

# White Bay Cruise Terminal Operational Environmental Management Plan

Function and Event Operations

January 2022

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## Glossary of Terms and Acronyms

Term	Definitions
<b>WBCT Management</b>	Port Authority of NSW (Port Authority) is the body responsible for the general operation and management of WBCT. Port Authority has a range of personnel responsible for carrying out the responsibilities of the WBCT management. WBCT Management refers to the Port Authority General Managers responsible for the WBCT.
<b>Consultant</b>	Any specialist commissioned by the Proponent / Port Authority.
<b>Contractor</b>	The party or company performing maintenance, service or other works on-site, and includes the party or company hiring the facility for a function or event and all employees and sub-contractors.
<b>Control Measures</b>	The actions to be undertaken to achieve the stated environmental objectives, including any necessary approval, applications, consultation or monitoring.
<b>Corrective Action</b>	Nomination of the action to be implemented if the stated objectives are not being met or maintained, including the person or organisation responsible for implementing the required action.
<b>CRM</b>	Community Relations Manager
<b>Council</b>	Inner West Council (formerly Leichhardt Municipal Council)
<b>Cruise Ship Day</b>	A day in which there is a cruise ship utilising the WBCT.
<b>DPIE</b>	Department of Planning, Industry and Environment (formerly Department of Planning and Infrastructure). DPIE is responsible for regulating the WBCT's Project Approval
<b>Director-General</b>	The former "Director-General" role of the Department of Planning and Infrastructure (now DPIE) (refer also to "Planning Secretary")
<b>Environmental Issue</b>	The aspect of the environment requiring management consideration.
<b>Environmental Intent</b>	Description of the intended management approach for the environmental issue.
<b>EOM</b>	Environment Operations Manager
<b>EP&amp;A Act</b>	NSW <i>Environmental Planning and Assessment Act 1979</i>
<b>EPA</b>	Environment Protection Authority

<b>ESD</b>	Ecologically Sustainable Development
<b>FEM</b>	Function and Events Manager. The representative of the party or company responsible for the function or event at the WBCT.
<b>FSE</b>	Fire Safety Engineering
<b>Project Approval</b>	The approval granted by the Minister for Planning for MP10_0069 to construct and operate the WBCT
<b>Monitoring</b>	The process of measuring actual performance and nomination of the frequency and timeframe in which monitoring is to be carried out and/or completed.
<b>Non-cruise ship Days</b>	A day in which there is no cruise ship utilising the WBCT.
<b>OEMP</b>	Operational Environmental Management Plan.
<b>ONMP</b>	Operational Noise Management Plan
<b>OTTAMP</b>	Operational Traffic, Transport and Access Management Plan
<b>Patron</b>	The person or organisation visiting or making use of WBCT in a temporary or ongoing arrangement.
<b>Performance Indicators</b>	Nomination of the criteria against which the level of achievement of the stated environmental objectives are to be measured.
<b>Planning Secretary, the</b>	The Secretary of the DPIE, formerly Director-General. The Planning Secretary performs the role of the former Director-General for the purposes of the planning approval. Any reference to the Director-General in this document is now to be construed as a reference to the Planning Secretary
<b>POEO Act</b>	<i>NSW Protection of the Environment Operations Act 1997</i>
<b>Reporting</b>	Description of the required reporting arrangements, including auditing for each control measure.
<b>Responsibility</b>	Assignment of responsibility for carrying out each control measure to a relevant person and/or organisation including a process for dealing with complaints about the activity.
<b>SMAMD</b>	Senior Manager, Asset Management and Development
<b>Trial Period</b>	A period of three years from a date notified by Port Authority of NSW to the Planning Secretary, or until such time as the minimum number of

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functions for each trial function category are held, or such other time as agreed by the Planning Secretary

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**WB4** White Bay Wharf No. 4

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**WB5** White Bay Wharf No.5

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**WBCT** White Bay Cruise Terminal

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# 1 Introduction

## 1.1 Background

The White Bay Cruise Terminal (WBCT) is a purpose-built cruise passenger terminal located at White Bay Wharf 5 (WB5), with secondary berthing at White Bay Wharf 4 (WB4).

On the 2 February 2011, the former Sydney Ports Corporation (now Port Authority of NSW) received approval for Major Project 10\_0069 under Part 3A (now repealed) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) to demolish an assortment of buildings and structures on the site, construct the White Bay Cruise Terminal (WBCT) and internal access road, operate the facility with berthing for up to two cruise ships, with the second ship serviced by a temporary terminal facility at WB4, and the use of the WBCT for functions, exhibitions and corporate events on non-cruise ship days (Note: the Major Project 10\_0069 approval was transitioned to Division 5.2 Part 5 of the EP&A Act on 31 May 2019, and is referred to in this OEMP as the Project Approval).

The WBCT was constructed during 2012 and the first quarter of 2013 and the then Sydney Ports Corporation commenced cruise operations at the WBCT in April 2013.

Port Authority of New South Wales (the Port Authority) was established in July 2014 with the amalgamation of the Sydney, Newcastle and Port Kembla port corporations. Port Authority retained the significant maritime roles of Harbour Master, management of dangerous goods and emergency response plus responsibility for the navigation, security and operational safety needs of commercial shipping operating on Sydney Harbour. The Port Authority, which is a state-owned corporation, took also responsibility to operate the WBCT.

Condition D15 of the Project Approval (Appendix D) requires an Operational Environmental Management Plan (OEMP) to be completed for the approved WBCT project. Separate OEMPs have been prepared under Condition D15 as follows:

- An OEMP for the operation of the WBCT for cruise ships berthed at WB5 and WB4.
- An OEMP for the use of the WBCT for functions and events (this document).

The OEMP for functions and events was first prepared in 2013 and approved on the 13th May 2013 in accordance with the Project Approval by the then Director-General of the then Department of Planning and Environment (now DPIE) for functions of up to 500 patrons. On the 27 August 2020, a modification of the Project Approval was approved by the Minister for Planning and Public Spaces (MOD 6) to increase the permissible number of attendees at any one time at functions at the WBCT on non-cruise ship days, from 500 to 2,500 patrons (other details of MOD 6 are provided in Sections 1.2 and 1.3). This OEMP has been revised to address the modified Project Approval, including the requirements of MOD 6.

The aim of this OEMP is to provide detailed policies, performance criteria and procedures to minimise the physical, social and environmental impact of activities during function and event operations at the WBCT. In particular, the OEMP includes monitoring and reporting mechanisms whereby the performance of the system can be measured and agreed corrective actions implemented in a timely manner in the event of an incident.

The OEMP has been prepared in accordance with the Guideline for the Preparation of Environmental Management Plans (DIPNR 2004), and sound engineering and environmental practice.

Note that when the WBCT is not being used for cruise ship activities or for functions / events, WB5 will continue to be used for other port related activities, in the same way that it has previously been used for such activities.

## 1.2 Project Description

### Location

The WBCT is located on the south-eastern arm of the Balmain Peninsula on the northern shore of White Bay as shown below in Figure 1. The site is located within the Inner West Local Government Area (LGA) and is approximately 2.4 km west of the Sydney CBD.



Figure 1 – Location of the WBCT

### Type and Number of Functions

The types of functions/events that utilise the WBCT on non-cruise ship days include but are not limited to:

- community and / or corporate events;
- exhibitions, conventions and forums;
- food and beverage festivals;
- filming and photo shoots;
- media and product launches;
- cocktail parties and dinners;
- charity and fundraising functions;
- public events (such as Sydney Bus Museum's Annual Open Day)
- private events;
- special uses (during city wide events).



Areas external to the WBCT are able to be used for temporary structures associated with functions including but not limited to stalls, marquees, signage, temporary toilets and amusement rides. Amusement rides and similar activities, can only be erected in front of the terminal building so as to provide effective noise shielding to surrounding residences in Balmain and Rozelle and other noise sensitive receivers (Condition D8).

The following functions are prohibited within the WBCT:

- Rave and high population dance parties where occupants are highly distracted.
- Uses as concerts, rave parties and the like that involve patrons standing, dancing and the like.
- Events where LPG fuelled equipment is used and the source of fuel is bottled gas at individual equipment locations (without FSE hazard assessment, equipment location assessment and special fire hazard reduction and fire fighting arrangements).
- Events that use pyrotechnics or pyrotechnic displays and/or open flame (without FSE hazard assessment and special fire fighting arrangements).
- Stacked storage of goods, other than luggage, chairs (to a height no greater than 1.5 m) and the like.

As specified in Condition A9 of the Project Approval, functions are not permitted when a cruise ship is berthed at WB5, except in unforeseen circumstances, such as extreme weather or mechanical failure.

The number of functions are limited to 50 per year, and no more than 5 times per year can functions be held which included the operation of amusement rides. Further, in accordance with the Statement of Commitments, a maximum of 30 functions/events will be undertaken in any calendar year with more than 1,500 patrons on the site at any one point.

### Number of Patrons and Trial Period (Functions between 501 to 2,500 patrons)

On non-cruise ship days, the WBCT is available for hire for functions for up to 2,500 patrons at any one time in accordance with the Project Approval and as described below.

For functions between 501 and 2,500 patrons, a trial period of three years from a date notified by the Port Authority to the Planning Secretary (unless otherwise agreed by the Planning Secretary) applies under Condition A11.

During the three-year trial period, a minimum of two functions within each of the function categories shown in Table 1 must be held (Condition A12).

**Table 1: Trial Function Categories and Number of Patrons**

Trial Function Category	Number of Patrons
Small trial function	501 to 1,000 patrons
Medium trial function	1,001 to 1,500 patrons
Large trial function	1,501 to 2,500 patrons

For each trial function category identified in Table 1, a minimum of two types of functions must be held, such as an indoor function, an outdoor function in the WB4 hardstand area, and/or WB5 car park, or an indoor and outdoor function in the WB4 hardstand area and/or WB5 car park (Condition A13). If the minimum number of trial functions identified in Table 1 are not held during the three-year trial period, the trial period for these types of trial functions continues until such time they are held (Condition A14).

Under Condition A19, following the completion of the trial period incorporating a minimum of two types of functions in each trial function category, Port Authority may seek the Planning Secretary's approval to:

- (a) continue holding functions equivalent to the trial function categories that were held during the trial period;
- (b) permit functions that are likely to generate audible noise at any sensitive receiver to the hours of 7:00 am to 12:00 midnight, 4 days in any week (Conditions D6); and
- (c) permit an increase in the noise level of background music played in the area on the southern side of the terminal building to no more than 72 dBA (Condition D10).

The reporting requirements for all Functions, including the Function categories in Table 1, are discussed in Section 2.5.

## Hours of Operation for Functions

Hours of operation of the WBCT on non-cruise ship days for functions and events are as follows:

- Functions that are likely to generate audible noise at any sensitive receiver shall be limited to the hours 7:00am to 11:30pm, 4 days in any week, unless otherwise agreed by the Planning Secretary. All patrons must vacate the site by 12:00 midnight.

***Notwithstanding the above, functions that are likely to generate audible noise at any sensitive receiver must be limited to 7:00 am to 12:00 midnight, 4 days in any week, for all functions during the trial period discussed above, and following the completion of the trial period as approved by the Planning Secretary, in accordance with condition A19. All patrons are to vacate the site by 12:30 am (Condition D6).***

- The operation of amusement rides and similar outdoor activities shall be undertaken between 7:00am and 10:00pm Monday to Saturday and 9:00am to 6:00pm Sundays or public holidays unless otherwise agreed by the Planning Secretary (Condition D7).
- Setup, dismantling, delivery or removal of temporary structures and amusement rides that would generate an audible noise at any residential premises (Condition D5):
  - 7:00am to 6:00pm, Mondays to Fridays, inclusive
  - 8:00am to 1:00pm on Saturdays; and
  - At no time on Sundays or public holidays.
- Set-up and cleaning of internal areas of the facility could occur at any time if it is not audible at any sensitive receiver.
- Cleaning of external areas will be undertaken between 7am – 12 midnight.

Special functions and events outside the above stated hours of operation (e.g. New Year's Eve, Australia Day, etc.) will be subject to approval by the Planning Secretary of DPIE.

## Parking

The short-term car park at WB5 with around 200 spaces is available for use for parking associated with events. Up to 200 cars are also permitted to park at WB4 for functions, as overflow (if required) to the existing WB5 car park. WB4 is located to the west of the WB5 car park. Corporate functions may be encouraged to transport patrons via organised buses/coaches, if appropriate.

## 1.3 OEMP Context

### Applicable Legislation

Table 2 provides details of key binding legislation that applies to the operation of the WBCT for functions. In the event of any inconsistency arising between the implementation of the OEMP, and state or local government regulations for the operation of the WBCT, the regulatory requirements take priority.

**Table 2: Acts and legislation applicable to WBCT Operations**

Legislation	Intent	Regulatory Authority
<i>Environmental Planning and Assessment Act 1979</i>	To assess the impact of development proposals on the environment and to provide for planning approval processes.	DPIE
<i>Heritage Act 1977</i>	To conserve the Environmental Heritage of NSW.	Heritage NSW
<i>Protection of Environment Operations Act 1997</i>	The object of this Act is to achieve the protection, restoration and enhancement of the quality of the NSW environment.	EPA
<i>Protection of the Environment Operations (Clean Air) Regulation 2010</i>	Prescribes standards for certain groups of plant and premises to regulate industry's air impurity emissions	EPA
<i>Protection of the Environment Operations (Noise Control) Regulation 2017</i>	Details the requirements that a business is required to adhere to with the aim of minimising and controlling noise pollution.	EPA
<i>Protection of the Environment Operations (Waste) Regulation 2014</i>	Gives specific details as to how businesses should manage any waste or by-products generated during business activities.	EPA

### Ecologically Sustainable Development

One of the objectives of the *Environmental Planning and Assessment Act 1979* (EP&A Act) is to facilitate ecologically sustainable development (ESD) by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment. The operation of the WBCT shall be undertaken in accordance with the principles of ESD.

## Planning Process

The project was approved on 2 February 2011 under the former Part 3A of the EP&A Act. In 2011, the NSW Government repealed Part 3A of the EP&A Act and replaced it with State significant development (SSD) and State significant infrastructure (SSI) assessment systems, which commenced on 1 October 2011. On 27 May 2019, the Director, Transport Assessment (as delegate of the Minister for Planning and Public Spaces), made an order under Clause 6 of Schedule 2 of the *Environmental Planning and Assessment (Savings, Transitional and Other Provisions) Regulation 2017* declaring the WBCT project to be SSI. The order was published in the NSW Government Gazette on 31 May 2019 and took effect from that date.

The Project Approval has been modified six times. A summary of the modifications is provided in Table 3.

**Table 3: Summary of Modifications of the Project Approval**

Mod No.	Summary of Modifications	Approval Data
MOD 1	Amendments to strengthen environmental conditions relating to the amenity of the surrounding community, to restrict functions to a maximum of 500 patrons and the operation of amusement rides to five times per year	14 September 2011
MOD 2	Amend parking arrangements on Robert Street and remove the provision of a landscaped zone between Robert Street and the internal port access road	28 August 2012
MOD 3	Amendment to public access arrangements from Stephen Street or White Bay Park to Robert Street, Rozelle	27 March 2013
MOD 4	Clarification of the extent of removal or covering of the railway lines within the terminal site	12 March 2013
MOD 5	Administrative amendments	22 April 2013
MOD 6	<p>MOD 6 allowed an increase in the number of attendees at functions at the WBCT on non-cruise ship days, from 500 to 2,500 patrons during a 3 year trial period and subsequently subject to Planning Secretary's approval.</p> <p>During the 3 year trial period (and subsequently subject to Planning Secretary's approval):</p> <ul style="list-style-type: none"> <li>- it allowed functions that are likely to generate audible noise at any sensitive receiver to operate until 12:00 midnight and patrons to leave the site by 12:30 am, a half hour extension to the approved hours; and</li> <li>- it allowed a minor increase in permitted sound levels for amplified 'background music' on the southern side of the WBCT building to no greater than 72dBA, an increase of 5dBA.</li> </ul>	27 August 2020

	<p>It allowed the temporary parking of 200 vehicles at WB4 during functions on non-cruise ships days.</p> <p>It amended the noise monitoring requirements for functions with outdoor activities and functions that include amusement rides or similar activities.</p> <p>It amended the requirement for notifying surrounding residents, Council and the Police from fourteen to seven (7) days prior to functions incorporating amusements rides or similar activities or outdoor activities in the WB4 hardstand area and/or WB5 car park after 6.00 pm and up to 12:30am</p>	
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This OEMP came into effect at the commencement of operation. There are several environmental studies that precede this document, submitted as part of the Environmental Assessment Report (Project Application) by JBA Urban Planning Consultants Pty Ltd (2010) and subsequent modifications of the Project Approval. These include (but not limited to):

- Noise impact assessments.
- Transport impact assessments.
- Statement of heritage impact.
- Air quality impact assessments.
- Services infrastructure report.
- Contamination report.

This OEMP has been prepared and updated to fulfil the requirements of Conditions of Approval D15 and D16 and the relevant requirements of the Modifications of the Project Approval, particularly MOD 6 which relates entirely to functions (refer to **Appendix D**). The table in Appendix D identifies where in this document each relevant Condition of Approval has been addressed.

### OEMP Consultation

In accordance with Condition D15, the OEMP was prepared prior to the commencement of operation, in consultation with the following key environmental stakeholders (**Appendix E**):

- Transport for NSW
- Emergency Services.
- Environment Protection Agency.
- Inner West Council (formerly Leichhardt Municipal Council).

In addition, comments were provided by TfNSW, the Inner West Council and the EPA to MOD 6 (which increased the number of attendees at functions from 500 to a maximum of 2,500 patrons at any one time). TfNSW, Inner West Council and EPA's comments to MOD6 and Port Authority's responses are provided in the Modification 6 to MP10\_0069 – Response to Submissions Report (March 2020) available in NSW Government's planning portal <https://www.planningportal.nsw.gov.au/major-projects/project/24106>. These comments have been considered where required in this OEMP.

Additional consultation was undertaken with Emergency Services as part of the OEMP update undertaken after MOD 6. The updated OEMP was submitted to NSW Ambulance, Fire and Rescue, and NSW Police in November 2020 for review and comment. Comments were received from NSW Ambulance (refer to **Appendix E**) and these comments have been addressed in this OEMP and in the Port Authority's WBCT Emergency Management Manual.

## 1.4 OEMP Objectives

The objectives of the OEMP are to:

- identify all appropriate environmental safeguards and demonstrate how they will be implemented on-site;
- manage site activities effectively;
- enable adverse impacts on the environment to be minimised;
- provide for the conservation of the site's receiving environment;
- identify suitable emergency preparedness and response procedures;
- provide details of complaints management procedures;
- meet all requirements of relevant legislation and assist with ensuring compliance of the Project Approval; and
- monitor and manage environmental and social impacts.

## 1.5 Environmental Policy

This OEMP is consistent with Port Authority's Environmental Policy (Appendix C).

## 1.6 Venue Hire Agreements

Port Authority requires potential hirers to lodge an application at least 30 days prior to the proposed function. Each application is evaluated on its merits in accordance with the Port Authority's requirements. Applications are carefully considered in terms of their impact on:

- The amenity of nearby residential sensitive receivers.
- Public safety.
- The appropriateness of the application to the character of the local area.

All preliminarily approved function and event applications are required to execute a Port Authority Venue Hire Agreement/Contract to ensure functions continue to be well managed without any public safety issues (including risks associated with excessive alcohol consumption) and to provide efficient control and management of potential amenity impacts in accordance with the Project Approval.

The Venue Hire Agreement specifies, amongst other requirements, maximum occupation limits for the function, hours for the function, Venue sound limits and requirements to control noise limits (eg. use of software-based noise limiter in emitting music equipment within the building), requirements for functions in external areas, parking requirements, etc; for details refer to Section 3, the ONMP and the OTTAMP.

Responsibilities for the preparation and implementation of Venue Hire Agreements are provided in Section 2.3.

## 2 Environmental Management

### 2.1 Components of the OEMP

Environmental issues identified in this OEMP are specific to the operational phase of the WBCT when it is being used for functions and events. The OEMP has been prepared in an issues-based format that nominates for each environmental issue or impacting activity, the tasks that are required to be addressed during the operational phases of the development, covering:

- Environmental issue.
- Environmental objectives.
- Environmental intent.
- Control measures.
- Responsibility.
- Monitoring.
- Reporting.
- Performance Indicators.
- Corrective Action.

Further details of this structure is presented within the following section.

### 2.2 Operational Phase Environmental Issues

Environmental issues for the operation phase of the WBCT when it is being used for a function or event have been identified in this OEMP. The functions and events operation phase OEMP issues are detailed in Table 4. Table 4 provides each environmental aspect with a propriety ranking – with 3 being the highest priority and 1 being the lowest priority. This priority ranking is used in this OEMP to ensure Port Authority focusses on those environmental aspects that are of most environmental significance.

For consideration of the operational environmental issues associated with cruise operations refer to the separate WBCT OEMP (Cruise Operations).

**Table 4: Environmental Issues covered within the OEMP**

<b>Activities</b>	<b>Environmental Aspect(s)</b>	<b>Potential Environmental Impact(s)</b>	<b>Rank according to priority</b>	<b>Relevant action plan</b>
<b>Function music</b>	Noise Management	Noise nuisance to surrounding sensitive receivers	3	Noise Management (Table 9)
<b>Function guests arriving and departing</b>	Transport, traffic management and site access	Congestion resulting in local traffic impacts	2	Transport, Traffic Management and Site Access (Table 11)

	Noise Management	Noise nuisance to surrounding sensitive receivers	3	Noise Management (Table 9)
<b>Set-up and operation of amusement rides</b>	Stormwater and water quality management	Accidental spills entering Sydney Harbour or contaminating land on-site.	2	Stormwater and Water Quality Management (Table 7)
	Noise Management	Noise nuisance to surrounding sensitive receivers	3	Noise Management (Table 9)
	Transport, traffic management and site access	Congestion resulting in local traffic impacts. Traffic issues associated with the transportation of equipment possibly including oversized structures	2	Transport, Traffic Management and Site Access (Table 11)
<b>Handling of solid waste</b>	Waste management	Litter entering surrounding environment (Sydney Harbour)	2	Waste Management (Table 8)
	Waste management	Recyclables not being recycled	2	Waste Management (Table 8)
	Waste management	On-site build-up of litter resulting in a health, fire or safety hazard	2	Waste Management (Table 8)
<b>Hazardous materials storage and handling</b>	Stormwater and water quality management	Accidental spills entering Sydney Harbour.	2	Stormwater and Water Quality Management (Table 7)



	Stormwater and water quality management	Accidental spills contaminating land on-site	2	Stormwater and Water Quality Management (Table 7)
	Emergency Response	Risk of harm to human health or the environment as a result of accidental contact with hazardous or poisonous goods	3	Hazards and Risks and Emergency Response (Table 12)
	Air quality and odour	Accidental release of air pollutants or odorous substances	2	Air Quality and Odour Management (Table 13)
<b>All site activities</b>	Fire safety	Building operates in a safe manner for occupants	3	Hazards and Risks and Emergency Response (Table 12)
<b>Sale / Supply of Liquor</b>	Patron Safety	Building operates in a safe manner for occupants	3	Hazards and Risks and Emergency Response (Table 12)
	Noise Management	Noise nuisance to surrounding sensitive receivers	3	Noise Management (Table 9)

## 2.3 Roles and Responsibilities

All relevant staff employed, event and function operators and contractors appointed by the WBCT Management are formally advised of their obligations under the OEMP and informed of the significance of the OEMP. This process is achieved via implementation of a site-specific induction and training as required. Responsibilities under the OEMP are outlined in position descriptions, Standard Operating Procedures and generally integrated with various quality management systems.

Each staff member is also responsible for environmental compliance. There is a duty of care to the environment by all personnel. Roles and responsibilities associated with functions and events are discussed below.

### **Port Authority - Senior Manager Asset Management and Development (SMAMD)**

Port Authority Senior Manager Asset Management and Development (SMAMD) is responsible for building maintenance, landscaping, heritage and fixed plant and equipment within and surrounding the building.

### **Port Authority – Venue Manager**

The Venue Manager is responsible for ensuring suitable contractual arrangements are in place that require OEMP compliance during functions and events (which are managed by the Function & Events Manager), and for liaising with the Function & Events Manager and the Environment Operations Manager (EOM) in regards to OEMP compliance.

The Venue Manager's obligations and environmental responsibilities relating to operation of the development (for functions) and this OEMP include (but are not limited to):

- Receiving and assessing event and function applications.
- Ensuring OEMP compliance at events and functions by way of venue hire contracts.
- Investigating incidents of non-compliance with the OEMP during an event or function and reporting these incidents to the EOM.
- Contacting the Functions and Events Manager as required during a function to address complaints received through Port Authority's 24/7 community enquiries and complaints line (refer to Section 2.4).
- Auditing, as required, of any Contractor for environmental compliance (against this OEMP) as appropriate.

### **Venue Hirer - Functions and Events Manager (FEM)**

On days when a function or event is held, the Functions and Events Manager (FEM) is responsible for ensuring OEMP compliance in accordance with the venue hire contract with Port Authority. This also involves facilitating subcontractors and patron compliance with the OEMP, as required.

The FEM is responsible for using the facility for functions and events in accordance with their venue hire contract, including (but not limited to):

- Implementing specific control measures contained in this OEMP that fall under the responsibility of their venue hire contract.
- Advising the Venue Manager of any non-compliance with this OEMP.
- Developing a Contractor's EMP (if required under their contract) in accordance with any site specifications under their individual contracts and the requirements of this OEMP.
- Ensuring that all staff involved in managing the function are aware of environmental responsibilities and obligations and have received environmental training in accordance with this OEMP.
- Monitoring adherence of sub-contractors to this OEMP and recommending required changes to the operator.
- Consultation with Council, State Agencies and the community as may be required by the OEMP or the Venue Manager.
- Notifying the community and relevant stakeholders, including Council and the Police, of scheduled functions and events incorporating amusement rides or similar activities, outdoor activities in the WB4 hardstand area and/or WB5 car park from 6:00pm and up to 12:30pm (in accordance with Condition D14).
- Addressing complaints related to functions as required by the Venue Manager (refer to Section 2.4).
- Security of the function.

The FEM is also responsible for any Contractors that they have engaged in works at the site, (for example, temporary structures construction and waste disposal contractors) and must ensure that these Contractors are appropriately licensed and aware of their environmental responsibilities.

#### **Port Authority - Mobile Patrol Security**

The Port Authority Mobile Patrol Security is responsible for managing the gatehouse on a 24/7 basis and ensuring that vehicles entering the site via Robert Street are suitably authorised.

