

**Draft Minutes
MEETING # 4
Port Botany Neighbourhood Liaison Group**

Location: Vopak Site B
Date: Tuesday 19 May 2009
Time: 5.30pm to 7.00pm

Attendees	
<p>Community Members: Chares Abela (CA) – Community representative John Burgess (JB) – Community representative Nancy Hillier (NH) – Community representative Lynda Newnam (LN) – Community representative Thomas Nolan (TN) – Community representative Paul Pickering – Community representative</p> <p>Council Representatives: Karen Armstrong (KA) – Randwick City Council</p> <p>State Government representatives Lisa Williams (LW) – Michael Daley’s office</p>	<p>Business Representatives: Mick Egan (ME) – Patrick Stevedores James Mather (JM) – DP World Stevedores Aldo Costabile (AC) – Elgas Limited Jenny Branighan (JBr) – Origin Energy John Kellaway (JK) (MF) – Vopak Renette Hilder (RH) – Sydney Buses</p> <p>Sydney Ports Corporation: Shane Hobday (SH) Kathy Lloyd (KL) Denis Dillon (DD)</p> <p>Minutetaker Sandra Spate</p>

Agenda Items:
<p>1. Apologies Apologies were received from Brad Crockett – Terminals Pty Ltd; Stuart Tierney – Customs</p>
<p>2. Accept minutes of last meeting as correct Minutes from the previous meeting were accepted.</p>
<p>3. Actions arising from previous minutes</p> <p>Regarding the presentation on State Environmental Planning Policy at the last meeting, SH reported that it has not yet been approved. The proposed plan was distributed at the meeting.</p> <p>On the action regarding updates on the proposed second Bulk Liquids Berth, approval to proceed with detailed design has been obtained. It will go to tender for construction around the end of 2009 and subject to final funding approval; construction is expected to be completed in the third quarter of 2011.</p>
<p>4. Matters referred to committee from Port Botany Expansion CCC</p> <p style="text-align: center;">Hale St connection to Foreshore Road</p> <p>DD read an email to the meeting from a representative from ING Property Group with an update regarding the Hale St connection. It indicated that Botany City Council has approved the extension of the western end of Hale St to Foreshore Drive, with 71 conditions. ING has been working to satisfy conditions, with only a handful of issues outstanding. The email noted community support for the project as it will take trucks out of residential areas to Foreshore Rd. Construction was expected to commence in the near future.</p> <p>NH asked about the likely timeframe for this. PP asked whether a plan is available, as there is concern regarding the impact on the park and bike trail. He also noted the advantages for residents of having 3 exits from Botany. He asked whether trucks from Banksmeadow would be able to access Hale St and also questioned the detail around the park and access for trucks from Banksmeadow to Hale St as well as the website link for these plans.</p>

SH suggested that plans should be available through council.
LN asked whether the website link could also be provided.

Action: DD to forward a response to the NLG as to the expected timeframe for the project, the detail around the park and access for trucks from Banksmeadow to Hale St as well as the website link for these plans.

NH suggested that it would have been desirable for a representative from Botany Bay Council to be present, and if PS is unable to attend someone else may be able to attend.
SH noted that Botany Council is invited, but he will speak with council.

Safety issues associated with rail and level crossings

SH reported that safety issues associated with rail and level crossings and associated noise barriers has been forwarded from the Port Botany Expansion CCC. While SPC is in discussion with Railcorp and ARTC, Sydney Ports commitment only relates to replacing the level crossing at Banksia St.

DD reported that a contractor is undertaking upgrading works at the Botany Rail Yard between July and December. Work will be done on weekends to avoid disruption to rail freight activity.

NH asked whether noise abatement was being addressed as part of this work.

DD replied that it was not in this section of work. Railcorp and ARTC have reported that they have not received any requests for this.

NH noted that the issues have been raised in this forum. Another issue is fuel in tankers. If the level crossing at Banksia St is closed there is nothing to stop trains from speeding up, with the risk of a tanker coming off the line. She thinks the matter has been taken too lightly, and there needs to be consideration of fire safety. This is an open section with one unit block on the edge of the rail line and another further along. There needs to be quiet and safe operations.

DD replied that SPC will raise the issue with Railcorp and ARTC, but they say there is no official correspondence.

PP suggested a request go to Michael Daley from the group to be forwarded to the Minister for Transport.

LW suggested the request could come from the group or individuals.

