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Paddington, NSW 2021

Construction Management

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Preferred Project Report

Department of Planning issue no.13

Proposed Tourist and Commercial Development
Goodnight Island and Greenwell Point

ENVIRONMENTAL

WATER

WASTEWATER

GEOTECHNICAL

CIVIL

PROJECT MANAGEMENT

P0601331JC10_v3
June 2009

1.0 INTRODUCTION AND SCOPE

This advice has been prepared to support the Preferred Progress Report (PPR) for the above development. Specifically, the advice provides a response to Part 3 in the DoP letter dated 17.12.08 which states:

"*potential impacts in relation to transportation of materials to and from Goodnight Island during construction works on the Island is to be provided*".

Subsequently, our response to the information request letter is provided in the following sections.

2.0 EXTENT OF CONSTRUCTION

This advice covers construction works on Goodnight Island only, which will include;

1. Main building with 1200 KL rainwater storage tank,
2. Pavillions, villa and Utility shed,
3. On-site sewage system and water supply system and other services including electrical and telecommunications,
4. Walking tracks and ancillary structures.

3.0 MANAGEMENT OF POTENTIAL CONSTRUCTION IMPACTS

This section identifies possible external construction impacts and nominates, in broad terms, how any possible risks are mitigated. We note that building of the Island will require the full range of standard risk management measures (e.g. sediment and erosion control). These issues raised deal specifically with matters arising because of transportation and access to the Island in accordance with the DoP request.

It is proposed that all construction equipment and materials will be temporarily stored and transported from 84 Greenwell Point to Goodnight Island via the existing barge. Due to the shallow nature of the estuary in the vicinity of the boat ramp at Greenwell Point, a crane will be utilised to move materials from the mainland to the barge, where it will be appropriately placed and taken across the estuary via the proposed boat route (Figure 1). Similarly, at Goodnight Island, materials will be taken from the barge onto the Island via another crane which will remain on the Island throughout construction works. Initially, this crane will either be taken across the estuary in parts (via the barge) and assembled on the Island.

Any machinery / vehicles required to be transported to/from the Island will be taken via the barge to/from Orient Point (Figure 1). This is in line with existing processes for getting maintenance vehicles to the Island.

Table 1: Summary of transportation risk management procedures:

Element	Risk	Mitigation Measure
Transportation Route	Multiple routes exist	Barge to use routes as shown in Figure 1 (Attachment A). Materials to be transported from Greenwell Point, machinery and vehicles to be transported via Orient Point. All contractors to comply.
Prior to transportation of materials to the Island	Barge is unprepared for spill / emergency event. Barge is overloaded/exceeds maximum weight. Materials are not appropriately documented, contained and stored on the barge.	Barge shall hold appropriate emergency spill and containment equipment (e.g. silt fencing, containment, spill kits). All materials shall be documented on a load by load basis and an MSDS provided. All machinery and vehicles requiring transport are to provide weight certificates. Materials on the back of utility vehicles should be covered via a secured tarp (as a minimum). All materials shall be properly contained in spill-proof containers prior to being placed on the barge.
During transportation of materials	Contaminating substances/materials to enter into the estuary, wetland or oyster lease area. Barge travels off course into oyster leases.	Transportation is to only occur when weather and visibility allows. Speed limits at 8km/h are to be adhered to within the estuary. Materials, machinery and vehicles are to be appropriately contained at all times. Loads are to remain covered for the duration of transportation.
After transportation to the Island	Materials are spilt/dropped into estuary or wetland area during unloading. Foreshore environment and surrounding vegetation is eroded / compromised by vehicles and machinery coming off the barge.	Materials are to be appropriately unpacked and checked for signs of leakage/spillage. All materials and machinery/vehicles are to be unloaded via a stabilised site access with a hose down facility.

Barge staff are to be appropriately trained in transportation procedures, emergency procedures and how to appropriately use containment equipment. The barge is to contain emergency contact details (such as Martime and Coast Guard details) in case an accidental spill occurs.

4.0 CONCLUSION

Provided the above mitigation measures for the transportation of construction materials are implemented, all foreseeable incidents resulting in contamination of the estuary by these materials should be mitigated.

