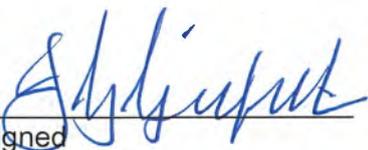


PORT AUTHORITY OF NSW

APPROVAL UNDER PART 5 OF THE
ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979

I, the Chief Executive Officer for Port Authority of NSW, approve the Activity referred to in Schedule 1 in accordance with Part 5 of the *Environmental Planning & Assessment Act 1979* (EP&A Act), subject to the mitigation measures being implemented as specified in Schedule 2. I have determined that there will not be a significant effect on the environment from this Activity and, therefore, no environmental impact statement is required.


Signed

GRANT GILFILLAN
Print name

Date: 11/3/19

PANSW Reference: C17/883

SCHEDULE 1

Proponent:	Port Authority of NSW (Port Authority)
Determining Authority:	Port Authority
Land:	Part of Lot 10 DP 1170710
Activity / Project:	The Activity described in the following documents prepared by AECOM: <ul style="list-style-type: none">- Review of Environmental Factors titled <i>Glebe Island Multi-user Facility</i> dated 24 January 2018; and- Response to Submissions Report titled <i>Glebe Island Multi-user Facility</i> dated 30 January 2019
Activity under Part 5 of the Act:	The development is an activity under Part 5 of the EP&A Act, because it is a development of a kind described in clause 68 of the <i>State Environmental Planning Policy (Infrastructure) 2007</i> .

SCHEDULE 2: Summary of Mitigation Measures

Mitigation Measures Relating to Site Operations		
1.	Hours of Operation	1.1 All construction works will generally be undertaken between Monday to Friday 7am and 6pm and Saturdays 8am to 1pm, unless inaudible at the closest residence. Any proposed out of hours works will need to be approved by the Port Authority and advance notifications provided to the community via email and/or the project website.
		1.2 The Activity is permitted to operate 24 hours a day, 7 days a week as required.
2.	Construction Environmental Management	<p>2.1 A Construction Environmental Management Plan (CEMP) will be prepared to describe how the Project would be managed through the construction phase in order to minimise and manage potential environmental impacts. The CEMP will include:</p> <ul style="list-style-type: none"> i. A description of construction activities, including an indication of stages of construction, where relevant. ii. Statutory and other obligations required to be fulfilled / met during construction, including approvals, consultation and agreements required from regulatory authorities and other stakeholders. iii. A description of the roles and responsibilities for relevant employees involved in the construction of the Project. iv. A risk assessment in order to identify potentially high risk construction activities. v. Environmental management mitigation and management measures to be implemented during each stage of construction. vi. Details of how the environmental performance of the construction works would be monitored, and what actions would be taken to address identified adverse environmental impacts. vii. Environmental incident management and reporting procedures and protocols. viii. Details of environmental training and awareness including site inductions. ix. Complaints handling procedures during construction and site preparation. <p>The CEMP will be a working document, subject to ongoing review and update as necessary to respond to changes to any information contained in the CEMP or its sub-plans and to take account of events or circumstances which will, or may, affect the works.</p>
		<p>2.2 As part of the CEMP, the following environmental management sub-plans will be prepared to the satisfaction of the Port Authority of NSW and implemented prior to commencement of on-site works:</p> <ul style="list-style-type: none"> i. Construction Water, Erosion, Soil and Sediment Control Sub-plan (including an Acid Sulfate Management Protocol if required); ii. Construction Noise and Vibration Management Sub-plan; iii. Construction Air Quality Management Sub-plan;

