

JAMES ROSE CONSULTING

ABN 64 175 064 511

Unit F21, 1-15 Barr Street

Balmain NSW 2041

T: 02 9555 8588

F: 02 9555 8599

E: mail@jamesrose.com.au

www.jamesrose.com.au

ENVIRONMENTAL ASSESSMENT FOR MAJOR PROJECTS APPLICATION

FEBRUARY 2006

REF: 023-W1.1-027

ISSUE: ONE

PROJECT:


**MINOR BUILDING DEMOLITION, PROPOSED
NEW GEAR STORE AND FIBRE OPTIC
COMMUNICATIONS CABLING
P&O PORTS SHIPPING TERMINAL
42 FRIENDSHIP ROAD
MATRAVILLE NSW 2036**

CLIENT:



Document Control

Issue	Date	Issue Details	Prepared	Verified	Approved
Draft	30 November 2005	Draft Preliminary Assessment Report	CTB	JSB	DJM
1	1 February 2006	Environmental Assessment for Major Projects Application	CTB	JSB	DJM

		Submission of Environmental Assessment Prepared under the Environmental Planning and Assessment Act 1979
EA prepared by		
name	Catherine Blaine	
qualifications	BEng Civil & Environmental (Hons), Dip Eng Prac, MIEAust	
address	James Rose Consulting Unit F21, 1-15 Barr Street BALMAIN NS 2041	
in respect of	P&O Port Botany Shipping Terminal – minor works	
Development Application		
applicant name	P&O Ports Limited	
applicant address	42 Friendship Road Matraville NSW 2036	
land to be developed	part of Lots 1-13 / DP 260692 Lot 6 DP 1053768	
proposed Development	The demolition of three minor buildings, the construction of a new Gear Store and the installation of a fibre optic communications cable at P&O's Port Botany Shipping Terminal	
Environmental Assessment		An Environmental Assessment is attached
Declaration		
		I certify that I have prepared the contents of this Environmental Assessment and to the best of my knowledge: <ul style="list-style-type: none"> ▪ it is in accordance with the requirements of the Environmental Planning and Assessment Act and Regulations; and ▪ it contains all available information that is relevant to the environmental assessment of the development to which the statement relates; and the information contained in the statement is neither false nor misleading.
signature		
name	Catherine Blaine	
date	1 February 2006	

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1 EXECUTIVE SUMMARY

This Environmental Assessment has been prepared by James Rose Consulting (JRC) as part of a Major Projects Development Application submission to the Department of Planning seeking consent for the demolition of three (3) minor buildings, the construction of a new Gear Store and the installation of fibre optic communications cable at P&O's Port Botany Shipping Terminal, 42 Friendship Road, Port Botany.

The application is made pursuant to State Environmental Planning Policy (Major Projects) 2005 to be determined by the Minister under Part 3A of the *Environmental Planning and Assessment Act 1979*. The Environmental assessment addresses the requirements of the Director-General, issued by the Department of Planning on 25 January 2006, and included in Appendix B for reference.

The proposed works are represented in development drawings provided in Appendix A and involve the following: -

1. Demolition and removal of the following buildings from the P&O Ports Shipping Terminal site.
 - "AQIS Office", an existing 3 x 8m demountable building.
 - "Reefer Office", an existing 12 x 12m demountable building.
 - "Gear Store", an existing 8 x 9m steel frame & clad building.
2. Construction of a new replacement Gear Store in the location of the existing "Reefer Office".
3. Installation of an underground fibre optic communications cable between the Port Botany Terminal and the adjacent P&O Trans Australia (POTA) Port Botany site located at 4 Bumborah Point Road, Port Botany. The cable will allow direct data communication between P&O sites.

No change to the existing operational activities, operating hours or number of employees is proposed by this development.

Sydney Ports Corporation are landowners of both the P&O Port Botany Shipping Terminal and the adjacent POTA Transport Depot. Both sites are within the Randwick City Council Local Government area.

This Environmental Assessment reviews the project's benefits, compliance with relevant planning instruments, regulatory controls and legislation, and potential impacts in both the operational and construction phases.

Review of the proposed works in relation to existing land use, planning and legislative controls reveals that the project is an allowable activity.

