

# White Bay Berth 6 - Marine Refuelling and Supply Facility

Section 75W Modification Request



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### Section 75W Modification Request

Prepared for

Baileys Marine Fuels

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## Quality Information

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## 1.0 Introduction

### 1.1 Existing Approval

On 12 June 2009, the then Minister for Planning granted approval of a marine fuelling and supply facility at Berth 6, White Bay (MP 06\_0037). The approval granted to Baileys Marine Fuels Pty Ltd (the Proponent) by the Minister allows for:

- marine refuelling facilities consisting of a tank farm capable of storing 385,000 litres (L) of diesel fuel and 55,000 L of unleaded fuel, eight card-operated refuelling dispensers and associated pipe work;
- a building approximately 11 m high and 50 m long (600 m<sup>2</sup> footprint) for bulk storage and a small number of office leases for commercial marine service businesses (refer to Figure 1 - Building 1);
- a building approximately 10 m high and 50 m long (1,000 m<sup>2</sup> footprint) for bulk indoor storage space for boat storage and marine equipment, including rope, buoys, lifeboats or other marine hardware and work shed for refit and repair of boats (refer to Figure 1 – Building 2);
- a roll-on/roll-off (RoRo) ramp for intermodal freight operations to service Sydney Harbour islands, with an associated laydown area for temporary storage of goods for water transport;
- a 75-tonne capacity travel-lift with associated construction of dual ramps adjacent to the RoRo ramp;
- grey water and sullage pump facilities, consisting of a card-operated pump to remove sullage from vessels;
- a supply point for commercial vessels to collect pre-ordered supplies; and
- three temporary vessel moorings.

The approval followed the consideration of aspects of the development by a Panel of Experts, which presented its findings in a report, dated July 2008.

### 1.2 Current Operations

In early 2011, Stage 1 of the project commenced operations. Stage 1 covers the refuelling, grey water and sullage pump operations.

The marine fuel supply facility serves a wide range of marine vessels, including recreational, commercial fishing, commercial marine, government, charter and marine transport, through a swipe-card system and automated dispensers/cabinets.

A sullage pump out system has been installed to remove effluent and sullage from vessels through a single action diaphragm pump, discharging effluent to the closest sewer main through sealed lines. This type of pumping system is designed especially for use on boats and marinas, with the aim of protecting waterways from pollution.

As part of Stage 1, a small office and an amenities block were refurbished and are now in use.

Construction recently commenced on components of Stage 2, which includes the travel lift, RoRo ramp and washdown bay. Construction is currently not scheduled for Building 1 or Building 2 in the near future.

### 1.3 Surrounding Land Use

The site is located at Berth 6, White Bay, in Balmain (refer to Figure 2). Surrounding land uses include:

- **North** – Residential areas (including Grafton Street), Ewerton Park and Sydney Water Police wharves and offices with residential areas continuing beyond the Sydney Water Police site;
- **East** – Sydney Harbour, with Millers Point located around 800 metres across the harbour;
- **South** – Sydney Harbour, with residential properties located around 300 metres across the harbour; and
- **West** – White Bay Berth 5 (the future location of the proposed Cruise Terminal), and the remaining areas of White Bay wharves under the control of Sydney Ports Corporation.