		<ul style="list-style-type: none"> iv. Construction Traffic Management Sub-plan; and v. Construction Waste Management Sub-plan.
3.	Operational Environmental Management	<p>3.1 An Operational Environmental Management Plan (OEMP) will be prepared to the satisfaction of the Port Authority for each lessee or user of the facility and implemented for the site during operation. The OEMP(s) will include:</p> <ul style="list-style-type: none"> i. A description of all activities to be undertaken on the site. ii. Statutory and other obligations required to be fulfilled / met including all approvals, consultations and agreements required from authorities and other stakeholders. iii. Environmental management sub-plans (e.g. for noise, air quality, traffic, waste, etc.) in order to address the Project aspects and potential environmental impacts. These sub-plans will include site-specific management practices and procedures. iv. Details of how the environmental performance of the site will be monitored, and what actions would be taken to address identified adverse environmental impacts. v. A description of the roles and responsibilities for all relevant employees and third party operators involved in the Project. vi. Environmental incident management and reporting procedures and protocols. vii. Details of environmental training and awareness including site inductions. viii. A complaints handling procedure. <p>3.2 As part of the OEMP, a number of environmental management sub-plans will be developed in order to manage site-specific environmental aspects. Environmental management sub-plans will include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> i. Noise Management Sub-plan. ii. Air Quality Management Sub-plan. iii. Traffic Management Sub-plan. iv. Waste Management Sub-plan.
4.	Solar Panels	The Port Authority will investigate the feasibility of installing solar panels on the multi-user building in the context of community feedback around visual amenity, use of low reflection materials on the roof and environmental sustainability. The outcomes will be communicated to the local community.
5.	Noise	<p>5.1 The Port Authority will implement a procedure to manage noise from uncharacteristically noisy vessels at the multi-user facility prior to operations commencing. The White Bay Glebe Island Community Liaison Group would be consulted during development of the procedure. Some aspects that will be considered under the procedure include:</p> <ul style="list-style-type: none"> i. First visit by a vessel ii. Subsequent vessel visits iii. Management and mitigation of noise from vessels. <p>(Note: the Port Authority is currently developing a noise guideline and</p>

		<p>procedure in consultation with the EPA and the DP&E to proactively manage noise emissions from uncharacteristically noisy ships).</p>
		<p>5.2 The construction contractor will, where reasonable and feasible, apply noise mitigation measures including:</p> <ul style="list-style-type: none"> i. Turn off plant that is not being used. ii. Ensure plant is regularly maintained in accordance with manufacturer's specifications, and repair or replace equipment that becomes noisy. iii. Schedule more noisy activities during less noise sensitive periods. iv. Use non-tonal reversing alarms. v. Wherever feasible, turning circles should be created at the end points of vehicle work legs, which should allow trucks to turn and avoid the need for reversing. vi. Driver training and site induction sessions will occur on the potential adverse impact of reversing alarms and the need to minimise their use.
		<p>5.3 Where feasible and reasonable, to minimise the impact of heavy vehicles on local roads and residential receiver locations, the following will occur during construction:</p> <ul style="list-style-type: none"> i. All trucks should be fitted with original equipment manufacturer (OEM) equivalent or quieter mufflers, and other noise control equipment. ii. Pick-ups and deliveries would be conducted during standard construction hours. iii. Truck drivers are to avoid: <ul style="list-style-type: none"> ▪ Heavy acceleration and braking ▪ Compression braking ▪ Reversing ▪ High speeds ▪ Idling outside noise sensitive receivers iv. Truck routes to and from the Project site would be via major roads where possible.
		<p>5.4 For vibration intensive activities (construction or operation) that occur within the safe working distances, mitigation and management measures will include:</p> <ul style="list-style-type: none"> i. Use of less vibration intensive methods of construction or equipment. ii. All equipment will be maintained and operated in accordance with manufacturer's specifications. iii. Wherever possible, vibration intensive works will be limited to the least sensitive times of the day. Respite periods should be negotiated with the community for construction activities expected to generate high levels of vibration. iv. If vibration intensive equipment is to be used within the safe working distances for cosmetic damage, then attended vibration measurements will be undertaken when work commences, to

		<p>determine site specific safe working distances.</p> <p>v. Vibration intensive work will not proceed within the site specific safe working distances unless a permanent vibration monitoring system is installed, to warn operators (e.g. via flashing light, audible alarm, etc.) when vibration levels are approaching the peak particle velocity objective. If alarms are triggered work will then be temporarily halted, the item of plant that triggered the alarm will be identified and alternative work methods will be considered (e.g. using non-vibratory rollers in place of vibratory rollers or using lighter rated equipment).</p> <p>5.5 The following will be undertaken at the relevant stage of the Project (detailed design, commissioning and operation):</p> <p>i. Prior to commissioning of the Project, the equipment will be tested to confirm that it does not exhibit “annoying characteristics” such as tonality, impulsiveness, intermittency, irregularity or dominant low-frequency content.</p> <p>ii. The following hopper bin noise treatment methods will be considered during detailed design and/or procurement:</p> <ul style="list-style-type: none"> ▪ Internally line the metal hopper bin with a resilient material (e.g. rubber). ▪ Stiffen/dampen the metal hopper bin walls (e.g. by cross bracing and/or increasing the wall thickness of the bins). ▪ Provide an acoustic screen above the hopper bins. <p>The selection of the preferred hopper bin noise treatment method will be undertaken in consultation with, and to the satisfaction of, the Port Authority.</p> <p>iii. The storage building entry/exit doors and gates will be provided with ‘soft-stops’ to avoid metal ‘bangs’.</p> <p>iv. Should storage building entry/exit warning systems be required for safety purposes, the use of audible warning devices will be avoided and visual warning devices used, subject to WHS requirements.</p> <p>v. Only non-tonal movement alarms and/or visual warning devices will be used on all plant and equipment on site, subject to workplace health and safety requirements.</p> <p>vi. Any metal drainage grates will be mounted on resilient pads, or otherwise noise attenuated, to reduce impact noise as vehicles pass over them.</p>
<p>6.</p>	<p>Air Quality</p>	<p>6.1 Until the International Maritime Organisation’s (IMO) global fuel oil sulfur limit of 0.5% commences on 1 January 2020, ships at berth serving the multi-user facility will be required to limit sulfur emissions by:</p> <ul style="list-style-type: none"> ▪ Using low sulfur fuel (0.5% sulfur content or less)*; or ▪ Using an exhaust gas cleaning system certified and approved in accordance with the IMO Guideline for Exhaust Gas Cleaning Systems 2015; or ▪ Using a combination of the above measures. <p>The limit on sulfur fuel will apply from one hour after the arrival of the vessel at berth until one hour before the departure of the vessel.</p>