Action: LW to take a request from the group via Michael Daley's office to the Minister for Transport regarding provision of noise attenuation and fire safety measures at the rail and level crossing area. LW will provide a response to the NLG.

5. Noise complaint from resident of Harold Street, Matraville

SH reported that a noise complaint has been received from Harold St which is about two streets back from the port. In the 2007-8 period, three noise complaints were received and this year to date there has been one noise complaint. The resident concerned has contacted Michael Daley's office. The problem seems to be associated with beepers from reversing vehicles and is exacerbated by southerly winds. One measure that has been used in the past at other locations, with consent of WorkCover and the site OH&S committee is the use of flashing lights at night instead of beepers.

KL replied that this would require consultation with WorkCover and the individual business operator and was unlikely to be approved these days, as machinery comes with alarms inbuilt which are not allowed to be disconnected due to safety risks.

NH asked whether noise at the port has been monitored consistently.

SH replied that as part of the expansion a lot of monitoring has occurred, with a monitor located near the complainant's location.

CA reported he had received noise complaints from the area near the hospital. He questioned the need to have alarms so loud.

KL replied that properties on higher ground may receive noise but the alarms meet the standards and on the ground at the port the alarms don't sound loud due to other operations.

SH reported that while the source of the noise hasn't been identified, P&O Trans has been advised of the complaint, as they are the closest to that street. SPC will undertake some monitoring in the area over the next months.

JB noted that while noise monitoring is ongoing for the expansion, ambient noise levels are above what they should be in a residential area. It is an issue that has been raised previously and is a major problem in the area. Noise from the port can be heard across to Kurnell. Someone, whether collectively or individually needs to take responsibility for combined noise levels.

SH reported that some sites have licenses with DECC. If they don't council is the regulatory authority. He noted difficulties of managing cumulative noise with port, planes and traffic.

LN noted there were fears in the community that will escalate with the third terminal.

Action: SPC to provide the NLG with a summary of industrial noise policy. Noise monitoring results to be presented to the next meeting.

6. Development activities in the port

SH reported that significant reclamation had taken place at the east berm of the port expansion with 3 million tonnes from the total of about 8 million tonnes of sand already reclaimed. A new dredge is scheduled to arrive on 1 June to work in the swing basin area picking up sand from high points in the ship turning area to ensure a uniform level in the swing basin.

The Millstream groyne is almost complete and with work proceeding on the associated carpark and lookout. The boatramp work is well advanced. Piles are being built for the pedestrian bridge. The shared walking/cycle path has progressed and most of the community works should be complete by the end of the year. Reclamation is on target for completion by March 2011.

NH asked whether heavy rain delays work.

SH replied only in the case of concrete casting for the Counterfort units, but this work is well advanced.

PP reiterated local residents concerns at the shared pathway going nowhere. There still needs to be a shared path linking Randwick and Botany. Could we make representations to the local member to make a representation to the Minister? There is a good nature strip from Prince of Wales Drive to Yarra Bay. The issue has been raised many times. The NLG has a duty of care to riding bikes through the port area. They need a shared path through the port. CA asked whether this could be on the nature strip.

SH noted that individual representations could be made. SPC still has safety concerns regarding this.

LN suggested that as Botany residents have lost their beach they need access to Yarra Bay which is the closest next beach.

SH responded that SPC has spent \$30m on improvement works at the Foreshore Beach area including work in the Penrhyn Estuary and the pedestrian bridge to honour conditions of consent.

KA reported that council's bike plan has been approved. It doesn't specify which side of the road. Council support SSROC in improving regional bike and pedestrian access. While there are no immediate plans for upgrade in this area, the intention is to link to the existing upgrade at Yarra Bay.

Action: KA to email a copy of the bike plan to SH. SPC will circulate this plan to members.

PP asked the matter of a bike path through Port be voted on. SPC is claiming a safety issue with a path through port but residents say there are safety issues currently.

SH responded that the provision in a broader sense was a matter for council to negotiate with land owners. A path through port would become SPC's obligation as it would be on land owned by SPC.

LN suggested that this forum should facilitate the discussion between council and Ports regarding this issue. SPC has serious concerns regarding the interaction of trucks and bikes. JB noted people will continue to ride bikes whether there is a pathway or not. There has to be good and positive will. There has been talk for 3 years. It is incumbent on Ports to show initiative to get it moving, become the champion of this.

SH noted that SPC will continue to work with council on the issue.

