrian bridge to parking across the road would provide adequate parking.</p>			
	<p>Questions and discussion</p>			
<p>3.1</p>	<p>JB noted that in his view, the boat ramps visited did not provide examples of best design and that best design for these facilities did not exist in NSW.</p>			
<p>3.2</p>	<p>JB suggested that in his experience truck parking is at its peak Friday evenings through to Sunday. NM asked whether with the deceleration and acceleration lane more trucks would need to park on</p>			

	<p>Fremlin St and at the boat ramp. KP replied that trucks would not be allowed to park at these locations.</p>			
3.3	<p>JB suggested that fishing groups hadn't recommended increasing the footprint at the boatramp but suggested that other options could be investigated with the Councils and the Airport Corporation; or NSW Maritime to investigate other areas for boat ramps e.g. Kurnell and Cooks River to provide facilities for future. He suggested that the design would actively discourage local residents and the community from using facilities if they had to cross the bridge from parking areas. PS noted that the position of Council had been that SPC was providing the ramp and therefore it was their responsibility to provide parking.</p>			
3.4	<p>NH commented that in discussions between the architect and the community a decision was made that Sir Joseph Banks Park should resemble the original bush environment as much as possible. The area at one end was left wild as a specific example of the original environment.</p>			
3.5	<p>PP reported that an issue that had been raised with him was a desire to see the bicycle/footpath be extended in this stage of the Port extension to provide for cyclists, pedestrians, joggers and disabled on gofer's (separate from trucks) from Sir Joseph Banks Park along Botany Rd., then right along Bumborah Pt. Rd., to Bumborah Point where it connects Prince of Wales Drive at Yarra Bay. Adequate area exists to separate riders and pedestrians but paving of the footpath is required. Trailers are currently parked in sections making cycle access dangerous. JB indicated that he sympathized with PPs position, but understood that SPC's position was that the</p>			

	<p>bike path wouldn't have access into the Port precinct or across major port entry roads. Access and egress will be limited as it is not desirable for trucks and cyclists to use the same areas.</p> <p>CR replied that extending access for cyclists was undesirable due to access driveways to industries in this area and intersections posing a danger to cyclists.</p> <p>PP pointed out that cyclists/pedestrians are legally using this route now and will continue to. It would be safer to separate trucks and cyclists/pedestrians with a separate path such as is happening in many locations around this country. There are about 6 truck crossings where truck movements are impeded at security gatehouses where cyclists/pedestrians would not be put at risk or impede truck movement.</p> <p>PS noted that council sees the track that SPC is providing is a duplication of the Botany Bay trail. He suggests that to take this discussion forward a map of the Botany Bay bike trail be provided to the CCC</p> <p>BE quoted from Randwick's submission on the Project Plan Design/VAMP <i>the Botany Bay Trail Feasibility study identifies the existence of a pinch point on the northern side of Botany Road and subsequently a bike/walking trail on the southern side of Foreshore and Botany Road appears to be the most viable option; to enable Randwick residents to access to area.</i></p>	<p>A map of the Botany Bay trail be provided to next meeting.</p>	<p>SPC/RCC/CoBB</p>	
<p>3.6</p>	<p>Parking on Foreshore Rd PS noted it is an RTA road, but Council is responsible for the shoulder on which some trucks park. A concern is that if trucks are prevented from parking here they will end up in local streets. Orica</p>			

	has been approached to provide parking in the new Southlands development. A review is currently taking place.			
3.7	NM asked whether the toilet at the Mill Stream lookout raised previously had been given further consideration. KP replied that it hadn't, as there were concerns that there would be no surveillance in this area.			
4	Penrhyn Estuary Habitat Enhancement Plan and Visual Amenity Management Plan (PEHEP/VAMP) – feedback on comments received Approval for the PEHEP, incorporating feedback, has been received from DoP and Commonwealth Department of Environment and Water Resources. A document indicating how the comments have been responded to has been mailed to CCC members. A summary document is available on the website, and a CD of the PEHEP document can be provided to CCC members. Attachment A of the VAMP was sent to members outlining how comments on the Visual Amenity Plan have been addressed			
	Questions and discussion			
4.1	PS requested a hard copy of the PEHEP JB requested a CD version	SPC will provide hard copy of the PEHEP to PS and a CD version to JB	SPC	
4.2	PP asked whether stands of banksias along Foreshore Rd that are in danger of falling could be preserved as this has been of concern to locals.	SPC will investigate saving Banksias on Foreshore Rd	SPC	
4.3	JB expressed concern that in the VAMP document traffic management was referred to as a Port operational issue. KP replied that this was a comment from Mascot police due to a			