#### **Port Authority – Environment Operations Manager (EOM)**

The EOM provides advice on environmental matters to the Venue Manager. The EOM is responsible for reporting non-conformances and incidents externally (eg. EPA, DPIE) as required under the planning approval or State legislation. The EOM is also responsible for the ongoing review of this OEMP as required.

#### **Port Authority – Community Relations Manager (CRM)**

The CRM is responsible for registering function related complaints in the Port Authority Complaints Register. The CRM also has responsibilities related to the implementation of the Complaints Response Procedure (for details refer to Section 2.4).

#### **Port Authority – Work Health and Safety Manager (WHSM)**

The WHSM is responsible for emergency management.

#### **Port Authority – General Counsel**

The General Counsel is responsible for ensuring that the Venue Hire Agreements include the requirements of the planning approval and OEMP. The General Counsel prepares Venue Hire Agreements in consultation with the EOM and the Venue Manager.

## **2.4 Complaints and Response Procedure**

Community complaints and general enquiries may be received through a number of routes. The contact details and procedures for the public to make general enquiries or lodge complaints about functions and events at the White Bay Cruise Terminal are discussed below.

#### ***Port Authority Complaints Procedure and 24/7 Contact Line***

The public can make general enquiries or lodge complaints about functions and events at the White Bay Cruise Terminal through Port Authority ***24/7 community enquiries and complaints line*** on ***02 9296 4962***.

Service NSW manages Port Authority's complaints and enquiries line on a 24/7 basis. This ensures complaints are managed in real-time at any time of the day or night.

Port Authority Complaints procedure is available in Port Authority's website (<https://www.portauthoritynsw.com.au/community/community-complaints-procedure/>) and involves the following:

1. Call 24/7 community enquiries and complaints line on 02 9296 4962.
2. Service NSW will receive the complaint and take details of the nature of the call, including where possible date, time, reason for complaint, etc.
3. A verbal response is provided, including an outline of how the call will be managed.
4. Action is taken by Service NSW depending on the nature of the complaint. This may include contacting Port Authority's operations team for real-time investigation and action if required.

5. Service NSW emails the complaint to Port Authority.
6. Details on the response outcome will be emailed to the complainant by Port Authority within three working days.
7. Complaints will be registered, and allocated a reference number and kept in a central database by Port Authority.

### ***Emergency Services***

In case of fire, medical or police emergency, dial Triple Zero (000).

Emergency calls directed to Service NSW will be immediately forwarded through to the Port Authority Vessel Traffic Service (VTS) for immediate action.

Port Authority's mobile patrol security is present 24/7 at the Robert St gate.

### ***Port Authority Office Hours (08:30 -17:00 Monday to Friday)***

Complaints and enquiries can also be made during office hours through the following:

- Telephone: (02) 9296 4999 (Port Authority switchboard)
- Fax: (02) 9296 4742
- Postal: PO Box 25, Millers Point, NSW 2000
- Email: [enquiries@portauthoritynsw.com.au](mailto:enquiries@portauthoritynsw.com.au)

### ***Notifications***

In accordance with Condition D14, the telephone number of the FEM, its delegate or other appropriate venue representative, will be provided to surrounding residents, Council and the Police at least seven days prior to any function or event that incorporates amusement rides or similar activities, outdoor activities in the WB4 hardstand area and/or WB5 car park from 6:00pm and up to 12:30pm. The notification for such events is also uploaded in the Port Authority's website between one to two weeks prior to the function or event. The FEM, or its representative, will be required to be present at the WBCT for the entire function and be contactable by Port Authority's representatives.

Independent of how the complaint is received, all complaints and enquiries will be forwarded to the Port Authority's Community Relations Manager. Once a complaint is received (via the 24/7 community enquiries and complaints line, the Community Relations Manager during office hours or any other route), the matter will be investigated with the aim of resolving it as soon as practicable.

The Port Authority's Community Relations Manager will be responsible for logging all complaints into the Complaints Register. The information captured in this register will, as possible, include:

- date and time of the contact or complaint;
- means by which the contact or complaint was made (telephone, mail or email);
- any personal details of the individual who provided the information or complaint, or if no details were provided, a note to that effect;
- the nature of the comment or complaint;
- record of operational and meteorological condition contributing to the comment or complaint;
- any action(s) taken by Port Authority in relation to the comment or complaint; including any follow-up contact with the individual who provided the information or complaint;
- if no action was taken by Port Authority in relation to the comment or complaint, the reason(s) why no action was taken.

Once the complaint or enquiry has been addressed the item will be then be closed. Any actions arising that cannot be managed immediately will become an outstanding action in the register until it is closed off.

## 2.5 Reporting

### Function Performance Reports (Functions between 501 and 2,500 patrons)

In accordance with Condition A15, Function Performance Reports will be prepared at the conclusion of each 12-month period (reporting period), or at other times as directed by the Planning Secretary, of the 3-year Trial Period required under Condition A11 for functions between 501 and 2,500 patrons. The Port Authority will notify the Planning Secretary the commencement of the 3-year trial period.

If a minimum of 2 functions of each of the function categories identified in Table 1 (including small trial function for 501 to 1000 patrons, medium trial function for 1001 to 1500 patrons, and large trial functions for 1501 to 2500 patrons) are not held during the 3 year trial period, the trial period for these functions will continue until such time these functions are held (Condition A14). For each function category identified in Table 1, a minimum of 2 types of functions, such as an indoor function, an outdoor function in the WB4 hardstand area and/or WB5 car park, or an indoor and outdoor function in the WB4 hardstand area and/or WB5 carpark, must be held (Condition A13).

The Function Performance Reports will address the following (Condition A16):

- (a) an assessment of the trial function's performance and compliance with the (relevant) terms of this approval, including any approved monitoring and management plans and any other licences, permits or approvals, and interpretation and discussion of these results;
- (b) the results of noise monitoring carried out for each trial function under condition A12 and as required by Condition D12. Notwithstanding, noise monitoring must be carried out for large trial functions with outdoor activities from 6:00 pm and up to 12:30 am in the area to the south of the cruise terminal building. Noise monitoring is to be undertaken in accordance with AS1055 for outdoor sound level measurements, or a commensurate method identified in the Operational Noise Management Plan for functions;
- (c) a comparison of the environmental impacts and performance of the trial function against the environmental impacts and performance predicted in the documents listed in condition A1 and as modified by conditions of this approval;
- (d) a list of occasions in any preceding reporting period where environmental performance requirements for the trial function have not been achieved indicating the reason for failure to meet the requirements and the action taken to prevent recurrence of that type of incident and/or non-compliance;
- (e) identification of trends in monitoring data of trial functions over the duration of the reporting period;
- (f) details of the complaints received and how these complaints were addressed and resolved including a description of any outstanding complaints and reasons why they have not been resolved;
- (g) environmental management targets and strategies for the following reporting period, taking into account identified trends in monitoring results; and
- (h) Port Authority's response to any requirements imposed by the Planning Secretary on the preceding Function Performance Report.

A copy of each Function Performance Report will be provided to the Council, EPA, TfNSW and the Community Liaison Group for their information within one month of the end of the reporting period and made publicly available on the Port Authority's website (Condition A17).

Should the minimum trial function requirements identified in Section 1.2 and Table 1 not occur during the trial period, then Function Performance Reports must continue to be prepared in accordance with conditions A15 and A16. The Function Performance Reports must be submitted to the Planning Secretary within one month following the holding of such trial functions (Condition A18).

### Compliance Summary Reports

In accordance with Condition D13, Compliance Summary Reports dealing with functions and events will be prepared at the end of each quarter including a summary of:

- each function held and the number of patrons permitted in each hall; and
- any event compliance issues for that quarter, particularly in relation to noise impacts and monitoring results, including complaints received, and traffic impacts.

The reports will be made available to the Planning Secretary on request.

## **Records**

All records required to be kept by this OEMP shall be kept for a minimum of five (5) years and shall be available for examination by a suitably qualified person authorised to inspect the OEMP. An authorised person includes a representative of a relevant regulatory agency or any other person authorised by the Port Authority.

## **Document Currency**

The currency of all copies of the OEMP shall be reviewed on a need basis to ensure that current versions of the OEMP are available to staff and contractors and obsolete versions are removed to avoid errors and confusion. OEMP currency will also be maintained via controlled distribution of new revisions, as they become available, to relevant staff and contractors (with obsolete versions removed concurrently). The current version of the OEMP will be available on the Port Authority' website.

## **Non-Conformance Register**

A Non-Conformance Register will be maintained which contains all corrective action notices.

## **2.6 Induction and Training**

All staff and contractors working at the site are required to complete the Port Authority WBCT specific site induction course prior to commencing any work or activity at the WBCT. The induction includes a questionnaire which requires a minimum pass mark. The site specific induction course includes:

1. Control procedures for day-to-day and event based operational activities that can be followed to minimise environmental impacts
2. Site layout
3. Safety procedures and port security
4. Emergency evacuation
5. Spill management
6. Traffic management, Access and Parkin
7. Hours of operation
8. Noise management
9. Site hazards
10. User responsibilities and site rules

This will foster an awareness of environmental issues, minimise environmental impacts and inform staff and contractors of their responsibilities and duties.

Records of all site inductions and any targeted environmental training are maintained and include who was trained, when the person was trained, the name of the trainer and a general description of the training content.

## **2.7 OEMP Review**

The OEMP and sub plans will be reviewed on a need basis.

The review will be initiated by the EOM or the Venue Manager and will consider the following as required:

- Modifications of the Project Approval
- Any relevant agency input or requirements from DPIE.
- Relevant updates of maintenance/ operational activities.

- Environmental monitoring outcomes.
- Incidences and non-conformances outcomes.
- Changes in organisational structure and responsibilities.
- Changes in standards and legislation.
- All relevant sub-plans.

Any revisions of the OEMP will be forwarded to DPIE.

## 2.8 Emergency Contacts and Incident Response

The OEMP includes the phone numbers of the relevant government agencies and emergency services that may be required to be contacted during and in response to pollution incident (Table 5).

In accordance with Section 148 the *Protection of Environment Operations Act 1997* (POEO Act) there is a duty to report pollution incidents causing or threatening material harm, immediately after the person becomes aware of the incident.

In accordance with Section 147 of the POEO Act, harm to the environment is material if:

- it involves actual or potential harm to the health or safety of human beings or to ecosystems that is not trivial, or
- it results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding \$10,000 (or such other amount as is prescribed by the regulations), and

(Note: loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment).

Material harm includes on-site harm, as well as harm to the environment beyond the premises where the pollution incident occurred.

Pollution incidents causing or threatening material harm must be notified to each of the following relevant authorities:

- DPIE
- the EPA
- the Ministry of Health via the Hornsby Public Health Unit
- SafeWork NSW (formerly WorkCover)
- Inner West Council
- Fire and Rescue NSW

A pollution incident that is required to be notified under section 148 of the Act, needs to be verbally notified to each relevant authority first, and then needs to be followed by notification in writing within 7 days of the date on which the incident occurred.

If the incident presents an immediate threat to human health or property, Fire and Rescue NSW, the NSW Police and the NSW Ambulance Service should be contacted first for emergency assistance - phone 000. The other response agencies must still be contacted after that to satisfy notification obligations.

If the incident does not require an initial combat agency, or once the 000 call has been made, notify the pollution incident to the relevant authorities in accordance with Section 148 of the POEO Act. Contact details of relevant authorities under Section 148 of the POEO Act and other key agencies are provided in Table 5.

Complying with these notification requirements does not remove the need to comply with any other obligations for incident notification, for example, those that apply under other environment protection legislation or legislation administered by SafeWork NSW.

**Table 5: Key agency contact details**

Agency	Phone Number
Port Authority	(02) 9296 4000
Sydney Water	13 20 90 (24 hours)
Ausgrid Loss of supply, fallen wires, or other electrical emergency Jemena Gas	13 13 88 (24 hours)  13 19 09
<b>Inner West Council</b>	(02) 9392 5000
<b>Environment Protection Authority (EPA)</b>	131 555 (24 hours) (The Environment Line)
<b>NSW Ministry of Health</b> Camperdown Public Health Unit	(02) 9391 9000 (02) 9515 9420
<b>Police – Leichhardt</b> <b>Non-emergency</b> Emergency	(02) 9552 8099 000
<b>NSW Ambulance</b> <b>Non-emergency</b> Emergency	(02) 9320 7777  000
<b>Fire and Rescue NSW – Leichhardt Fire Station</b> <b>Non-emergency</b> Emergency	(02) 9560 1267  000
SafeWork NSW	13 10 50



## 3 Implementation

### 3.1 Risk Assessment

As part of this OEMP, a risk assessment has been undertaken to ensure that the outcomes of the environmental assessment, conditions of approval, and any other site investigations are effectively translated into operation at the WBCT. Each Operational Environmental Management Issue Table identifies potential impacts associated with each operational activity for the site and how they are to be managed, referring to specific control measures outlined in this document.

The risk assessment process utilised, which is consistent with Australian Standard AS ISO 31000:2018 Risk Management Guidelines and Port Authority's Risk Assessment Matrix, uses qualitative measures to estimate the consequence or impact of an event, along with the estimate of likelihood.

Each risk was assessed as being low (L), moderate (M), Significant (S) or Extreme (E) in terms of both consequence and likelihood. The Risk Analysis Matrix shown in Table 6 was applied to assess the priority of the various hazards identified.

**Table 6: Predicted Level of Risk**

Likelihood	Consequences				
	Insignificant	Minor	Moderate	Major	Catastrophic
Almost Certain	M	S	S	E	E
Likely	M	M	S	E	E
Moderate	L	M	M	S	E
Unlikely	L	L	M	S	S
Rare	L	L	M	M	S

## 3.2 OEMP Environmental Impacts and Control Measures

**Table 7 – Operational Environmental Management Issue – Stormwater and Water Quality Management**

Stormwater and Water Quality Management	
<b>Environmental Objectives</b>	
<p>To avoid detrimental impact on the water quality and marine environment of Sydney Harbour.</p> <p>To maintain and protect the integrity of Sydney Harbour and other waterways.</p> <p>To comply with the following legislation:</p> <ul style="list-style-type: none"> <li>– <i>Protection of the Environment Operations Act 1997</i></li> <li>– <i>Protection of the Environment Operations Regulation (General) 2009</i></li> <li>– <i>Environmental Planning and Assessment Act 1979</i></li> <li>– NSW Health and Safety requirements</li> </ul>	
Potential Environmental Impacts	Risk Rating
1. Detrimental impact on the water quality and marine environment of Sydney Harbour.	M
2. Non-compliance with legislative requirements.	M
Control Measures	Responsibility
There will be no dumping of rubbish, chemicals, or fuels, into Sydney Harbour.	FEM
Any spillage of liquid waste, chemicals or fuels will be contained and cleaned up as soon as practical in a manner which minimises any discharge to the environment.	FEM
The Venue Manager will ensure that the FEM is aware of the location of the emergency spill kits (including bunds and clean up material) to be use dint he event of a spillage.	Venue Manager
<b>Sewage Discharge</b>	
In accordance with Sydney Water’s trade waste requirements, a 5000 litres grease trap has been installed at the terminal building	SMAMD

## Monitoring

Regular visual inspection of the ground on the wharf shall be undertaken during the function to ensure there is no accidental spillage of waste, chemicals or fuels such that they could be washed into the Harbour in a rain event.

FEM

## Reporting

If accidental spillage of waste, chemicals, or fuels occurs with the potential to discharge into Sydney Harbour this shall be immediately reported to Port Authority's Venue Manager and EOM.

FEM

All monitoring data and maintenance records shall be available to the regulating authority on request.

EOM, Venue Manager

In the event of a major spill or release of pollutants from the site, the incident will be reported in accordance with the notification requirements set out in Section 2.8 of this OEMP.

EOM, Venue Manager

## Performance Indicators

1. Stormwater discharge requirements are met.
2. The absence of spills resulting in detrimental impact on the water quality and marine environment of the local area.

## Corrective Actions

Corrective Actions

1. Non-conformance with this OEMP shall be documented and corrective action request (CAR) issued. All CARs will be included in the non-conformance register.

**Table 8 – Operational Environmental Management Issue – Waste Management**

Waste Management	
Environmental Objectives	
<p>To minimise waste generated at the site and reduce to volume of waste requiring disposal to landfill.</p> <p>To prevent disposal of waste from site to receiving environments.</p> <p>To maintain the site in a neat and tidy state without build-up of litter.</p> <p>To ensure compliance with the following legislation:</p> <ul style="list-style-type: none"> <li>- <i>Protection of the Environment Operations Act 1997</i> (POEO Act)</li> <li>- <i>Protection of the Environment Operations (Waste) Regulation 2014</i></li> <li>- <i>Waste Avoidance and Resource Recovery Act 2001</i></li> </ul>	
Potential Environmental Impacts	Risk Rating
a) Litter entering surrounding environment (Sydney Harbour).	L
b) Recyclable not being recycled.	L
c) On-site build-up of litter resulting in a health, fire or safety hazard.	M
Control Measures	Responsibility
a) Encourage contractors and suppliers to minimise packaging and select materials with less packaging.	Venue Manager
b) Ensure that a dedicated storage area for the separation, collection and recycling of waste with good access for all building occupants and for collection by recycling companies is provided and maintained.	SMAMD
c) On-site waste storage facilities of suitable scale and number shall be provided.	SMAMD, Venue Manager
d) Between collection periods, all waste / recyclable materials generated upon the site shall be kept in enclosed bins with securely fitting lids so that the contents are not able to leak or overflow.	SMAMD, Venue Manager
e) If required, ensure correct handling and storage of hazardous wastes and removal/disposal by licenced contractor to approved facility.	SMAMD

- |  |       |
|--|-------|
| f) Appropriate signage shall be displayed to inform personnel and visitors of waste disposal facilities. | SMAMD |
|--|-------|

### Monitoring

### Responsibility

- |   |       |
|---|-------|
| Monitor quantities (volume and/or weight) of waste disposal and recycled. This monitoring shall be used to determine whether collection frequencies are adequate. | SMAMD |
|---|-------|

- |  |       |
|--|-------|
| Inspections of the wharf area shall be undertaken after a function to ensure there is no ground waste that could be washed into the Harbour in a rain event. | SMAMD |
|--|-------|

### Reporting

### Responsibility

- |   |               |
|---|---------------|
| a) If accidental spillage of waste material occurs with the potential to discharge into Sydney Harbour this shall be immediately reported to the Venue Manager. | FEM           |
| b) Failure of any aspect of the waste management system shall result in a review of the reasons for the failure and the implementation of corrective actions.   | Venue Manager |

### Performance Indicators

- a) Visual inspection of on-site storage and permanent drains shall be used to assess compliance with waste management plan. The following shall indicate a failure and the need for corrective action:
  - presence of litter on the property;
  - presence of litter in adjacent environments; and
  - presence of pests or nuisance species.
- b) Compliance with the *Protection of the Environment Operations Act 1997 (POEO Act)* and the *Protection of the Environment Operations (Waste) Regulation 2014*

### Corrective Actions

Should extensive littering occur, a review of the waste management systems will be undertaken and appropriate measures (e.g. bin placement, education) shall be implemented, such as provision of additional waste containers (either general or specific purpose) or an increase in the frequency of waste collection.

Any waste spillage that is to occur on-site shall be cleaned up immediately using appropriate methods. If required, the responsible entity shall arrange professional clean-up services.

If a spillage could cause any part of the site to be declared contaminated, action shall be taken to remediate the area affected by that spillage to the extent that such a declaration would not be required.

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If a failure in the waste management system has occurred (as a result of a spillage or extensive littering), the identified failure in the waste management procedure shall be immediately corrected.

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**Table 9 – Operational Environmental Management Issue – Noise Management**

Noise Management	
Environmental Objectives	
<p>Minimise operational noise impact on nearby sensitive receptors.</p> <p>To ensure compliance with the following legislation:</p> <ul style="list-style-type: none"> <li>– <i>Protection of the Environment Operations Act 1997</i></li> <li>– <i>Protection of the Environment Operations (Noise Control) Regulation 2017</i></li> <li>– Noise Policy for Industry (2017)</li> </ul> <p>To ensure that the noise limits specified in condition D4 are complied with.</p> <p>To ensure that the operational restrictions imposed by conditions D4A – D10 are complied with.</p>	
Potential Environmental Impacts	Risk Rating
Noise nuisance to surrounding sensitive receivers	S
Control Measures	Responsibility
<p>a) An Operational Noise Management Plan (ONMP) for Functions has been prepared and implemented and provided in Appendix A of this report. It details methods available to mitigate noise during the use of the WBCT for functions, including:</p> <ul style="list-style-type: none"> <li>- Details of noise limits to be applied during functions.</li> <li>- Mitigation measures and operational procedures to ensure that the noise controls specified in the Project Approval are implemented.</li> <li>- Monitoring protocols.</li> <li>- Procedures for responding to complaints including reporting of complaint management.</li> <li>- Nominated responsibilities for noise control during operation, and response to complaints.</li> </ul>	EOM
<p>b) A Venue Hire Agreement between Port Authority and the Functions and Events company is required for all Functions at WBCT. The Venue Hire Agreement specifies, amongst other requirements, Venue sound limits inside the building, event finish times and prohibits “amplified music” in external areas.</p>	<p>General Counsel</p> <p>Venue Manager</p> <p>FEM</p>

c) The Venue Hire Agreement will specify that no more than 2,500 people can be in attendance at any one time. The total number of patrons will need to be confirmed prior to approving the application for the Function and will be documented in the Venue Hire Agreement.	General Counsel Venue Manager
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d) The sale or supply of liquor can only occur if an appropriate liquor licence is first obtained from the Independent Liquor and Gaming Authority.	FEM
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Monitoring	Responsibility
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Monitoring of noise levels shall be undertaken during operations as per the Operational Noise Management Plan for Functions (Appendix A).	FEM / Venue Manager / EOM
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In accordance with Condition D12 noise monitoring will be carried out for functions incorporating amusement rides or similar activities, and outdoor activities in the WB4 hardstand area and/or WB5 car park from 6:00pm and up to 12:30am (for details refer to Appendix A).	FEM
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Reporting	Responsibility
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a) In accordance with Condition D13 a Compliance Summary Report will be prepared quarterly which records the details of each function and any compliance issues during that quarter (for details refer to Section 2.5).	Venue Manager, EOM
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b) In accordance with Conditions A15-A18, Function Performance Reports will be prepared for functions between 501 and 2,500 patrons at the conclusion of each 12 month period of the three-year trial period for these type of functions (for details refer to Section 2.5)	EOM
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c) Records of all noise-related complaints received and corrective actions undertaken shall be kept as per Appendix A.	CRM
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Performance Indicators
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No valid noise complaints received in relation to operation of the WBCT for functions.

No exceedance of the noise limits specified in Condition D4, D9 and D10 of the Project Approval.

No functions operating outside the hours of operation approved under Conditions D5, D6 and D7 of the Project Approval.



## Corrective Actions

Non-conformance with the Noise Management Plan shall be documented and a corrective action request (CAR) issued. All CARs shall be included in the non-conformance register. The person/entity responsible for the non-compliance shall implement the corrective action.

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**Table 10 – Operational Environmental Management Issue – Community Consultation, Enquiries and Complaints System**

Community Consultation, Enquiries and Complaints System	
Environmental Objectives	
<p>The purpose of this Operational Complaints Management System is to:</p> <ul style="list-style-type: none"> <li>• define the process of recording complaints and enquiries;</li> <li>• outline the communication process for addressing and resolving complaints and enquiries;</li> <li>• outline the process for the management and action for resolution of the complaint;</li> <li>• outline the required process in the case of escalation of a complaint into a dispute.</li> </ul>	
Potential Environmental Impacts	Risk Rating
a) Impacts on relationships with stakeholders due to poor communication and/or unresolved issues.	M
Control Measures	Responsibility
a) Use of the existing Glebe Island and White Bay Community Liaison Group to discuss WBCT-related issues	CRM
b) Ensure that the Port Authority phone lines (in Section 2.4) are available and up to date in the Port Authority’s website and this OEMP.	CRM, EOM
c) The Complaints Management Procedure described in Section 2.4 of the OEMP will be applied to address and respond to issues raised by the community.	CRM
d) Make available in Port Authority’s website information relevant to the public related to the use of the White Bay Cruise Terminal for Functions (OEMP, complaints and inquiries number and procedures, etc).	EOM, CRM
e) In accordance with Condition D14 all surrounding residents, Council and the Police will be notified at least seven days prior to a function which incorporates amusement rides or similar activities, and outdoor activities in the WB4 hardstand area and/or WB5 car park from 6pm and up to 12:30am. The notice will include date and nature of event, the hours of operation, the	FEM

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expected patron numbers, a description of the outdoor activities, a name and contact number for an appropriate venue representative.

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<b>Monitoring</b>	<b>Responsibility</b>
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Port Authority shall monitor relationships with key stakeholders through the avenues described above.

CRM

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<b>Reporting</b>	<b>Responsibility</b>
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a) For audit and compliance purposes, details of all complaints are to be logged and updated in the Port Authority's Centralised Complaints Register as described in Section 2.4.

CRM

b) The Consolidated Complaints Register shall be used to track the progress of complaints handling, ensure all involved personnel understand and maintain engagement with the process and produce statistics that assist in improving the complaint management system.

CRM

a)

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<b>Performance Indicators</b>
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- a) All emergency complaints acknowledged within 2 hours via telephone.
- b) Non-emergency complaints received acknowledged within 24 hours via telephone.
- c) All complaints resolved and a response provided within 5 working days.

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<b>Corrective Actions</b>
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- a) Non-conformance with this plan shall be documented and a corrective action request (CAR) issued. All CARs shall be included in the non-conformance register.
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**Table 11 – Operational Environmental Management Issue – Transport, Traffic Management and Site Access**

<b>Transport and Traffic Management and Site Access</b>	
<b>Environmental Objectives</b>	
Ensure safe and efficient access of general traffic to and from the WBCT.	
<b>Potential Environmental Impacts</b>	<b>Risk Rating</b>
a) Functions causing traffic impacts in internal and external roads	M
b) Traffic causing injury or loss of life	L
<b>Control Measures</b>	<b>Responsibility</b>
a) An Operational Transport, Traffic and Access Management Plan (OTTAMP) for Functions and Events has been prepared for the WBCT, (refer to Appendix B). The OTTAMP will be implemented to: <ul style="list-style-type: none"> <li>- Ensure the efficient and orderly management of traffic and pedestrian activities at the WBCT.</li> <li>- Manage parking arrangements for functions and events.</li> <li>- Manage parking arrangements for staff and contractors associated with functions.</li> <li>- Manage access arrangements for port related traffic that will continue to obtain access to the port via Robert Street while a function is taking place at the WBCT.</li> </ul>	EOM
b) Ensure that the FEM is aware of its obligations under the OTTAMP as set out in a Venue Hire contract with Port Authority.	Venue Manager
<b>Monitoring</b>	<b>Responsibility</b>
The effectiveness of the control measures implemented for traffic management shall be monitored by the Venue Manager as per Appendix B to allow for the revision of the OTTAMP as required to deliver the performance outcomes listed below.	EOM, Venue Manager
<b>Reporting</b>	<b>Responsibility</b>

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- a) Traffic incidents and complaints will be registered through the Port Authority Corporation Centralised Complaints Register. CRM

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### **Performance Indicators**

No valid traffic complaints

No traffic accidents on or relevant to the site.