		<p>6.2 The construction contractor will, where reasonable and feasible, apply construction air quality mitigation measures including:</p> <ol style="list-style-type: none"> i. Any stockpiles of excavated material will be oriented in a direction that reduces exposed surfaces to prevailing winds. ii. Spilled materials which may cause nuisance dust will be promptly removed and disposed of. iii. Dust generating materials will be stored in enclosures. iv. Vehicle movements will be restricted to within designated access paths, as far as practicable. v. Measures will be taken to ensure machinery is working correctly. vi. Dust-producing works would be limited on windy days if the wind is blowing towards receptors. vii. Site or specific construction activities will be enclosed where there is high potential for dust production over long periods. viii. Excavated material and any dust generating materials will be removed from site as soon as possible, unless being reused onsite. ix. All vehicles will be maintained and engines switched off when stationary or not being used. x. The use of diesel or petrol powered generators will be avoided where possible. xi. Dust suppression of exposed areas and stockpiles will be undertaken as required using a water cart or similar. xii. Trucks transporting any fine materials will be covered and fitted with tight tailgates. xiii. Additional mitigation options will be implemented as required by the Project's Environmental Manager as a result of identified issues and/or community complaints.
		<p>6.3 Coordination with Hanson will occur during the construction and operation stages* of both projects to ensure that any dust or air emission issues are avoided or managed where possible (e.g. scheduling timing of activities appropriately, changing activities on site during high and unfavourable wind conditions).</p> <p><i>* Pending approval of SSD 8544 (Hanson's proposed Aggregate Handling and Concrete Batching Facility)</i></p>
		<p>6.4 An operational Air Quality Management Sub-plan will be developed for each user of the site, and will include, at a minimum, the following:</p> <ol style="list-style-type: none"> i. Sensitive receptors in proximity to the site. ii. The legislative framework and standards applicable to the operation. iii. Potential contributors to off-site pollutant impacts, including the pollutants that are of concern. iv. Mitigation measures required to minimise the operation's effects on local air quality including: <ul style="list-style-type: none"> ▪ Maintaining vehicles, plant and equipment in good working condition and turning off when not in use. ▪ Building slots would be open only during shipment unloading

		<p>events. A maximum of two building slots would be open at any one time during ship unloading.</p> <ul style="list-style-type: none"> ▪ The level of material placed in the radial stacker at any given time should be maintained so as to reduce the risk of spillage and limit fugitive emissions. ▪ The conveyors of operating radial stackers would be enclosed. ▪ Undertake visual surveillance of material loading and handling activities to ensure that dust emissions are minimal. ▪ Should visual surveillance or complaints from neighbouring sensitive receivers indicate the potential for dust impacts at adjacent sensitive land uses, dust mitigation measures will be reviewed and further mitigation measures investigated and implemented as deemed appropriate to alleviate the impact. <p>v. Contingency plans for complaints, pollution incidents or exceedances of the air quality monitoring criteria.</p> <p>vi. Review and reporting protocols.</p>
<p>7.</p>	<p>Air Quality Monitoring</p>	<p>Port Authority will develop an Air Quality Operation Monitoring Program, which will provide:</p> <ul style="list-style-type: none"> ▪ details of baseline data available; ▪ details of all monitoring of the project to be undertaken; ▪ the parameters of the project to be monitored; ▪ the duration and frequency of monitoring to be undertaken; ▪ the trigger for operational monitoring; ▪ the location of monitoring; ▪ the reporting of monitoring results; and ▪ the criteria to be used for assessment of monitoring results. <p>The Air Quality Operation Monitoring Program will be incorporated into the Air Quality Management Sub-plan.</p>
<p>8.</p>	<p>Traffic and Transport</p>	<p>8.1 The following mitigation measures will be implemented to minimise traffic delays and disruptions around Glebe Island during construction:</p> <ul style="list-style-type: none"> i. A Construction Traffic Management Sub-plan (CTMP) will be prepared and implemented in accordance with Safe Work Australia Guidelines General Guide for Workplace Traffic Management and the Guide for Construction Work, to the satisfaction of the Port Authority of NSW. The CTMP would take into consideration: <ul style="list-style-type: none"> ▪ The management of vehicles and pedestrians accessing the Project site during construction works. ▪ Speed limits and traffic calming measures. ▪ Coordination with other projects and activities (e.g. cruise ship days) occurring at Glebe Island and White Bay to avoid adverse cumulative impacts. ii. Delivery of construction material and plant to the Project site will be undertaken during standard construction hours, between Monday to Friday 7am and 6pm, Saturdays 8am to 1pm where