Benefits identified include increased personnel safety by reducing pedestrian movement within the terminal's operational area; increased efficiency in operations through elimination of travel time between minor buildings; and reduction in ongoing maintenance of multiple structures. In addition, the proposed installation of dedicated fibre optic cable between the adjacent P&O sites will provide a more efficient and reliable communication.

Potential environmental impacts associated with the proposal are positive or can be mitigated with appropriate environmental management procedures and techniques, as outlined in the draft Statement of Commitment provided in Section 6.10.

The Assessment concludes that the proposed works are justified, offering greater benefits than potential impacts.

2 INTRODUCTION

This Environmental Assessment has been prepared by James Rose Consulting (JRC) as part of a Major Projects Development Application submission to the Department of Planning seeking consent for the demolition of three (3) minor buildings, the construction of a new Gear Store and the installation of fibre optic communications cable at P&O's Port Botany Shipping Terminal, 42 Friendship Road, Port Botany.

The application is made under the State Environmental Planning Policy (Major Projects) 2005 which defines major projects to be determined by the Minister for Planning under Part 3A of the *Environmental Planning and Assessment Act 1979*. The information herein addresses the *Environmental Assessment* requirements of the Director-General, issued by the Department of Planning on 25 January 2006, and included in Appendix B for reference.

The proposed works involves the demolition and removal of three minor buildings from the Port Botany Terminal site; the construction of a new replacement "Gear Store" to accommodate all personnel currently utilising the buildings to be demolished; and the installation of an underground fibre optic communications cable between the Port Botany Terminal and the adjacent P&O Trans Australia Port Botany site. The cable will allow direct data communication between P&O sites.

The proposed demolition and Gear Store construction works are in response to work staff accommodation changes at the existing Shipping Terminal. No change to the existing operational activities, operating hours or number of employees is proposed by this development.

This report is supported by the following drawings provided in Appendix A.

- JRC Drawing No. 003-L10-01 Bumborah Point Rd & Port Botany Terminal Site Locality
- JRC Drawing No. 003-L10-02 Indicative Fibre Optic Cable Route
- JRC Drawing No. 023-D1-01 Existing Site Layout
- JRC Drawing No. 023-D1-02 Proposed Site Layout
- JRC Drawing No. 023-D1-03 Proposed New Gear Store Location
- JRC Drawing No. 023-D1-04 Proposed New Gear Store Section A
- JRC Drawing No. 023-D1-05 Proposed New Gear Store Plan
- JRC Drawing No. 023-D1-06 Proposed New Gear Store Elevations

3 SITE DETAILS

P&O's Port Botany Shipping Terminal is located at 42 Friendship Road, Matraville and is identified as Lots 1-13 / DP 260692. The majority of the existing site is paved. Existing structures and equipment onsite include quay cranes, Rubber Tyred Gantry (RTG) Cranes, an administration building, maintenance building, entry / exit gatehouse, gear store and other ancillary buildings including demountable offices and operational vehicle fuel bay and wash bay facilities. The existing site layout is shown on JRC Drawing No. 023-L1-01, provided in Appendix A.

The Port Botany Shipping terminal is adjacent to a private inter-terminal access road on the east boundary, separating the terminal from the P&O Trans Australia (POTA) Transport Depot site, located at 4 Bumborah Point Road, Port Botany. The POTA Transport Depot site is identified as Lot 6 DP 1053768.

Both the P&O Shipping Terminal and POTA Transport Depot sites are owned by Sydney Ports Corporation. The Shipping Terminal site has been leased for the operation of a cargo shipping facility since its development in the late 1970s. The main activity onsite involves the import and export of containerised shipping cargo. The site operates 24 hours a day, 7 days a week. The POTA site has been leased for the operation of a Transport Depot since its development in 1991. The main activity onsite includes the packing and unpacking of containerised goods for transport throughout Sydney via truck.

4 DEVELOPMENT DETAILS

4.1 Overview and Justification

P&O are proposing to demolish three existing minor buildings at the P&O Port Botany Shipping Terminal site and construct a new Gear Store with offices to accommodate personnel currently occupying the buildings to be demolished. Locations of the buildings are shown on JRC Drawing No. 023-D1-02, provided in Appendix A.