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### **Corrective Actions**

Non-conformance with this plan shall be documented and a corrective action request (CAR) issued. All CARs shall be included in the non-conformance register.

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**Table 12 – Operational Environmental Management Issue – Hazards and Risks and Emergency Responses**

Hazard and Risks and Emergency Responses	
Environmental Objectives	
To ensure emergency response procedures are adequate.	
Potential Environmental Impacts	Risk Rating
a) Risk of harm to human health or the environment as a result of fire or exposure to dangerous or hazardous goods.	M
Control Measures	Responsibility
a) An Emergency Plan (EP) and a Safety Management System (SMS) were prepared prior to operation in accordance with Conditions of Approval B24 and B25.  An Emergency Management Manual has been prepared under the EP and provides all management requirements and specific actions to be taken in the event of emergencies. The Emergency Management Manual is updated every 5 years, immediately after an incident or whenever a change is made to the contents by a nominated “competent” person in accordance with AS3745-2010 <i>Planning for emergencies in facilities</i> .	WHSM
b) The Venue Hire Contract to include requirements for fire evacuation and safety, which covers (but not limited to) requirements for fire wardens during functions, security officers, use of DGs, compulsory inductions and inspections.	General Counsel
c) Chemicals, flues and oils will be stored and handled in appropriately roofed and bunded areas in accordance with Condition of Approval B26 (see Table 5).	SMAMD, EOM
c) All personnel associated with managing a function to be informed of emergency evacuation procedures. Every single person working at the WBCT is required to complete a compulsory induction.	WHSM, FEM

d) Any hazardous substances will be properly stored in secured locations and adequate signage installed to warn of the location of dangerous goods. All personnel associated with a function to be informed of dangerous goods storage areas and instructed to avoid these areas.	SMAMD
e) In the event of a spill, refer to Table 5 Stormwater Management.	FEM
f) The sale or supply of liquor can only occur if an appropriate liquor licence is first obtained from the Independent Liquor and Gaming Authority.	FEM
g) To ensure the building operates in a safe manner for occupants the following fire safety management measures will be implemented: <ul style="list-style-type: none"> <li>- In accordance with Condition A7, the total number of occupants during a function or event shall not exceed 2,500.</li> <li>- Smoking is prohibited anywhere in the enclosed areas of the building, including services pods and meal rooms.</li> <li>- Routine servicing and maintenance are undertaken for fire safety systems and emergency equipment.</li> <li>- External fire hydrants, fire detection and occupant warning systems, fire hose reels, exit &amp; emergency signage will be maintained in a manner compliant with the fire safety regulations.</li> <li>- Pyrotechnics must not be used inside the terminal at any time.</li> <li>- Emergency exit routes are included in standard event arrangements, particularly large "sit-down" dinner events, in accordance with Fire evacuation and safety requirements</li> <li>- Venue hirers will not be allowed to bring or permit any explosive, fuel, ammunition, firearm or flammable liquid or substance or any dangerous weapon to be brought into or used in the White Bay Cruise Terminal or structures constructed in its environs except with the express written permission of the Venue Manager</li> </ul>	SMAMD WHSM Venue Manager
h) An Emergency Services meeting point has been established at White Bay 3.	WHSM

Site personnel is required to have the Emergency Plus app which has a function that refers to @what3words. This system has grid referenced the entire planet into 3m<sup>2</sup> plots of land and if this reference is used when initiating an emergency call our Triple Zero (000) call centre can geolocate the incident to a 3m<sup>2</sup> point.

The WBCT's Emergency Management Manual has been updated to include the Emergency Services meeting point and the requirement for site staff to have the Emergency Plus app.

Monitoring	Responsibility
<p>In accordance with Part 9 of the EP&amp;A Regulation, Fire Safety Statements are prepared on an annual basis confirming that fire safety measures have been assessed by an accredited fire safety practitioner and comply with applicable fire safety requirements. The Annual Fire Safety Statements are provided to Council and the Fire Commissioner, and are displayed in the building.</p>	<p>SMAMD</p>
<p>Six monthly wet and dry fire testing</p>	<p>SMAMD</p>
<p>An inspection of dangerous goods storage areas and spill kits should be made prior to each function to ensure storage areas and spill kits are in a suitable condition for the function.</p>	<p>SMAMD</p>
<p>Monitoring of emergency agency protocols on an annual basis to update any emergency response requirements or evacuation plans.</p>	<p>WHSM</p>

Reporting	Responsibility
-----------	----------------

- |   |                      |
|---|----------------------|
| <p>a) The Venue Manager is to report any accident or emergency to the relevant emergency agency in accordance with Section 2.8.</p> | <p>Venue Manager</p> |
|---|----------------------|

**Performance Indicators**

- a) No serious injury or damage/loss of property caused by operational activities.

**Corrective Actions**

Non-conformance with this OEMP shall be documented and corrective action request (CAR) issued. All CARs will be included in the non-conformance register.



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Liaison with the New South Wales Police Service and relevant emergency service agencies shall be undertaken from time to time in relation to crime prevention.

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**Table 13 – Operational Environmental Management Issue – Air Quality and Odour Management**

Air Quality and Odour Management	
<b>Environmental Objectives</b>	
To minimise airborne transportation of pollutants, including odour, from the developed project site.	
<b>Potential Environmental Impacts</b>	<b>Risk Rating</b>
a) Odour nuisance.	L
<b>Control Measures</b>	
<b>Responsibility</b>	
a) Events will not be permitted to carry out activities that are likely to result in the emission of air pollutants or which will require the release of odorous substances. Burning of any garbage, vegetation or other combustible material is not permitted.	Venue Manager
b) If an event requires odorous substances to be handled or includes activities which will result in the potential for the emission of air pollutants or odours then an event specific Air Quality and Odour Management Plan shall be required by the event contract.	Venue Manager
i) The event specific Air Quality and Odour Management Plan will include Identification of potential air pollution sources, and measures to prevent the release of air pollutants and odorous substances.	FEM
<b>Reporting</b>	
<b>Responsibility</b>	
The FEM is to report the accidental release of air pollutants or odorous causing substances to the Venue Manager	FEM
<b>Performance Indicators</b>	
a) No release of air pollutants or odour from operation activities	
b) No valid complaints received.	
<b>Corrective Actions</b>	
Non-conformance with this plan shall be documented and a corrective action request (CAR) issued. All CARs shall be included in the non-conformance register.	

**Table 14 – Operational Environmental Management Issue – Energy and Water Consumption**

Energy and Water Consumption	
Environmental Objectives	
To reduce the use of non-renewable water and energy resources.	
Potential Environmental Impacts	Risk Rating
a) Inefficient use of valuable water resources.	L
b) Inefficient use of energy contributing to the greenhouse gas emissions.	L
Control Measures	Responsibility
a) Rainwater collected from the roof of the WBCT will be stored in rainwater tanks and then re-used for toilet flushing and irrigation for landscaping on-site to reduce the consumption of potable water.	SMAMD
b) Purchase water efficient appliances (AAA rating system or above) such as dishwashers and washing machines.	SMAMD
c) Reduce potable water demand through the efficient use/avoidance of evaporative or water cooling tower systems.	SMAMD
d) Use and maintain low energy and energy efficient appliances (such as fridges, fans and printers) and ensure appliances turn off when not required.	SMAMD
e) Use energy efficient light bulbs or compact fluorescent lights.	SMAMD
f) Maximise use of natural light for lighting workspaces.	SMAMD
g) Perform comprehensive pre-commissioning and quality monitoring of building services performance.	SMAMD
h) Purchase renewable or 'green' energy for use on-site were possible.	SMAMD

- 
- |   |       |
|---|-------|
| i) Where feasible the terminal building shall make use of building monitor sensors for lighting and climate control that can review and adjust internal conditions. | SMAMD |
|---|-------|

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<b>Monitoring</b>	<b>Responsibility</b>
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- |   |       |
|---|-------|
| Monitor water main and sub-metres to detect leaks, monthly. | SMAMD |
| Monitor electrical main and sub-metres, monthly.            |       |

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<b>Reporting</b>	<b>Responsibility</b>
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- |   |       |
|---|-------|
| Monitoring records shall be used to create an ESD report that shall be submitted to the Port Authority annually. This report shall include updates on water and energy savings, and identification of future opportunities. | SMAMD |
|---|-------|

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<b>Performance Indicators</b>
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No unsubstantiated significant increases in water or energy consumption.

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<b>Corrective Actions</b>
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Non-conformance with this plan shall be documented and a corrective action request (CAR) issued. All CARs shall be included in the non-conformance register.

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**APPENDIX A**  
**NOISE MANAGEMENT PLAN**

# White Bay Cruise Terminal Noise Management Plan

Function and Event Operations

April 2021

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# 1 Introduction

## 1.1 Background

Port Authority of NSW (Port Authority) manages the White Bay Cruise Terminal (WBCT) within the Glebe Island and White Bay Port Precinct on the Balmain Peninsula. On cruise ship days, the WBCT is used for the processing of passengers embarking and disembarking cruise ships berthed at White Bay Wharf 5 (WB5) and associated activities. On non-cruise ship days, the WBCT is available for use for a variety of functions such as exhibitions and community and/or corporate events or for other port activities. Functions may also be held when a cruise ship is berthed during unforeseen circumstances such as extreme weather or mechanical failure.

The WBCT was approved (MP 10\_0069) by the then Minister for Planning in February 2011. Since then, MP 10\_0069 has been modified a number of times as detailed in Section 1.3 of the Functions Operation Environmental Management Plan (OEMP). Relevant to the Functions use of the WBCT, a modification was approved on 27 August (MOD 6) allowing an increase in the number of attendees at functions from 500 to a maximum of 2,500 patrons at any one time during a trial period and at the completion of the trial period as required under MP 10\_0069 (refer to Section 1.7 and 2 for details). This Operational Noise Management Plan (ONMP) has been updated to address the modified project approval, including MOD 6.

## 1.2 Purpose of Plan

This ONMP is a Sub Plan of the Operational Environmental Management Plan (OEMP) for WBCT Function and Event Operations. This ONMP relates to the operations of the WBCT when it is being used for functions (a separate ONMP applies to cruise operations, including berthing of cruise ships at WB5 and WB4).

The purpose of this ONMP is to outline the method of compliance with statutory requirements for management of noise and the specific noise goals set out in the project approval, in relation to functions. The ONMP provides measures to mitigate noise during the use of the WBCT for functions and events, and addresses the following:

- Potential noise sources and scenarios associated with a function.
- Noise mitigation measures to be applied during a function (e.g. restriction of function hours, location of activities, noise limits, etc).
- Selection of plant and equipment consistent with the noise limits in the planning approval.
- Noise monitoring required for functions.
- A procedure for handling noise complaints.

Selection and maintenance of fixed plant and equipment are addressed in the Operational Environmental Management Plan (OEMP) for Cruise Operations.

## 1.3 Approval and Compliance

The preparation and implementation of an ONMP is a commitment made by Port Authority as part of the environmental assessment, and was included by the Department of Planning, Industry and Environment (DP&I) as Condition D16 (b) of the approval.

This ONMP has been prepared in accordance with Condition D16 (a) as it relates to operations at the WBCT associated with functions held at the WBCT. A compliance checklist is provided in **Appendix A**.

## 1.4 Authority Consultation

In accordance with Condition D15, the OEMP (including this ONMP) was prepared prior to commencement of operations, in consultation with the former Leichhardt Council.

In addition, comments were provided by TfNSW, the Inner West Council and the EPA to MOD 6 (which increased the number of attendees at functions from 500 to a maximum of 2,500 patrons at any one time). TfNSW, Inner West Council and EPA's comments to MOD6 and Port Authority's responses are provided in the Modification 6 to MP10\_0069 – Response to Submissions Report (March 2020) available in NSW Government's planning portal <https://www.planningportal.nsw.gov.au/major-projects/project/24106>. These comments have been considered where required in this OEMP.

Additional consultation was undertaken with Emergency Services as part of the OEMP update undertaken after MOD 6. The updated OEMP was submitted to NSW Ambulance, Fire and Rescue, and NSW Police in November 2020 for review and comment. Comments were received from NSW Ambulance (refer to Appendix E) and these comments have been addressed in this OEMP and in the Port Authority's WBCT Emergency Management Manual.

## 1.5 Sub Plan Review

This ONMP will be reviewed as part of the review of the OEMP for Functions when required. The review of the Sub Plan will include review of the noise monitoring data and the effectiveness of noise mitigation and management measures.

## 1.6 Complaints Handling

Noise complaints will be managed through Port Authority's 24 hour community complaints procedure. The details of the community complaints procedure are provided in Section 2.4 of the OEMP for Functions.

Wherever possible, noise complaints would be resolved on the same day the complaint is made. Some noise complaints can only be resolved over a longer time frame, and this would be explained in the response to the complainant.

## 1.7 Compliance Reporting

### Compliance Summary Reports

In accordance with Condition D13, Compliance Summary Reports will be prepared at the end of each quarter including a summary of:

- each function held and the number of patrons permitted in each hall; and
- any event compliance issues for that quarter, particularly in relation to noise impacts and monitoring results, including complaints received, and traffic impacts.

The reports will be made available to the Planning Secretary on request.

### Function Performance Reports (Functions between 501 and 2,500 patrons)

In accordance with Condition A15, Function Performance Reports will be prepared at the conclusion of each 12 month period (reporting period), or at other times as directed by the Planning Secretary, of a **3 year Trial Period** required under Condition A11 for functions between 501 and 2,500 patrons. The Port Authority will notify the Planning Secretary the commencement of the 3 year trial period.

If a minimum of 2 functions of each of the function categories identified in Condition A12 and Table 1 (including small trial function for 501 to 1000 patrons, medium trial function for 1001 to 1500 patrons, and large trial functions for 1501 to 2500 patrons) are not held during the 3 year trial period, the trial period for these functions will continue until such time these functions are held (Condition A14). For each function category identified in Table 1, a minimum of 2 types of functions, such as an indoor function, an outdoor function in the WB4 hardstand area and/or WB5 car park, or an indoor and outdoor function in the WB4 hardstand area and/or WB5 carpark, must be held (Condition A13).

The Function Performance Reports will address the following (Condition A16):

- (a) an assessment of the trial function's performance and compliance with the (relevant) terms of this approval, including any approved monitoring and management plans and any other licences, permits or approvals, and interpretation and discussion of these results;
- (b) the results of noise monitoring carried out for each trial function under condition A12 and as required by Condition D12. Notwithstanding, noise monitoring must be carried out for large trial functions with outdoor activities from 6:00 pm and up to 12:30 am in the area to the south of the cruise terminal building. Noise monitoring is to be undertaken in accordance with AS1055 for outdoor sound level measurements, or a commensurate method identified in the Operational Noise Management Plan for functions;
- (c) a comparison of the environmental impacts and performance of the trial function against the environmental impacts and performance predicted in the documents listed in condition A1 and as modified by conditions of this approval;
- (d) a list of occasions in any preceding reporting period where environmental performance requirements for the trial function have not been achieved indicating the reason for failure to meet the requirements and the action taken to prevent recurrence of that type of incident and/or non-compliance;
- (e) identification of trends in monitoring data of trial functions over the duration of the reporting period;
- (f) details of the complaints received and how these complaints were addressed and resolved including a description of any outstanding complaints and reasons why they have not been resolved;
- (g) environmental management targets and strategies for the following reporting period, taking into account identified trends in monitoring results; and
- (h) Port Authority's response to any requirements imposed by the Planning Secretary on the preceding Function Performance Report.

A copy of each Function Performance Report will be provided to the Council, EPA, Transport for NSW (TfNSW) and the Community Liaison Group for their information within one month of the end of the reporting period and made publicly available on the Port Authority's website (Condition A17).

Should the minimum number of functions required under Conditions A12 and A13 discussed above not occur during the three year trial period, then Function Performance Reports must continue to be prepared in accordance with conditions A15 and A16. The Function Performance Reports must be submitted to the Planning Secretary within one month following the holding of such trial functions (Condition A18).

## 2 Description of Activities

### 2.1 Function Type

The terminal building will typically be used for functions such as:

- Community and / or corporate events.
- Exhibitions, conventions and forums.
- Food and beverage festivals.
- Film and photo shoots.
- Media and product Launches.
- Cocktail parties and dinners.
- Charity and fundraising functions.
- Public events (such as Sydney Bus Museum’s Annual Open Day).
- Private events, and
- Special uses (during city wide events).

### 2.2 Number of Functions

The number of functions is limited to 50 per year, and no more than 5 times per year can functions be held which included the operation of amusement rides.

#### Functions between 501 to 2,500 patrons – Trial Period

For functions between 501 and 2,500 patrons, a trial period of three years from a date notified by the Port Authority to the Planning Secretary (unless otherwise agreed by the Planning Secretary) applies under Condition A11.

During the three-year trial period, a minimum of two functions within each of the function categories shown in Table 1 must be held (Condition A12).

**Table 1: Trial Function Categories and Number of Patrons**

Trial Function Category	Number of Patrons
Small trial function	501 to 1,000 patrons
Medium trial function	1,001 to 1,500 patrons
Large trial function	1,501 to 2,500 patrons

For each trial function category identified in Table 1, a minimum of two types of functions must be held, such as an indoor function, an outdoor function in the WB4 hardstand area, and/or WB5 car park, or an indoor and outdoor function in the WB4 hardstand area and/or WB5 car park (Condition A13). If the minimum number of trial functions identified in Table 1 are not held during the three-year trial period, the trial period for these types of trial functions continues until such time they are held (Condition A14).

Under Condition A19, following the completion of the trial period incorporating a minimum of two types of functions in each trial function category, Port Authority may seek the Planning Secretary’s approval to:

- (a) continue holding functions equivalent to the trial function categories that were held during the trial period;
- (b) permit functions that are likely to generate audible noise at any sensitive receiver to the hours of 7:00 am to 12:00 midnight, 4 days in any week (Conditions D6); and

(c) permit an increase in the noise level of background music played in the area on the southern side of the terminal building to no more than 72 dBA (Condition D10).

In accordance with the Statement of Commitments, a maximum of 30 functions/events will be undertaken in any calendar year with more than 1,500 patrons on the site at any one point.

## 2.3 Hours of Operations

### Functions

Condition D6 provides the following hours of operation:

- Functions that are likely to generate an audible noise at any sensitive receiver will be limited to 7:00am to 11:30pm, 4 days in any week, unless otherwise agreed by the Planning Secretary. All patrons are required to vacate the site by 12:00 midnight.
- Notwithstanding the above, functions that are likely to generate audible noise at any sensitive receiver must be limited to 7:00 am to 12:00 midnight, 4 days in any week, for all functions during the trial period discussed above, and following the completion of the trial period as approved by the Planning Secretary, in accordance with condition A19. All patrons are to vacate the site by 12:30 am

### Amusement Rides

Condition D7 provides the following hours of operation for amusement rides:

- The operation of amusement rides and similar outdoor activities will take place between 7:00am and 10:00pm Monday to Saturday and between 9:00am and 6:00pm Sundays or public holidays, unless otherwise agreed by the Director-General.

### Temporary Structures

Condition D5 provides that the setup, dismantling, delivery or removal of temporary structures, and amusement rides associated with the project that would generate an audible noise at any residential premises will take place during the following hours:

- 7:00am to 6:00pm, Mondays to Fridays, inclusive;
- 8:00am to 1:00pm on Saturdays; and
- at no time on Sundays or public holidays.

### Other

In addition:

- Set-up and cleaning of internal areas of the facility could occur at any time if it is not audible at any sensitive receiver.
- Cleaning of external areas will be undertaken between 7am – 12 midnight.

### Compliance with Hours of Operation

As indicated in Section 5, and Section 1.6 of the OEMP, the Venue Hire Agreements/Contracts specify, amongst other requirements, the hours of function operation. Responsibilities for adhering to the requirements of the Venue Hire Agreements are provided in Section 4. Port Authority – Mobile Patrol Security manages the gatehouse on a 24/7 and ensures that vehicles depart the site at required times.

## 3 Noise Limits

### 3.1 Noise Sources

Potential noise sources include:

- The arrival and departure of function attendees, including traffic on internal roads as well as communication.
- The function guests talking to each other during a function.
- Music played during a function.
- Setup and dismantling of temporary structures, for example amusement rides.
- Outdoor activities, such as the operation of an amusement ride.

### 3.2 Operational Noise Limits for Functions

Condition D4 sets noise limits based on the background noise level expressed in octave bands. Specifically, Condition D4 requires that the LA10 noise emitted from Functions:

- do not exceed the background noise level in an Octave Band Centre Frequency (31.5Hz – 8kHz inclusive) by more than 5 dB between 7:00am and 12:00 midnight at the boundary of any affected sensitive receiver, and
- do exceed the background noise level in an Octave Band Centre Frequency (31.5Hz – 8kHz inclusive) between 12:00 midnight and 7:00 am at the boundary of any affected sensitive receiver.

Suitable noise limits established under Condition D4 are given in Table 3 1. These limits are based on the most typical background noise levels.

Table 3-1 Noise Limits LA10

Assessment Period	Total dB(A)	Octave Band Centre Frequency – Hz dB (line)								
		31.5	63	125	250	500	1k	2k	4k	8k
<b>Grafton St, Balmain</b>										
Night – Up to 12 midnight	45	67	58	52	46	43	41	31	18	17
Midnight to 7:00am	40	62	53	47	41	38	36	26	13	12
<b>Donnelly St, Balmain</b>										
Night – Up to 12 midnight	53	75	66	60	54	51	49	39	26	25
Midnight to 7:00am	44	66	57	51	45	42	40	30	17	16
<b>Refinery Drive, Pyrmont</b>										
Night – Up to 12 midnight	45	67	58	52	46	43	41	31	18	17

Note: dB(lin) is an unweighted decibel where sound pressure levels or similar quantities are measured using an instrument that responds equally to all frequencies

In accordance with Condition D4A, a noise limiter capable of limiting and controlling amplified music will be used on all audio equipment to ensure compliance with the LA10 noise limits in Table 3-1. The noise limiter will be set in accordance with a maximum 92 dB(A) noise level shown to not cause exceedances to the noise limits in Table 3-1.

### 3.3 Operational Noise Limits for Private Port Access Road

The octave band noise limits for functions, shown in Table 3 1, are not applied to vehicle and carpark noise. Suitable noise limits for function traffic on the private roads were given in the *Concept Design Acoustic Report for Venue Operation* (Renzo Tonin & Associates, September 2010) attached to the Environmental Assessment. Night period LAeq, 15min limits for vehicle noise are also provided in *White Bay Cruise Passenger Terminal MOD6 Noise Impact Assessment* (Renzo Tonin & Associates, August 2019). They are shown in Table 3 2 for the monitoring locations.

Table 3-2 Noise Limits for Traffic on Private Roads

No.	Location	Day	Evening	Night	
		L <sub>Aeq, 15min</sub> dBA	L <sub>Aeq, 15min</sub> dBA	L <sub>Aeq, 15min</sub> dBA	L <sub>A1, 1min</sub> dBA
1	Grafton Street, Balmain	50	48	45	55
2	Donnelly Street, Balmain	52	52	49	63
3	Dockside Apartments (Buchanan St adjacent to access road)	60	57	53	-

### 3.4 Amusement Rides

In accordance with Condition D9, sound power level of amusement rides and other equipment to be used outside for functions will be limited to 106dBA. The Hire Venue contract will specify that the amusement ride and/or any outdoor equipment will be limited to 106 dBA. In addition, noise monitoring will be undertaken during functions incorporating amusement rides or similar activities as detailed in Section 6. Under the Hire Venue contract, the hirer must immediately cease any activities creating excessive noise upon receipt of an Excessive Noise Warning from Port Authority.

### 3.5 External Background Music

In accordance with Condition D10, amplified music other than background music must be confined to inside the terminal building with all doors and windows closed and the roof sealed. 'Background music' is defined in the planning approval as music that is less than 67 dBA at 10 metres from speakers in any direction.

Under Condition D10, 'background music' may be played outside the terminal building with the location of the speakers restricted to the southern side of the terminal building, at a height of no greater than 4 m above the ground, and at a sound level **no greater than 72 dBA at 10 metres from the speakers** (L10) in any direction, for all functions during the trial period (in accordance with condition A11), and following the completion of the trial period (in accordance with condition A18).

## 4 Roles and Responsibilities

As the owner of the WBCT site, Port Authority will have overall responsibility for compliance with and implementation of the OEMP, including this ONMP.

During functions the WBCT the following personnel will be responsible for ensuring compliance with this ONMP.

### **Port Authority - Senior Manager Asset Management and Development (SMAMD)**

Port Authority Senior Manager Asset Management and Development (SMAMD) is responsible for building maintenance, landscaping, heritage and fixed plant and equipment within and surrounding the building.

### **Port Authority – Venue Manager**

The Venue Manager is responsible for ensuring suitable contractual arrangements are in place that require OEMP compliance during functions and events (which are managed by the Function & Events Manager), and for liaising with the Function & Events Manager and the Environment Operations Manager (EOM) in regards to OEMP compliance.

The Venue Manager's obligations and environmental responsibilities relating to operation of the development (for functions) and this OEMP include (but are not limited to):

- Receiving and assessing event and function applications.
- Ensuring OEMP compliance at events and functions by way of venue hire contracts.
- Investigating incidents of non-compliance with the OEMP during an event or function and reporting these incidents to the EOM.
- Contacting the Functions and Events Manager as required during a function to address complaints received through Port Authority's 24/7 community enquiries and complaints line (refer to Section 2.4 of the OEMP).
- Auditing, as required, of any Contractor for environmental compliance (against this OEMP) as appropriate.

### **Venue Hirer - Functions and Events Manager (FEM)**

On days when a function or event is held, the Functions and Events Manager (FEM) is responsible for ensuring OEMP compliance in accordance with the venue hire contract with Port Authority. This also involves facilitating subcontractors and patron compliance with the OEMP, as required.

