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Our ref: 9042281
Your ref:

Mr Andrew Davis
Development Director
P&O Ports Limited
GPO Box 4084
SYDNEY NSW 2001

Dear Mr Davis

Proposed P&O Container Terminal Upgrade (No. 06_0079)

I refer to your application dated 7 September 2006 and accompanying Preliminary Environmental Assessment document, with which you requested the Director-General's requirements for the above project.

The Director-General's Environmental Assessment Requirements are attached, pursuant to section 75F(2) of the *Environmental Planning and Assessment Act 1979*. It should be noted that the Director-General's requirements have been prepared based on the information provided to date. Under section 75F(3) of the Act, the Director-General may alter or supplement these requirements if necessary and in light of any additional information that may be provided prior to the proponent seeking approval for the project.

You should ensure that you consult with the Department prior to submission of a draft Environmental Assessment to determine:

- fees applicable to the application;
- consultation and public exhibition arrangements that will apply; and
- number and format (hard-copy or CD-ROM) of the Environmental Assessments that will be required.

Once you have lodged the Environmental Assessment, the Department will consult with the relevant authorities to determine the adequacy of the Environmental Assessment. Following this review period the Environmental Assessment will be made publicly available for a minimum period of 30 days.

You should keep the contact officer for this project, Patricia Cabezas ((02) 9228 6447 or patricia.cabezas@planning.nsw.gov.au), up to date with the progress of preparation of the Environmental Assessment, and seek clarification of any issues that may be unclear or may arise during this process.

Yours sincerely

15.5.07

Chris Wilson
Executive Director
As delegate for the Director-General

**PROPOSED P&O CONTAINER TERMINAL UPGRADE, RANDWICK LOCAL GOVERNMENT AREA
ENVIRONMENTAL ASSESSMENT REQUIREMENTS UNDER PART 3A OF THE ENVIRONMENTAL
PLANNING AND ASSESSMENT ACT 1979**

Project	Upgrade to P&O's container terminal at Port Botany. The upgrade includes: extension of rail sidings; relocation of truck access and marshalling area; and acquisition of additional plant and equipment which are expected to increase the annual capacity of the terminal to more than 1.3 million TEUs (Twenty-foot Equivalent Unit)
Site	42 Friendship Road, Matraville - P&O Ports Port Botany Terminal
Proponent	P&O Ports Limited
Date of Issue	15 May 2007
Date of Expiration	15 May 2009
General Requirements	<p>The Environmental Assessment must be prepared to a high technical and scientific standard and must include:</p> <ul style="list-style-type: none"> • an executive summary; • a description of the proposal, including construction, operation, and staging; • an assessment of the environmental impacts of the project, with particular focus on the key assessment requirements specified below; • justification for undertaking the project with consideration of the benefits and impacts of the proposal; • a draft Statement of Commitments detailing measures for environmental mitigation, management and monitoring for the project; and • certification by the author of the Environment Assessment that the information contained in the Assessment is neither false nor misleading.
Key Assessment Requirements	<p>The Environmental Assessment must include assessment of the following key issues:</p> <ul style="list-style-type: none"> • Strategic Planning – the Environmental Assessment must provide a strategic assessment for the project, with specific reference to the need for the project, the scale of the project, any staging of works associated with the project and in relation to predicted container handling demand taking into consideration, the <i>NSW Ports Growth Plan</i> and the <i>Freight Infrastructure Advisory Board's Railing Port Botany's Containers – Proposals to Ease Pressure on Sydney's Roads – July 2005</i>. • Traffic and Transport Impacts – the Environmental Assessment must consider both road and rail impacts, including impacts to the overall road/rail transport logistics for Port Botany, inclusive of Stage 1 and Stage 2 of the approved Port's expansion. The Environmental Assessment must be prepared in accordance with the NSW Roads and Traffic Authority's publication: <i>Guide to Traffic Generating Developments</i> and must include: <ul style="list-style-type: none"> → traffic generation and proposed traffic routes on arterial road networks, and measures for avoiding residential areas and sensitive land uses. The Environmental Assessment must include number of truck movements and timing; freight origin and destination; types of road of transport likely to be used (for example B-Doubles) and the capability of routes (both road and intersection) to handle the predicted increase in traffic; → details of access to the container terminal and internal road arrangements, including parking arrangements for both trucks and cars; → methods of addressing possible queuing issues; → details of possible road infrastructure upgrades and timing including consultation conducted with the Roads and Traffic Authority; → risk impacts and proposed routes for any dangerous goods transport must be included in the Environmental Assessment (a Route Evaluation Study may be required as detailed in the Department's <i>Applying SEPP 33</i> and draft <i>Route Selection</i>); → forecasts of annual train movements including an estimated range of daily train movements associated with the project; → details of design of rail sidings, capacity for longer trains and related rail