CA suggested Ports have taken more land on Botany Rd between the rail bridge and Bumborah Point. He noted one fence had been removed, but one remains. SH replied that this is on Sydney Ports owned land to protect the pipeline corridor. The fence is to stop trucks parking on top of the pipelines. CA asked whether permission was needed for trees to be removed on port land. A fence and trees have been taken down along Botany Rd. JK replied that Vopak had permission to cut the trees down to put in the pipeline. CA asked whether containers would now be placed on the pipelines. SH guaranteed containers would not be placed on the pipelines.

NH asked, given the current economic problems, does SPC see the current expansion as being required, and how long would it take to get trade levels back up. With unemployment increasing and production down, how will trade be up and running.

DD replied that with three record months, this year will still be above last year's figures. SH responded that the infrastructure currently being built is for 20 years. There is interest in leasing the new terminal. Projections are not for a long down turn.

JB asked what is happening regarding the procurement of the third operator.

SH replied that tender have now closed and the bid are now subject to an assessment process. There has been strong interest as Sydney is seen as a key port and market. An announcement should be made later this year.

SH reported on the new operations centre at Brotherson Dock. It will house harbour control, the Harbourmaster, marine pilots, emergency response and port security. 85% of ships now visit Port Botany compared to 15% at Sydney Harbour.

DD reported that the 60 hectare site Enfield is being developed to send freight by rail to Enfield and distribute it from there to limit growth of truck movements at Botany. The site has been cleared and work is to commence at the rail marshalling yards with assessment of proposals announced in the next few months. It is on dedicated freight line and the ARTC will be extending the dedicated freight line to Macarthur.

SH noted the target is to move 40% of containers rail. It is currently at 19%.

LN asked how many containers would be accommodated.

DD replied Enfield would be 300,000 (150,000 in and 150,000out).

LN asked when freight was moved to Enfield would it be taken by truck from there, as busy arteries are located there.

DD replied there would be connections to Roberts Rd, the M5, Hume Highway, the M4.

PP asked whether thought had been given to additional flyovers at Roberts Rd.

DD replied that land had been purchased for a larger intersection for trucks turning in and out. Trucks would be restricted from suburban areas.

JB asked whether further developments had occurred regarding the vacant land adjacent to the runway.

SH replied that options for a truck marshalling area are still be considered. That land was one of a number of sites being considered.

Tenants

ELGAS had no new developments to report.

DP World Stevedores – the proposed expansion reported at the previous meeting has been put on hold given the current economic environment, but will eventually go ahead.

Vopak – with the completion of the 4 new tanks due by the end of the year the site would be fully developed.

CA asked whether Vopak was converting 4 tanks to 2.

JK replied it was Terminals Pty Ltd, not Vopak.

Patricks – the proposed new administration building has been temporarily shelved. The date for this is to be decided.

Origin Energy had no developments to report.

7. Vopak presentation

JK introduced the DVD presentation and gave an overview of terminal. Site B was built in 1996 and is used mainly for petroleum products. The older site built in 1979 is for chemical

products. Vopak, which is a Dutch company, operates 70 terminals around the world. It owns the tanks and infrastructure and customers rent tank space. Port Botany industrial park is the destination for a lot of product. BP, Mobil and Shell use site B. The DVD outlined Port Botany operations and showed new tanks under construction. A floating roof is used to limit vapour emissions.

NH asked whether the tanks are ever emptied. Are they cleaned?

JK replied that they were only emptied every ten years for inspection, and cleaned then.

LN asked what happened to the water when tanks were hosed out.

JK replied that the water was removed from the site by road tanker.

LN asked whether stormwater is reused.

JK replied it is used for paved areas on site, but under stringent controls.

NH asked whether spills had occurred.

JK replied there have been on the site A, but spills are contained by bunding.

LN suggested the white tanks are visually conspicuous and asked whether they could be used for public art.

JK responded that in Darwin they have been decorated with Aboriginal art.

MF replied that white paint was used to prevent temperature variations.

8. Other Matters/Next Meeting (August 18) –

LN raised the issue of the Molineaux Point area. Port manages the tourist drive and lookout, but it is undersold and underdeveloped. Thought should go into its promotion and recognition. She suggested the Randwick business awards nominations could be a way of doing this. The industrial area is an important part of the coastal walk.

SH noted that SPC has been a sponsor of these awards and is happy to look at options.

Action: The issue of promotion of the industrial area, the tourist drive and lookout and Randwick business awards nominations be on the agenda for the next meeting.

Next meeting is on August 18 at Patricks