The FEM is responsible for using the facility for functions and events in accordance with their venue hire contract, including (but not limited to):

- Implementing specific control measures contained in the OEMP that fall under the responsibility of their venue hire contract.
- Advising the Venue Manager of any non-compliance with the OEMP.
- Developing a Contractor's EMP (if required under their contract) in accordance with any site specifications under their individual contracts and the requirements of this OEMP.
- Ensuring that all staff involved in managing the function are aware of environmental responsibilities and obligations and have received environmental training in accordance with this OEMP.
- Monitoring adherence of sub-contractors to this OEMP and recommending required changes to the operator.
- Consultation with Council, State Agencies and the community as may be required by the OEMP or the Venue Manager.
- Notifying the community and relevant stakeholders, including Council and the Police, of scheduled functions and events incorporating amusement rides or similar activities, outdoor activities in the



WB4 hardstand area and/or WB5 car park from 6:00pm and up to 12:30pm (in accordance with Condition D14).

- Addressing complaints related to functions as required by the Venue Manager (refer to Section 2.4 of the OEMP).
- Security of the function.

The FEM is also responsible for any Contractors that they have engaged in works at the site, (for example, temporary structures construction and waste disposal contractors) and must ensure that these Contractors are appropriately licensed and aware of their environmental responsibilities.

#### **Port Authority - Mobile Patrol Security**

The Port Authority Mobile Patrol Security is responsible for managing the gatehouse on a 24/7 basis and ensuring that vehicles entering the site via Robert Street are suitably authorised.

#### **Port Authority – Environment Operations Manager (EOM)**

The EOM provides advice on environmental matters to the Venue Manager. The EOM is responsible for reporting non-conformances and incidents externally (eg. EPA, DPIE) as required under the planning approval or State legislation. The EOM is also responsible for the ongoing review of this OEMP as required.

#### **Port Authority – Community Relations Manager (CRM)**

The CRM is responsible for registering function related complaints in the Port Authority Complaints Register. The CRM also has responsibilities related to the implementation of the Complaints Response Procedure (for details refer to Section 2.4 of the OEMP).

#### **Port Authority – General Counsel**

The General Counsel is responsible for ensuring that the Venue Hire Agreements include the requirements of the planning approval and OEMP. The General Counsel prepares Venue Hire Agreements in consultation with the EOM and the Venue Manager.

## 5 Operational Mitigation Measures

Table 5 1 lists the operational noise measures to be implemented. The measures should be implemented at all times.

Table 5 1 Operational Mitigation Measures

Operational Division	Mitigation Measure	Responsibility
General	<p>A Venue Hire Contract is required for all functions. Amongst other requirements, the Venue Hire Contract includes:</p> <ul style="list-style-type: none"> <li>- Venue sound limits in accordance with the approval</li> <li>- Event finishing times</li> <li>- Compulsory venue inductions to all persons working on the WBCT, including any Hirer's contractors</li> <li>- Instruction for traffic access, including bump in or out traffic</li> </ul> <p>The requirements of the Venue Hire Contract are consistent with the requirements of the planning approval</p>	EOM, Venue Manager
	<p>All applications for venue hire are assessed by the Venue Manager. Once an application has been accepted, the hirer is required to provide a range of documents to manage function activities, equipment and vehicles including (but not limited to):</p> <ul style="list-style-type: none"> <li>- Scaled site plan showing the activation footprint</li> <li>- Risk assessment and Risk Management Plan</li> <li>- Event Management and Production Plan</li> <li>- Bump-in and Vehicle Management Plan</li> </ul>	Venue Manager
	<p>Limit functions to 2,500 people</p> <p>The Venue Hire Contract specifies that no more than 2,500 people can be in attendance at any one time. The Venue Hire Contract includes the number of people attending each specific function.</p>	Venue Manager
	<p>Under the Venue Hire Contract, the hirer is not allowed to invite more guests than what the venue is legally approved to accept.</p>	FEM

Number of Functions	<p>The number of functions/events are restricted to a maximum of 50 per calendar year.</p> <p>The number of functions/events with more than 1,500 patrons on the site at any one time are restricted to a maximum of 30 functions/events per calendar year.</p> <p>Functions that include the operation of amusement rides are restricted to no more than 5 per calendar year.</p> <p>Functions that are likely to generate an audible noise at any sensitive receiver will be limited to no more than 4 in any week.</p>	Venue Manager
Operating Hours	<p>The operating hours in Section 2.3 will be complied with. The Hire Venue Contract will specify the hours specific to each function.</p> <p>Access to the venue will only be available during the hours specified in the Hire Venue Contract.</p>	Venue Manager FEM
Patron supervision	<p>The Venue Hire Contract will specify that sufficient staff will be provided to supervise patrons vacating the site to ensure that noise and disturbance is minimised.</p> <p>As a minimum for functions that involve departing patrons after 10:00pm, at least two security personnel or staff will be located in the car park area to ensure patrons depart quietly and in a timely manner, unless otherwise specified in a plan approved under the Venue Hire Contract by the Venue Manager. Functions having 1,500 patrons or more and finishing after 10:00pm will have a minimum of 6 staff located in the carpark to supervise patrons vacating the site to ensure that noise and disturbance is minimise.</p> <p>Where the overflow parking on WB4 is used, staff will be located in both the main car park, and the overflow car park.</p>	Venue Manager FEM
Equipment	<p>Amusement Rides and other equipment to be used outside for functions shall have a maximum sound power level of 106dBA.</p> <p>When accepting a function which includes outdoor amusement rides (or other outdoor equipment) the Venue Hire Contract will specify</p>	Venue Manager FEM

	<p>that the amusement ride and/or any outdoor equipment will be limited to 106 dBA.</p> <p>If requested by the Venue Manager a noise specification for the amusement ride and/or outdoor equipment will be provided at any time prior to the event or after the event.</p>	
	<p>A noise limiter capable of limiting and controlling amplified music confined inside the terminal building, to be set in accordance with the 92 dB(A) level shown in MOD 6 to not cause exceedances to the noise limits for functions, will be used on all audio equipment for functions to ensure compliance with the LA10 noise limits in Table 3-1.</p> <p>Where music is provided by a DJ operator bringing their own PA equipment (not using the in house PA), then the appropriate limiter would need to be integrated into their equipment (eg. a software-based noise limiter).</p>	<p>Venue Manager FEM</p>
Operational Procedures	<p>Amplified music other than background music must be confined to inside the terminal building with all doors and windows closed and the roof sealed. For the purpose of this condition, 'background music' is music that is less than 67dBA at 10 metres from speakers in any direction.</p> <p>Notwithstanding the above and in accordance with Condition D10, 'Background music' may be played outside the terminal building with the location of the speakers restricted to the southern side of the terminal building (refer to Figure 1 for location), at a height of no greater than 4 m above the ground, and at a sound level no greater than 72 dBA at 10 metres from the speakers in any direction, for all functions during the trial period in accordance with condition A11, and following the completion of the trial period, in accordance with condition A18 (refer to Section 2.2).</p>	<p>Venue Manager FEM</p>
	<p>Amusement rides and similar activities shall only be erected in front of the terminal building so as to provide effective noise shielding to surrounding residences in Balmain and Rozelle and other noise sensitive receivers.</p>	<p>Venue Manager FEM</p>

	A map showing locations where amusement rides are permitted is provided in Figure 1.	Venue Manager FEM
	Loading of coaches and or ferries at the conclusion of an event will occur on the south side of the terminal building to maximise the acoustic shielding available from the WBCT building.	
Consultation	The contact details of the FEM will be provided to the Venue Manager and Port Authority's mobile patrol security. In the event that a complaint is made the FEM will be responsible for carrying out initial investigations and taking ameliorative actions as necessary.	Venue Manager FEM
	The CRM is to ensure that the Consolidated Complaints Register is appropriately updated.	CRM
Community Notification	Surrounding residents, Council and the Police will be notified seven days prior to functions incorporating amusement rides or similar activities, and outdoor activities in the WB4 hardstand area and/or WB5 car park from 6:00 pm and up to 12:30 am. The notice will include the following:  (a) date and nature of the function;  (b) the hours of operation for the function and expected patron numbers;  (c) details of bump-in and bump-out activities;  (d) proposed outdoor activities; and  (e) the name and contact number for an appropriate venue representative. The representative must be on site for the entire function.	FEM
Noise Monitoring	Conduct noise monitoring in accordance with Section 6 and report results to the Venue Manager	FEM EOM



Figure 1: Permitted area for external amusement rides (D8, D9) and external background music speakers (D10). Monitoring locations

## 6 Noise Monitoring

### 6.1 Monitoring Locations

Residential receiver locations have been identified around the WBCT and assessed in environmental assessment documentation (eg. MOD 6 Noise Impact Assessment (Renzo Tonin, Aug 2019)). The noise monitoring locations that relate to the closest residential receivers are presented in Table 6 1.

Noise monitoring will be done at Location 1 and Location 2 for functions incorporating amusement rides or similar activities, and outdoor activities in the WB4 hardstand area and/or WB5 car park between 6pm and up to 12.30am (as required under Condition D12). Other locations, including locations not in the table, may be monitored after a complaint has been made.

No.	Location	Description
1	Grafton Street, Balmain	Double story houses have full view of terminal building, shielded from ground traffic.
2	Donnelly Street, Balmain	Double story houses overlook the site.
3	Refinery Drive & Bowman Street, Pyrmont	High rise apartments.

Noise monitoring locations are shown in Figure 1.

### 6.2 Noise Monitoring Program

Noise monitoring will be carried out at Location 1 and 2 for functions which incorporate outside activities amusement rides or similar activities, and outdoor activities in the WB4 hardstand area and/or WB5 car park and the area to the south of the cruise terminal building from 6:00 pm and up to 12:30 am.

The results of the monitoring will be provided to DPIE on a quarterly basis (with the report required by condition D13, refer to Section 1.7) and made available to the EPA, Police and Council upon request.

Noise monitoring will be undertaken in accordance with AS1055:2018 *Acoustics – Description and Measurement of Environmental Noise* for outdoor sound level measurements, or a commensurate method consistent with standards and guidelines current at the time of monitoring as recommended by the acoustic consultant.

Noise monitoring will typically involve 15-minute attended noise monitoring carried out during the function period sometime between 6:00pm and 12:30am at each location. Noise monitoring will be undertaken during typical worst case function times (eg. music on, etc).

During functions involving amplified music within the building other than background music (i.e. music that is less than 67dBA at 10 metres from speakers in any direction), regular inspections of doors and windows will be undertaken to ensure that these remain closed during the function (other than for door access/departure purposes).

## 6.3 Noise Monitoring Procedures

### Personnel

Measurements should be done by a suitably qualified and experienced acoustic consultant.

### Equipment

The sound level must incorporate an octave band filter capable of recording noise levels in octave bands from 31Hz to 8Hz.

Condition of Approval D4 states “For the purpose of this condition, the LA10 can be taken as the average maximum deflection of the noise emission from the site.” To satisfy this condition the sound level meter should have a mechanical needle type display, or an easily readable simulated needle display. Meters with only a digital numerical readout may not be suitable.

### Procedures

Measurement should be done in accordance with the procedures of *Australian Standard 1055 – Acoustics-Description and Measurement of Environmental Noise*. In particular:

- Measurements should be A-weighted and the time weighting of equipment set to “Fast”.
- Equipment should be calibrated in the field before and after measurement.
- The LA10 in octave bands should be recorded.

### Records

As a minimum the following will be recorded and incorporated into the Compliance Summary Report:

- Measurement period;
- Qualitative assessment of the noise environment – for example note if the noise emission from traffic noise, or patrons moving through the car park, is the dominant noise source;
- LA10 levels over the measurement period for comparison with the Noise levels in Table 3-1 (Note: LAMax, LA1, LA90 and LAeq may also be recorded);
- For attended measurement, contribution of major noise sources should be recorded or estimated; and
- Prevailing meteorological conditions during measurement period.



## 7 Non-Compliance

Non-compliances of noise levels or operational procedures intended for noise mitigation may be determined from noise monitoring or as a result of a complaint. Table 7 1 outlines actions to be taken for non-compliances.

Table 7 1 Operational Mitigation Measures

Non-compliance	Action	Responsibility
Exceedance of noise limits determined from noise monitoring	Port Authority will investigate and consider further mitigation measures as appropriate	OEM Venue Manager
Operation outside allowed hours (determined from complaint or operational procedure)	Port Authority will investigate and if substantiated will consider appropriate measures to ensure operation within allowed hours.	OEM Venue Manager

## APPENDIX A – Compliance Checklist

Condition	Where Addressed in OEMP								
<p>A7. The use of the project site for functions must not exceed a total of 500 patrons on the site at any one time, unless undertaken in accordance with Conditions A11 to A19.</p>	Section 1.1								
<p>A9. Functions are not permitted when a cruise ship is berthed at White Bay Wharf No.5, except in unforeseen circumstances, such as extreme weather or mechanical failure.</p>	Section 1.1								
<p><b>Trial Period</b>            A11. The Proponent may hold functions between 501 and 2,500 patrons, for a trial period of three years from a date notified by the Proponent to the Planning Secretary, unless otherwise agreed by the Planning Secretary.</p>	Section 2.2								
<p>A12. During the three-year trial period, the Proponent must hold a minimum of two functions within each of the following trial function categories:</p> <table border="0" data-bbox="240 1182 911 1317"> <tr> <td>Trial function category</td> <td>Number of patrons</td> </tr> <tr> <td>Small trial function</td> <td>501 to 1000 patrons</td> </tr> <tr> <td>Medium trial function</td> <td>1001 to 1500 patrons</td> </tr> <tr> <td>Large trial function</td> <td>1501 to 2500 patrons</td> </tr> </table>	Trial function category	Number of patrons	Small trial function	501 to 1000 patrons	Medium trial function	1001 to 1500 patrons	Large trial function	1501 to 2500 patrons	Section 2.2
Trial function category	Number of patrons								
Small trial function	501 to 1000 patrons								
Medium trial function	1001 to 1500 patrons								
Large trial function	1501 to 2500 patrons								
<p>A13. For each trial function category identified in Condition A12, a minimum of two types of functions must be held, such as an indoor function, an outdoor function in the WB4 hardstand area and/or WB5 car park, or an indoor and outdoor function in the WB4 hardstand area and/or WB5 car park.</p>	Section 2.2								
<p>A14. If the minimum number of trial functions identified in condition A12 are not held during the three-year trial period, the trial period for these types of trial functions continues until such time they are held.</p>	Section 2.2								
<p><b>Function Performance Report</b>            A15. The Proponent must prepare a Function Performance Report at the conclusion of each 12 month period (reporting period) of the trial period, or at such other times as directed by the Planning Secretary. The Function Performance Report</p>	Section 1.7								

must be submitted to the Planning Secretary no later than one month following each reporting period.

A16. The Function Performance Report must address the following:

- (a) an assessment of the trial function's performance and compliance with the (relevant) terms of this approval, including any approved monitoring and management plans and any other licences, permits or approvals, and interpretation and discussion of these results;
- (b) the results of noise monitoring carried out for each trial function under condition A12 and as required by Condition D12. Notwithstanding, noise monitoring must be carried out for large trial functions with outdoor activities from 6:00 pm and up to 12:30 am in the area to the south of the cruise terminal building. Noise monitoring is to be undertaken in accordance with AS1055 for outdoor sound level measurements, or a commensurate method identified in the Operational Noise Management Plan for functions;
- (c) a comparison of the environmental impacts and performance of the trial function against the environmental impacts and performance predicted in the documents listed in condition A1 and as modified by conditions of this approval;
- (d) a list of occasions in any preceding reporting period where environmental performance requirements for the trial function have not been achieved indicating the reason for failure to meet the requirements and the action taken to prevent recurrence of that type of incident and/or non-compliance;
- (e) identification of trends in monitoring data of trial functions over the duration of the reporting period;
- (f) details of the complaints received and how these complaints were addressed and resolved including a description of any outstanding complaints and reasons why they have not been resolved;
- (g) environmental management targets and strategies for the following reporting period, taking into account identified trends in monitoring results; and
- (h) the Proponent's response to any requirements imposed by the Planning Secretary on the preceding Function Performance Report.

Section 1.7

A17. A copy of each Function Performance Report must be provided to the Council, EPA, Tens and the Community Liaison Group for their information within one month of the end of the reporting period and made publicly available on the Proponent's website.

Section 1.7

Condition	Where Addressed in OEMP
<p>A18. Should the minimum trial function requirements identified in Condition A12 not occur during the trial period, then Function Performance Reports must continue to be prepared in accordance with conditions A15 and A16. The Function Performance Reports must be submitted to the Planning Secretary within one month following the holding of such trial functions.</p>	Section 1.7
<p>A19. Following the completion of the trial period incorporating a minimum of two types of functions in each trial function category, the Proponent may seek the Planning Secretary's approval to:</p> <ul style="list-style-type: none"> <li>(a) continue holding functions equivalent to the trial function categories that were held during the trial period;</li> <li>(b) permit functions that are likely to generate audible noise at any sensitive receiver to the hours of 7:00 am to 12:00 midnight, 4 days in any week (Conditions D6); and</li> <li>(c) permit an increase in the noise level of background music played in the area on the southern side of the terminal building to no more than 72 dBA (Condition D10).</li> </ul>	Section 2.2
<p>D4. The Proponent must design, construct, operate and maintain the project to ensure that the LA10 noise emitted from Functions must not exceed the background noise level in an Octave Band Centre Frequency (31.5Hz – 8kHz inclusive) by more than 5db between 7.00am and 12:00 midnight at the boundary of any affected sensitive receiver.</p> <p>The Proponent must ensure that the LA10 noise emitted from Functions must not exceed the background noise level in an Octave Band Centre Frequency (31.5Hz – 8kHz inclusive) between 12:00 midnight and 7.00 am at the boundary of any affected sensitive receiver.</p> <p>For the purpose of this condition, the LA10 can be taken as the average maximum deflection of the noise emission from the site.</p>	Section 3.2 Table 3-1
<p>D4A. The Proponent must ensure that a noise limiter capable of limiting and controlling amplified music is used on all audio equipment for functions and will result in compliance with the LA10 noise limits in Condition D4.</p>	Section 3.2 Section 5, Table 5-1
<p><b>Operating Hours – Cruise Ship Days and Functions</b></p>	
<p>D5. The Proponent must only undertake setup, dismantling, delivery or removal of temporary structures, and amusement rides associated with the project that would</p>	Section 2.3

generate an audible noise at any residential premises during the following hours:

- (a) 7:00 am to 6:00 pm, Mondays to Fridays, inclusive;
- (b) 8:00 am to 1:00 pm on Saturdays; and
- (c) at no time on Sundays or public holidays.

D6. Functions that are likely to generate an audible noise at any sensitive receiver must be limited to 7:00am to 11:30 pm, 4 days in any week, unless otherwise agreed by the Planning Secretary. All patrons are to vacate the site by 12:00 midnight. The Proponent is to provide appropriate venue management staff to supervise patrons vacating the site to ensure that noise and disturbance is minimised.

Section 2.3

Notwithstanding the above, functions that are likely to generate audible noise at any sensitive receiver must be limited to 7:00 am to 12:00 midnight, 4 days in any week, for all functions during the trial period in accordance with condition A11, and following the completion of the trial period, in accordance with condition A18. All patrons are to vacate the site by 12:30 am.

D7. The operation of amusement rides must only occur 5 times a year. The operation of amusement rides and similar outdoor activities must only be undertaken between 7:00am and 10:00pm Monday to Saturday and between 9:00am and 6:00pm Sundays or public holidays, unless otherwise agreed by the Director-General.

Section 2.2

Section 2.3

#### **Operating Activities – Functions**

D8. Amusement rides and similar activities, must only be erected in front of the terminal building so as to provide effective noise shielding to surrounding residences in Balmain and Rozelle and other noise sensitive receivers.

Section 5,  
Table 5-1

D9. Amusement Rides and other equipment to be used outside for functions must have a maximum sound power level of 106dBA.

Section 3.4

Section 5,  
Table 5-1

D10. Amplified music other than background music must be confined to inside the terminal building with all doors and windows closed and the roof sealed. For the purpose of this

Section 3.5,  
Section 5,  
Table 5-1

condition, 'background music' is music that is less than 67 dBA at 10 metres from speakers in any direction.

Notwithstanding the above, 'background music' may be played outside the terminal building with the location of the speakers restricted to the southern side of the terminal building, at a height of no greater than 4 m above the ground, and at a sound level no greater than 72 dBA at 10 metres from the speakers in any direction, for all functions during the trial period in accordance with condition A11, and following the completion of the trial period, in accordance with condition A18.

### Noise Monitoring – Functions

D12. Noise monitoring must be carried out for functions incorporating amusement rides or similar activities, and outdoor activities in the WB4 hardstand area and/or WB5 car park from 6:00 pm and up to 12:30 am.

Section 6

The results of the monitoring must be provided to the Department on a quarterly basis (with the report required by condition D13) and made available to the EPA, Police and Council upon request. Noise monitoring is to be undertaken in accordance with AS1055 for outdoor sound level measurements, or a commensurate method identified in the Operational Noise Management Plan (Functions).

D13. At the end of each quarter the Proponent must prepare a Compliance Summary Report. The report must provide a summary of:

Section 1.7

- (a) each function held and the number of patrons permitted in each hall;
- (b) any event compliance issues for that quarter, particularly in relation to:
  - i) noise impacts and monitoring results, including complaints received; and
  - ii) traffic impacts.

### COMMUNITY INFORMATION

D14. The Proponent must notify surrounding residents, Council and the Police seven days prior to functions incorporating amusement rides or similar activities, and outdoor activities in the WB4 hardstand area and/or WB5 car park from 6:00 pm and up to 12:30 am. The notice must include the following:

- (a) date and nature of the function;
- (b) the hours of operation for the function and expected patron numbers;
- (c) details of bump-in and bump-out activities;
- (d) proposed outdoor activities; and
- (e) the name and contact number for an appropriate venue representative. The representative must be on site for the entire function.

Section 5, Table 5-1

Condition	Where Addressed in OEMP
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D16. As part of the Operational Environmental Management Plan for the project required under condition D15 of this approval, the Proponent must prepare and implement:

(b) an Operational Noise Management Plan is to be prepared in consultation with Council. The plan is to detail measures to manage the operational noise impacts for the project, including but not limited to:	This document
i) identification of noise sources and scenarios associated with the operation of the project, including...functions;	Section 3.1
ii) noise mitigation measures to be applied during the use of the project during ... functions;	Section 5
iii) selection of quiet equipment and plant consistent with the noise limit requirements of this approval;	Section 5
iv) maintenance regimes of all equipment to ensure correct working order;	Maintenance is not relevant as long as equipment meets maximum noise levels
v) a monitoring and recording regime for cruise ship operations and functions; and	Section 6
vi) a procedure for handling noise complaints that includes recording, investigating, reporting and follow-up action.	Section 1.6, Section 2.4 of OEMP



**APPENDIX B**

**TRANSPORT TRAFFIC AND ACCESS MANAGEMENT PLAN**

# White Bay Cruise Terminal Operational Transport, Traffic and Access Management Plan

Function and Event Operations

April 2021

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- A Compliance Check**
- B Travel Access Guide**

# 1 Introduction

## 1.1 Background

Port Authority of NSW (Port Authority) manages the White Bay Cruise Terminal (WBCT) within the Glebe Island and White Bay Port Precinct on the Balmain Peninsula. On cruise ship days, the WBCT is used for the processing of passengers embarking and disembarking cruise ships berthed at White Bay Wharf 5 (WB5) and associated activities. On non-cruise ship days, the WBCT is available for use for a variety of functions such as exhibitions and community and/or corporate events or for other port activities. Functions may also be held when a cruise ship is berthed during unforeseen circumstances such as extreme weather or mechanical failure.

The WBCT was approved (MP 10\_0069) by the then Minister for Planning in February 2011. Since then, MP 10\_0069 has been modified a number of times as detailed in Section 1.3 of the Functions Operation Environmental Management Plan (OEMP). Relevant to the Functions use of the WBCT, a modification was approved on 27 August (MOD 6) allowing an increase in the number of attendees at functions from 500 to a maximum of 2,500 patrons at any one time during a trial period and at the completion of the trial period as required under MP 10\_0069 (refer to Section 1.7 and 2 for details). This Transport, Traffic and Access Management Plan (TTAMP) has been updated to address the modified project approval, including MOD 6.

## 1.2 Purpose of Plan

This TTAMP is a sub plan of the Operational Environmental Management Plan (OEMP) for WBCT Function and Event Operations. This TTAMP relates to the operations of the WBCT when it is being used for functions (a separate TTAMP applies to cruise operations, including berthing of cruise ships at WB5 and WB4).

The purpose of this TTAMP is to detail measures to manage the operational traffic impacts of functions in accordance with the planning approval, and addresses the following:

- Traffic management measures and procedures to be implemented during a function.
- Parking arrangements.
- Predicted traffic volumes, types and access routes.
- A Transport Access Guide with details of public transport, pedestrian and cycle routes to access the WBCT.
- Measures for the management of pedestrian and cyclist access to the site, including provision of safe public access to the foreshore.
- Compliant handling procedures.

## 1.3 Approval and Compliance

The preparation and implementation of an Operational TTAMP is a commitment made by Port Authority as part of the environmental assessment, and was included by the Department of Planning, Industry and Environment (DPIE) as Condition D16 (a).

This TTAMP has been prepared in accordance with Condition D16 (a) as it relates to the use of WBCT as a function centre on non-cruise ship days. A compliance checklist is provided in **Appendix A**.

## 1.4 Authority Consultation

In accordance with Condition D15, the OEMP (including this TTAMP) was prepared prior to the commencement of operation, in consultation with the following authorities:

- Transport for NSW (TfNSW)
- the former Leichhardt Council (now Inner West Council), and
- Emergency Services.

In addition, comments were provided by TfNSW, the Inner West Council and the EPA to MOD 6 (which increased the number of attendees at functions from 500 to a maximum of 2,500 patrons at any one time). TfNSW, Inner West Council and EPA's comments to MOD6 and Port Authority's responses are provided in the Modification 6 to MP10\_0069 – Response to Submissions Report (March 2020) available in NSW Government's planning portal <https://www.planningportal.nsw.gov.au/major-projects/project/24106>. These comments have been considered where required in this OEMP.

Additional consultation was undertaken with Emergency Services as part of the OEMP update undertaken after MOD 6. The updated OEMP was submitted to NSW Ambulance, Fire and Rescue, and NSW Police in November 2020 for review and comment. Comments were received from NSW Ambulance (refer to Appendix E) and these comments have been addressed in this OEMP and in the Port Authority's WBCT Emergency Management Manual.