P&O are also proposing the installation of an underground fibre optic communications cable between the P&O Shipping Terminal and the POTA Transport Depot. The indicative route for the cable is shown on JRC Drawing No. 003-L10-02, provided in Appendix A.

The proposed works will amalgamate existing personnel accommodation, providing the following benefits which are nominated as justification for the project.

- Increased personnel safety by reducing pedestrian movement within the terminal's operational area.
- Increased efficiency in operations through elimination of travel time between minor buildings.
- Reduction in ongoing maintenance of multiple structures.

In addition, the proposed installation of dedicated fibre optic cable between the adjacent P&O sites will provide more efficient and reliable communication.

No change to the existing operational activities, operating hours or number of employees is proposed by this development.

4.2 Demolition Details

The following sections provide details of minor buildings to be demolished and removed from site.

4.2.1 Existing AQIS Office

The existing "AQIS Office" is a 3 x 8m demountable steel frame and clad structure. The structure is supported by steel piers placed upon the existing pavement. A sheltered timber walkway is attached to the west side of the structure. Photographs of the AQIS office are provided in Figures One and Two.

The building contains an office, kitchenette and ablutions.

The existing office and walkway are to be dismantled and removed from site. The structure will be removed to pavement level. No excavation is proposed.

Existing water, sewer, power and communications services to the building will be disconnected and capped.



Figure One: Existing AQIS Office (view from northeast)



Figure Two: Existing AQIS Office (view from northwest)

4.2.2 Existing Reefer Office

The existing “Reefer Office” is a 12 x 12m demountable steel frame and clad structure. The structure is supported by brick piers placed upon the existing pavement. Sheltered timber walkways surround the structure. Photographs of the AQIS office are provided in Figures Three and Four.

The building contains an office, kitchenette, locker room and ablutions.

The existing office and walkways are to be dismantled and removed from site. The structure will be removed to pavement level. No excavation is proposed.

Existing water, sewer, power and communications services to the building will be disconnected and capped.



Figure Three: Existing Reefer Office (view from northwest)



Figure Four: Existing Reefer Office (Locker Room & Ablutions)

4.2.3 Existing Gear Store

The existing “Gear Store” is a 12 x 12m steel frame and clad structure built upon the existing pavement. Photographs of the Gear Store are provided in Figures Five and Six.

The Gear Store contains steel racks for the storage of lifting sling and chains for use on the quay cranes.

The Gear Store is to be demolished and removed from site. The structure will be removed to pavement level. No excavation is proposed.

Existing power services to the building will be disconnected and capped.



Figure Five: Existing Gear Store (view from northeast)



Figure Six: Existing Gear Store (Internal Storage Racks)

4.3 Proposed New Gear Store

The proposed new Gear Store will be a steel frame and clad shed structure located in the position of the existing Reefer Office that is to be demolished.

The Gear Store will contain the following features: -

1. An open area for the covered storage and safety inspections of lifting slings and chains. The store walls will have racking storage.
2. Roller door access at both ends of the building.
3. A "Reefer Office" area (demountable building to be elevated on a steel frame inside the new shed).
4. An elevated "Gear Store Office" area (demountable building containing kitchenette to be elevated on a steel frame inside the new shed).
5. A "Secure Store" area beneath the elevated demountable offices (to be fenced with chainwire mesh).

Proposed location, floor plans, elevations and sections are shown on JRC Drawing Nos. 023-D1-03 to 023-D1-06.

The new Gear Store shed will be off-white in colour to maximise heat reflection.

Operations in the proposed new Gear Store and internal offices will be identical to current operations in the existing Gear Store and offices to be demolished.

4.4 Underground Fibre Optic Communications Cable

It is proposed to install a fibre optic communications cable between the existing Electrical Substation No. 4 at the P&O Shipping Terminal and the existing disused rear gatehouse at the POTA Transport Depot. The proposed cable location is shown on JRC Drawing Nos. 023-L10-01 and 023-L10-02.

The POTA Transport Depot site is located adjacent to the east boundary of the P&O Shipping Terminal site. The two sites are separated by a Sydney Ports Corporation owned private inter-terminal access road between the sites. The access road is closed to public access and used occasionally by Sydney Ports Corporation staff.