ATTACHMENT A – FIGURES

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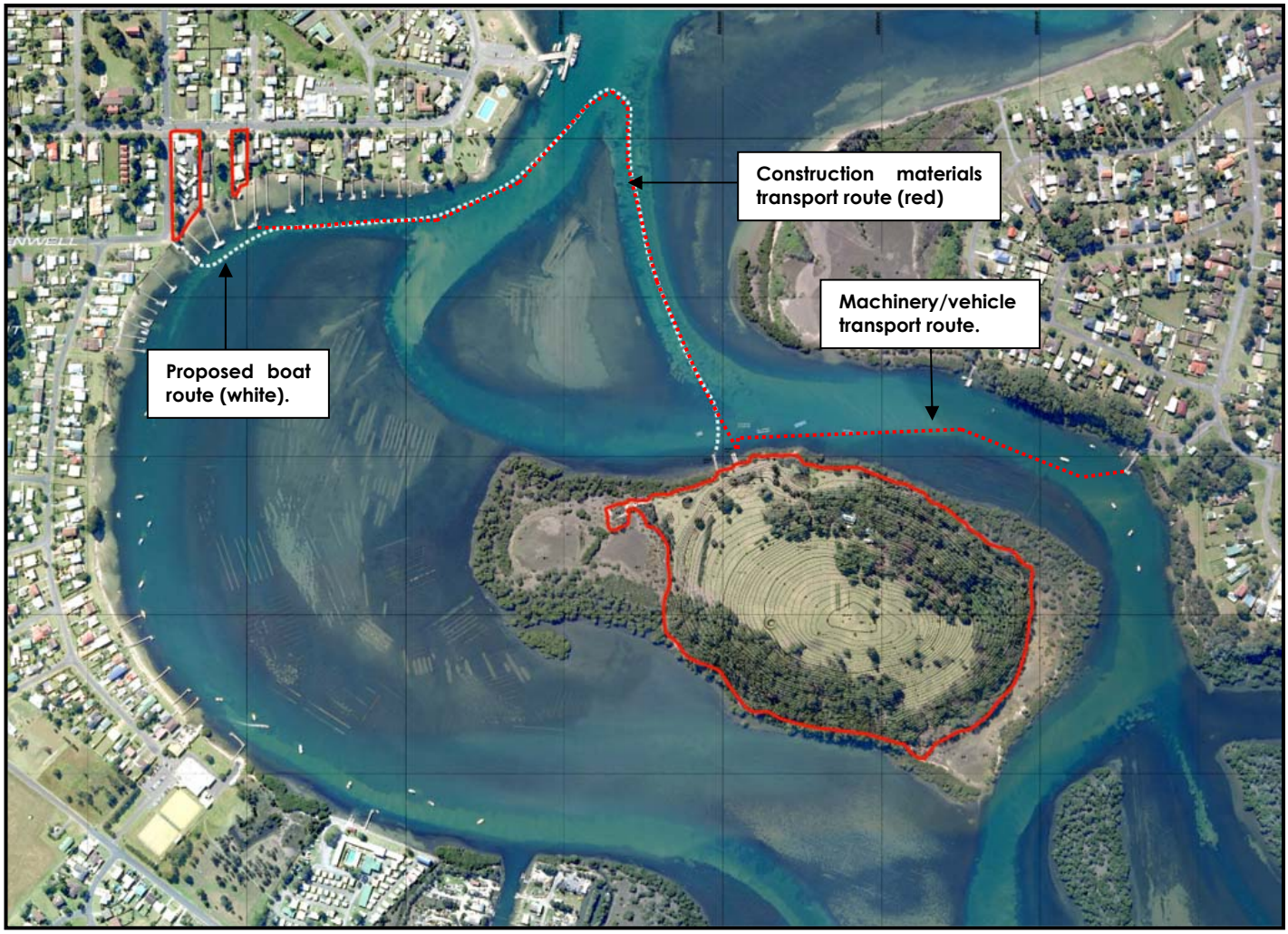

Martens & Associates Pty Ltd ABN 85 070 240 890		**Environment | Water | Wastewater | Geotechnical | Civil | Management**	
Drawn:	MLB	**PROPOSED BARGE ROUTE DURING TRANSPORTATION OF CONSTRUCTION MATERIALS AND VEHICLES/MACHINERY**	Drawing No: **FIGURE 1**
Approved:	DMM		
Date:	18.06.09		
Scale:	NA		Job No: P0601331