	<p>infrastructure, including accreditation requirements; and</p> <p>→ cumulative impacts, particularly with regard to the overall Port and potential cumulative mitigation measures.</p> <ul style="list-style-type: none"> • Noise and Vibration Impacts – the Environmental Assessment must include a noise impact assessment for the project, conducted in accordance with <i>NSW Industrial Noise Policy</i> (EPA, 2000). The assessment must include consideration of noise impacts during each stage of the development and each phase of operation, with a particular focus on scenarios under which meteorological conditions characteristic of the locality may exacerbate impacts. The Environmental Assessment must also include an assessment of the construction noise impacts of the project, against the criteria provided in Chapter 171 of the <i>Environmental Noise Control Manual</i> (EPA, 2004). The Environmental Assessment must clearly outline the noise mitigation, monitoring and management measures the Proponent intends to apply to the project. With respect to potential vibration impacts, the Environmental Assessment must include consideration in accordance with the DEC's <i>Environmental Noise Management – Assessing Vibration: a Technical Guideline</i>. • Air Quality Impacts – the Environmental Assessment must include a comprehensive air quality impact assessment prepared in accordance with <i>Approved Methods for Modelling and Assessment of Air Pollutants in NSW</i> (DEC, 2005) and the <i>Approved Methods for the Sampling and Analysis of Air Pollutants in NSW</i> (EPA, 2005), with particular reference to air emissions arising from vehicular movements both within the premises and on adjacent arterial roads. The Environmental Assessment must clearly outline mitigation measures to be applied and the extent to which these measures are likely to be effective in achieving the relevant environmental outcomes. • Hazards and Risk Impacts – the Environmental Assessment must include a screening of potential hazards on the site (including gas supply and electricity transmission infrastructure) to determine the potential for off site impacts and any requirement for a Preliminary Hazard Analysis (PHA). The PHA, should potential off-site impacts be identified, must be prepared in accordance with the Department's <i>Hazardous Industry Planning Advisory Paper No. 3, Hazardous Industry Planning Advisory Paper No. 6</i> and <i>Multi-level Risk Assessment</i>. Risk impacts associated with the transport of dangerous goods and hazardous materials must be documented with reference to the Department's draft <i>Route Selection</i> guideline. • General Environmental Risk Analysis – notwithstanding the above key assessment requirements, the Environmental Assessment must include an environmental risk analysis to identify potential environmental impacts associated with the project (construction and operation), proposed mitigation measures and potentially significant residual environmental impacts after the application of proposed mitigation measures. Where additional key environmental impacts are identified through this environmental risk analysis, an appropriately detailed impact assessment of these additional key environmental impacts must be included in the Environmental Assessment.
<ul style="list-style-type: none"> • Consultation Requirements 	<p>You must undertake an appropriate and justified level of consultation with the following parties during the preparation of the EA:</p> <ul style="list-style-type: none"> • Department of Environment and Climate Change; • Randwick City Council; • Council of the City of Botany Bay; • RailCorp; • NSW Roads and Traffic Authority; • Sydney Ports Corporation; and • the local community. <p>The Environmental Assessment must clearly indicate issues raised by stakeholders during consultation, and how those matters have been addressed in the Environmental Assessment.</p>
<p>Deemed refusal period</p>	<p>Under clause 8E(2) of the <i>Environmental Planning and Assessment Regulation 2000</i>, the applicable deemed refusal period is 60 days from the end of the proponent's environmental assessment period for the project.</p>