The cable installation will involve the excavation of a trench approximately 500mm wide and 600mm deep, placement of two PVC communications conduits and backfill and reinstatement of the trench to match existing surface conditions. The proposed trench will be approximately 140m in length. Inspection pits will be provided where required. The fibre optic cable will be pulled through the conduits after they have been placed.

The proposed trenching will involve the removal of existing pavements within the sites. The existing P&O Shipping Terminal pavement structure is approximately 650mm deep and the existing POTA Transport Depot pavement approximately 900mm deep. The proposed trench will be installed through existing freight rail lines within the Port Botany Terminal.

5 PLANNING & DEVELOPMENT CONTROLS

5.1 State Environmental Planning Policy (Major Projects) 2005

State Environmental Planning Policy (Major Projects) 2005 (SEPP 2005) identifies major projects considered to be of “state significance” and hence referred to the Department of Planning for determination under Part 3A of the *Environmental Planning and Assessment Act 1979*. Clause 7 of Schedule 2 of SEPP 2005 nominates all works on Shipping Terminals as relevant under Part 3A. This application is submitted to the Department of Planning as a Major Project under SEPP 2005.

The Major Projects assessment process involved an initial project description submission to the Department of Planning seeking Environmental Assessment requirements from the Director-General. The Director-General’s requirements were issued on 25 January 2006, and are included in Appendix B for reference.

The requirements to be included in this Environmental Assessment are summarised Table One.

Table One: Summary of Director-General Environmental Assessment Requirements

Director-General Requirements	Response
General Requirements	
<ul style="list-style-type: none"> Executive summary; 	<ul style="list-style-type: none"> Provided in Section 1 of this Assessment.
<ul style="list-style-type: none"> Description of proposal, including construction, operation and staging; 	<ul style="list-style-type: none"> Provided in Section 4 of this Assessment.
<ul style="list-style-type: none"> Assessment of environmental impacts of the project, with particular focus on the key assessment requirements specified below; 	<ul style="list-style-type: none"> Provided in Section 6 of this Assessment.
<ul style="list-style-type: none"> Justification for the undertaking of the project, with consideration of the benefits and impacts of the proposal; 	<ul style="list-style-type: none"> Provided in Section 4.1 of this Assessment.
<ul style="list-style-type: none"> Draft Statement of Commitments detailing measures for environmental mitigation, management and monitoring for the project; and 	<ul style="list-style-type: none"> Provided in Section 6.10 of this Assessment.
<ul style="list-style-type: none"> Certification by the author of the Environmental Assessment that the information contained in the Assessment is neither false or misleading. 	<ul style="list-style-type: none"> Provided prior to Contents page of this Assessment.
Key Assessment Requirements	
<ul style="list-style-type: none"> Construction Impacts – the Environmental assessment must include an assessment of the potential impacts resulting from the proposed construction activities and how these impacts would be appropriately managed. This includes potential soil and water impacts (particularly with respect to soil erosion and Acid Sulfate soils), waste management, construction noise, and the management of any potential off-site traffic disruptions during construction activities; and 	<ul style="list-style-type: none"> Addressed in Section 6 of this Assessment. <ul style="list-style-type: none"> - soil and water impacts (erosion & sediment control) – refer to Section 6.9.5 - acid sulfate soils – refer to Section 6.9.6 - waste management – refer to Section 6.9.4 - construction noise– refer to Section 6.9.7 - traffic – refer to Section 6.9.1
<ul style="list-style-type: none"> Site Access and Safety – the Environmental assessment must include details of measures to ensure the safety of construction and site personnel. 	<ul style="list-style-type: none"> Addressed in Section 6.9.1 of this Assessment.
Consultation Requirements	
<ul style="list-style-type: none"> You must undertake and appropriate level of consultation with Randwick city Council during the preparation of the Environmental Assessment which should indicate how issues raised have been addressed in the Environmental Assessment. 	<ul style="list-style-type: none"> A meeting was held with senior planning officers of Randwick City Council on 29 November 2005. The proposed works were discussed during the meeting. No issues were raised by Council officers.