	misunderstanding which has now been clarified.			
5	<p>Section 96 amendments – discussion and questions on approvals</p> <p>CR indicated that SPC are not contemplating any further amendments at this stage. SPC would bring any future amendments to the CCC.</p> <p>PS noted that the specific concern of Council was that amendments hadn't been raised with Council and Council still had not had a reply from the DoP.</p> <p>JB expressed concern that amendments needed public consultation in advance in order for useful input to be provided.</p> <p>MC reported that three amendments have been put forward since September, the first were some clarifications to the consent conditions, the second was to give an option for different wharf structures and the third was to change some dredging turbidity and noise conditions.</p>			
5.2	<p>PS noted that areas of concern were loss of a section of sandy beach, now to be a rock wall and the impacts on the flushing of Penrhyn Estuary. The sea wall seems to have gone through without discussion with the community. Another is the railway line, there was to be a big push to get 40% of freight out by rail.</p> <p>CR replied that this focus was still there, but the line was to be built at a different location on the terminal.</p>			
5.3	<p>JB was concerned that the design of the berth wall which was sold to the public for its environmental value has been amended without consultation. His opinion was that the DPI had not been consulted.</p> <p>MC responded that the DPI and DEC were both consulted in relation to these amendments by DoP and by SPC.</p>	SPC to show correspondence between the DPI and SPC to JB after checking with DOP.	SPC	

6	<p>Ideas for combined workshop with Orica on groundwater issues</p> <p>KP reported that Orica CLC suggested that there were common areas between Orica and the SPC project.</p> <p>Orica and SPC have agreed to hold a combined workshop on groundwater water issues.</p> <p>Prof Ian Ackworth has provided input to SPC on monitoring.</p> <p>The groups' input was sought on whether cross issues existed, and if so what format should joint discussions take.</p>			
4.1	<p>PS suggested that while he was satisfied with previous presentations on groundwater, common discussion may be desirable around issues of operation around Foreshore Drive.</p> <p>PP noted that there is runoff from the Orica site (surface water), two creeks appear to be dead, as these are flushing into the estuary it ties in with this group.</p> <p>NM indicated that he felt the community group he was on was kept well informed.</p> <p>NH was concerned about Orica's last report, different issues were showing up that were regarded by Orica as insignificant, but what was the cause and what is being done to rectify them.</p> <p>There was a general consensus in the group for a workshop, but not confined to groundwater issues.</p> <p>KP suggested that as the agreement with Orica was on groundwater Orica would need to be consulted. She also suggested that since the discussions required by the community were holistic and included 3 developments, Botany Council may wish to take the lead on a workshop. It was suggested after Ian Acworth's presentation to Orica's CLC at their May meeting would be a suitable time for a workshop.</p>			

	PS suggests after tenders close would be a good time.			
8	Other matters			
8.1	PS asked whether the group would have input into tender selection process. CR replied that the CCC would be briefed on tender submissions (except for confidential aspects).			
8.2	PP asked whether the group were happy to exchange email addresses for easy contact. CCC agreed with producing an internal contact list.	SPC to circulate an email contact list of members	SPC	
8.3	NH asked how SPC responded to the recent Tsunami warning. She also requested that a representative from SPC attend the next Local Emergency Management meeting. CR responded that ships due to come in were held off and ships due to leave were held back, vessels discharging chemicals were disconnected and readied to leave, emergency crews were put on alert. KP noted an extreme weather emergency plan exists, the Harbour Master works with the SES, alerts go out to boating.	SPC to provide a response to NH on how such warnings are managed.	SPC	
8.4	JB asked that consideration be given to minimizing noise impacts on Dent St residents as impacts may be over a longer period. He noted that residents have noted excessive noise currently and that it would be a gesture of goodwill for SPC to consider noise mitigation here. CR responded that there may be some impacts under some conditions (for operational noise), but in normal weather conditions there would not be a noise exceedence. MC replied that attenuation for operational noise had been investigated and that a noise wall closer to the source was seen as the best solution. With construction noise – this is variable and of short			

	duration. Chair suggested construction noise could be discussed at a later stage.			
8.5	JB disputed the position put by SPC previously that ballast discharge from container ships had no impact on Botany Bay. Research he has undertaken indicated there is ballast discharge during loading and unloading.	SPC to investigate and respond on the issue of discharge of ballast from container ships	SPC	
8.6	JB had previously sought clarification on dredge contours. KP indicated that geotechnical advice has been received and a response will be provided tomorrow.	SPC to provide	SPC	
8.7	A list of issues raised by the community was distributed to the meeting. The Botany Bay Catchment Alliance requests that agenda items be placed on the website in advance. This was agreed to by the meeting.			