## 1.5 Reference Documents

### Guide to Traffic and Transport Management for Special Events

Condition D16 (a) requires the TTAMP to have consideration to the *Guide to Traffic and Transport Management for Special Events*. This guideline can be downloaded using the following web link:

<https://www.rms.nsw.gov.au/documents/business-industry/event-management-guidelines/guide-traffic-transport-management-special-events.pdf>

This guide was developed to provide a multi-agency approach for the management of traffic and transport for special events. The guide defines a special event as “*any planned activity that is wholly or partly conducted on a road, requires multiple agency involvement, requires special traffic management arrangements, and may involve large number of participants and/or spectators*”. The guide provides the following examples of special events – marathons, fun runs, cycling events, parades and street market days. The definition also applies to events conducted in their own venue if the event requires special traffic management arrangements and multiple agency support.

The operation of the WBCT for functions and events does not involve activities on a public road and does not require multiple agency involvement, and thus would not comprise an “special event”. Further, functions at the WBCT do not require special traffic management arrangements on public roads.

For function applications of more than 1,000 patrons (ie. between 1,000 and 2,500 patrons) starting or finishing at network peak periods, a Transport Management Plan will be prepared, specific for the function, in consultation with TfNSW (for details refer to Section 2.5). For these functions, other agencies may be consulted as considered necessary.

In the unlikely situation that an “special event” was to be undertaken at WBCT, then the processes and consultation required under the *Guide to Traffic and Transport Management for Special Events* would be carried out as required for the specifics such specific event.

As such, this guide is not considered any further for this TTAMP.

## 1.6 Reporting and Review

This TTAMP will be reviewed as part of the review of the OEMP relating to the use of WBCT as a function centre.

## 1.7 Complaints Handling

Traffic and access complaints will be managed through Port Authority's 24-hour community complaints procedure. The details of the system are provided in Section 2.4 of the OEMP for Functions .

## 1.8 Compliance Reporting

### Compliance Summary Reports

In accordance with Condition D13, Compliance Summary Reports will be prepared at the end of each quarter including a summary of:

- each function held and the number of patrons permitted in each hall; and
- any event compliance issues for that quarter, particularly in relation to noise impacts and monitoring results, including complaints received, and traffic impacts.

The reports will be made available to the Planning Secretary on request.

### Function Performance Reports (Functions between 501 and 2,500 patrons)

In accordance with Condition A15, Function Performance Reports will be prepared at the conclusion of each 12-month period (reporting period), or at other times as directed by the Planning Secretary, of a **3-year Trial Period** required under Condition A11 for functions between 501 and 2,500 patrons. The Port Authority will notify the Planning Secretary the commencement of the 3-year trial period.

If a minimum of 2 functions of each of the function categories identified in Condition A12 and Table 1 (including small trial function for 501 to 1000 patrons, medium trial function for 1001 to 1500 patrons, and large trial functions for 1501 to 2500 patrons) are not held during the 3 year trial period, the trial period for these functions will continue until such time these functions are held (Condition A14). For each function category identified in Table 1, a minimum of 2 types of functions, such as an indoor function, an outdoor function in the WB4 hardstand area and/or WB5 car park, or an indoor and outdoor function in the WB4 hardstand area and/or WB5 carpark, must be held (Condition A13).

The Function Performance Reports will address the following (Condition A16):

- (a) an assessment of the trial function's performance and compliance with the (relevant) terms of this approval, including any approved monitoring and management plans and any other licences, permits or approvals, and interpretation and discussion of these results;
- (b) the results of noise monitoring carried out for each trial function under condition A12 and as required by Condition D12. Notwithstanding, noise monitoring must be carried out for large trial functions with outdoor activities from 6:00 pm and up to 12:30 am in the area to the south of the cruise terminal building. Noise monitoring is to be undertaken in accordance with AS1055 for outdoor sound level measurements, or a commensurate method identified in the Operational Noise Management Plan for functions;
- (c) a comparison of the environmental impacts and performance of the trial function against the environmental impacts and performance predicted in the documents listed in condition A1 and as modified by conditions of this approval;
- (d) a list of occasions in any preceding reporting period where environmental performance requirements for the trial function have not been achieved indicating the reason for failure to meet the requirements and the action taken to prevent recurrence of that type of incident and/or non-compliance;
- (e) identification of trends in monitoring data of trial functions over the duration of the reporting period;
- (f) details of the complaints received and how these complaints were addressed and resolved including a description of any outstanding complaints and reasons why they have not been resolved;
- (g) environmental management targets and strategies for the following reporting period, taking into account identified trends in monitoring results; and

- (h) Port Authority's response to any requirements imposed by the Planning Secretary on the preceding Function Performance Report.

A copy of each Function Performance Report will be provided to the Council, EPA, TfNSW and the Community Liaison Group for their information within one month of the end of the reporting period and made publicly available on the Port Authority's website (Condition A17).

Should the minimum number of functions required under Conditions A12 and A13 discussed above not occur during the three-year trial period, then Function Performance Reports must continue to be prepared in accordance with conditions A15 and A16. The Function Performance Reports must be submitted to the Planning Secretary within one month following the holding of such trial functions (Condition A18).



## 2 Description of Operations and Activities

### 2.1 Access to the WBCT

#### **Vehicular Access**

During non-cruise ship days when the WBCT is used for functions, the main access to the site is via the route created as part of the project approval (MP 10\_0069) consisting access from James Craig Road, Sommerville Road (on Glebe Island) and the purpose built road between Glebe Island and the White Bay port area. Under Condition B5, public vehicular access during functions is only via James Craig Road, except for low impact

Function related bump-in and bump-out traffic uses Robert Street. Bump-in and bump-out traffic refers to the movement of service and delivery vehicles bringing on to the site the necessary preparatory materials and production equipment before an event, and the service vehicles taking any dismantled materials and equipment and the cleaning of the site at the completion of an event.

The external approach roads leading to the new access road (via the James Craig Road / The Crescent intersection) are:

- southbound on Victoria Road from the northern suburbs continuing on to City West Link Road;
- westbound on the Western Distributor across the Anzac Bridge/City West Link Road from the City, eastern and southern suburbs; and
- eastbound on The Crescent and City West Link Road from western and southern suburbs.

Figure 1 shows the location of the external approach routes to the internal access road by James Craig Road, and the James Craig Road Access users.

On days when the WBCT is not in operation (i.e. no cruise ships at berth and/or not used as a function centre or other port activities), both ends of the new internal access road are closed via gates (i.e. at Sommerville Road, Glebe Island and near the security gate house at White Bay).

On some occasions traffic arising from a function use may access the WBCT via Robert Street. This will be determined on a case by case basis for low impact events. A low impact event is any event that takes places entirely within normal daytime hours (including set up) with less than 100 attendees in total, or an event that will generate less than 100 vehicle movements per day. This low level of traffic generation would have negligible traffic impacts to the nearby intersections and the local network.

Traffic arising from port related activities continues to gain access to the White Bay port areas using Robert Street.

The external approach routes to the Robert Street access are shown Figure 2.

Except for low impact events, function attendee traffic accessing the WBCT via Robert Street will be turned around via a turnaround loop at Robert Street check point and redirected to the site via James Craig Road.

The WBCT is serviced with a taxi/hire car rank with substantial queuing capacity.

#### **Harbour Access**

A ferry loading and unloading area is located at the WB5 wharf to the south of the WBCT building (Figures 3 and 4).

In addition, a mobile ferry pontoon facility (the "Beatrice Bush") is located at the WB4 wharf (Figure 3) which can accommodate private vessels carrying up to 200 persons per trip.

For the larger functions, hirers are encouraged by Port Authority to transport patrons via organised buses/coaches and ferries.

Figure 3 shows the traffic circulation pattern inside the port facility and around the WBCT building, and the car parking areas. Figure 4 shows the coach pickup/drop off zone on the southern side of the WBCT building and the ferry loading/unloading area.

### **Pedestrian and Bicycle Access**

The WBCPT site is connected to pedestrian and cyclist access with a segregated “regional” pedestrian and cyclist corridor over Anzac Bridge linking to the routes along Victoria Road, The Crescent and Robert Street.

Pedestrian and bicycle access for staff and public (i.e. guests/patrons) associated with the function is provided via Robert Street (via designated footpath and cycle way). General public pedestrian access would be subject to agreement from the individual hirer or lessee and would be via Robert Street's designated footpath and cycle way. Access, if agreed, would be provided to WB5 wharf area and terminal building surrounds during daylight hours.

## **2.2 Car Parking**

The short-term car park at WB5 with around 200 car park spaces is used during functions.

In addition, 200 car park spaces are available at WB4 for functions, as overflow (if required) to the existing WB5 car park. The WB4 car park is located to the west of the WB5 car park as shown in Figures 3 and 4.

The WBCT is also serviced with a “Holding Area” for 11 large tour coaches.

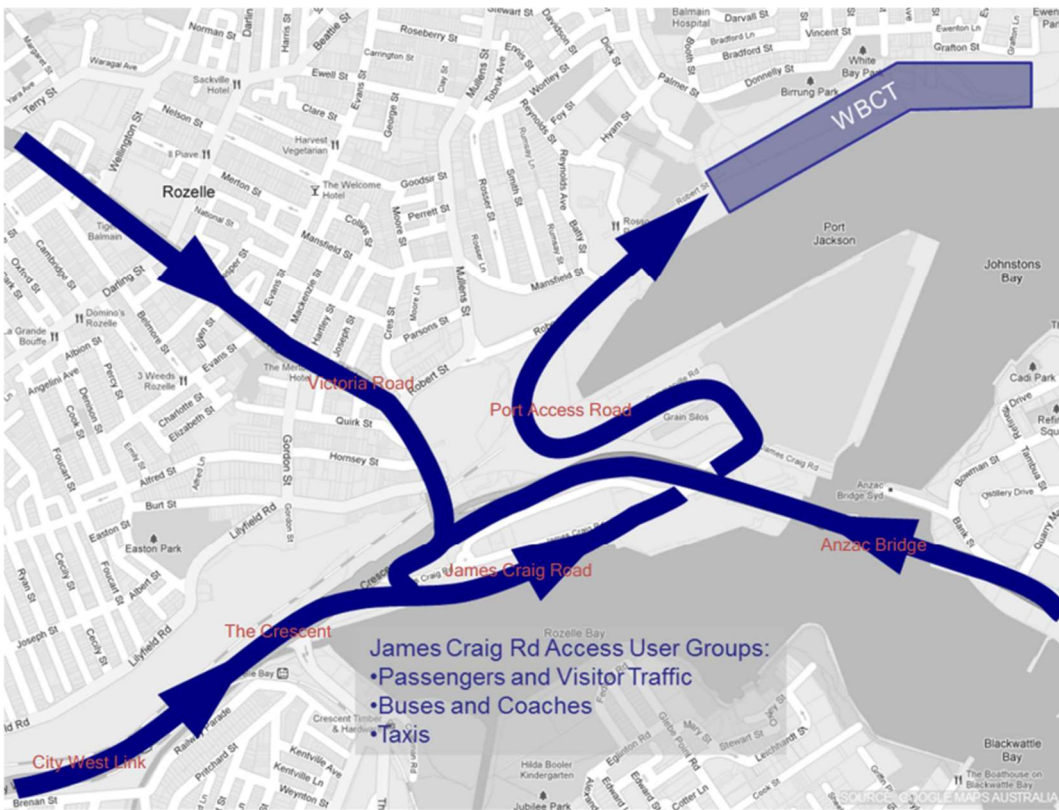


Figure 1 James Craig Road Access User Group

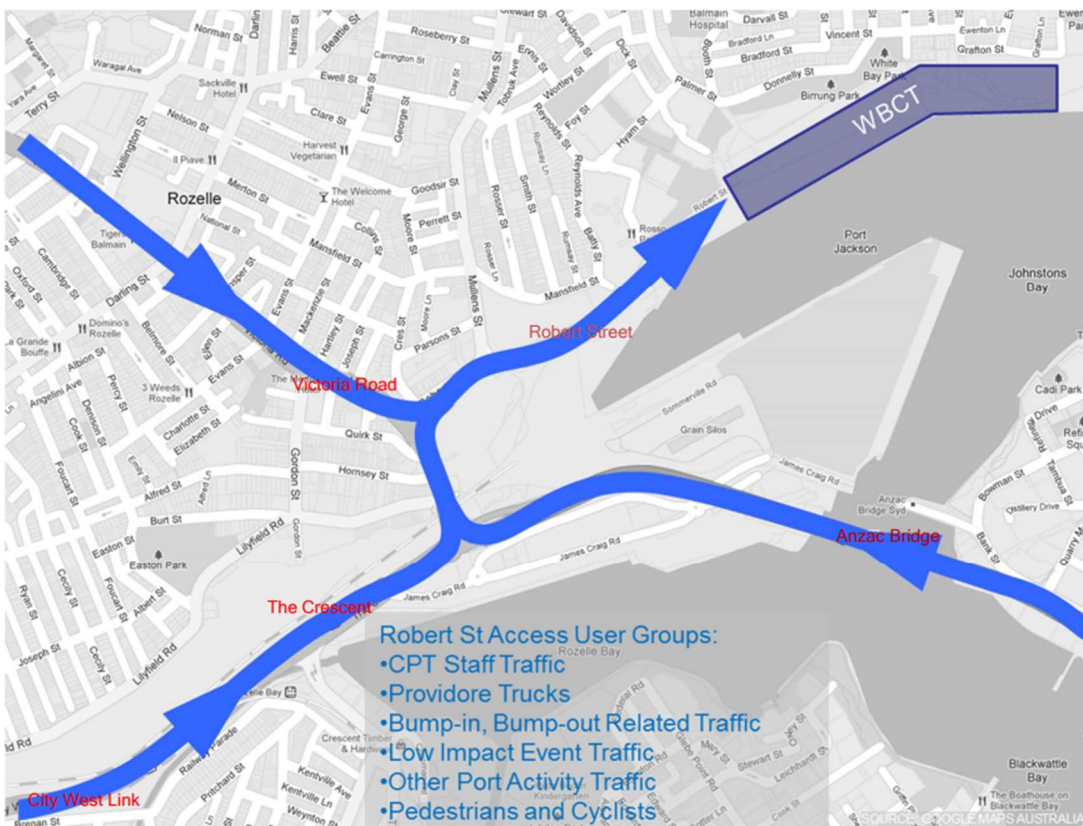


Figure 2 Robert Street Access User Group



Figure 3: WBCT Location, internal Port Access Road and Carparking areas

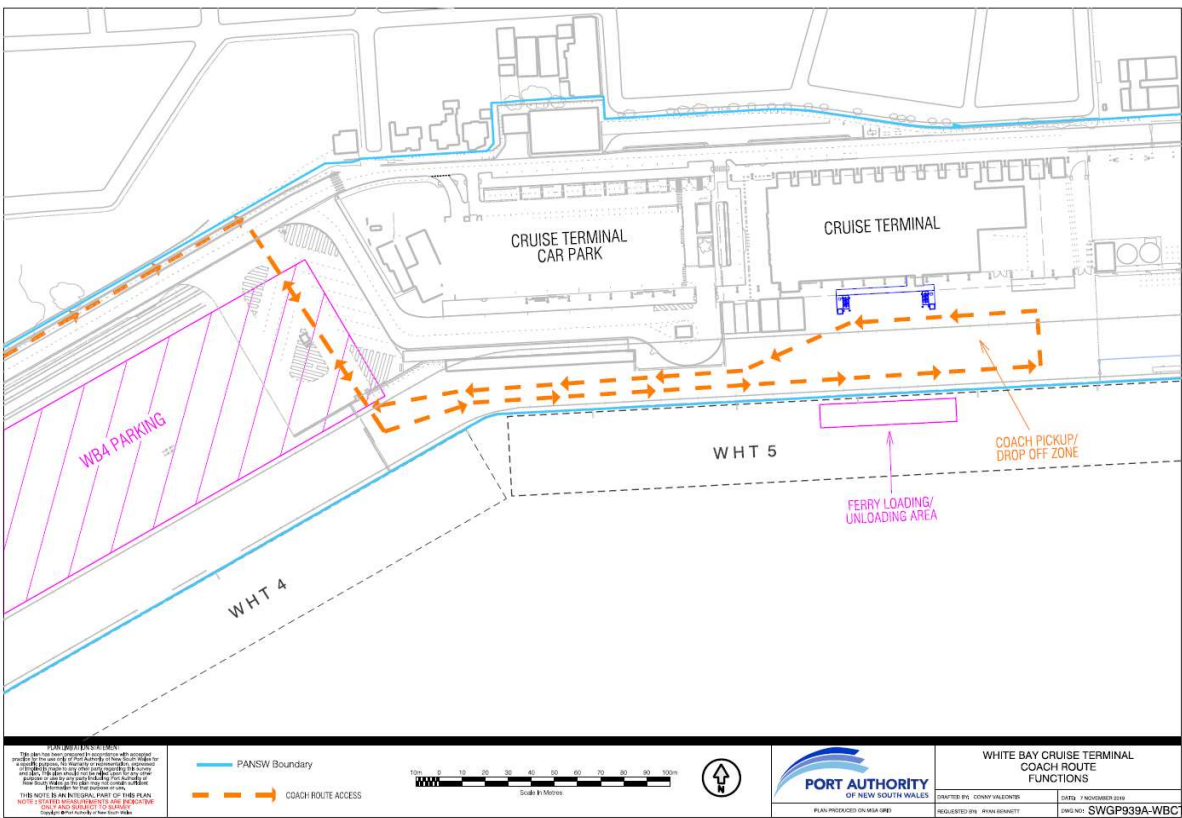


Figure 4: Coach Pickup/Drop off Zone and Ferry Loading/unloading area

## 2.3 Function Events

The types of functions/events that utilise the WBCT on non-cruise ship days include but are not limited to:

- community and / or corporate events;
- exhibitions, conventions and forums;
- food and beverage festivals;
- filming and photo shoots;
- media and product launches;
- cocktail parties and dinners;
- charity and fundraising functions;
- public events (such as Sydney Bus Museum's Annual Open Day)
- private events;
- special uses (during city wide events).

Areas external to the WBCT are able to be used for temporary structures associated with functions including but not limited to stalls, marquees, signage, temporary toilets and amusement rides. Amusement rides and similar activities, can only be erected in front of the terminal building so as to provide effective noise shielding to surrounding residences in Balmain and Rozelle and other noise sensitive receivers.

Port Authority requires potential hirers to lodge an application at least 30 days prior to the proposed function. Each application is evaluated on its merits in accordance with the Port Authority's requirements. It is noted that applications are carefully considered in terms of their impact on:

- The amenity of nearby residential sensitive receivers.
- Public safety.
- The appropriateness of the application to the character of the local area

All preliminarily approved function and event applications are required to execute a Port Authority Venue Hire Agreement/Contract to ensure functions continue to be well managed without any public safety issues (including risks associated with excessive alcohol consumption) and to provide efficient control and management of potential amenity impacts in accordance with the Project Approval.

The Venue Hire Agreement specifies, amongst other requirements, parking requirements, accesses for vehicles and ferries and requirements for the preparation of Traffic Management Plans specific to the function for events exceeding 500 people (as per Section 2.5). Responsibilities for the preparation and implementation of Venue Hire Agreements are provided in Section 3. Port Authority Mobile Patrol Security manages the gatehouse on a 24/7 basis, including vehicle access/exit.

## 2.4 Hours of Operations

Hours of operation of the WBCT on non-cruise ship days for functions and events are as follows:

- Functions that are likely to generate audible noise at any sensitive receiver shall be limited to the hours 7:00am to 11:30pm, 4 days in any week, unless otherwise agreed by the Planning Secretary. All patrons must vacate the site by 12:00 midnight.

***Notwithstanding the above, functions that are likely to generate audible noise at any sensitive receiver must be limited to 7:00 am to 12:00 midnight, 4 days in any week, for all functions during the trial period discussed above, and following the completion of the trial period as approved by the Planning Secretary, in accordance with condition A19. All patrons***

**are to vacate the site by 12:30 am (Condition D6).**

- The operation of amusement rides and similar outdoor activities shall be undertaken between 7:00am and 10:00pm Monday to Saturday and 9:00am to 6:00pm Sundays or public holidays unless otherwise agreed by the Planning Secretary (Condition D7).
- Setup, dismantling, delivery or removal of temporary structures and amusement rides that would generate an audible noise at any residential premises (Condition D5):
  - 7:00am to 6:00pm, Mondays to Fridays, inclusive
  - 8:00am to 1:00pm on Saturdays; and
  - At no time on Sundays or public holidays.
- Set-up and cleaning of internal areas of the facility could occur at any time if it is not audible at any sensitive receiver.
- Cleaning of external areas will be undertaken between 7am – 12 midnight.

## 2.5 Predicted Traffic Generation and Transport Management Plans

The movement of vehicles associated with a cruise ship berthing at WBCT, which has been a relatively frequent event at WBCT, is significantly greater than that of a large function with maximum 2,500 patrons attendance. The WBCT has now been in operation for several years and the experience to date has shown that:

- Functions occur with significant use of Charter coaches, in fact some functions (typically corporate functions) solely utilised coaches for transport to and from the venue.
- Cruise ship visitations do not result in any significant increased traffic congestion even when:
  - a ship might arrive/depart in a weekday road network peak period
  - there are two ships arriving and/or departing at similar times.

Traffic generation by functions will depend on the number of patrons attending the function and the travel arrangements made by the hirer. For large events attended by the maximum 2,500 persons, the maximum number of people travelling by private car would be 1,120 given that there are 400 parking spaces available at the WBCT (assuming an average occupancy of 2.8 persons/car). That is 400 private vehicle trips plus taxi and coach traffic movements.

The *Assessment of Transport, Traffic and Parking Implications* prepared by Transport and Traffic Planning Associates (TTPS, 2019) as part of MOD 6 indicates that the most likely common event would be conferences or product launches for 1,000 or less persons where attendance is relatively controlled and transport can be arranged and managed by the event organiser. TTPS, projected a ‘mode share goal’ for such events as follows:

**Table 1: Function Projected Transport Mode**

Type	Persons	Mode %
------	---------	--------

Car (185 @ 2)*	370	37%
Coach and/or Ferry	500	50%
Taxi etc (40 @ 2.5)	100	10%
Bicycle	10	1%
Walk (incl. bus)	20	2%
Total	1,000	100%

Functions involving more than 500 persons will be required to have a **Transport Management Plans** (TMP) to be prepared and approved by Port Authority. The detail of the TMPs will be dependent on the scale, nature and start/finish time of the event. The TMPs will be required to include the following information:

**TMP for 500 to 1,000 persons:**

- the type and number of transport services to be provided
- projected profile of arrival and departure person movements (in particular clash with road network peaks)
- what publicity will be given in relation to transport services and parking
- what supervision and control measures will be put in place, in particular to ensure that the demand for on-site car parking does not exceed the 400 available car parking spots

**TMP for 1,000 to 2,500 persons:**

- the mode share goal stipulating that goal for events which will have arrival/departure occurring during the weekday afternoon road network peak period
- the type and number of transport services which will be provided based on the mode share goal
- the projected profile of arrival and departure person movements and how the transport services proposed will accommodate the demand
- how the peak arrival and departure by car will be managed to minimise clash with the road network peaks
- the proposed means to be adopted to ensure that there is no over demand for the available parking spaces
- what publicity will be given in relation to transport services and parking
- what supervision and control measures will be put in place.

For functions with more than 1,000 persons that start and finish at network peak periods, Port Authority will consult with TfNSW with a lead time of no later than 30 days before the commencement of the function, including providing a copy of the TMP to TfNSW for review and comment. In addition, any event for more than 1,000 persons will be required to incorporate:

- control access to the parking area by the issue of tickets (or similar system) unless it can be clearly demonstrated that guaranteed adequate and organised provision of charter coaches and ferries will be available

- the Mode Share Goal for the circumstance of arrivals and departures occurring during the weekday road network morning and afternoon peak periods must emphasised coach and ferry transport

Function traffic along Robert St during peak hour is expected to be minimal.

## 2.6 Road Gates Opening / Closure

When the WBCT is in use (either as a cruise terminal, for function events or other port related activities), gates provided on the access road at both the Sommerville Road and Robert Street (near the security gate hour at White Bay) are kept open. If the WBCT is in not in used or closed, then these gates remain close.

## 2.7 Monitoring of Illegal Usage of Solomons Way

Traffic accessing the terminal building is not permitted to enter Solomons Way, which connects the southern portion of the Sommerville Road with the port road. There is signage to direct WBCT traffic to use the section of Sommerville Road to the east of the grain silo facility.

Port Authority monitors for the inadvertently or illegal usage of Solomons Way. If required, Port Authority will consider additional measures to prevent prohibited traffic from using this section of Sommerville Road.

## 2.8 Cumulative Traffic

Major infrastructure projects will progressively be delivered during the 2020s in the Bays Precinct. James Craig Road is a key access road for the major infrastructure projects traffic. There is also port related operational traffic from port tenants and port operations using the port accesses roads.

In order to manage potential occasional short-term cumulative traffic issues that could potentially occur particularly during the delivery of major infrastructure projects, the following will be undertaken:

- Coordination between Port Authority, port tenants and agencies delivering major infrastructure projects: there a number of established frameworks in place with key State Government agencies, transport infrastructure projects and Port Authority to ensure coordinated traffic management, including
  - A Cumulative Traffic Working Group (CTWG) established by the State Government involving representatives from the Sydney Coordination Office, Port Authority, Transport for NSW and the major projects in and adjacent to the Bays Precinct to consider and advise on the cumulative traffic implications and measures to ameliorate them.
  - A Bays West Traffic Management Working Group has been convened by Port Authority to enable the coordinated management of the road network within and connecting to the Bays West Precinct in association with the delivery of major infrastructure projects, the continuation of established port, cruise and working harbour uses, and new port uses within the Precinct. Membership of the group includes Port Authority, WestConnex Stage 3B, Sydney Metro West, Western Harbour Tunnel, Infrastructure NSW and Sydney Coordination Office. This group allows a coordinated approach to the long-term planning and delivery of transport projects in the Bays Precinct.
- When required, Port Authority will include a notification in its Venue Hire Agreements to advise hirers of construction activities associated with the transport infrastructure projects occurring in the Bays Precinct and on Port Authority owned lands and there may be delays on roads when accessing the WBCT. The intent of this notification is to ensure that hirers understand the existing environment and factor that information into their function planning process.



- TMPs will be prepared for functions over 500 patrons in accordance with Section 2.5. Hirers will be made aware of other major projects and port related traffic as required during the preparation of TMPs. For the TMPs required for larger functions (i.e. between 1,000 to 2,500 persons) that start or finish at network peak periods, Port Authority will consult with TfNSW with a lead time of no later than 30 days before commencement of the function.

## 3 Roles and Responsibilities

As the landowner of the WBCT site, Port Authority has overall responsibility for compliance with and implementation of the OEMP, including this TTAMP.