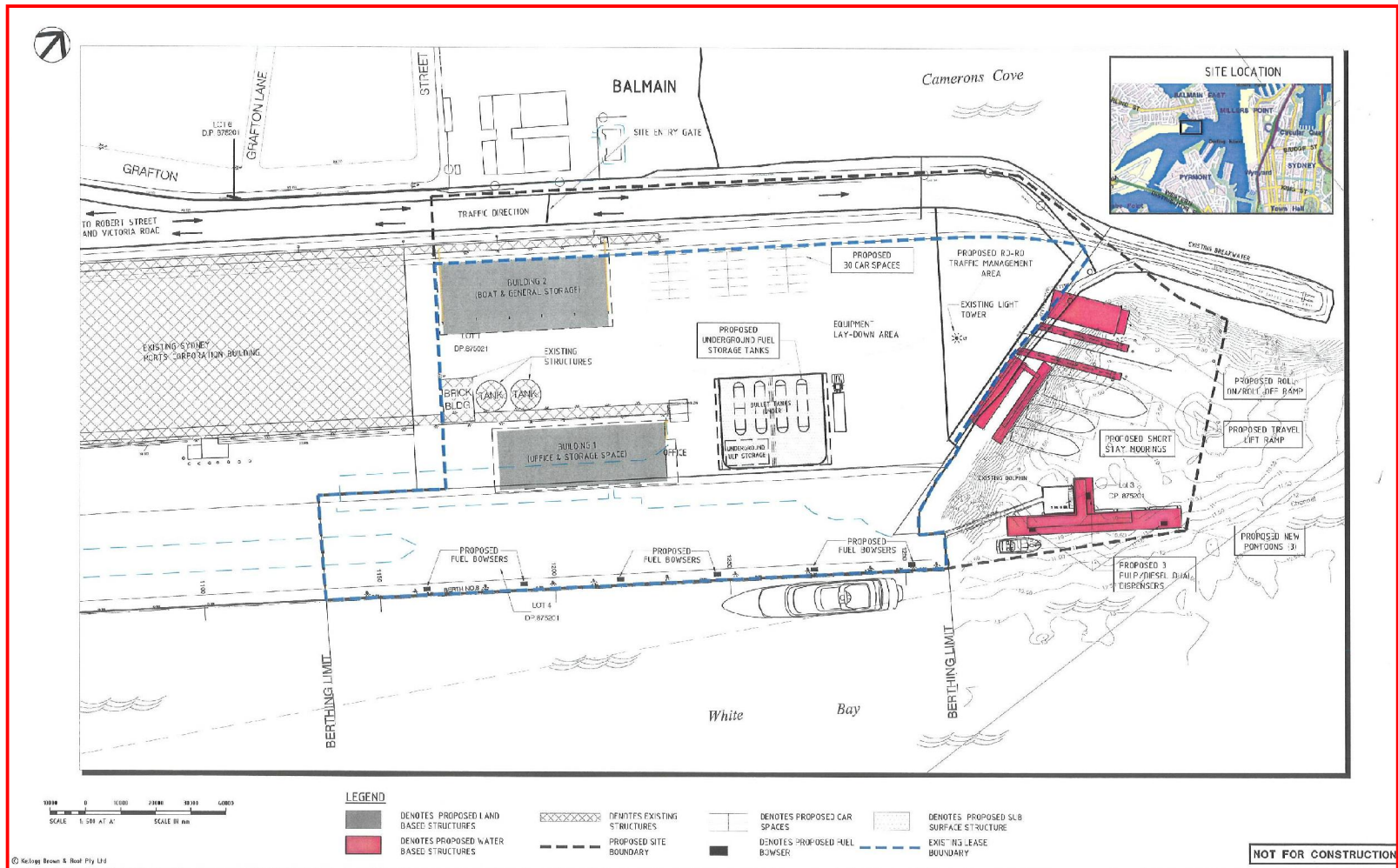
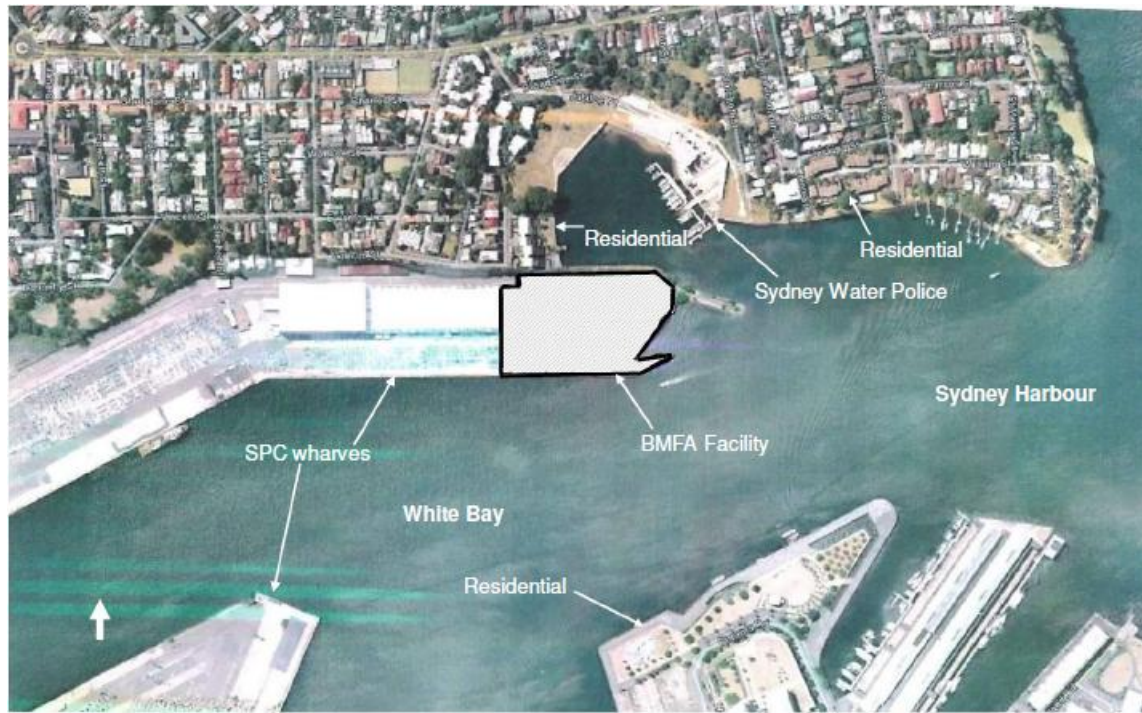


