

# Port Botany Expansion – DA494-11-2003-I-Mod-18

## Port Botany Quayline Equalisation – SSI-79878464

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18 August 2026

# Port Botany Expansion – DA494-11-2003-I-Mod-18

## Approved development

- State significant development (SSD) DA494-11-2003-i was approved on 13 Oct 2005.
- Construction and operation of a container terminal with 4 berths, road and rail access; boat ramp and enhancement works within Penrhyn Estuary (Stage 1).
- Stage 2-construction and operation of 12 hectares of additional container terminal area and quayline to the north of Stage 1, was approved on 22 August 2006.

## Proposed modification

|                                        |                                                                                                                                                                                                                                                                                                 |
|----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Contemporising conditions              | <ul style="list-style-type: none"> <li>• updating legislative references</li> <li>• updating conditions to current standards and requirements</li> <li>• provision of documents / reports to the Planning Secretary</li> <li>• combine various related conditions into one condition</li> </ul> |
| Dredging                               | <ul style="list-style-type: none"> <li>• remove and or amend conditions relating to capital</li> </ul>                                                                                                                                                                                          |
| Community Consultative Committee (CCC) | <ul style="list-style-type: none"> <li>• delete the Rail Noise Working Group (the CCC reports on rail noise)</li> <li>• change the attendees of CCC meetings</li> <li>• allow for online meetings to occur</li> </ul>                                                                           |
| Deletion of conditions                 | <ul style="list-style-type: none"> <li>▪ Conditions to be deleted as satisfied and no longer required</li> </ul>                                                                                                                                                                                |



# Issues raised

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## Contemporising

- Consent updated to reflect current approaches - administrative updates align the consent framework with contemporary regulatory systems and guidance.
- Amending construction management plans to reflect performance based outcomes.

## Removal of dredging related activities

- Remove and/or amend conditions that relate to dredging as capital dredging and reclamation works have been completed.
- New condition B2.7A - no capital dredging or reclamation works permitted under the consent.
- Any future capital or maintenance dredging would be subject to the provisions of State Environmental Planning Policy (Transport and Infrastructure) 2021 SEPP.

# Issues raised

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## Community consultative committee

- The Applicant seeks to amend the requirements for consultation with community, and remove duplication where certain conditions and outcomes are reported on various other forums (e.g. rail noise is addressed as a standing agenda item for CCC meetings including community complaints).
- Council's and community member feedback do not support proposed amendments.
- Existing CCC conditions generally align with the intent of the Department's updated CCC guideline.
- Proposed amendments are supported as they do not alter the operation or reporting requirements of the CCC.

## Deletion of conditions

- Conditions proposed to be deleted have been satisfied and are no longer required.
- Majority of the conditions relate to matters being addressed before / as part of construction, or plans / documents submitted for Planning Secretary approval, or delivery of permanent infrastructure.
- Updated project description to reflect final built infrastructure e.g. pedestrian bridge, noise barriers.

# Issues raised

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## Bayside Council:

- Confirm works completed and relevant Occupation Certificates issued – deletion of conditions.
- Concerns relate to impacts to Lady Robinsons Beach - monitoring of the wave and wind climate.

## Randwick City Council

- Conditions require sediment control and ongoing habitat maintenance to uphold perpetual offset obligations and protect the ecological values of Botany Bay.

## Feedback

- Community member raised concerns about community consultation and conservation of the Botany Bay marine environment.

# Questions

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# Port Botany Quayline Equalisation – SSI-79878464

## Proposal

- Extend southern Brotherson Dock quayline by 314 m.
- Reclaim 5.4 ha of land for future container terminal
- Dredge 600,000 m<sup>3</sup> of material from channel/berths.
- Demolish tug-boat jetty.
- Construct and operate new bulk liquids berth (BLB3).
- Demolish bulk liquids berth 1 (BLB1).
- Associated bulk liquids infrastructure.
- Construction compounds.
- Staged construction over 6-years.
- Future container terminal subject to separate approval.



# Water quality-sediment dispersal

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- Water quality would primarily be impacted by dredging, with dredge slurry discharged to the reclamation area. The slurry would be dewatered and treated water discharged into Botany Bay.
- Other minor impacts would be from construction such as pile extraction, pile driving and placement of rock bund.
- Water quality would be impacted by mobilisation of sediments into a sediment plume – the extent and concentration of the plume would be influenced by tide and wind conditions, catchment inflows and storm events.
- Sediment may contain contaminants (addressed in contamination).
- Project would be subject to an Environmental Protection License (EPL) issued by EPA due to quantity of dredging undertaken.

- Modelling indicates sediment plumes, in worst case situation and if not appropriately managed, would:
  - extend out of Brotherson Dock.
  - have a peak Total Suspended Solids of up to 300mg/L within Brotherson Dock (worst case conditions).
  - have a maximum of 50mg/L at the boundary of Brotherson Dock and Botany Bay.
- Within the majority of Botany Bay, TSS is not expected to exceed 10mg/L.
- The 50mg/L TSS criteria is consistent with other recent infrastructure projects, and the Department considers it reasonable to adopt this threshold level.



# Water quality – sediment dispersal controls

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- The Proponent has committed to real time monitoring of TSS and will set a “conservative” trigger of 20mg/L to allow alteration to the dredging operations to occur (relocate or reduce rate of dredging etc).
- Silt curtains are considered a potential risk for ingestion into the dredge, and the recommended conditions include that the Proponent assess the use of alternative sediment control solutions and justify the use or rejection of alternative solutions. The EPA supported the draft recommended conditions.

