



NSW GOVERNMENT  
**Department of Planning**

***MAJOR PROJECT ASSESSMENT:  
Minor Building Demolition, New Gear Store  
and Fibre Optic Cable, P&O Ports Shipping  
Terminal, Port Botany***

Director-General's  
Environmental Assessment Report  
Section 75I of the  
*Environmental Planning and Assessment Act 1979*

April 2006

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## EXECUTIVE SUMMARY

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P&O Ports Limited proposes to demolish three minor buildings within its existing shipping terminal, construct a new gear store and install a fibre optic cable to link the terminal with the adjacent P&O Trans Australia site. The Proponent seeks approval for the project generally to improve worker safety and efficiency of the existing development.

The project triggers the requirements of *State Environmental Planning Policy (Major Projects) 2005* because it is development associated with a shipping terminal in the mapped Port Botany area.

The Department considers that the project does not raise any significant environmental planning issues and could be undertaken within acceptable limits with the implementation of standard construction management practices. This approach is reflected in the Department's recommended conditions of approval.

Two submissions were received in response to the exhibition of the subject application, from RailCorp and from the Council of the City of Botany Bay. Neither party objected to the project, but recommended conditions to be imposed should the application be approved. These recommendations have been considered as part of the Department's assessment and for the most part, reflected in the recommended conditions of approval.



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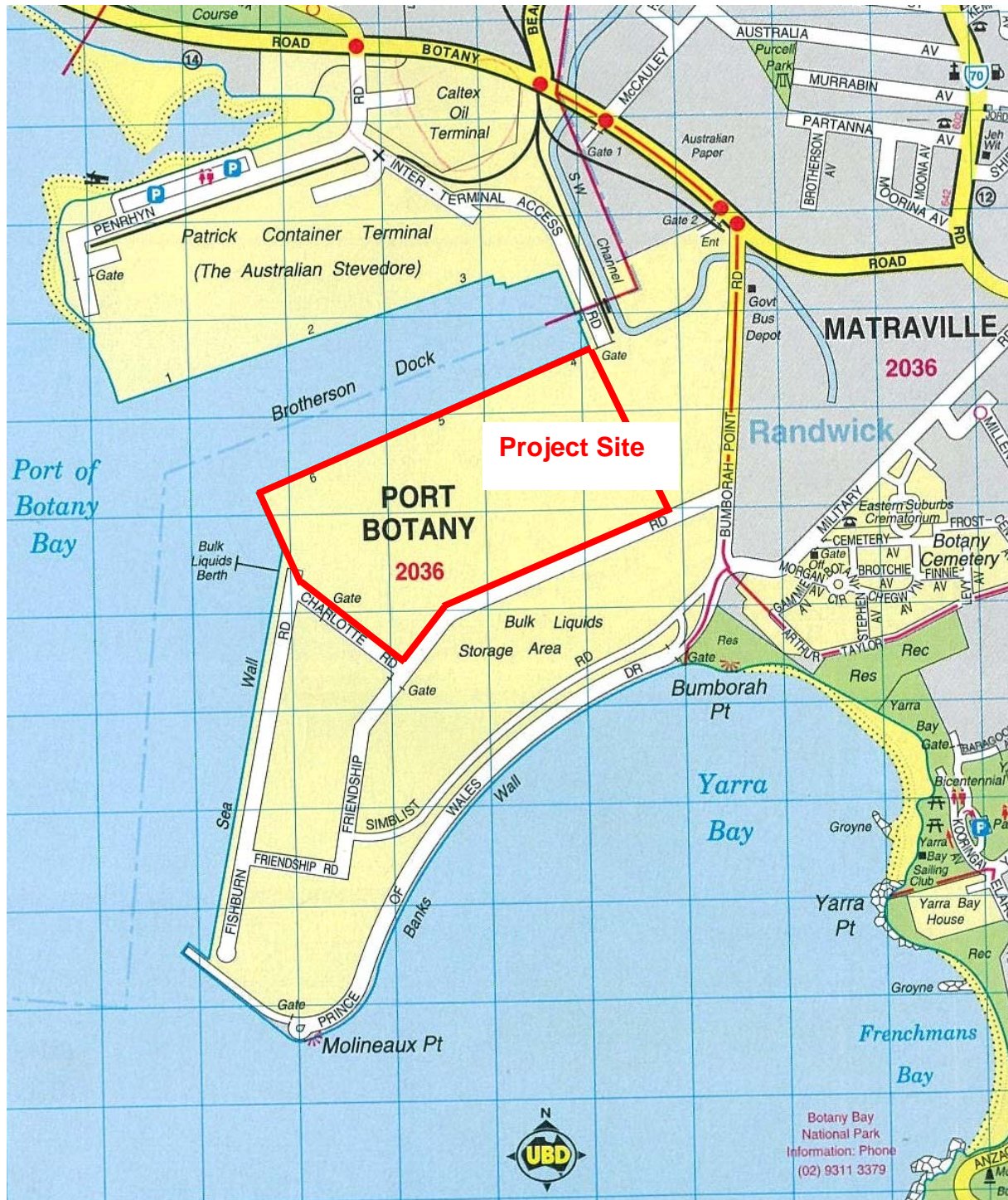