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





**The Port Botany Expansion Project
Presentation to
Community Consultative Committee**

3 April 2007

The Project



Boat ramp



Boat ramp – issues raised by community

- **Main issues**
 - **Parking**
 - **Boat washing**
 - **Boat tying up area/beach**

Research at boat ramps

- Ramps visited
 - Brooklyn
 - Revesby
 - Port Kembla
 - Port Hacking (Grays Point)
 - Davidson Park

Results

Existing boat ramps	New boat ramp
2-4 lanes	4 lanes
Lane width 3 - 3.75m wide	4 m wide
Boarding pontoon or fixed jetty. Beach area at Port Hacking	2 pontoons with tie up for 20 boats and boarding
Car and trailer parking for 13/ramp lane – Port Hacking 20/ramp lane – Revesby and Port Kembla 30/ramp lane - Davidson	32/ramp lane 6 drop-off spaces

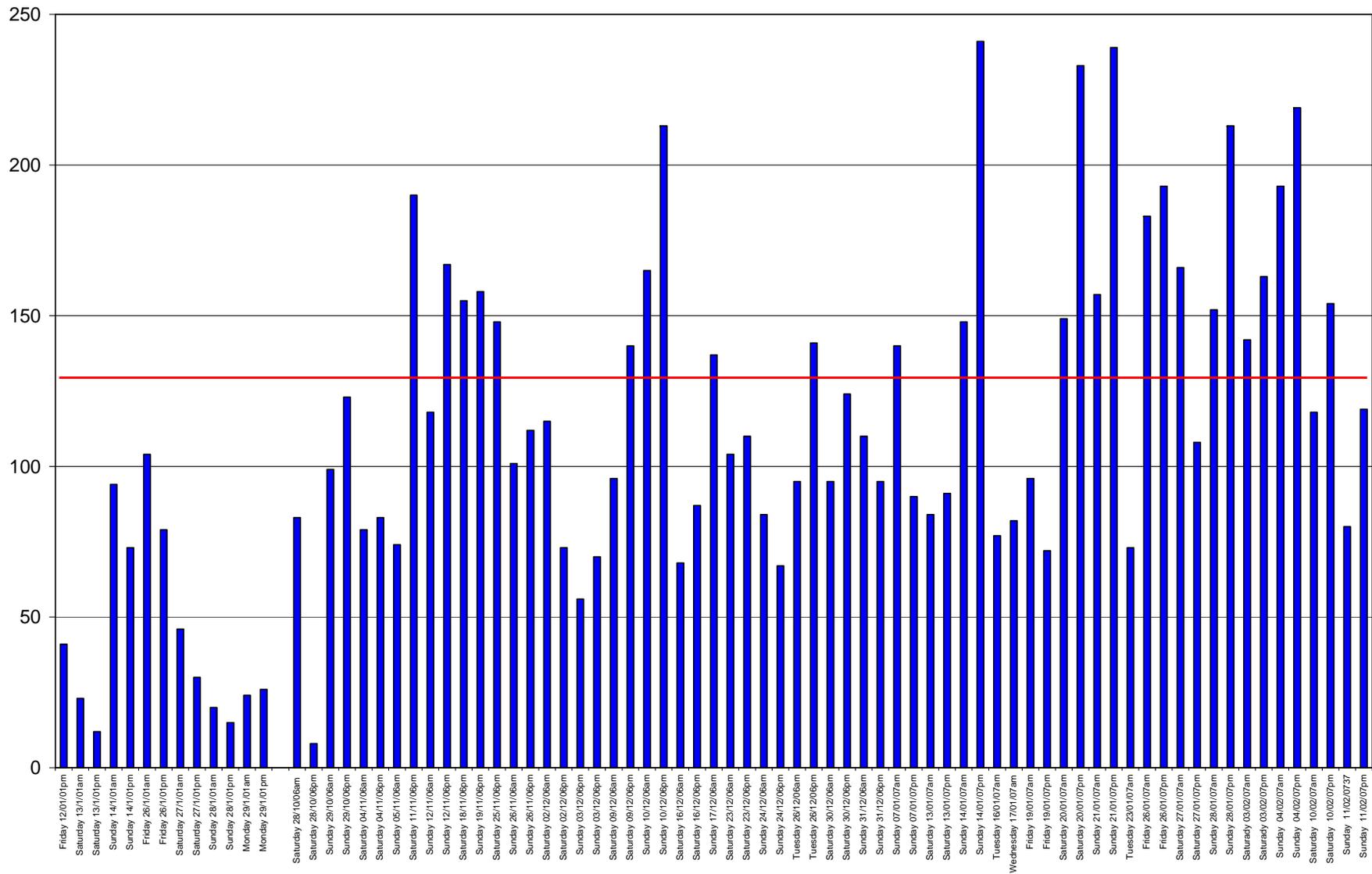
Results

Existing boat ramps	New boat ramp
Toilets nearby	Toilets, shaded rest area, shower