To address water quality impacts and to maintain appropriate outcomes, the Department has recommended the following conditions in the Dredging and Reclamation Sub-Plan:

- Implement measures to maintain TSS concentrations at the dredge overflow to below 50mg/L.
- Management approach such as staging and adjusting activities to minimise TSS concentrations.
- Additional controls for finer material to maintain TSS within concentration limits committed in the EIS and RTS (20 mg/L).
- Trigger Action Plan for exceedances of threshold limits and proactive actions to ensure the threshold limit is not exceeded.

# Contamination

- A Preliminary Site Investigation (PSI) undertaken in accordance with EPA methods and endorsed by a site auditor concluded the construction of the project presented a limited contamination risk.
- Within Brotherson Dock, Contaminates of Potential Concern (CoPC) assessed as potentially occurring within the sediments included TBT, total TPH, arsenic, lead, mercury and zinc, organochlorine pesticides.
- Additional testing in 2025 detected metals in all samples, with exceedances above Default Guideline Values:

| Metal   | Default Guideline Value | Number of exceedances | Maximum exceedance |
|---------|-------------------------|-----------------------|--------------------|
| Arsenic | 20 mg/kg                | 7                     | 86.7 mg/kg         |
| Copper  | 65 mg/kg                | 4                     | 71.4 mg/kg         |
| Lead    | 50 mg/kg                | 4                     | 124mg/kg           |
| Mercury | 0.15 mg/kg              | 4                     | 0.6 mg/kg          |
| Zinc    | 200 mg/kg               | 2                     | 322 mg/kg          |

# Contamination

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- Elutriate testing results showed that metals were not present above the adopted Default Guideline Values (DGVs). Testing included organotins, PAHs, PCB and OCPs.
  - TBT was detected above the DGV of 0.009 mg/kg in four samples with a maximum concentration of 0.137 mg/kg reported.
  - The PSI concluded that potential mobilisation of contaminants from dredging and reclamation has a medium level of risk, which is reduced to low with the application of mitigations.
  - Mitigations include:
    - Unexpected finds procedure.
    - Additional sampling and analysis prior to construction.
    - Managing dredging (where possible) to reduce impacts to known contaminates.
    - Site auditor to review contamination documents and plans, unexpected finds procedure and post-remediation validation reports.
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# Aquatic ecology

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- Direct impacts to marine ecology due to construction include loss of habitat through removal of piles or dredge material, land reclamation, and aquatic species interaction with suspended solids.
- Impacts to fish could result in inhibited predator and prey detection, potential avoidance of the area, or increased mortality for less mobile species.
- Seagrasses may be impacted by reduced light levels due to turbidity - Zostera species at Foreshore Beach (Type 1 and 2 Key Fish Habitat) could potentially be impacted at levels that may impede growth.
- Mega fauna (whales dolphins fur seals etc) are expected to either avoid the area of increased sedimentation, or minimise time in the affected area.
- Underwater noise (piling and dredging) could have lethal impacts for marine species (species dependent) and fish species may experience Temporary Threshold Shift (TTS) (change in hearing) within 925m.

# Aquatic ecology

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- Proponent's management measures include:
  - Marine mammal management zones includes construction shutdown if marine mammals observed within relevant zones.
  - A Marine Biodiversity Offset Strategy includes White's Seahorse identification and relocation.
- The Department has recommended the preparation of a Key Fish Habitat Strategy to offset impacts to fish habitat, which outlines the area of harm and offset requirements at a ratio of 2:1, and monitoring requirements.
- DPIRD Fisheries provided comments to the Department that their requirements had been addressed.
- The Department considers impacts to be transitory (during construction) and that long term impacts are acceptable and manageable.

# Hazards and risk

- The Proponent has undertaken a multi-level risk assessment which concluded the overall risk of the project (BLB3) would be low.
- The individual risk criterion for industrial use is restricted to the area around BLB3 (red contour line).
- The Department's Hazard Specialist is satisfied the Quantitative Risk Assessment was prepared in accordance with HIPAP guidelines and demonstrated the project did not increase the overall risk to workers in the area.



# Hazards and risk

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- The overall risk of the project to the Port Botany Land Use Safety Study is negligible.
- The Study was completed in 1996 and assessed the risks associated with development in Port Botany. The risk results in the Study represents the worst-case scenario, which included manufacturing, however development in the port is focussed on container terminals and bulk storage, and manufacturing land uses (with a greater overall risk profile) have not developed in Port Botany.
- The risk of an aircraft crash was assessed in the Quantitative Risk Assessment and considered to be an extremely rare incident of the order of one in billions of years.
- The Department has recommended conditions requiring design and safeguards in the construction of BLB3, including fire safety study, hazard and operability study and final hazard analysis.

# Council comments



## Bayside Council

- Monitor erosion of Lady Robinsons Beach during and post-works.
- Retaining aquatic native plants and monitoring artificial habitats and sea horses for 5-years.
- Remove marine pests.
- Ongoing community consultation during construction.
- Acid sulfate soils assessment if required.

## Randwick City Council

- Lack of detail on marine habitat and key fish habitat offsets.
- Cumulative individual risk contours for BLB3.
- Impacts and risks to aircraft.
- Detailed site investigation and independent site auditor required.
- Noise impacts on nearby residents.
- Lack of detail on traffic and transport issues.
- Ongoing community consultation.

# Department's assessment

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## Assessment conclusion

- The issues of water quality, contamination, marine ecology, hazards and risks, noise and traffic have been addressed and can be appropriately managed through the Proponent's environmental mitigation measures and the recommended conditions.
- The project is consistent with the State's transport and freight strategies of improving freight handling efficiencies and the port supply chain and supporting economic growth and productivity.
- The project delivers port infrastructure that meets changes to international shipping.
- The operation of the bulk liquid berths is maintained during the construction of the project.

# Questions

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