5.2 Randwick Local Environmental Plan

The P&O Shipping Terminal site is zoned “4B – Port Botany Zone” under the *Randwick Local Environmental Plan (LEP) 1998*. The proposed works are ancillary in nature to the existing facility operations however significant in consolidating accommodation for onsite personnel, removing redundant ancillary structures and providing necessary data links between P&O sites. The works will increase efficiency of maintenance operations by relocating maintenance staff adjacent to operational cranes and providing new facilities for maintenance activities and parts storage. The proposal supports the objectives of the Port Botany Zone.

The footprint of the proposed new Gear Store will be approximately 170m² in size, which represents approximately 0.04% of the overall 39ha site. The proposed works will slightly decrease the existing floor space ratio, which is currently well beneath the maximum allowable ratio of 1:1.

This application seeks a waiver for the Master Plan preparation under section 40A (a) of the Randwick LEP 1998. The proposed demolition of the minor buildings, construction of the new Gear Store and fibre optic cable installation are ancillary to the main facility operations and do not constitute a change the overall use of the site.

6 ENVIRONMENTAL ISSUES

6.1 Operation & Maintenance

The proposed new Gear Store will accommodate P&O personnel maintaining the existing cranes and refrigerated container equipment on the site. All maintenance equipment and mechanical parts currently stored in the Gear Store to be demolished will be relocated to the new Gear Store.

The new Gear Store will be protected from impact of operational equipment by concrete filled steel bollards, as shown on JRC Drawing No. 023-D1-05, provided in Appendix A.

Maintenance activities in the new Gear Store will be identical to existing maintenance activities. There is no proposed change in operations as a result of the proposed works.

The proposed fibre optic communications cable will provide a communications data link between the P&O sites. Maintenance and operation will be the responsibility of P&O's Information Technology (IT) Team.

6.2 Privacy, Views and Sunlight

The proposed Gear Store will be located adjacent to the existing wharf, approximately 347 metres from the nearest street frontage. The proposed building will be 6.6m high and screened from public view from Friendship Road and Brotherson Dock by existing container stacks, typically a minimum of 4 containers (10m) high.

Demolition of the existing structures will not adversely affect views.

The proposed fibre optic cable is to be located underground and hence will not adversely affect views.

Potential impact on privacy, views and sunlight are not significant.

6.3 Drainage

Rainfall from the new Gear Store roof will be connected to the site's existing stormwater drainage system. The proposed Gear Store location is currently paved, hence the proposed demolition and construction works will not alter runoff from the site.

6.4 Erosion and Sediment Control

The existing site is completely paved with the exception of landscaped buffers around the site boundary. The proposal does not require any changes to existing erosion and sediment control on the site.

6.5 Traffic, Noise and Air

The proposed works will not alter traffic movements or air or noise emissions associated with the site operation. Issues relating to traffic, noise and air are not applicable.

6.6 Heritage

The proposed works are not within a *Heritage Conservation Area* as defined in the Randwick LEP 1998.

6.7 Energy Efficiency

The following features will be incorporated into the design of the new Gear Store to promote energy efficiency: -

- Large window openings in office and kitchenette areas utilising natural light.
- Intermittent transparent roof sheeting (minimum 10%) to new Gear Store utilising natural light.
- Internal venetian blinds to minimise heat and reduce the need for cooling.
- Use of fluorescent office lighting reducing energy demand in comparison to conventional light bulbs.

Energy efficiency is not relevant to the proposed fibre optic cable operation.

6.8 Waste

Waste generated by existing maintenance activities will remain unchanged. Existing waste items include damaged lifting slings and chains together with general office waste.

All waste will continue to be collected and stored in appropriate containers and disposed by licensed waste contractors.

Office waste will continue to be separated into recyclable and general waste in bins provided within the office areas and collected weekly by licensed waste contractors.

Operation of the proposed fibre optic cable will not produce waste.

6.9 Construction Site Management

6.9.1 Site Access & Safety

The proposed demolition and construction works areas are wholly within private premises and cannot be accessed by unauthorised general public. The works areas will be separated from site operations by temporary barricades to ensure the safety of construction and site personnel.

