



MEETING	Community Consultative Committee (CCC) - Eden Breakwater Wharf Extension Project (Workshop)		
MEETING NO.	1 - Workshop	DATE	Wednesday, 19 July 2017
LOCATION	Captain's Table – Eden Fishermen's Club	TIME	6.00pm
ATTENDEES	Gail Ward, John Aveyard, Natalie Godward, Greg Thomson, Rob Bain, Richard Lamacraft, Debbie Meers, Tim Whitaker, Mike Crandell, Chantel Steele, Brian Tan, Garry Ward, Coral Reynolds		
APOLOGIES	Jenny Robb, Dr Denis Lawrence, Leanne Scott, Andrew Dooley, Glenn Vardy, Kell Dillion, Matt Jones, Steve Heffernan, BJ Cruse, Megan Cleary, Robin Arthur, Graham Stubbs, Mike Skitt, Paul Webster		
PREPARED BY	Coral Reynolds		

1. Welcome and apologies

Greg introduced the project team members to attendees:

- Coral Reynolds (Comacon) - Community Advisor
- Chantel Steels (Advisian) – Workplace Health, Safety & Environmental Surveillance Officer
- Mike Crandell (Advisian) - Construction Manager
- Brian Tan (Advisian) - Project Engineer
- Garry Ward (Heron Construction) - Dredging Operations Manager

Greg advised what the purpose of the meeting was and reviewed the agenda with attendees.

2. Overview of Community Consultative Committee requirements

Greg provided an overview of the NSW Department of Planning and Environment's (DP&E) requirement for a State Significant Infrastructure project to appoint a Community Consultative Committee (CCC). Greg advised that he has consulted with the DP&E and been advised that the project is able to utilise the existing Community Liaison Group and its existing membership, however, there will be some changes to the Terms of Reference (TOR).

This will include keeping the community:

- informed about the projects;
- consulted on the development of the projects, management plans and proposed changes to approved projects; and
- provide feedback to proponent on key issues about the projects.

Greg discussed that key roles of the CCC is to share project information to the community and to provide feedback from the community to the project team.

Greg advised that there is a requirement to separate the two existing projects; Eden Breakwater Wharf Extension Project and the Safe Harbour Project.

This will involve having separate meetings with separate minutes but the two meetings can be held consecutively with no change to membership.

Meeting attendees raised the issue of being approached by local media seeking information about the project. The community members were advised by the project team that there will be

increased project communications now a dedicated communications resource had joined the team.

Project communications will include a monthly project update to replace the existing fact sheets, a dedicated 1800 number, email and postal address are being established; and that the Department of Industry will continue to liaise with the media.

Some CCC members noted they are also contacted by Andrew Constance's office for project information. Coral advised that she will contact Andrew Constance's office directly and liaise with his office to keep them updated about the projects.

It was noted that the Department have media protocols that need to be followed and these protocols do not always meet with the expectations of the media with regard to response times.

Code of Conduct and Pecuniary and Other Interests

Greg discussed the requirement for CCC members to review the Code of Conduct, and Pecuniary and Other Interests Form which was given to members.

Greg asked the CCC to take the forms home with them to review and to return and sign at the next meeting. If members had any questions about these forms they were to contact him directly.

3. Review of Construction Environmental Management Plan and sub-plans

Mike explained to the CCC that the purpose of the Proponents Construction Environment Management Plan (CEMP) is to distil the information published over the past 12 months and pertinent to the construction phase of the project. These published documents include;

- The Environmental Impact Statement (EIS) prepared by the Proponent (Department of Industry – Lands)
- Submissions from Agencies and the public received in response to the EIS
- The Proponents responses to the public and Agencies submissions
- Commonwealth Approvals included EPBC referral decision and the Sea Dumping Permit
- Environmental Protection Licence from the Environmental Protection Licence
- Department of Planning and Environment Conditions of Consent

The overall CEMP is then further distilled into sub-plans that deal with specific aspects of environmental management of the project with the Department of Planning and Environment requiring a number of these sub-plans to be reviewed in consultation with the CCC and other Agencies with the two sub-plans required to be reviewed by the CCC being the Traffic Access and Transport subplan and the Construction Noise Vibration and Management sub-plan for review tonight.

Mike also noted that these 2 subplans only relate to the dredging works and further consultation with the CCC will be required once the marine structures contractor is appointed and they develop their contract specific sub-plans.

Richard noted Aconex is referenced in the sub-plans. Attendees were advised that Aconex is used as a project document control system and was not open to the public.