# 1. BACKGROUND

## 1.1 Location

P&O Ports Limited Operates a shipping terminal at 42 Friendship Road, Matraville, on land described as Lots 1-13 DP 260692. The site is owned by Sydney Ports Corporation and lies wholly within Port Botany, within the Randwick local government area. The site is illustrated in Figure 1.

Figure 1 - Site Location



## 1.2 Existing Site

The site has been used as a shipping terminal since the early 1970's and is currently characterised with extensive paving, structures and equipment including quay cranes, rubber tyred gantry cranes, an administration building, a maintenance building, entry/ exit gatehouse, gear store and other ancillary buildings. The existing development is operated 24 hours per day, seven days per week.

## 1.3 Previous Planning Approvals

The existing development commenced prior to the operation of the *Environmental Planning and Assessment Act 1979* and with the exception of minor works that have occurred over the last two decades, has been operating under existing use rights.

## 1.4 Surrounding Land Use

The project site is bounded by the inter-terminal access road, Friendship Road, Charlotte Road and Brotherson Dock. The P&O Trans Australia site lies to the east of the existing shipping terminal, across the inter-terminal access road. Land uses surrounding the project site are all port-related.



## 2. PROPOSED DEVELOPMENT

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### 2.1 Project Description

The Proponent seeks approval to demolish three existing minor buildings (gear store, reefer office and AQIS office) and to construct a new gear store with offices for personnel currently occupying the buildings to be demolished. The three buildings to be demolished are of a demountable nature. The new building would be approximately 6.6 metres high and would have a floor area of approximately 10 metres by 15 metres. All demolition and construction works would occur along the northern boundary of the site, adjacent to existing berths and Brotherson Dock.

The Proponent also seeks approval to install a fibre optic cable underground to connect the shipping terminal with the adjacent P&O Trans Australia (POTA) site. The cable would be placed under an existing rail line that crosses the site. The cable would be installed from the north-eastern corner of the site, eastward the POTA facility.

The project would not result in any increase in capacity or hours of operation.

### 2.2 Project Need

The Proponent has indicated that the project is needed to:

- increase personnel safety by reducing pedestrian movements within the terminal's operational area;
- increase efficiency in operations through the elimination of travel time between minor buildings;
- reduce on-going maintenance of multiple structures; and
- improve communications efficiency through the installation of a dedicated fibre optic cable.



### 3. STATUTORY CONTEXT

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#### 3.1 Major Project

The project is declared to be a Major Project under *State Environmental Planning Policy (Major Projects) 2005* because it is development within the mapped area of the for Port Botany and Employment Lands (Map 6, Schedule 2). The project will therefore be assessed and determined by the Minister for Planning under Part 3A of the *Environmental Planning and Assessment Act 1979*.

#### 3.2 Permissibility

The project is proposed on land zoned 4B – Port Botany under the *Randwick Local Environmental Plan 1998*. Development for the purpose of port facilities is permissible in that zone.

#### 3.3 Minister's Approval Power

The application and Environmental Assessment were placed on public exhibition from Wednesday 15 February 2006 to Friday 17 March 2006 and submissions invited in accordance with Section 75H of the Act. The Department has met all of its legal obligations so that the Minister can make a determination about the project.



## 4. CONSULTATION AND ISSUES RAISED

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The Department received two submissions on the project during the exhibition of the Environmental Assessment, both of which were made by public authorities. Submissions were received from the Council of the City of Botany Bay and RailCorp.