On days when the WBCT is being used for a function the following personnel will be responsible for ensuring compliance with this TTAMP as follows:

### **Port Authority - Senior Manager Asset Management and Development (SMAMD)**

Port Authority Senior Manager Asset Management and Development (SMAMD) is responsible for building maintenance, landscaping, heritage and fixed plant and equipment within and surrounding the building.

### **Port Authority – Venue Manager**

The Venue Manager is responsible for ensuring suitable contractual arrangements are in place that require OEMP compliance during functions and events (which are managed by the Function & Events Manager), and for liaising with the Function & Events Manager and the Environment Operations Manager (EOM) in regards to OEMP compliance.

The Venue Manager's obligations and environmental responsibilities relating to operation of the development (for functions) and this OEMP include (but are not limited to):

- Receiving and assessing event and function applications.
- Ensuring OEMP compliance at events and functions by way of venue hire contracts.
- Investigating incidents of non-compliance with the OEMP during an event or function and reporting these incidents to the EOM.
- Contacting the Functions and Events Manager as required during a function to address complaints received through Port Authority's 24/7 community enquiries and complaints line (refer to Section 2.4 of the OEMP).
- Auditing, as required, of any Contractor for environmental compliance (against this OEMP) as appropriate.

### **Venue Hirer - Functions and Events Manager (FEM)**

On days when a function or event is held, the Functions and Events Manager (FEM) is responsible for ensuring OEMP compliance in accordance with the venue hire contract with Port Authority. This also involves facilitating subcontractors and patron compliance with the OEMP, as required.

The FEM is responsible for using the facility for functions and events in accordance with their venue hire contract, including (but not limited to):

- Implementing specific control measures contained in the OEMP that fall under the responsibility of their venue hire contract.
- Advising the Venue Manager of any non-compliance with the OEMP.
- Developing a Contractor's EMP (if required under their contract) in accordance with any site specifications under their individual contracts and the requirements of this OEMP.
- Ensuring that all staff involved in managing the function are aware of environmental responsibilities and obligations and have received environmental training in accordance with this OEMP.
- Monitoring adherence of sub-contractors to this OEMP and recommending required changes to the operator.
- Consultation with Council, State Agencies and the community as may be required by the OEMP or the Venue Manager.
- Notifying the community and relevant stakeholders, including Council and the Police, of scheduled functions and events incorporating amusement rides or similar activities, outdoor activities in the

WB4 hardstand area and/or WB5 car park from 6:00pm and up to 12:30pm (in accordance with Condition D14)

- Addressing complaints related to functions as required by the Venue Manager (refer to Section 2.4 of the OEMP).
- Security of the function.

The FEM is also responsible for any Contractors that they have engaged in works at the site, (for example, temporary structures construction and waste disposal contractors) and must ensure that these Contractors are appropriately licensed and aware of their environmental responsibilities.

#### **Port Authority - Mobile Patrol Security**

The Port Authority Mobile Patrol Security is responsible for managing the gatehouse on a 24/7 basis and ensuring that vehicles entering the site via Robert Street are suitably authorised.

#### **Port Authority – Environment Operations Manager (EOM)**

The EOM provides advice on environmental matters to the Venue Manager. The EOM is responsible for reporting non-conformances and incidents externally (eg. EPA, DPIE) as required under the planning approval or State legislation. The EOM is also responsible for the ongoing review of this OEMP as required.

#### **Port Authority – Community Relations Manager (CRM)**

The CRM is responsible for registering function related complaints in the Port Authority Complaints Register. The CRM also has responsibilities related to the implementation of the Complaints Response Procedure (for details refer to Section 2.4 of the OEMP).

#### **Port Authority – General Counsel**

The General Counsel is responsible for ensuring that the Venue Hire Agreements include the requirements of the planning approval and OEMP. The General Counsel prepares Venue Hire Agreements in consultation with the EOM and the Venue Manager.

## 4 Traffic Management Plan

### 4.1 Public Traffic

#### Objectives

The objective is to ensure the safe and efficient access of public traffic to and from the WBCT.

This traffic arises from the day-to-day operation of the WBCT as function centre.

#### Strategy

Public traffic accessing and egressing the WBCT when it is used for a function will use the purpose-built access road via James Craig Road (except for traffic during low impact events as defined in Section 2.1). This is shown in Figures 1 and 3.

This traffic will be directed by signage on the external public approach roads to use James Craig Road. The Signage Strategy prepared by consultant Halcrow (14 December 2011) to satisfy Consent Condition B11 provides a strategic approach for the signing of the external public and internal access roads. The roadworks and associated directional signage were designed and implemented in accordance with the Signage Strategy.

Any unauthorised traffic inadvertently accessing the WBCT via Robert Street will be directed to use James Craig Road i.e. this traffic will be turned around. A security gate and check point with a series of boom gates, as well as a turning loop, on Robert Street have been provided for this purpose. The Robert Street gatehouse will be manned at all time when the WBCT is in operation.

Event organisers will advise attendees of access routes when sending out booking confirmations with additional information to be provided on the relevant websites.

#### Actions

Actions	Responsible Personnel
Ensure that all public traffic continue to access the WBCT using the access road via James Craig Road (except for Low Impact Events).	Port Authority Mobile Patrol Security
Ensure that any public traffic using Robert Street be turned around and directed to use the access road via James Craig Road.	Port Authority Mobile Patrol Security
Ensure that the FEM is aware of this TTAMP	OEM, Venue Manager
Provide information and advice to event attendees in relation to access arrangements and car parking limitations for the site (see 4.7), as well as public transport information contained in the Transport Access Guide (where appropriate).	FEM

<p>Prepare Transport Management Plans for functions with more than 500 patrons in accordance with Section 2.5. The Transport Management Plans will specify, amongst other items, the type and number of transport services which will be provided (for other details refer to Section 2.5) to minimise the number private vehicles.</p>	FEM
<p>For the Transport Management Plans required for functions with more than 1,000 persons that start and finish at network peak periods, Port Authority will consult with TfNSW with a lead time of no later than 30 days before the commencement of the function.</p>	EOM, Venue Manager
<p>When required, Port Authority will include a notification in its Venue Hire Agreements to advise hirers of construction activities associated with the transport infrastructure projects occurring in the Bays Precinct and on Port Authority owned lands and there may be delays on roads when accessing the WBCT. The intent of this notification is to ensure that hirers factor that information into their function planning process (refer to Section 2.8).</p>	EOM FEM
<p>When required, Port Authority will facilitate the coordination of traffic with port tenants and agencies delivering major infrastructure projects through established frameworks in place with key State Government agencies and transport infrastructure projects (for details refer to Section 2.8).</p>	OEM

**Monitoring**

Port Authority Mobile Patrol Security is to advise the Venue Manager whenever event attendees incorrectly access or attempt to access the site.

The EOM and Venue Manager are to monitor compliance of the FEM with this TTAMP, record any deviation from the TTAMP, and undertake appropriate mitigation procedures to address the deviations.

Port Authority’s CRM will record complaints from stakeholders including local residents and member of the public using the procedure outlined in Section 2.4 of the OEMP for Functions.

## 4.2 Trucks/Delivery Vehicles

### Objectives

The objective is to ensure the safe and efficient access of trucks and delivery vehicles to and from the WBCT.

This traffic arises from the day-to-day operation of the WBCT as a function centre.

### Strategy

Trucks and delivery vehicles servicing the function (i.e. bump-in and bump-out traffic) will use Robert Street to access the WBCT. This route is shown in Figure 2.

Only authorised trucks and delivery vehicles associated with the function will be permitted to use Robert Street access. All other vehicles will be turned around. Larger trucks that cannot turnaround may be let through, but the security personnel will warn drivers of access requirements and will record their driver's license and the vehicle number plates.

The loading and unloading activities will take place in designated areas. Truck drivers will be given specific instructions for loading/unloading activities on site. The loading dock is located at the rear of the WBCT building in an enclosed compound.

From time to time, equipment may require to be delivered using oversized vehicles which may require permits from TfNSW. The event organiser and/or its sub-contractor will require to consult the relevant authorities, and if required apply for any necessary permits and licenses to use oversized vehicles for such deliveries.

### Actions

Actions	Responsible Personnel
Ensure that all truck drivers are aware of the access requirements i.e. Robert Street to be used by bump-in and bump-out related traffic only.	FEM
Ensure that any unauthorised delivery vehicles using Robert Street be directed to use the access road via James Craig Road.	Port Authority Mobile Patrol Security
Ensure that all truck drivers are aware of on-site procedures site including the location of the loading area.	FEM
Ensure that the necessary permits and licenses are obtained if equipment deliveries using oversized vehicles are required.	FEM

### Monitoring

The EOM and Venue Manager are to monitor compliance of the FEM with this TTAMP, record any deviation from the TTAMP, and undertake appropriate mitigation procedures to address the deviations.

Port Authority's CRM will record complaints from stakeholders including local residents and member of the public using the procedure outlined in Section 2.4 of the OEMP for Functions.

## 4.3 Staff Traffic

### Objectives

The objective is to ensure the safe and efficient access of staff traffic to and from the WBCT.

This traffic arises from the day-to-day operation of the WBCT as a function centre.

### Strategy

Any staff traffic (associated with the use of the WBCT as a function centre) accessing and egressing the WBCT will do so via Robert Street (Figure 2).

The FEM will provide instructions to their staff to use Robert Street for site access

On-site parking for staff is provided in allocated spaces alongside the WBCT building. Staff will be specifically instructed not to use the public car park for parking.

### Actions

Actions	Responsible Personnel
Ensure that all staff are aware of parking restrictions and are instructed not park within the public car parks (WB4 or WB5 car parks).	FEM

### Monitoring

The EOM and Venue Manager are to monitor compliance of the FEM with this TTAMP, record any deviation from the TTAMP, and undertake appropriate mitigation procedures to address the deviations.

Port Authority's CRM will record complaints from stakeholders including local residents and member of the public using the procedure outlined in Section 2.4 of the OEMP for Functions.

## 4.4 Taxis, Buses and Coaches

### Objectives

The objective is to ensure the safe and efficient access of taxis, buses and coaches to and from the WBCT.

This traffic arises from the day-to-day operation of the WBCT as a function centre.

### Strategy

Taxis, buses and coaches accessing and egressing the WBCT will use the James Craig Road access route. This is shown in Figures 1 and 3.

Taxis, buses and coaches will be directed with signage provided for public traffic as above.

Taxis, buses and coaches will have their respective areas for the dropping off and picking up of passengers. They will be required to drop off and pick up their passengers only at their respective designated drop off zones.

Personnel on site will direct taxis, buses and coaches (wanting to pick up passengers) to their respective waiting areas.

Taxis will drop off passengers at the drop off zone located within the car park to the west of the terminal building. From here, taxis will proceed to the taxis waiting area as directed or exit the site using the James Craig Road access road. From the taxi waiting area, taxis will be directed to the taxi rank adjacent to the terminal building as appropriate. However, during extreme busy periods, all taxis arriving at the site will be first directed to the marshalling area adjacent to White Bay 3 prior to approaching the taxi waiting area. The taxis will then be directed to the taxi waiting area as it is freed up by taxis at the front of the waiting area being directed to the taxi rank.

Buses will drop off and pick up passengers only at the bus stop area located on the southern side of the WBCT building to maximise acoustic shielding (refer to Figure 4). Buses will use the turning loop adjacent to the terminal building, drop off / pick up passengers and then exit using the port access road and James Craig Road (Figures 3 and 4).

Any taxis, coaches and buses inadvertently accessing the WBCT via Robert Street will be turned around and directed to use the James Craig Road access.

## Actions

Actions	Responsible Personnel
Ensure that taxis, buses and coaches access the WBCT using the access road via James Craig Road.	FEM
Ensure that all unauthorised vehicles using Robert Street will be turned around and directed to use the James Craig Road access.	Port Authority Mobile Patrol Security

## Monitoring

The EOM and Venue Manager are to monitor compliance of the FEM with this TTAMP, record any deviation from the TTAMP, and undertake appropriate mitigation procedures to address the deviations.

Port Authority's CRM will record complaints from stakeholders including local residents and member of the public using the procedure outlined in Section 2.4 of the OEMP for Functions.

## 4.5 Other Port Activity

### Objectives

The objective is to ensure the safe and efficient access of other port related traffic to and from their respective sites while sharing the same access as the WBCT.



This traffic is separate from the WBCT and will continue to use Robert Street in accordance with existing operation. This is shown in Figure 2.

### Strategy

This traffic accessing and egressing the White Bay port area will continue to do so via the existing Robert Street access.

### Actions

Actions	Responsible Personnel
Ensure that drivers of other port related traffic are aware of the access requirements i.e. via Robert Street.	SMAMD
<p>Ensure that drivers are aware procedures at security check point on Robert Street.</p> <p>These requirements will be stipulated in the lease agreements between Port Authority and the respective tenants as per current arrangements.</p> <p>Port Authority, as the landlord, will inform other port users of the need to continue using Robert Street and of prevailing security check arrangements relating to its use.</p>	SMAMD

### Monitoring

Port Authority Mobile Patrol Security will monitor for non-compliance of agreed access protocols from other port users and corrective measures to be implemented.

## 4.6 Pedestrians and Cyclists

### Objectives

The objective is to ensure the safe and efficient access for pedestrians and cyclists to and from the WBCT and the foreshore area as appropriate.

### Strategy

Pedestrian/cyclist traffic may comprise the following:

- WBCT/event organiser staff to and from the WBCT,
- function attendees, and
- general public/visitors exploring the site.

A shared pedestrian/cyclist path is provided on the northern side of Robert Street between Buchanan Street and the terminal building. When a function is being held general public pedestrian /cyclist access would be subject to agreement from the individual hirer or lessee and will be via Robert Street's designated footpath and cycle way. Access to the general public, if agreed, would be provided to the WB5 wharf area and

terminal building surrounds during daylight hours. Pedestrian and bicycle access for staff and public (ie. guests) associated with the function will be provided via Robert Street's designated footpath and cycle way.

### Actions

Actions	Responsible Personnel
Ensure that pedestrians/cyclists access the site using the existing footpath/carriageway along Robert Street, and the shared pedestrian/cycle path on Robert Street, east of Buchanan Street.	Port Authority Mobile Patrol Security
If general public access is provided, ensure that the on-site limit of up to 2,500 patrons at any one time is not exceeded during the function.	FEM Venue Manager

### Monitoring

The FEM will monitor pedestrian/cyclist movements and ensure that movements onto and within the site can be made safely.

Port Authority' CRM will record complaints from stakeholders including local residents and member of the public using the procedure outlined in Section 2.4 of the OEMP for Functions.

## 4.7 On-site Parking

### Objectives

The objective is to provide safe and efficient parking for visitors to the WBCT.

### Strategy

The WBCT has an open car park at WB5 located adjacent to the terminal building with about 200 spaces. These are to be used by function patrons to the WBCT.

In addition, 200 car park spaces are available at WB4 for functions, as overflow (if required) to the existing WB5 car park. The WB4 car park is located to the west of the WB5 car park as shown in Figures 3 and 4.

Staff parking is provided in alongside the terminal building in allocated spaces. . Security staff park at the loading dock.

Only function related vehicles (eg. function attendees) will be allowed to park in the short term WB5 car park and the WB4 car park (if required as overflow). Vehicles not related to the function will be turned around.

Visitors using car park to be advised that they are not park their vehicle overnight in the car park.

Venue hirers will be advised that no parking is permitted by patrons on Robert Street or surrounding streets.

### Actions

Actions	Responsible Personnel
---------	-----------------------

Ensure that free flowing access to and from the car park is available at all times.	FEM
Ensure that access to the car park is only permitted to function related vehicles. All other vehicles will be turned around.	Port Authority Mobile Patrol Security
Ensure that any vehicle parked in the car park overnight will be towed away from the Terminal.	Port Authority Mobile Patrol Security
Provide information and advice to event attendees in relation to on-site car parking arrangements.	FEM
For functions with more than 500 patrons, a Transport Management Plan will be prepared which, amongst other items, will (refer to Section 2.5 for other details): <ul style="list-style-type: none"> <li>- specify the type and number of transport services to be provided to minimise the use of public vehicles; and</li> <li>- specify what supervision and control measures will be put in place to ensure that the demand for on-site parking does not exceed the 400 available car parking spots.</li> </ul>	FEM Venue Manager
Venue hirers will be advised that no parking is permitted by patrons on Robert Street or surrounding streets during a function.	Venue Manager

### Monitoring

The FEM will monitor the usage of the car park and implement management procedures to ensure smooth and efficient operation as necessary.

Port Authority' CRM will record complaints from stakeholders including local residents and member of the public using the procedure outlined in Section 2.4 of the OEMP for Functions..

## 5 Workplace Travel Plan and Travel Access Guide

### 5.1 Workplace Travel Plan

Condition D16(a)vi) requires the TTAMP to include a Workplace Travel Plan to promote the use of the shuttle bus service and public transport, walking and cycling by employees. A Workplace Travel Plan has been prepared for the TTAMP for Cruise Operations, which is implemented as required by Port Authority' and cruise operator's staff. However, due to the varied nature of functions and events which are held over a short period of time e.g. generally one-day events (with a small number of events that may be held over two or three days the most) and the low number of Port Authority's employees associated with functions (generally not based at White Bay), a Workplace Travel Plan for the Functions TTAMP would not be useful or beneficial. If appropriate, some measures in the event organiser's existing Workplace Travel Plan (if one exists) could be adopted e.g. car pooling, transport attendees by buses/coaches.

As indicated in Section 2.5, functions involving more than 500 persons will be required to have a Transport Management Plans (TMP) to be approved by Port Authority. The Transport Management Plans will specify, amongst other items, the type and number of transport services which will be provided (for other details refer to Section 2.5) to minimise the number private vehicles.

A Travel Access Guide has been prepared and will be made available to hirers. This is detailed further below.

### 5.2 Travel Access Guide

The Travel Access Guide (TAG) presents a number of maps of the site and surroundings in relation to public transport nodes and routes, and other nearby cycling network to assist visitors to/from the site to make a better transport choice for accessing the site.

A TAG contains the following information:

- available sustainable transport choices to access the site – walking, cycling and public transport, and
- a map of the site and nearby sustainable transport modes.

It has the potential to reduce travel by private vehicles and encourage the use of more sustainable transport forms thus reducing emission of greenhouse gases. It also has the potential to reduce traffic congestion, while improving personal health through active transport choices.

The TAG for White Bay Cruise Terminal is provided in Appendix B.

**APPENDIX A**  
**Compliance Check**

## Condition

## Where/How Address in Sub-Plan

*D16. As part of the Operational Environmental Management Plan for the project required under condition D15 of this approval, the Proponent shall prepare and implement:*

*(a) an Operational Transport, Traffic and Access Management Plan. The plan is to be prepared in consultation with the TfNSW, Council and Emergency Services. The plan is to detail measures to manage the operational traffic impacts for the project, and must have consideration of the Guide to Traffic and Transport Management for Special Events. The Plan shall include but not be limited to:*

*i) standard operational traffic management measures and procedures used during cruise ship and function operations for a range of expected operational scenarios, including measures to reduce peak AM and PM vehicle movements;*

*ii) special events procedures to manage traffic and car parking impacts during non-standard events (such as arrival of large cruise ships, early arrival or late departure of cruise ships) that are likely to cause extensive queuing and traffic delays;*

*iii) parking arrangements for long term stays;*

This document constitutes the Operational Transport, Traffic and Access Management Plan (TTAMP) for Function and Event Operations.

It has been prepared in consultation with:

- TfNSW,
- Council, and
- Emergency Services.

The Guide to Traffic and Transport Management for Special Events is considered in Section 1.5

This TTAMP addresses traffic management measures for operational traffic associated with the use of the WBCT for Function Operations.

Traffic management measures are provided in Section 4.

This is not relevant to this TTAMP. Functions over 500 patrons will require a Transport Management Plan specific to the function as described in Section 2.5.

This is not relevant to this TTAMP.




Condition	Where/How Address in Sub-Plan
<i>iv) priority infrastructure for taxis and hire cars to enter and exit the site during cruise ship visits;</i>	This is not relevant to this TTAMP.
<i>v) predicted traffic volumes, types and routes;</i>	See Section 2.
<i>vi) a Workplace Travel Plan to promote the use of the shuttle bus service and public transport, walking and cycling by employees;</i>	WTP has been provided for cruise operations staff. Due to the varied nature of functions/events typically held over a short period of time a WTP would not provide any benefits. Refer to Section 5.1.
<i>vii) a Transport Access Guide to inform passengers patrons of transport options to the site, including the shuttle bus service;</i>	See Section 5.2 and Appendix B.
<i>viii) the maintenance of safe pedestrian and cycle access from Robert Street to White Bay Wharf No.5;</i>	See Section 4.6.
<i>ix) the provision of safe public access to the foreshore; and</i>	See Section 4.6.
<i>x) a procedure for handling traffic and access complaints that includes recording, investigating, reporting and follow-up action.</i>	See Section 1.7



**APPENDIX B**  
**Travel Access Guide**



# White Bay Cruise Terminal – Travel Access Guide

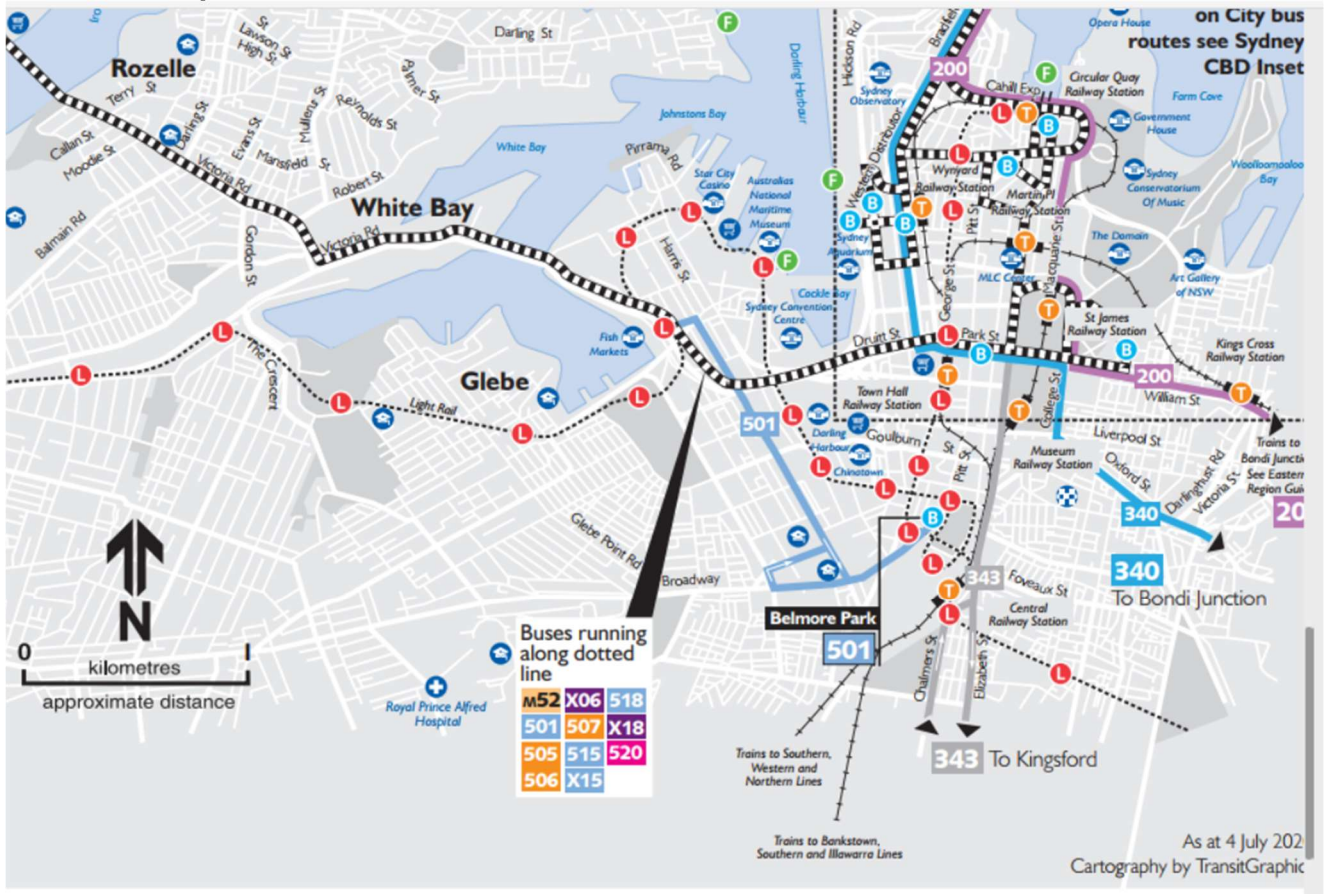
## Transport Services and Facilities

<p><b>Bus</b></p> 	<p>For bus routes to other suburban centres, the closest bus stop is on Victoria Road, located 900 metres from the site.</p> <p>Selected bus routes are shown below (refer to attached maps). Frequencies below at bus stops near WBCT (M-F) eastbound</p> <table border="1"> <thead> <tr> <th>Route No. Victoria Road – City routes:</th> <th>Service Route</th> <th>Frequency – AM peak (M-F)</th> <th>Frequency – PM peak (M-F)</th> </tr> </thead> <tbody> <tr> <td>M52</td> <td>Parramatta to Circular Quay</td> <td>2-7 m (to city)</td> <td>2-7 m (to city)</td> </tr> <tr> <td>518</td> <td>Macquarie Uni to Circular Quay</td> <td>1-17 m (to city)</td> <td>4-32 m (to city)</td> </tr> <tr> <td>501</td> <td>West Ryde to Central Pitt St</td> <td>3-16 m (to city)</td> <td>10-22 m (to city)</td> </tr> <tr> <td>507</td> <td>Macquarie Uni to City Circular Q.</td> <td>14-31 m (to city)</td> <td>25-51 m (to city)</td> </tr> <tr> <td>505</td> <td>Woolwich to City Town Hall</td> <td>29-4 1m (to city)</td> <td>Only AM peak hour</td> </tr> <tr> <td>515</td> <td>Eastwood to Circular Quay</td> <td>21-36 m (to city)</td> <td>28-31 m (to city)</td> </tr> <tr> <td>506</td> <td>Macquarie Uni to City Domain</td> <td>5-15 m (to city)</td> <td>14-32 m (to city)</td> </tr> <tr> <td>502</td> <td>Cabarita Wharf to City Town Hall</td> <td>5-20 m (to city)</td> <td>-</td> </tr> <tr> <td>504</td> <td>Chiswick to City Domain</td> <td>3-20 m (to city)</td> <td>12-19 m (to city)</td> </tr> <tr> <td colspan="4">Balmain routes:</td> </tr> <tr> <td>441</td> <td>City Art Gallery to Birchgrove</td> <td>18-34 m (loop)</td> <td>13-38 m (loop)</td> </tr> <tr> <td>442</td> <td>City QVB to Balmain East Wharf</td> <td>8-10 m (loop)</td> <td>2-10 m (loop)</td> </tr> <tr> <td>433</td> <td>Balmain to Central Pitt St</td> <td>6-11 m (to city)</td> <td>9-17m (to city)</td> </tr> <tr> <td>445</td> <td>Campsie to Balmain</td> <td>10-30m (to Balmain)</td> <td>10-18m (to Balmain)</td> </tr> </tbody> </table>	Route No. Victoria Road – City routes:	Service Route	Frequency – AM peak (M-F)	Frequency – PM peak (M-F)	M52	Parramatta to Circular Quay	2-7 m (to city)	2-7 m (to city)	518	Macquarie Uni to Circular Quay	1-17 m (to city)	4-32 m (to city)	501	West Ryde to Central Pitt St	3-16 m (to city)	10-22 m (to city)	507	Macquarie Uni to City Circular Q.	14-31 m (to city)	25-51 m (to city)	505	Woolwich to City Town Hall	29-4 1m (to city)	Only AM peak hour	515	Eastwood to Circular Quay	21-36 m (to city)	28-31 m (to city)	506	Macquarie Uni to City Domain	5-15 m (to city)	14-32 m (to city)	502	Cabarita Wharf to City Town Hall	5-20 m (to city)	-	504	Chiswick to City Domain	3-20 m (to city)	12-19 m (to city)	Balmain routes:				441	City Art Gallery to Birchgrove	18-34 m (loop)	13-38 m (loop)	442	City QVB to Balmain East Wharf	8-10 m (loop)	2-10 m (loop)	433	Balmain to Central Pitt St	6-11 m (to city)	9-17m (to city)	445	Campsie to Balmain	10-30m (to Balmain)	10-18m (to Balmain)
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<p><b>Ferry</b></p> 	<p>Balmain East Wharf is located 1km away from the White Bay Cruise Passenger Terminal (refer to attached map).</p> <p>The Balmain East Wharf is provided with the following ferry routes:</p> <p>F4 Circular Quay to Pyrmont/Pyrmont to Circular Quay: The ferry operates every 20 minutes in the peak hours and 30 minutes in the off peak hours (M-F), and every 15-30 minutes during weekends and public holidays.</p> <p>F3 Parramatta River to Circular Quay: The ferry operates every hour (M-F, with an extra service on Sat-Sun-Public Holidays) but only from 20:19 to 23:19</p> <p>CCLC Lane Cove to City / City to Lane Cove (privately operated): limited services 1-2 ferries during the peak morning and afternoon hours only</p>																																																												
<p><b>Light Rail</b></p> 	<p>Rozelle Bay Light Rail Station, located 1400 metres away, is the closest Light Rail Station from the WBCT. The Rozelle Bay Light Rail Station is provided with the L1 Route (Central to Dulwich Hill / Dulwich Hill to Central).</p> <p>Light Rail operates every 8 (peak hour) -15 minutes M-F finishing 00:20 (F) and 23:21 (M-Th). On Saturday operates generally every 10-15 min finishing at 23:21. On Sunday and public holidays operates generally every 10-15 min finishing at 23:26</p> <p>on day time from Central Station to Lilyfield. Service to Lilyfield finish at 11pm and overnight service is available from Central Station to The Star Casino for every 30 minutes</p>																																																												