However all project documents including finalised CEMP and sub-plans will be uploaded to the Department's project website which will be updated on a regular basis.

Richard asked if the issue of underwater acoustics had been considered as this didn't appear to be covered in the noise and vibration sub-plan as there are currently people living on boats in Snug Cove. Attendees were advised that Roads and Maritime Service (RMS) had been consulted and that people living on boats would be regularly updated with project information.

Greg advised attendees that the underwater noise level information was obtained from noise monitoring and modelling during the construction of the navy wharf was built and the zones of exclusion were determined utilising this noise monitoring/modelling work.

Attendees asked if there would be ongoing monitoring and compliance of the implementation of the two sub-plans. The project team advised that the DP&E will manage monitoring and compliance and that there are also regular internal and external audits undertaken during construction to monitor this..

Traffic, access and transport sub-plan

The plan was reviewed with attendees, in particular:

- Plan purpose/overview
- Proposed heavy vehicle routes
- Hours, duration and truck movements per day
- Out of hours deliveries
- Marine construction and vessel mooring zones
- Minimising disruption to Port businesses
- Pedestrian access arrangements
- Public safety

The meeting discussed the proposed routes for heavy vehicles travelling to and from site - the blue route denoting travel to site and the red route denoting travel from site.

CCC members asked why the routes were chosen that has heavy vehicles travelling through two school zones; Eden Public School and Eden High School.

Meeting attendees were advised that these were the only viable routes available for construction traffic following Bega Valley Shire Council excluding the gentrified section of Imlay Street from heavy vehicle use.

Garry advised that truck drivers and delivery companies would be educated through the project induction and regular site toolboxes which will include discussion of road safety and legal speed limits, particularly when passing through school zones.

Coral advised that the project team would visit these schools and advise students about safety around heavy vehicles. Information will also be provided to parents, teachers and visitors to these schools.

The meeting discussed the condition of the roads and who would be responsible for restitution at the end of the project considering some the routes being used for the project do not appear to be designed for heavy vehicle use and are in varying states of repair/disrepair.

Greg advised that a dilapidation survey had been undertaken which is to be submitted to Bega Valley Shire Council on 21 July to establish the base line of road condition on the routes which will prove useful in determining the extent of repairs the Department may need to undertake at the completion of the project.

It was noted that there will only be a few truck movements per day to site during the dredging works with the bulk of the trucks travelling early morning and late afternoon. Trucks would be used to bring in plant and equipment for site establishment works, concrete trucks for scour protection, and fuel deliveries. Heavy duty mobile cranes will also be required to come to site but these would not be oversized. There are also no planned out of hours deliveries.

The meeting discussed the dredging footprint which shows vessel movements. Richard advised that vessels do not use UHF channels but instead use VHF Channel 16 (for initial contact "*call channel*") and VHF Channel 08 (for in the Port "*working channel*"). The project team noted this.

Richard discussed that he has had difficulty previously finding the published "Notice to Mariners". Greg advised that this information is available on the Port Authority website and will provide this information to the CCC. (*PMN: the Harbour Master has also committed to placing notices to mariners on the Harbour Masters notice board just outside his office*).

The meeting reviewed the mooring and working zones and the work site. Garry advised that:

- Temporary fencing will be erected around the wharf and will still enable Gotcha Bait to operate as normal.
- Pedestrian access to the wharf will not be permitted during construction.
- Enhancement of line marking where required will be undertaken to denote passage to Shelly Beach.
- There will be limited parking options in the vicinity of the breakwater wharf, however, vehicles visiting businesses will still be able to load and unload.
- Is highly unlikely that the mooring zone will be used during the dredging phase.
- Ship and pilots will still be able to use the wharf for emergencies under the instruction of the Harbour Master.
- There will be a 50m exclusion zone around the dredge.
- The T Jetty will be utilised for offloading from cruise ships – via the ships tenders.
- Anyone accessing tugs at the end of the Breakwater Wharf will need to be inducted to site and that the lease will expire shortly.

Natalie advised that Svitzer had brought a barge to the T Jetty to facilitate passenger transfer and had no issues with using the T Jetty.

Greg noted that buses for cruise ships will be located at the front of the co-op and the plan was to minimise disruptions to local businesses. Greg also noted that he will check the existing parking signs and have these amended if required to ensure no parking zones are clearly defined, particularly in the vicinity of the Shelley Beach access route.