Construction traffic will mainly consist of trucks delivering construction materials and vehicles belonging to construction personnel. All construction traffic will enter the P&O Shipping Terminal via the main security entrance off Friendship Road. Access to the POTA Transport Depot will be gained via the existing security entry off Bumborah Point Road. The expected volume of construction traffic will be minimal compared with the existing truck movements to and from the sites, hence no further traffic management is required.

Works will be carried out in accordance with all relevant Occupational Health and Safety Regulations and NSW Workcover requirements.

6.9.2 Rail and Inter-terminal Access Road Traffic Management

The proposed trenching will traverse across the existing freight rail lines running north-south adjacent to the east boundary of the P&O Shipping site and across the SPC inter-terminal access road, which is approximately 7m wide.

Works will be scheduled at specific times to avoid interruption of rail traffic and vehicle movements. Adequate periods of inactivity on the rail lines and inter-terminal access roads are available, and P&O will provide adequate notification to the Sydney Ports Corporation and rail operators in advance to ensure that safe access periods for trenching is allowed.

Appropriate barriers to prevent access to the road and rail will be provided during work periods to further ensure safety of workers during construction.

6.9.3 Demolition

All demolition works will be carried out in accordance with *AS 2601: 2001 Demolition of Structures* and NSW Workcover requirements, including the following tasks.

- A Hazardous Materials Audit of the buildings to be demolished will be completed by a qualified hygiene consultant prior to commencement of the works. The requirements of the audit will be incorporated into the Demolition Work Plan with a Hazardous Materials Clearance Certificate issued at the completion of the works if required.
- A Demolition Work Plan will be prepared by the successful contractor including Safe Work Method Statements.

6.9.4 Construction Waste

Waste from the demolition and construction works will generally include the following: -

- Building materials, fittings and fixtures that are not salvageable for reassembly of the demountable buildings in an offsite location (if applicable), including metals, timber, plasterboard, plastic, ceramics, fabrics, glass and wiring.
- Building material offcuts including colorbond sheeting, plumbing and wiring materials and steel reinforcement from construction of the new Gear Store.
- Some excavated material from footing construction for the new Gear Store and trenching for the laying of conduits for fibre optic cable. Excavated material will consist of the existing pavement structure which will include concrete, crushed rock, stabilised cement, asphalt and sand subgrade.

All waste will be collected and reused, recycled or disposed in an approved legal fashion in accordance with the Contractor's Waste Management and Demolition Plans, which will be prepared for approval prior to gaining a Construction Certificate for the works.

Any hazardous or intractable waste will be removed and disposed of in accordance with the requirements of NSW Workcover, the Department of Environment and Conservation (DEC) and all relevant Occupational Health and Safety Regulations.

6.9.5 Sediment and Erosion Control

The extent of excavation will be limited to the removal of localised areas of pavement for the construction of concrete footings for the proposed new Gear Store and approximately 140m of trenching for the laying of fibre optic cable conduit. Adequate sediment and erosion controls including hay bale barriers and / or geotextile sock filters will be installed surrounding excavated footing pads, sections of trenching and any affected stormwater drains in accordance with *Managing Urban Stormwater Soils & Construction* - NSW Department of Housing.

Sediment control barriers will be inspected prior to commencing works each day and following all rain events.

Due to the close proximity of the proposed trenching to the waters of Brotherson Dock, trenching will be undertaken in sections to ensure that effective sediment and erosion controls can be maintained. Temporary stockpiles of loose material that may be subject to erosion whilst awaiting backfilling of trenches will be covered and surrounded by sediment barriers to prevent loss of material. Stockpiles will be located away from surface flow paths.

6.9.6 *Acid Sulfate Soils*

Excavation of footings for the proposed new Gear Store and trenching for the proposed fibre optic cable will involve disturbance of existing pavements constructed during development of the P&O Shipping Terminal and POTA Transport Depot. The existing P&O Shipping Terminal pavement is comprised of 150mm of asphalt wearing course overlaying 400mm of crushed rock. The existing POTA Transport Depot pavement is comprised of 100mm of asphalt wearing course, 300 to 500mm of lime stabilised crushed rock base on top of approximately 500mm of crushed rock fill. Both constructed pavements overly dredged sand, hydraulically placed during reclamation of the port area.