Figure 1 – Site Layout





**Source:** Baileys Marine Fuels Australia – Marine Refuelling and Supply Facility, Berth 6, White Bay, Balmain – Operational Environmental Management Plan (Kasa Consulting, 2011)

**Figure 2 Site Location**

## 2.0 The Proposed Modification

The Proponent is seeking a modification to its approval to undertake minor additions and alterations to the project, as approved. The proposed changes would require a modification to the existing approval under section 75W of the *Environmental Planning and Assessment Act 1979* (the Act).

The modification request seeks to:

- increase in the number of temporary moorings from three to eight within the same footprint of the lease with Roads and Maritime Services;
- remove the restriction on the period of occupation for the moorings from seven days to 180 days; and
- introduce de-fouling and anti-fouling activities to the site operations.

Figure 3 provides an outline of the proposed modifications.

### 2.1 Modifications to the Berthing Area

As identified in Section 1, the existing approval only permits the temporary mooring of up to three vessels. The largest vessel that could be catered for is around 30 metres in length. This larger berth was originally proposed to cater for the operations envisioned within Building 2 (boat fit out, detailing and storage for export). However, these operations are now considered unlikely to be realised in the immediate future and within the remaining lease period (which expires in 2020).

As a result, the size of vessels to be catered for at the temporary moorings and the efficiency of the mooring area design has been reviewed. This has identified the scope to cater for a minor increase in the number of moorings within the same lease footprint, which would allow moorings for up to eight moorings. The modified berthing area would only cater for small vessels of around 12 metres (40 feet). The preliminary design is provided in Figure 3, which would be subject to more detailed design with consideration of relevant Australian Standards and *Engineering Standards and Guidelines for Marine Structures* (NSW Maritime Authority).

### 2.2 Increase in Mooring Periods

The current approval limits vessels to occupying the approved temporary moorings for a maximum of seven days (condition F18(2)). It is proposed that this condition is modified to change the time restriction of the temporary moorings to beyond seven days, with the commitment to maintain these as temporary or short-term moorings which would not be subject to sub-leases with individual boat owners.