Fish cleaning facilities with waste material drained into nearby waterway	Fully enclosed fish cleaning facility connected to sewer
Boat washing facilities at Port Kembla, Port Hacking and Davidson. 2 -3 taps. Most only permitting flushing of motors. Wash water draining directly into waterway	Boat engine washing only to be provided subject to SACL approval.

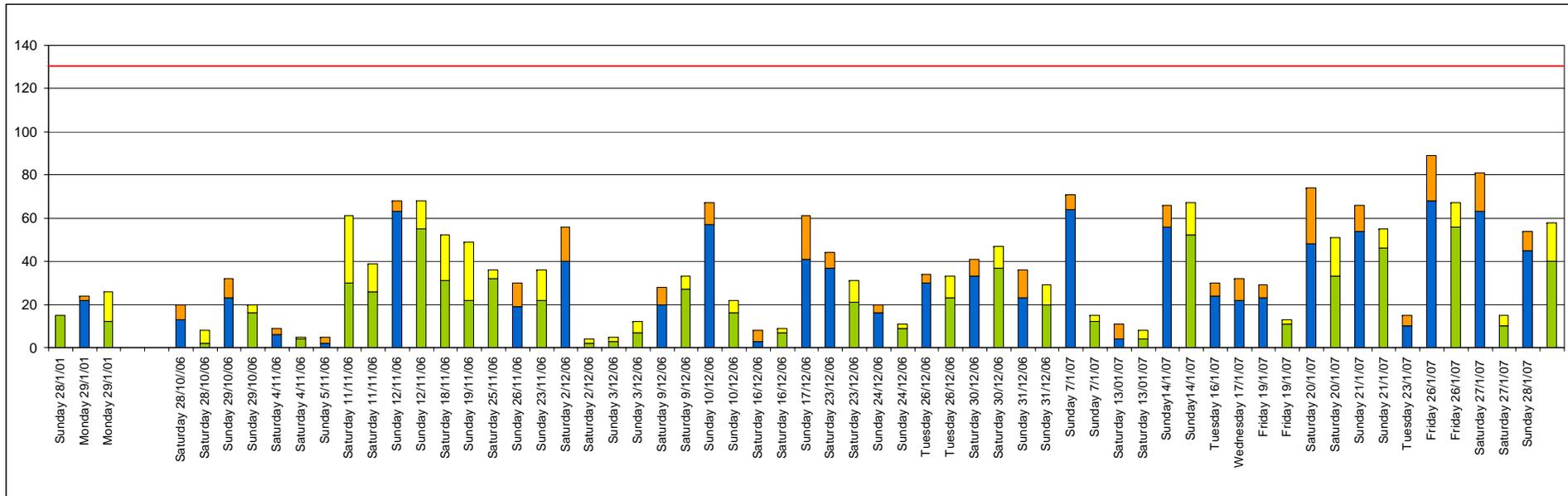
Parking study

- Done over 3 month period, covering busiest period of year (New Year's day, Australia day)
- Weekends (Saturday/Sunday). Some weekdays during school holidays
- Conducted by Sydney Ports Operations staff
- Morning/afternoon counts
- Counts at boat ramp for car/trailer
- Counts at Foreshore Road for cars

Total parking in vicinity of the boat ramp and along Foreshore Road



Parking at Boat Ramp



- Number of cars with boat trailers AM
- Number of cars without boat trailers AM
- Number of cars with boat trailers PM
- Number of cars without boat trailers PM

Overall plan



Questions