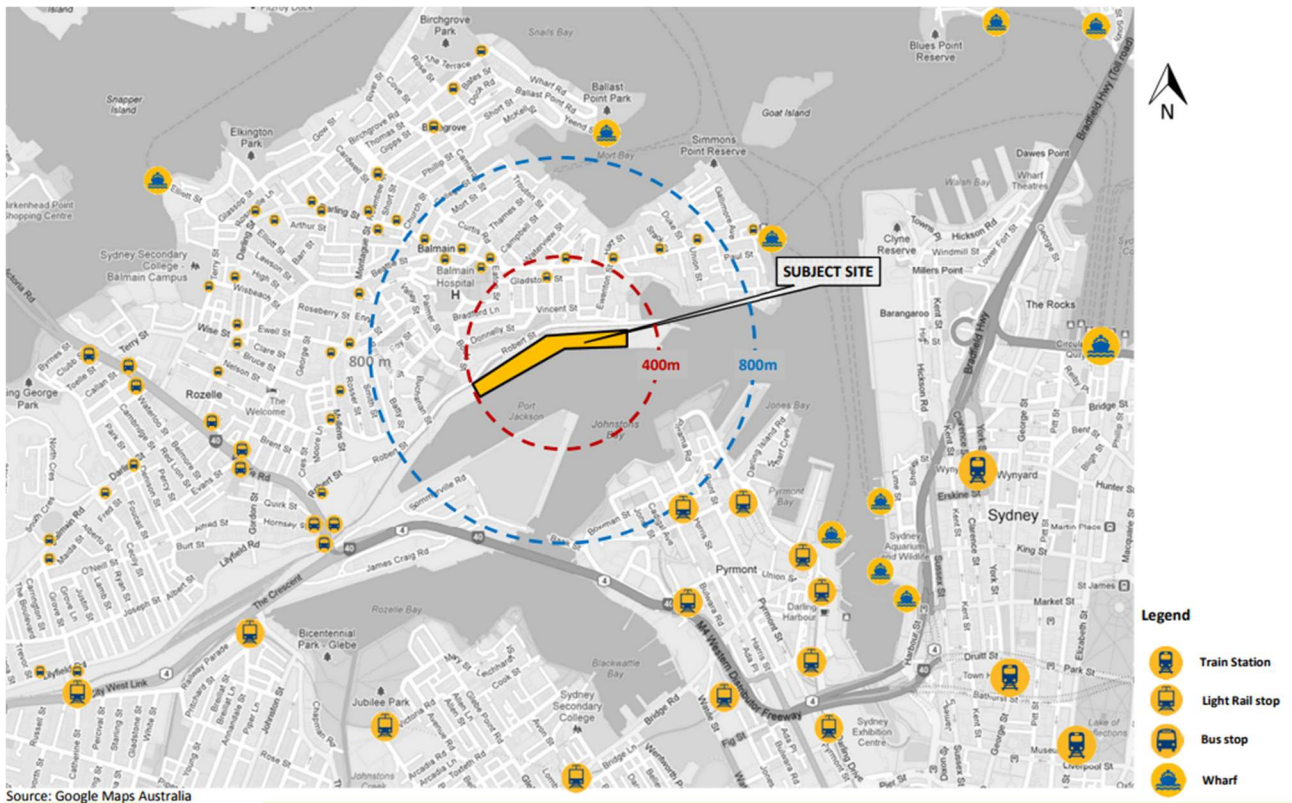
<p><b>Wheelchair access</b></p> 	<p>Wheelchair accessible buses operate on some routes. Use the trip planner <a href="https://transportnsw.info/trip#/trip">https://transportnsw.info/trip#/trip</a> (refine accessible trip results with the Trip Planner by choosing options and selecting the accessibility check box). Call Transport Infoline (131500) for details.</p> <p>Wheelchair access is generally available in ferries and light rail.</p>
<p><b>Bicycle</b></p>  <p><small>australian.com • 51390514</small></p>	<p>There are existing cycle routes adjacent to the site, along White Bay park, ANZAC Bridge and Birrung Park. The cycle routes are connected to Sydney CBD, inner west and eastern suburbs. For cycle routes refer to attached map.</p>

**Note: routes and frequencies are per November 2020**

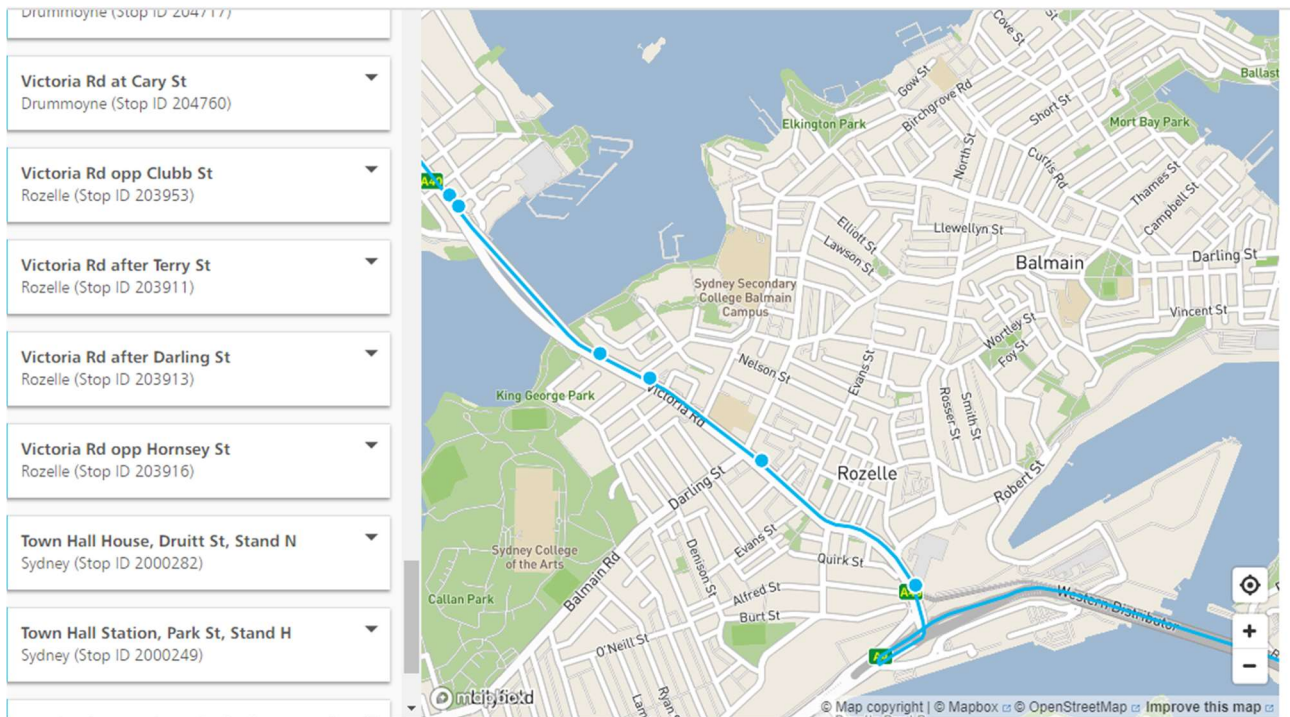
# Public Transport near the WBCT



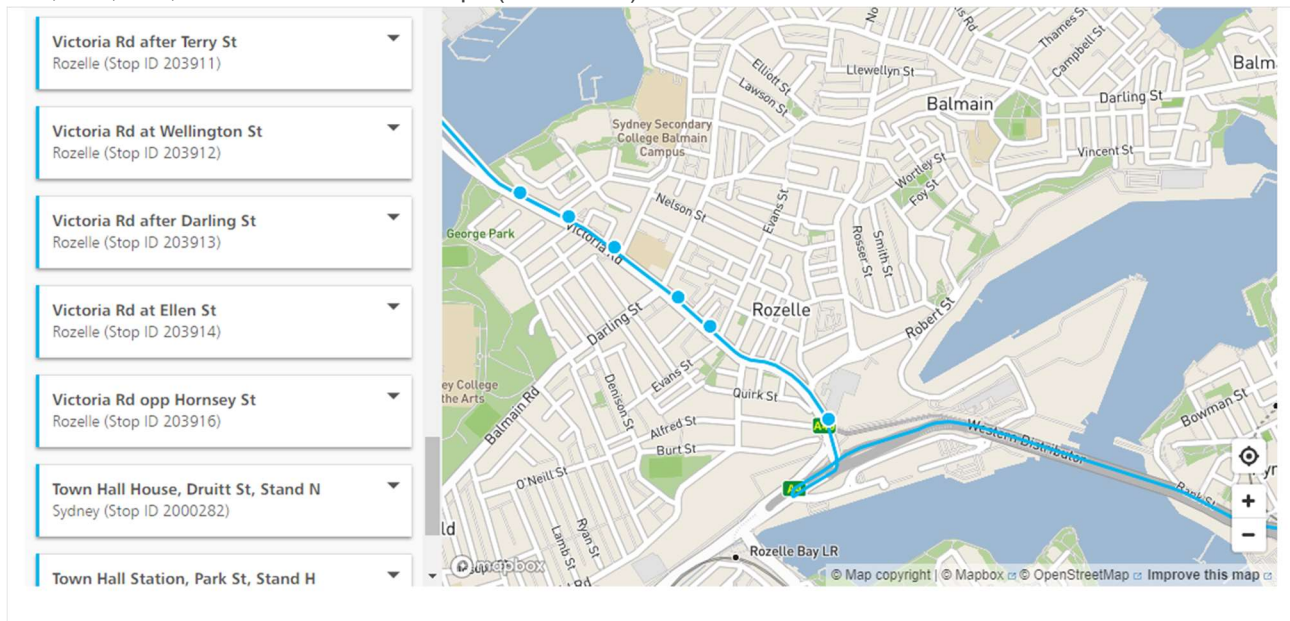
L: Light Rail. F: Ferry



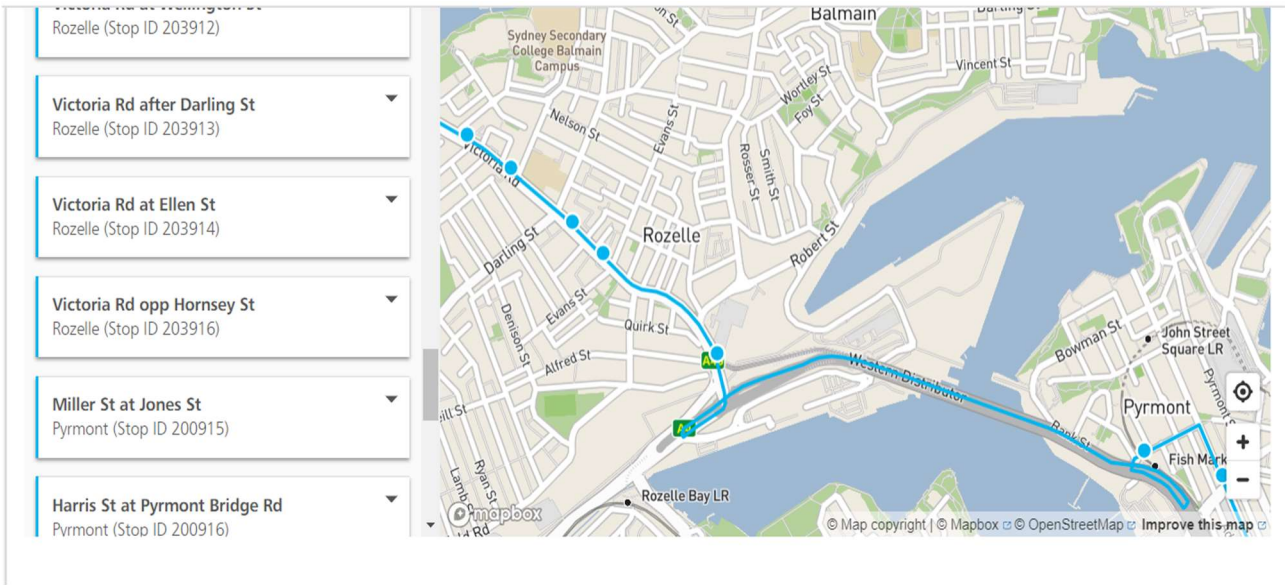
### M52 Route and Bus Stops (eastbound) near the WBCT



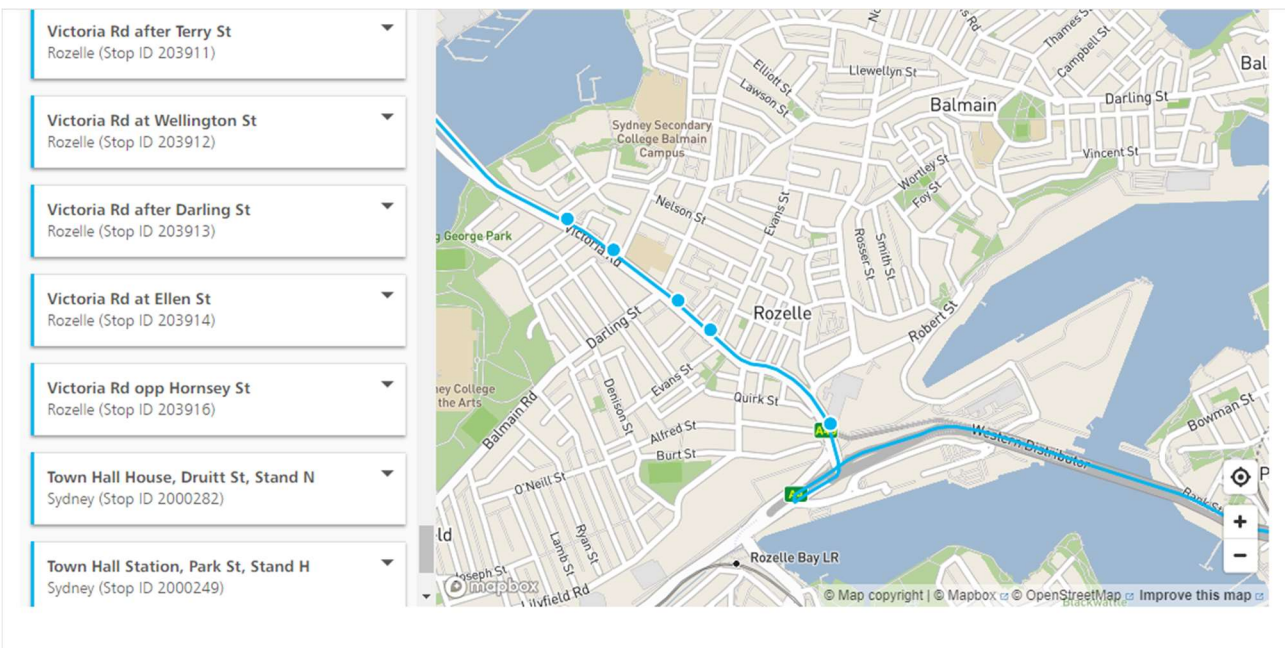
### 518, 520, 502, 504 Route and Bus Stops (eastbound) near the WBCT



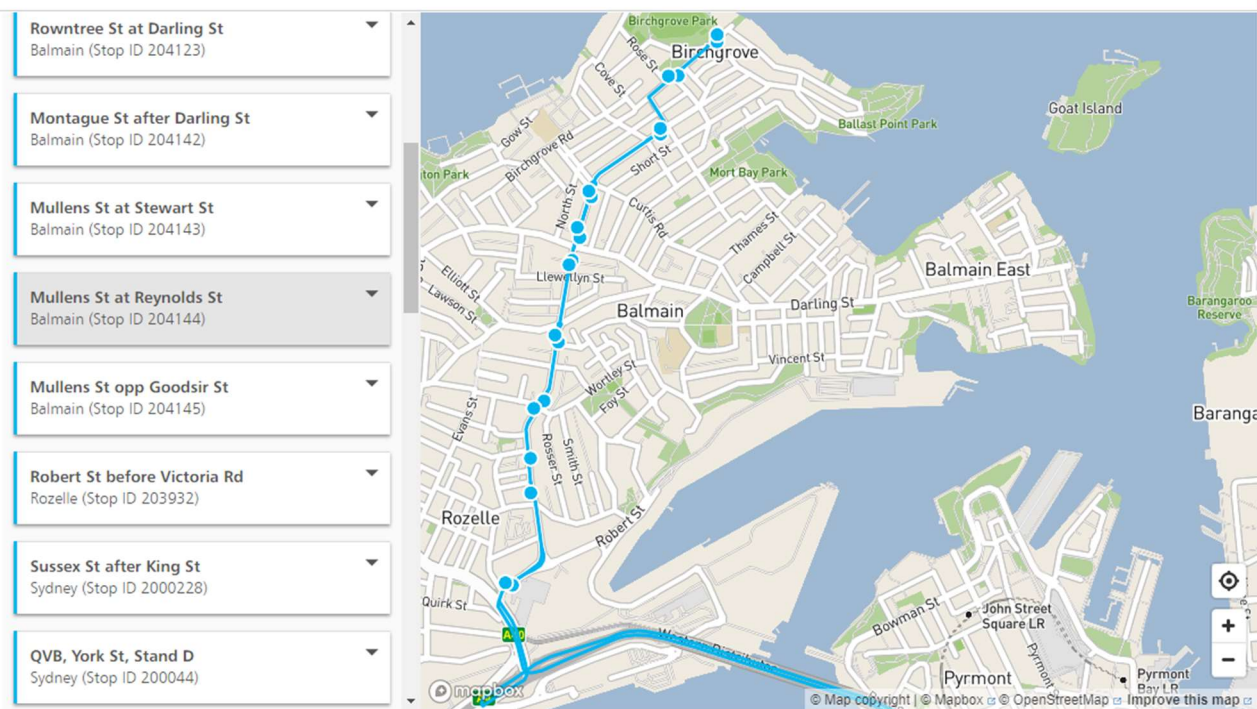
501 Route and Bus Stops (eastbound) near the WBCT



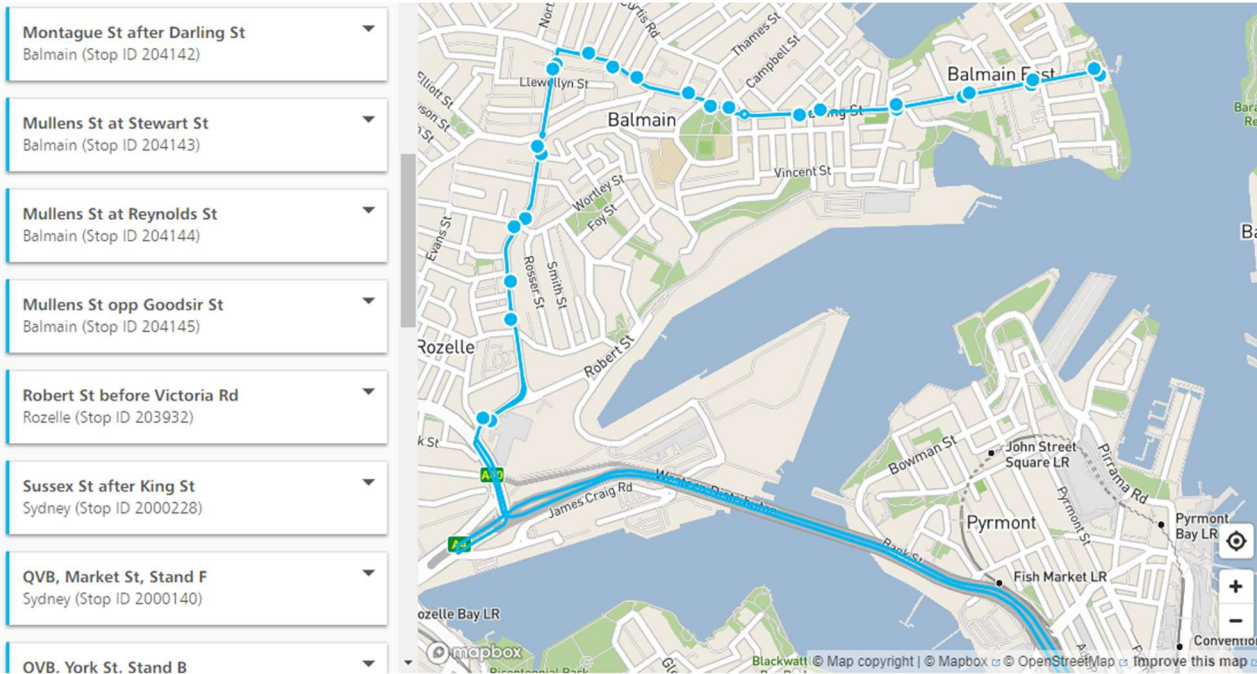
507, 505, 515, 506 Route and Bus Stops (eastbound) near the WBCT



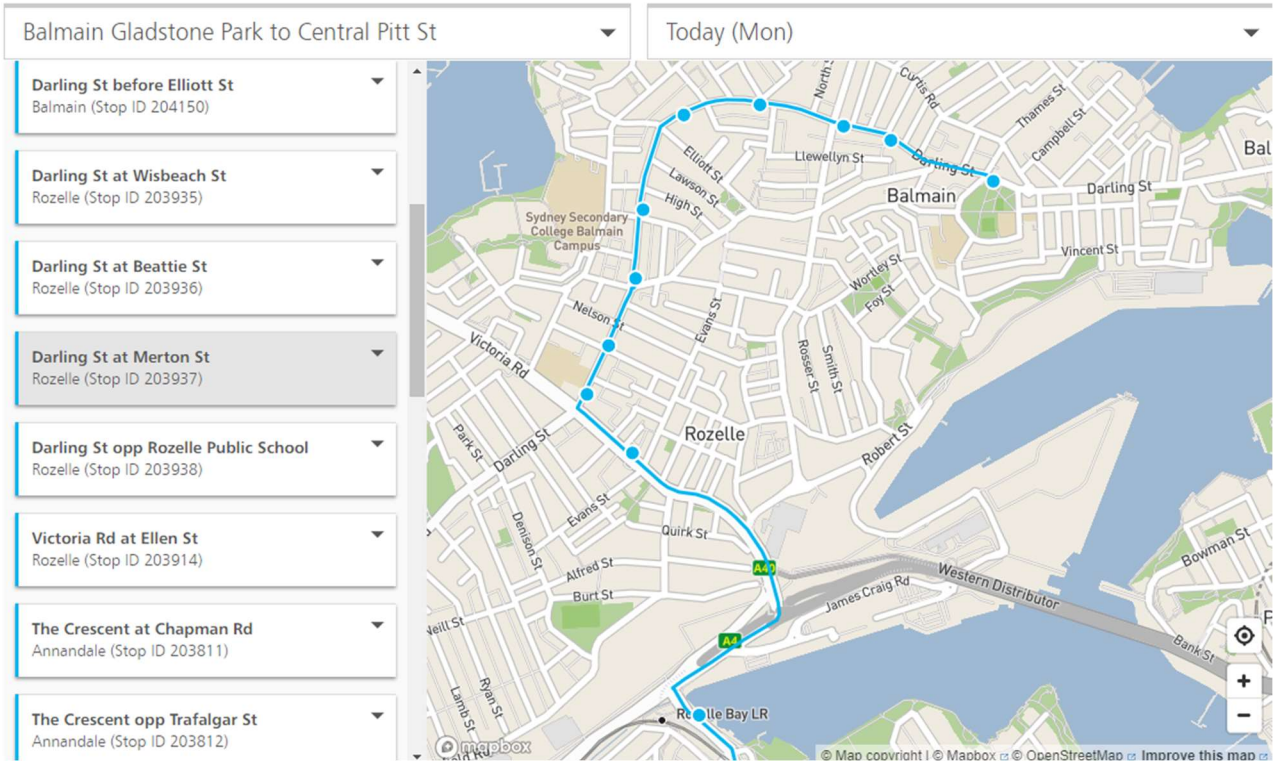
### 441 Route and Bus Stops (Loop) near the WBCT