		<p>practicable, noting that long or wide load deliveries may need to take place outside of standard construction hours as per RMS requirements (in this case approval would be required to be sought).</p> <p>8.2 A new Operational Traffic Management Sub-plan (OTMP) would be prepared for each user of the multi-user facility, in accordance with the existing 2013 Part 5 approval for the site. Accordingly, the criteria listed in the Part 5 approval would be addressed, including:</p> <ul style="list-style-type: none"> i. All vehicles must enter and exit the site in a forward direction. ii. All site vehicular access / egress points and paths are to be located and designed to avoid conflicts between pedestrians, light vehicles and truck movements. iii. Appropriate car parking facilities must be provided for all staff and visitors. iv. The site layout will ensure that all vehicles being loaded and / or unloaded (or awaiting loading and / or unloading) are able to stand entirely within the licensed area. v. No queuing of trucks or vehicles outside the port area is permitted. <p>8.3 The OTMP will also include, at a minimum:</p> <ul style="list-style-type: none"> i. The speed limit at the Project site during construction and operation would be 10 km/hr (as per the existing site rules). ii. The Project site will be laid out such that, under normal operations, all trucks will proceed through the site in a forward direction (operation) iii. Truck movements from the Project site will be coordinated to minimise the peak hours, as far as practicable. This will be done in consultation with other key Port stakeholders. <p>8.4 The Port Authority will continue to consult with RMS and other stakeholders as appropriate to ensure coordination between the operation of the multi-user facility and other relevant projects and port users in the vicinity.</p>
<p>9.</p>	<p>Soil and Water</p>	<p>9.1 The following mitigation measures will be implemented to minimise soil and water impacts during construction and operation:</p> <ul style="list-style-type: none"> i. Plant and equipment will be maintained in accordance with manufacturer's specifications and daily plant inspections would be undertaken to ensure there are no leakages of oil, fuel or other liquids. ii. A spill incident procedure will be developed for use in the case of an accidental spill. iii. Appropriate spill kits will be kept onsite and all site personnel appropriately trained in the use of available spill response equipment. iv. All fuel and other dangerous goods / hazardous materials will be stored in bunded areas on site complying with the requirements of Australian Standard 1940: Storage and Handling of Flammable and Combustible Liquids. v. Any onsite refuelling will be undertaken in a bunded area or in a dedicated refuelling area away from the water's edge and

		<p>equipped with spill response kits.</p> <p>9.2 The following mitigation measures will be implemented to minimise soil and water impacts during construction:</p> <ol style="list-style-type: none"> i. If necessary, material excavated below the water table will be managed for PASS and AASS, including testing and treatment with lime in a bunded/secured area. ii. Excavated material will be disposed of to an appropriately licenced waste facility or to a development lawfully able to accept the material, in accordance with the classification of the waste under the EPA Waste Classification Guidelines. iii. If groundwater is encountered during excavation activities and dewatering is required, this will be undertaken so that the groundwater is captured and removed from site by a licensed contractor. iv. Regarding construction waste: <ul style="list-style-type: none"> ▪ Correct quantities of materials will be ordered and delivered to the site. ▪ The use of recycled materials will be investigated, including concrete and other construction materials. ▪ Existing concrete and other suitable materials will be collected and transported to crushing and recycling plants. A secured concrete washout facility may be established within the site if necessary. v. Regarding general waste (e.g. packaging material, timber, steel, etc.) and domestic waste: <ul style="list-style-type: none"> ▪ Waste bins for all necessary waste streams (general waste, contaminated waste, recycling, etc.) will be provided on site for construction waste and litter. Waste material will be regularly collected and disposed of appropriately. vi. Erosion and sediment controls will be designed and implemented where necessary prior to works commencing on the site and for each stage of construction. <p>9.3 The following mitigation measures will be implemented to minimise soil and water impacts during operation:</p> <ol style="list-style-type: none"> i. Stormwater drain inlets within the bulk material loading / unloading areas will be appropriately protected, sealed or covered during operations. ii. Any water runoff generated inside the multi-user facility building will be collected and managed appropriately (eg. treatment, off-site disposal at licensed facility and/or reuse). iii. Visual inspection will be undertaken to minimise the risk of bulk material product escapes during handling or stockpiling activities. iv. The external hardstand surface of the site will be vacuumed or swept and cleaned of any accidental spills of bulk material whenever necessary.
10.	Waste	The CEMP and OEMP(s) will include waste management procedures prepared using the principles of waste avoidance, waste reduction and waste re-use or waste recycling, in accordance with the following:

		<ul style="list-style-type: none"> i. <i>Waste Avoidance and Resource Recovery Act 2001.</i> ii. <i>Protection of the Environment Operations Act 1997.</i> iii. <i>Protection of the Environment Operations (Waste) Regulation 1996.</i> iv. <i>Contaminated Land Management Act 1997.</i> v. Waste Classification Guideline (EPA, 2014). vi. Green Port Guidelines (Port Authority of NSW, 2006).
11.	Heritage	11.1 During construction of the Project any unexpected finds of potential Aboriginal or non-Aboriginal heritage significance will be reported to the Site Manager and works will cease immediately. The Port Authority and OEH will be notified so that appropriate action can be taken according to statutory and guideline requirements.
		11.2 The detailed design of the Project will be developed with the aim of minimising visual impacts on listed heritage items, where feasible and reasonable (design and construction).
12.	Visual Amenity	12.1 The Port Authority will engage a consultant to develop options to soften the visual impact of the building. A short list of options will be discussed with the local community and a preferred option will be implemented ensuring operational functionality of the facility while considering and addressing community feedback where reasonable and feasible.
		12.2 Consideration of external construction materials and treatments will be undertaken during the detailed design phase, and will consider the use of appropriate materials to reduce reflectivity, particularly on the roof.
		12.3 Temporary construction hoardings, barriers, and signage will be removed when no longer required.
		12.4 The site will be kept tidy and well maintained during construction and operation, including removal of all rubbish at regular intervals. There will be no storage of materials beyond the site boundaries.
13.	Lighting	13.1 Ships will be required to turn off any non-essential lights consistent with on-board safety and security requirements
		13.2 Any additional construction and operational lighting required to be installed on site will be controlled so as to minimise offsite light spill, and would be subject to Australian Standard 4282:1997 Control of the Obtrusive Effects of Outdoor Lighting.
14.	Ecology	During construction and operation, site inductions will include awareness about avoiding all contact with fauna species encountered. All workers are to avoid harming any fauna species encountered, and to contact the NSW Wildlife Information, Rescue and Education Service Inc. (WIRES) if assistance is required to relocate an animal species.
15.	Socio-economic / Consultation	15.1 Consultation will continue to be undertaken with the community, potentially affected surrounding residents and other stakeholders throughout construction and operation of the Project.
		15.2 Enquiries and complaints will be recorded, investigated and responded to promptly. A register of enquiries and complaints will be

		kept.
		<p>15.3 Consultation will occur with the EPA to clarify any requirement for an EPL related to 'scheduled development works' under the POEO Act. If an EPL is deemed to be required, it will be obtained prior to the commencement of any scheduled development works on site.</p>
		<p>15.4 As per the requirements of Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005, notification letters will be sent to the Foreshores and Waterways Planning and Development Advisory Committee and any public authorities responsible for providing services to the site including potable water and sewerage systems before carrying out the development. Any matters concerning the development raised by these bodies within 30 days of giving notice must be considered.</p>
16.	Accidents and Incidents	<p>The Port Authority of NSW will be notified of any incident with actual or potential significant off-site impacts on people or the biophysical environment immediately after the occurrence of the incident, and if appropriate the NSW EPA will be notified.</p> <ul style="list-style-type: none"> i. All details of the incident will be recorded, investigated and addressed as per an Incident Procedure. ii. Written details of the incident will be prepared within seven days of the date on which the incident occurred. iii. A register of accidents, incidents and potential incidents with actual or potential significant off-site impacts on people or the biophysical environment will be maintained.