The modification would enable short-term moorings for vessels while repair and maintenance works are undertaken, or while other services offered through the supply facility are utilised. Other than ensuring that the moorings remain temporary, it is not clear what the basis for the seven day limit was as no comment is provided in the Director-General's report.

An increase in the mooring limit for short-term stays to 180 days would improve the flexibility of the operations to respond to different repair and service needs, equipment deliveries and repair scheduling. It would also eliminate the need to consider alternative storage solutions if repair and maintenance services cannot be achieved within seven day limit. As stated above, the commitment remains to maintain these as short-term moorings.

### 2.3 De-fouling and Anti-fouling Activities

#### De-fouling and Anti-fouling

The current approval for berth 6 specifically prohibits anti-fouling or spray painting activities at the site, unless separate approval is obtained (condition F19). The Proponent considers that this activity is integral to vessel support services at the site.

Anti-fouling activities would be undertaken at the same time as any other boat repair and maintenance works, and would only be undertaken by trained staff. The anti-fouling process differs very little in nature or impact from the already approved general repair and maintenance works permitted on the site.



The basic steps of the proposed anti-fouling activities would be carried out as follows:

- transfer of the vessel from the water to the approved wash down bay;
- cleaning and de-fouling of the vessel within the bunded wash down bay;
- transfer of the vessel to the hardstand. Where mechanical sanding is required, this would be undertaken on the hardstand. Anti-foul paint would then be applied using rollers, brushes or airless spray systems; and
- once completed, the area would be swept with all paint chips collected for appropriate disposal.

De-fouling and anti-fouling activities would be carried out in conjunction with other activities on the hardstand, and would be carried out Monday to Saturday, between 7am and 6pm, and Sunday and Public Holidays, between 8 am and 6pm (as per the condition A7 of the existing approval).



## 2.4 Conditions Requiring Modification

In the event that the modification request is approved, a number of conditions would require amendment. These are detailed in **Table 1**.

**Table 1 MP 06\_0037 Conditions of Approval which would Require Modification.**

Condition	Description	Modification Required to the Description of the Condition
<b>Part A – Administrative Conditions</b>		
A1 – Development Description	(1) Development approval is granted only to carrying out the development described in detail below: <ul style="list-style-type: none"> <li>Construction of a two storey commercial office and storage building</li> <li>Construction of a bulk storage building</li> <li>Construction of refuelling infrastructure</li> <li>Construction of three temporary moorings, wharf, travel lift ramp and steel pontoon</li> </ul>	Modification to increase the number of moorings referenced to eight moorings.
A2 – Development in Accordance with Plans		Replacement of the plans with those contained in this modification request.
A3 – Development in Accordance with Documents		Reference to this modification request document in the approval.
A7 – Hours of Operation	The hours of operation for the facility	Inclusion of anti-fouling activities into the hours of operation of the facility.
F18 – Temporary Moorings	(2) No vessel is to remain within the temporary moorings for more than seven days	It is proposed that this condition is modified to change the time restriction of the temporary moorings to 180 days, with the commitment to maintain these as temporary moorings which would not be subject to long-term leases with individual boat owners.
F19 – Antifouling and Spray painting	No anti-fouling or spray painting activities are to be undertaken on any part of the site at any time unless separate approval is obtained for this activity.	It is proposed that the conditions of approval are modified to remove the reference to 'anti-fouling activities' from this condition.

## 2.5 Construction and Operation

The only component of the modification that would be constructed would relate to the modified berthing area, which would involve piling activities, installation of floating pontoons and gangway, and provision of associated utilities (such as lighting). Minimal activity would be required on the hardstand.

Construction of this component would take approximately up to four weeks. Timing for construction would be dependent on the timing of any approval of this request. However, it is envisioned that construction would commence as soon as practicable once all necessary approvals are obtained (such as for the Construction Environmental Management Plan).

Operations would commence depending on the completion of activity. However, it is envisioned that the berths and anti-fouling activities would be underway by March/April 2012.