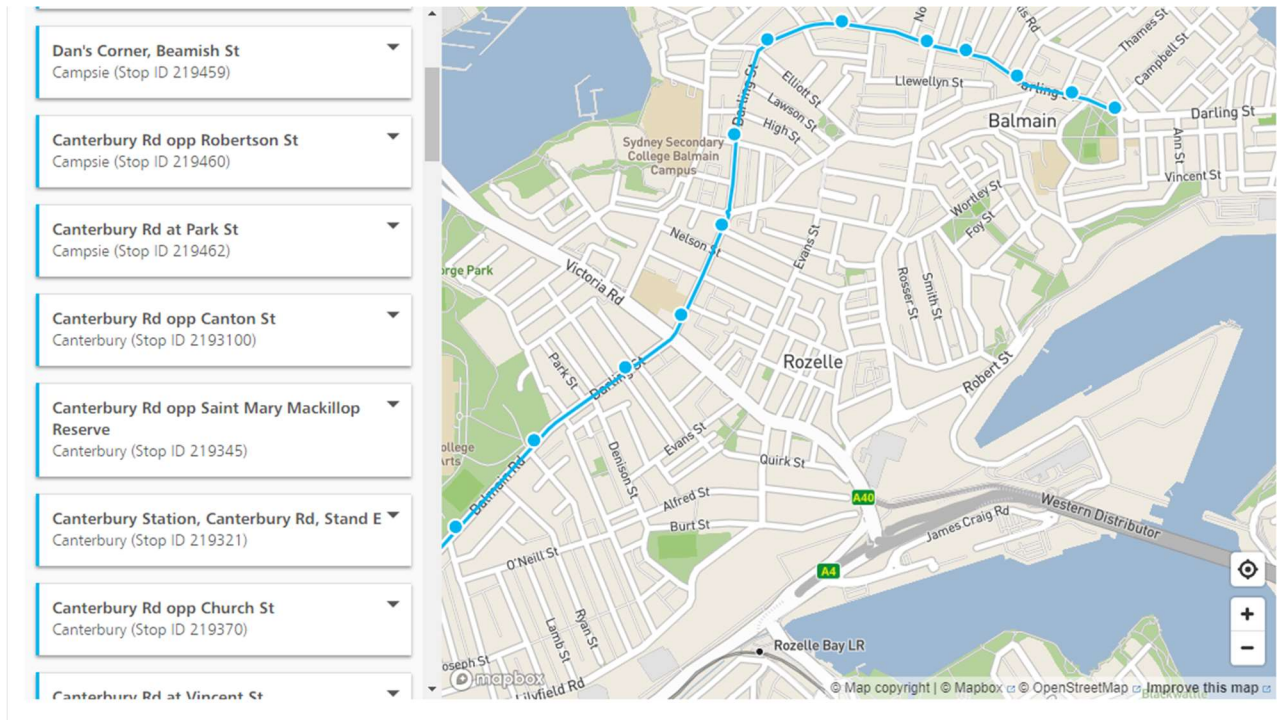
### 442 Route and Bus Stops (Loop) near the WBCT



433 Route and Bus Stops (to city) near the WBCT



445 Route and Bus Stops (to Balmain) near WBCT



# Ferry and Light Rail





# Cycleway Map



**APPENDIX C**

**PORT AUTHORITY OF NSW - ENVIRONMENTAL POLICY**

## **Commitment to Responsible Environmental Management**

Port Authority of New South Wales is committed to protect and preserve port lands under its control and port waters in the ports of Sydney Harbour, Botany Bay, Newcastle, Port Kembla, Port of Eden and Port of Yamba. Port Authority also recognises that activities within the ports must be carried out in accordance with sound commercial practice. Our Environmental Policy covers the following sections:

### **Compliance with Health, Safety and Environmental Laws**

Ensuring compliance with health, safety and environmental laws is adhered to, whilst taking corrective action when deficiencies are detected.

### **Port Use Planning**

All development on port lands under its control is managed by the Port Authority to optimise efficiency while minimising the risk to and impact of that development on the ports and their surrounding communities.

### **Safe Handling of Materials**

Port Authority manages and enforces the NSW dangerous goods regulations for port areas in order to provide for the safe and efficient handling of such goods.

### **Minimise Resource Usage**

The Port Authority acts to minimise the use of raw materials, toxic substances, energy, water and other resources and encourages other port users to adopt a similar policy.

### **Immediate Response to Incidents**

Port Authority maintains an emergency response capability within the ports of Newcastle, Sydney Harbour, Botany Bay, Port Kembla, Eden and Yamba to respond to marine emergencies. Port Authority will respond to port related emergencies and is the lead agency for responses to maritime incidents and clean-up of marine pollution within a broader area of operations stretching from Fingal Head, Port Stephens to Gerroa, Seven Mile Beach, south of Port Kembla. Port Authority may also extend its emergency response capability to assist in a co-ordinated response to a marine incident in other State ports and other NSW state waters.

The Port Authority requires that all incidents within the ports' boundaries be reported immediately.

### **Training Program**

Port Authority continues to develop training programs and exercises to maintain a high level of environmental, safety awareness and emergency preparedness.

### **Cooperation**

Port Authority co-operates with other regulatory authorities, its contractors, tenants and other port users to uphold its responsibilities.

### **Continual Improvement**

Port Authority sets strategies and implements actions to continually improve its safety and environmental performance.

**APPENDIX D**

**CONDITIONS OF PROJECT APPROVAL COVERED IN OEMP**

Reference	Condition	Addressed								
A7	The use of the project site for functions shall not exceed a total of 500 patrons on the site at any one time, unless undertaken in accordance with Conditions A11 to A19.	Section 1.2								
A9	Functions are not permitted when a cruise ship is berthed at White Bay Wharf No. 5, except in unforeseen circumstances, such as extreme weather or mechanical failure.	Section 1.2								
A11	The Proponent may hold functions between 501 and 2,500 patrons, for a <b>trial period</b> of three years from a date notified by the Proponent to the Planning Secretary, unless otherwise agreed by the Planning Secretary.	Section 1.2								
A12	<p>During the three-year trial period, the Proponent must hold a minimum of two functions within each of the following trial function categories:</p> <table border="1"> <thead> <tr> <th>Trial function category</th> <th>Number of patrons</th> </tr> </thead> <tbody> <tr> <td>Small trial function</td> <td>501 to 1000 patrons</td> </tr> <tr> <td>Medium trial function</td> <td>1001 to 1500 patrons</td> </tr> <tr> <td>Large trial function</td> <td>1501 to 2500 patrons</td> </tr> </tbody> </table>	Trial function category	Number of patrons	Small trial function	501 to 1000 patrons	Medium trial function	1001 to 1500 patrons	Large trial function	1501 to 2500 patrons	Section 1.2
Trial function category	Number of patrons									
Small trial function	501 to 1000 patrons									
Medium trial function	1001 to 1500 patrons									
Large trial function	1501 to 2500 patrons									
A13	For each trial function category identified in Condition A12, a minimum of two types of functions must be held, such as an indoor function, an outdoor function in the WB4 hardstand area and/or WB5 car park, or an indoor and outdoor function in the WB4 hardstand area and/or WB5 car park.	Section 1.2								
A14	If the minimum number of trial functions identified in condition A12 are not held during the three-year trial period, the trial period for these types of trial functions continues until such time they are held.	Section 1.2								
A15	The Proponent must prepare a <b>Function Performance Report</b> at the conclusion of each 12 month period (reporting period) of the trial period, or at such other times as directed by the Planning Secretary. The Function Performance Report must be submitted to the Planning Secretary no later than one month following each reporting period.	Section 2.5								
A16	<p>The Function Performance Report must address the following:</p> <p>(a) an assessment of the trial function's performance and compliance with the (relevant) terms of this approval, including any approved monitoring and management plans and any other licences, permits or approvals, and interpretation and discussion of these results;</p> <p>(b) the results of noise monitoring carried out for each trial function under condition A12 and as required by</p>	Section 2.5								

Reference	Condition	Addressed
	<p>Condition D12. Notwithstanding, noise monitoring must be carried out for large trial functions with outdoor activities from 6:00 pm and up to 12:30 am in the area to the south of the cruise terminal building. Noise monitoring is to be undertaken in accordance with AS1055 for outdoor sound level measurements, or a commensurate method identified in the Operational Noise Management Plan for functions;</p> <p>(c) a comparison of the environmental impacts and performance of the trial function against the environmental impacts and performance predicted in the documents listed in condition A1 and as modified by conditions of this approval;</p> <p>(d) a list of occasions in any preceding reporting period where environmental performance requirements for the trial function have not been achieved indicating the reason for failure to meet the requirements and the action taken to prevent recurrence of that type of incident and/or non-compliance;</p> <p>(e) identification of trends in monitoring data of trial functions over the duration of the reporting period;</p> <p>(f) details of the complaints received and how these complaints were addressed and resolved including a description of any outstanding complaints and reasons why they have not been resolved;</p> <p>(g) environmental management targets and strategies for the following reporting period, taking into account identified trends in monitoring results; and</p> <p>(h) the Proponent's response to any requirements imposed by the Planning Secretary on the preceding Function Performance Report.</p>	
<b>A17</b>	<p>A copy of each Function Performance Report must be provided to the Council, EPA, TfNSW and the Community Liaison Group for their information within one month of the end of the reporting period and made publicly available on the Proponent's website.</p>	Section 2.5
<b>A18</b>	<p>Should the minimum trial function requirements identified in Condition A12 not occur during the trial period, then Function Performance Reports must continue to be prepared in accordance with conditions A15 and A16. The Function Performance Reports must be submitted to the Planning Secretary within one month following the holding of such trial functions.</p>	Section 2.5
<b>A19</b>	<p>Following the completion of the trial period incorporating a minimum of two types of functions in each trial function category, the Proponent may seek the Planning Secretary's approval to:</p> <p>(a) continue holding functions equivalent to the trial function categories that were held during the trial period;</p>	Section 1.2

Reference	Condition	Addressed
	<p>(b) permit functions that are likely to generate audible noise at any sensitive receiver to the hours of 7:00 am to 12:00 midnight, 4 days in any week (Conditions D6); and</p> <p>(c) permit an increase in the noise level of background music played in the area on the southern side of the terminal building to no more than 72 dBA (Condition D10).</p>	
<b>B29</b>	<p>The Proponent shall not permit any offensive odour, as defined under section 129 of the <i>Protection of the Environment Operations Act 1997</i>, to be emitted from the site which impacts on any sensitive receptors.</p> <p>Burning of any garbage, vegetation or other combustible material is not permitted.</p>	Section 3.2 Table 13
<b>D4</b>	<p>The Proponent shall design, construct, operate and maintain the project to ensure that the LA10 noise emitted from Functions shall not exceed the background noise level in an Octave Band Centre Frequency (31.5Hz – 8kHz inclusive) by more than 5db between 7.00am and 12:00 midnight at the boundary of any affected sensitive receiver.</p> <p>The Proponent shall ensure that the LA10 noise emitted from the site shall not exceed the background noise level in an Octave Band Centre Frequency (31.5Hz – 8kHz inclusive) between 12:00 midnight and 7.00 am at the boundary of any affected sensitive receiver.</p> <p>For the purpose of this condition, the LA10 can be taken as the average maximum deflection of the noise emission from the site.</p>	Section 3.2 Table 9 Appendix A
<b>D4A</b>	<p>The Proponent must ensure that a noise limiter capable of limiting and controlling amplified music is used on all audio equipment for functions and will result in compliance with the LA10 noise limits in Condition D4.</p>	Section 3.2 Table 9 Appendix A
<b>D5</b>	<p>The Proponent must only undertake setup, dismantling, delivery or removal of temporary structures, and amusement rides associated with the project that would generate an audible noise at any residential premises during the following hours:</p> <p>a) 7:00 am to 6:00 pm, Mondays to Fridays, inclusive;</p> <p>b) 8:00 am to 1:00 pm on Saturdays; and</p> <p>c) at no time on Sundays or public holidays.</p>	Sections 1.2, 3.2 Table 9 Appendix A
<b>D6</b>	<p>D6. Functions that are likely to generate an audible noise at any sensitive receiver must be limited to 7:00am to 11:30 pm, 4 days in any week, unless otherwise agreed by the Planning Secretary. All patrons are to vacate the site by 12:00 midnight. The Proponent is to provide appropriate venue management staff to supervise patrons vacating the site to ensure that noise and disturbance is minimised.</p>	Sections 1.2, 3.2 Table 9 Appendix A

Reference	Condition	Addressed
	Notwithstanding the above, functions that are likely to generate audible noise at any sensitive receiver must be limited to 7:00 am to 12:00 midnight, 4 days in any week, for all functions during the trial period in accordance with condition A11, and following the completion of the trial period, in accordance with condition A18. All patrons are to vacate the site by 12:30 am.	
<b>D7</b>	The operation of amusement rides must only occur 5 times a year. The operation of amusement rides and similar outdoor activities must only be undertaken between 7:00am and 10:00pm Monday to Saturday and between 9:00am and 6:00pm Sundays or public holidays, unless otherwise agreed by the Director-General.	Sections 1.2, 3.2 Table 9  Appendix A
<b>D8</b>	Amusement rides and similar activities must only be erected in front of the terminal building so as to provide effective noise shielding to surrounding residences and other noise sensitive receivers.	Section 1.2, 3.2 Table 9  Appendix A
<b>D9</b>	Amusement Rides and other equipment to be used outside for functions must have a maximum sound power level of 106dBA.	Sections 3.2 Table 9  Appendix A
<b>D10</b>	<p>D10. Amplified music other than background music must be confined to inside the terminal building with all doors and windows closed and the roof sealed. For the purpose of this condition, 'background music' is music that is less than 67 dBA at 10 metres from speakers in any direction.</p> <p>Notwithstanding the above, 'background music' may be played outside the terminal building with the location of the speakers restricted to the southern side of the terminal building, at a height of no greater than 4 m above the ground, and at a sound level no greater than 72 dBA at 10 metres from the speakers in any direction, for all functions during the trial period in accordance with condition A11, and following the completion of the trial period, in accordance with condition A18.</p>	Sections 1.2, 3.2 Table 9  Appendix A
<b>D12</b>	<p>Noise monitoring must be carried out for functions incorporating amusement rides or similar activities, and outdoor activities in the WB4 hardstand area and/or WB5 car park from 6:00 pm and up to 12:30 am.</p> <p>The results of the monitoring must be provided to the Department on a quarterly basis (with the report required by condition D13) and made available to the EPA, Police and Council upon request. Noise monitoring is to be undertaken in accordance with AS1055 for outdoor sound level measurements, or a commensurate method identified in the Operational Noise Management Plan (Functions).</p>	Section 3.2 Table 9  Appendix A



Reference	Condition	Addressed
<b>D13</b>	<p>At the end of each quarter the Proponent must prepare a Compliance Summary Report. The report must provide a summary of:</p> <ul style="list-style-type: none"> <li>a) each function held and the number of patrons permitted in each hall;</li> <li>b) any event compliance issues for that quarter, particularly in relation to: <ul style="list-style-type: none"> <li>– noise impacts and monitoring results, including complaints received; and</li> <li>– traffic impacts.</li> </ul> </li> </ul> <p>The report must to be integrated into the Compliance Tracking Program and made available to the Director-General on request.</p>	Section 2.5
<b>D.14</b>	<p>The Proponent must notify surrounding residents, Council and the Police seven days prior to functions incorporating amusement rides or similar activities, and outdoor activities in the WB4 hardstand area and/or WB5 car park from 6:00 pm and up to 12:30 am. The notice must include the following:</p> <ul style="list-style-type: none"> <li>(a) date and nature of the function;</li> <li>(b) the hours of operation for the function and expected patron numbers;</li> <li>(c) details of bump-in and bump-out activities;</li> <li>(d) proposed outdoor activities; and</li> <li>(e) the name and contact number for an appropriate venue representative. The representative must be on site for the entire function.</li> </ul>	Sections 2.4, 3.2 Table 10
<b>D.15</b>	<p>The Proponent must prepare and implement an Operational Environmental Management Plan that details the environmental management framework, practices and procedures to be followed during the operation of the project. The Plan must be consistent with the Guideline for Preparation of Environmental Management Plans (DIPNR, 2004). The Plan must be prepared in consultation with relevant Government agencies, including but not limited to TfNSW, EESG, Emergency Services and Council, and must include, but not necessarily be limited to:</p>	This document. Section 1
<b>(a)</b>	<p>A description of all relevant activities to be undertaken during the operation of the project, including for cruise ship days and functions.</p>	Section 1.2
<b>(b)</b>	<p>Statutory and other obligations that the Proponent is required to fulfil during operation, including all approvals, consultations, and agreements required from authorities and other stakeholders, and key legislation and policies.</p>	Section 1.3

<b>Reference</b>	<b>Condition</b>	<b>Addressed</b>
<b>(c)</b>	A description of the roles and responsibilities for all relevant employees involved in the operation of the project.	Section 2.3
<b>(d)</b>	Details of how the environmental performance of the project will be managed and monitored, and what actions will be undertaken to address identified adverse environmental impacts. In particular, the following environmental matters shall be addressed in the Plan:	Chapter 3
<b>(d)(i)</b>	Transport and traffic management and site access	Chapter 3.2 Table 11, Appendix B
<b>(d)(ii)</b>	Noise management	Section 3.2 Table 9, Appendix A
<b>(d)(iii)</b>	Air quality and odour management	Section 3.2 Table 13
<b>(d)(iv)</b>	Stormwater and water quality management	Section 3.2 Table 9
<b>(d)(v)</b>	Landscaping maintenance	OEMP (Cruise Operations)
<b>(d)(vi)</b>	Hazards and risks and emergency responses.	Section 3.2 Table 12
<b>(d)(vii)</b>	Energy and water consumption.	Section 3.2 Table 14
<b>(d)(viii)</b>	Waste management.	Section 3.2 Table 8
<b>(d)(ix)</b>	Community consultation, enquiries and complaints system.	Section 2.4, Section 3.2 Table 10
<b>D15</b>	<p>The Plan must be submitted to the Department at least a month prior to operation and approved by the Planning Secretary prior to the commencement of operations. Nothing in this approval restricts the Proponent from incorporating the Plan into existing environmental management systems administered by the Proponent.</p> <p>One month prior to holding any function with more than 500 patrons, the Proponent must provide a copy of the updated</p>	This document, Section 1

Reference	Condition	Addressed
D16	OEMP for functions, and have the plan approved by the Planning Secretary prior to the function occurring.	See below:
(a)	<p>an Operational Transport, Traffic and Access Management Plan. The plan is to be prepared in consultation with the TfNSW, Council and Emergency Services. The plan is to detail measures to manage the operational traffic impacts for the project, and must have consideration of the Guide to Traffic and Transport Management for Special Events. The Plan must include but not limited to:</p> <ul style="list-style-type: none"> <li>i) standard operational traffic management measures and procedures used during cruise ship and function operations for a range of expected operational scenarios, including measures to reduce peak AM and PM vehicle movements;</li> <li>ii) special events procedures to manage traffic and car parking impacts during non-standard events (such as arrival of large cruise ships, early arrival or late departure of cruise ships) that are likely to cause extensive queuing and traffic delays;</li> <li>iii) parking arrangements for long term stays;</li> <li>iv) priority infrastructure for taxis and hire cars to enter and exit the site during cruise ship visits;</li> <li>v) predicted traffic volumes, types and routes;</li> <li>vi) a Workplace Travel Plan to promote the use of the shuttle bus service and public transport, walking and cycling by employees;</li> <li>vii) a Transport Access Guide to inform passengers patrons of transport options to the site, including the shuttle bus service;</li> <li>viii) the maintenance of safe pedestrian and cycle access from Robert Street to White Bay Wharf No.5;</li> <li>ix) the provision of safe public access to the foreshore; and</li> <li>x) a procedure for handling traffic and access complaints that includes recording, investigating, reporting and follow-up action.</li> </ul>	Appendix B
(b)	<p>an Operational Noise Management Plan is to be prepared in consultation with Council. The plan is to detail measures to manage the operational noise impacts for the project, including but not limited to:</p> <ul style="list-style-type: none"> <li>identification of noise sources and scenarios associated with the operation of the project, including for cruise ship days and functions;</li> <li>noise mitigation measures to be applied during the use of the project during cruise ship days and functions;</li> <li>selection of quiet equipment and plant consistent with the noise limit requirements of this approval;</li> <li>maintenance regimes of all equipment to ensure correct working order;</li> </ul>	Appendix A

Reference	Condition	Addressed
	<p>a monitoring and recording regime for cruise ship operations and functions; and  a procedure for handling noise complaints that includes recording, investigating, reporting and follow-up action.</p>	
(c)	<p>an Operational Odour Management Plan to outline measures to minimise odour impacts associated with the operation of the project. The Plan must include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> <li>i) identification of all point and diffuse sources of odour associated with the operation;</li> <li>ii) a detailed description of the odour mitigation methods and management practices that will be used to ensure offensive odour impacts do not occur off site;</li> <li>iii) a detailed description of the methods used for monitoring the effectiveness of the odour mitigation methods and management practices for all point and diffuse sources of odour;</li> <li>iv) details of proposed contingency measures should odour impacts occur; and <ul style="list-style-type: none"> <li>v) a procedure for handling potential odour complaints that includes recording, investigating, reporting and follow-up action.</li> </ul> </li> </ul>	<p>Section 3.2  Table 13</p> <p>No odour is expected to be released during function and event operations.</p> <p>If an event requires odorous substances to be handled or includes activities which result in the potential for the emission of odours then an event specific Odour Management Plan will be prepared.</p>

Reference	Condition	Addressed
(d)	<p>An Operational Air Quality Management Plan to detail measures to manage the air quality impacts of the project and to ensure the operation of the project addressed the air quality criteria identified in Condition B28. The Plan shall include but not necessarily be limited to:</p> <ul style="list-style-type: none"> <li data-bbox="528 456 1187 546">i) Identification of all sources of sulphur dioxide (SO<sub>2</sub>) and solid particles associated with the operation of the project</li> <li data-bbox="528 568 1187 636">ii) Identification of potential air quality impacts from the operation of the project</li> <li data-bbox="528 658 1187 748">iii) An air quality monitoring programme to confirm the air quality performance of the project during cruise ship days</li> <li data-bbox="528 770 1187 927">iv) A description of SO<sub>2</sub> and solid particle mitigation measures and management practices that could be implemented should exceedances of the air quality criteria in Condition B28 occur as a result of the project</li> <li data-bbox="528 949 1187 1016">v) Demonstration of how the requirements of condition B30 (Shore to Ship Power) have been considered</li> <li data-bbox="528 1039 1187 1106">vi) An outline of all responsibilities regarding air quality management for all employees</li> <li data-bbox="528 1128 1187 1294">vii) A periodic review of the air quality management plan, which includes a review of the extent to which the air quality criteria have been met, complaints from external stakeholders, effectiveness of mitigation measures and any other changing circumstances.</li> </ul>	<p>Section 3.2 Table 13</p> <p>No air pollutants are expected to be released during function and event operations.</p> <p>If an event includes activities which result in the potential for the emission of air pollutants then an event specific Air Quality Management Plan will be prepared.</p>

# APPENDIX E

## RESULTS OF CONSULTATION WITH RELEVANT AGENCIES AND KEY STAKEHOLDERS

<b>Agency</b>	<b>Issue</b>	<b>Addressed</b>
<b>Former Leichhardt Council (now Inner West Council)</b>	No specific issues were received from Council in relation to the original WBCT OEMP (Functions).	The issues raised by Council in relation to the use of the WBCT for cruise operations can be found in WBCT OEMP (Cruise Operations) .
<b>Transport for NSW and RMS</b>	Comments were received from TfNSW and the RMS at a meeting held on 30 January 2013.	Issues raised generally related to the use of the WBCT for cruise operations. Where relevant to functions and events the issue has been listed below and responded to.
	Potential for cumulative operational issues associated with the Temporary Glebe Island Convention Centre.	The original OEMP included a commitment to review, and if necessary, update the OEMP at the time that the OEMP was prepared for the temporary Convention Centre. A review of the OEMP was not required.
	Provide details about the provision of public transport to the WBCT.	Appendix B includes a Travel Access Guide to assist passengers in using public transport to access the WBCT.
	Provide details about the provision of suitable parking and access arrangements for people with disabilities.	The WBCT has been designed to provide for this, and includes dedicated disabled car parking adjacent to the building entrance.
	It was suggested to consider timing restrictions in the short term car park to assist managing on-site parking and the traffic flows.	The car park will be available for use by patrons for the duration of events. However, cars left overnight will be towed, as specified in Appendix B.
	Clarify whether taxis would be marshalled.	Appendix B includes details about how taxis would be marshalled during periods of

<b>Agency</b>	<b>Issue</b>	<b>Addressed</b>
		peak onsite traffic movements.
<b>NSW Police</b>	The sale/supply of liquor at the WBCT can only occur if an appropriate liquor licence is granted by the Independent Liquor and Gaming Authority.	Table 9 (Noise) and 12 (Safety) specify that the sale/supply of liquor can only occur in accordance with a liquor licence.
<b>NSW Ambulance</b>	Emergency response protocols	Section 2.8 sets out that in an emergency 000 is to be called.
	Emergency access / egress	The building has been designed to ensure that emergency service vehicles can access the building.
	In response to the 2021 OEMP update, NSW Ambulance recommended: <ul style="list-style-type: none"> <li>- To establish an Emergency Services meeting point at the site.</li> <li>- Site personnel to have the Emergency Plus app which has a function that refers to @what3words. This system has grid referenced the entire planet into 3m<sup>2</sup> plots of land and if this reference is used when initiating an emergency call our Triple Zero (000) call centre can geolocate the incident to a 3m<sup>2</sup> point</li> </ul>	Section 3.2, Table 12

Comments were provided by TfNSW, the Inner West Council and the EPA to MOD 6 (which increased the number of attendees at functions from 500 to a maximum of 2,500 patrons at any one time). TfNSW, Inner West Council and EPA's comments to MOD6 and Port Authority's responses are provided in the Modification 6 to MP10\_0069 – Response to Submissions Report (March 2020) available in NSW Government's planning portal <https://www.planningportal.nsw.gov.au/major-projects/project/24106>. These comments have been considered where required in this OEMP.