Richard discussed the large number of recreational boats that visit throughout the year, with the peak period around the time of the Sydney to Hobart yacht race. Coral advised that she will notify the Cruising Yacht Club of Sydney, the Afloat magazine and other organisations of the changed conditions in the Port of Eden.

The meeting discussed the possible impact of the project on the Eden Whale Festival. Greg advised that the project team had met with festival organisers earlier that day to review the fireworks at the wharf, dragon boat races, traffic management, road closures and other aspects of the festival. The project team will continue to liaise with festival organisers to manage the impact of the project on the festival.

Meeting attendees asked if there were any planned out of hours and weekend deliveries. Garry advised he wasn't expecting any and at this stage, they are considering to only undertake concrete pours in normal construction hours Monday and Friday but may still pour on Saturdays.

The meeting discussed the difficulty of parking at the wharf during peak tourist season.

Richard queried sections of the plan pertaining to the use of mobile phones which were conflicting. Greg noted this and advised the plan will be updated to remove this conflict.

The meeting discussed the safety practice of using horns on plant for warning workers in the vicinity. Garry advised that for the dredging plant, flashing warning lights in lieu of blowing their horn will be implemented to reduce noise.

Gail asked about the duration of 24/7 hour dredging noting a recent article in the Eden Magnet. The project team clarified it will take approximately eight to ten weeks, contingent on weather and geological conditions, and that after dredging has been completed all works will be within the standard construction hours.

Noise and vibration sub-plan

The plan was reviewed with attendees, in particular:

- Plan purpose/overview

- Construction hours, dredging and offshore disposal activities
- Background noise and predicted noise levels per activity
- Night Dredging Protocol
- Noise monitoring
- Mitigation measures
- Community consultation and contact details

The project team clarified the locations of noise monitoring locations, why these locations were chosen, and that monitoring will be undertaken for the first three weeks of night dredging.

Richard asked where areas A, B and C were that are referred to in the plan as this is not shown in the plan he received. Mike advised that this information was an oversight and will now be included in the Sub-plan for clarity.

Meeting attendees had no comments related to the Night Dredging Protocol. It was reiterated that noise monitoring will be done nightly for the first three weeks of night dredging. *(PMN: to clarify, noise monitoring will be undertaken 24/7 for the duration of the dredging campaign, not just for the first 3 weeks)*

The CCC asked what the plan was to manage noise. Garry advised that Heron are in the process of installing additional noise attenuation and noise deflectors to the body of the dredge to reduce as far as reasonably practicable to noise at the sensitive receivers.

During dredging they also could:

- amend the location of dredging depending on wind direction and
- undertake noisy works close to shore during the day

The operational mitigating actions implemented will also be determined by the outcomes of the noise level monitoring at the three designated locations.

Greg discussed how complaints will be managed by the Department during the night dredging works, the assessment period of three weeks, how regular updates are to be provided to the DP&E, the role of the Communications Advisor, community consultation undertaken which has included doorknocking sensitive receivers and letterbox drops of Eden residents. Richard noted that many residents have post office boxes and to ensure that they received notifications.

Greg noted that he had received a telephone call from Leanne Scott regarding decibel (dB) levels and had advised that the dredging noise levels are required to comply with the levels set out in the EIS and RTS. Garry stated that he had been advised by his noise consultants that noise levels for dredging will not exceed 75dB. If noise levels exceed the levels set out in the EIS and RTS additional modifications will be made to the dredge, where possible.

4. Questions

Meeting attendees discussed RMS moving moorings. Mike advised that he had been liaising with RMS and that there are only two moorings left to move which will be done in the next few weeks.

5. Next Steps

Greg advised the meeting that the next steps were as follows:

- Meeting minutes will be prepared and provided to attendees, then submitted to the DP&E.
- The Council will review and provide their requirements for the Traffic, Access and Transport Sub-plan.
- The EPA and Council will review and provide their requirements the Noise and Vibration Sub-plan.

- After these sub-plans have been reviewed they will be submitted to the DP&E for approval, which will happen in the next week as these sub-plans are to be submitted one month prior to construction

The next CCC meeting will be held on 23 August just prior to dredging commencing.

Meeting attendees asked again about damage to roads and damages being paid for by local residents. Greg reiterated that a road dilapidation survey has been completed and restitution will be made at the end of the project by the Department if deemed to be the cause of the damage. Attendees also discussed Eden being a working port with no dedicated heavy vehicle route.

Meeting attendees were thanked for attending.

The meeting closed at 7.11pm.