The natural ground surface is a minimum of 650-900mm beneath the pavement structures and will not be disturbed during the works. The pavement and subsurface structures over the sites are expected to be homogeneous.

Recent soil testing completed at the P&O Shipping Terminal site by OTEK Australia Pty Ltd for the terminal's new fuel facility (Approved Randwick Council DA No. 180/05) included Peroxide Oxidation Combined acidity and Sulfate (POCAS) analysis, in accordance with the requirements of a "Preliminary Acid Sulfate Soils Assessment" as defined in the NSW Acid Sulfate Soils Manual (NSW Acid Sulfate Soil Management Advisory Committee, August 1998). Testing was completed at 1.0m intervals to a depth of 4.0m. The results were beneath Action Criteria Values which trigger the need to prepare an Acid Sulfate Soils Management Plan.

Based on the testing and considering that the natural dredged sand subsurface will not be disturbed during construction works, encountering Acid Sulfate Soils is not envisaged to be a high risk. Should any signs of Acid Sulfate Soils be observed during the works, all works will be halted and inspected by suitably qualified consultants to determine appropriate management procedures prior to recommencement of works.

6.9.7 Noise

It is expected that some noise will be generated during construction activities, however, considering the industrial nature of the site and surrounds, the existing background noise levels, and that construction activities will be limited to daytime hours only, noise disturbance from construction is not expected. Should any complaints be received in relation to noise generated by the construction activity, all works will be ceased until the source is determined and rectified if appropriate.

6.10 Draft Statement of Commitments

Measures for environmental mitigation, management and monitoring identified in the previous sections are summarised here as a Statement of Commitments.

1. The new Gear Store shall be protected from impact of operational equipment by concrete filled steel bollards.
2. Rainfall from the new Gear Store roof shall be connected to the site's existing stormwater drainage system.
3. Features shall be incorporated into the design of the new Gear Store to promote energy efficiency including large window openings in office and kitchenette areas, intermittent transparent roof sheeting, internal venetian blinds in office areas and use of fluorescent office lighting.
4. All waste from operations shall continue to be collected, sorted and stored in appropriate containers and disposed by licensed waste contractors.
5. Demolition and construction works areas shall be separated from site operations by temporary barricades to ensure the safety of construction and site personnel.
6. Trenching works across the internal rail siding and internal road shall be scheduled at specific times to avoid interruption of rail traffic and vehicle movements. Appropriate barriers to prevent access to the road and rail shall be provided during work periods to further ensure safety of workers during construction.
7. All demolition works shall be carried out in accordance with *AS 2601: 2001 Demolition of Structures* and NSW Workcover requirements, including the following tasks.

8. All demolition waste shall be collected and reused, recycled or disposed in an approved legal fashion in accordance with a Waste Management and Demolition Plan, which shall be prepared by the Contractor. Any hazardous or intractable waste shall be removed and disposed of in accordance with the requirements of NSW Workcover, the Department of Environment and Conservation (DEC) and all relevant Occupational Health and Safety Regulations.
9. Should any signs of Acid Sulfate Soils be observed during the works, all works shall be halted and inspected by suitably qualified consultants to determine appropriate management procedures prior to recommencement of works.
10. Should any complaints be received in relation to noise generated by construction activity, all works shall be ceased until the source is determined and rectified if appropriate.

7 CONCLUSION

This Environmental Assessment has been prepared in accordance with Director-General Environmental Assessment requirements issued by the Department of Planning on 25 January 2006.

The Assessment finds that substantial safety and efficiency benefits may be gained by the proposed demolition of minor structures and construction of a replacement Gear Store building to accommodate P&O personnel at the P&O Port Botany Terminal. Similarly, efficiency benefits may also be gained by the installation of fibre optic communications between the P&O Port Botany Terminal and the adjacent POTA Transport Facility site.

Potential environmental effects associated with the proposal are positive or can be mitigated with appropriate environmental management procedures and techniques, as outlined in the draft Statement of Commitment provided in Section 6.10.

The proposed project is within allowable use of the land and meets the requirements of planning controls relevant to the site.