Botany Bay Council stated that to consider the subject proposal as a 'major project' under Part 3A of the *Environmental Planning and Assessment Act 1979* was an abuse of Ministerial power and that the project should have remained with the local council for assessment. The Department notes that the relevant local council is in fact Randwick City Council, who did not make a submission on the proposal or object to the Minister's determination of the application as a major project. Notwithstanding, the Department appreciates Council's concern with respect to the differentiation between developments of local or State significance in the Port Botany area and is currently preparing an amendment to *State Environmental Planning Policy (Major Projects) 2005* to reflect a more appropriate threshold.

Council also indicated in its submission that it had no concerns with respect to the project, but provided recommended conditions relating to the management of waste, traffic routes and hours of construction. The Department has adopted the recommended conditions on waste and construction hours, with the recommended instrument of approval reflecting this approach. The Department has not adopted Council's recommendation that the Proponent be required to ensure that demolition and construction traffic only uses 'main roads' through the City of Botany Bay. The Department considers that this approach would be impractical and difficult to enforce, and considers that these vehicles would naturally use major roads to and from the site as the most direct and efficient thoroughfares.

RailCorp has requested that it be consulted during any works associated with the installation of the fibre optic cable under or near rail infrastructure. The purpose of this consultation is to ensure that there is no conflict between the works and scheduled train movements. The Department concurs with this approach and has drafted the recommended conditions of approval accordingly.



## 5. ASSESSMENT OF ENVIRONMENTAL IMPACTS

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The Department has considered all information provided in the subject application and Environmental Assessment, in addition to issues raised in submissions, and considers that there are no significant environmental planning issues associated with the project.

Demolition works pose potential hazards both on-site and to surrounding land uses. However, the Department considers that these risks are adequately addressed by requiring the demolition works to be undertaken in accordance with *Australian Standard 2601-1991: The Demolition of Structures*. The Department recommends that this requirement be imposed as a condition of approval. Further, the Department recommends that all waste generated by the project, both in relation to demolition and construction works, only be permitted to be disposed of off-site to a licensed waste facility lawfully permitted to accept the materials.

The Department considers that the environmental impacts associated with demolition and construction, particularly dust generation, noise impacts and erosion and sedimentation can be adequately addressed through common and well-known mitigation techniques (water sprays, restriction of hours, silt fences etc). The recommended instrument of approval reflects this approach with requirements to minimise the generation of dust, prohibition of construction works outside day light hours, and the preparation and implementation of an overarching Construction Environmental Management Plan.

With respect to the possible impacts of the new gear store to be constructed on the site, the Department highlights that the 6.6 metre high structure would be screened from public view by stacked containers (up to ten metres high). As such, the Department does not consider that the project represents significant potential for visual amenity impacts.

In light of comments made by RailCorp in its submission, the Department also considers it appropriate that the Proponent be required to consult with RailCorp ahead of works in and around rail infrastructure, to ensure that those works do not interrupt scheduled train movements..





## 6. CONCLUSION

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The Department has assessed the Environment Assessment and Statement of Commitments, and considered all issues raised in submissions on the proposal. Based on these considerations, the Department is satisfied that the impacts of the proposal can be mitigated and/or managed to ensure an acceptable level of environmental performance.

The project is minor in nature and does not raise any environmental planning issues of significance. Demolition works could be undertaken in a safe manner provided the requirements of the relevant Australian Standard are followed.

General environmental issues associated with construction and demolition, particularly dust, noise and erosion, are well-known and could be readily managed to ensure no adverse environmental impacts.

The Department considers it important that the project not interrupt the day-to-day running of the Port, and as such, supports the recommendation from RailCorp that it be consulted to coordinate works in and around rail infrastructure.



## **7. RECOMMENDATION**

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The Department recommends that the Minister for Planning consider the findings and recommendations of the Departments report and grant approval to the proposal, subject to the recommended conditions of approval.



## **APPENDIX A – RECOMMENDED CONDITIONS OF APPROVAL**

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## **APPENDIX B – STATEMENT OF COMMITMENTS**

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## **APPENDIX D – SUBMISSIONS**

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## **APPENDIX E – ENVIRONMENTAL ASSESSMENT**

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