## 3.0 Statutory Assessment

### 3.1 Environmental Planning and Assessment Act 1979 (EP&A Act)

The project was declared to be a major project and approval was granted under Part 3A of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) in 2009.

On 1 October 2011, Part 3A of the EP&A Act was repealed. At the same time, savings and transitional arrangements were put in place for projects that are classified as 'transitional Part 3A projects'. A transitional Part 3A project is defined in clause 2 of Schedule 6A of the EP&A Act, which includes projects that were approved prior to the repeal of Part 3A of the EP&A Act. For these types of projects, Part 3A of the EP&A Act (as in force immediately before the repeal of that Part and as modified under Schedule 6A after that repeal) continues to apply.

This project is defined as a transitional Part 3A project as it was approved prior to the repeal of that Part of the EP&A Act. As such, any modification to the approval is to be considered under section 75W of the EP&A Act.

Under section 75W of the EP&A Act, a proponent may request that the Minister modify the project approval if the project, as modified, would not be consistent with the project as approved.

As the proposed modifications would not be consistent with the existing approval, the Proponent requests that the Minister modify the 2009 project approval as outlined in this assessment.

Section 75W(3) of the EP&A Act also states that the Director-General may notify the proponent of environmental assessment requirements. AECOM wrote to the Department of Planning and Infrastructure (the Department) on 13 September 2011 advising that it did not consider that environmental assessment requirements were necessary, given the minor nature of the proposed modifications. A representative of the Department verbally advised that no requirements were considered necessary, based on the information provided.

Landowners' consent for the modification request, as required by clause 8F of the *Environmental Planning and Assessment Regulation 2000*, has been provided by Sydney Ports Corporation and Roads and Maritime Services.

### 3.2 Environmental Planning Instruments

The principal environmental planning instruments that apply to the site are:

- the *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005* (SREP), a deemed State Environmental Planning Policy. This applies to the water-based components of the site; and
- the *Sydney Regional Environmental Plan No.26 – City West*, a deemed State Environmental Planning Policy. This applies to the land-based components of the site.

The *Leichhardt Local Environmental Plan 2000* does not apply to the land-based components of the project, by virtue of clause 3 of that LEP.

The water-based areas of the site are zoned W1 – Maritime Waters under SREP (Sydney Harbour Catchment) 2005. Clause 18 of the SREP lists boat repair facilities as being permissible with development consent.

The land-based areas of the site are zoned Ports and Employment under SREP No.26 – City West. Clause 20C of the SREP, uses within this zone are permissible only if a consent authority is satisfied that the use is generally consistent with one or more of the zone objectives. The project, as modified, would continue to be consistent with the objective to "encourage a mix of land uses which generate employment opportunities, particularly in relation to port and maritime uses".

As the development (as modified) would remain a maritime use, the development (as modified) can be considered to be consistent with the current strategic direction for the site and surrounding White Bay precinct.

### 3.3 Glebe Island/White Bay Master Plan 2000

The Glebe Island/White Bay Master Plan 2000 was prepared as a requirement of SREP No.26 – City West. It provides controls for the future development of the port facilities, which a consent authority must consider when determining a development application in the area. The Master Plan identifies a number of considerations relating to land uses, building design, zones and heights, environmental impacts, landscaping and heritage conservation.

Section 4 provides the consideration of potential environmental impacts of the modified berthing area. The master plan identified the need for development to not impact on the maximum berthing area for ships at White Bay. As the changes detailed in this modification request are contained within the existing mooring area, it would not impact on the shipping capacity at White Bay.

The remaining aspects of the Master Plan have limited relevance to the modification itself (such as building heights and materials) and/or the modification would not alter the consistency of the project with the remaining provisions of the Master Plan (such as landscaping).

### 3.4 Sydney Harbour Foreshores and Waterways Area Development Control Plan (DCP) 2005

The DCP applies to all development proposals within the 'Foreshores and Waterways Area' identified in SREP (Sydney Harbour Catchment) 2005, including the Bays Precinct (Blackwattle, White and Rozelle Bays). The DCP aims to:

- protect ecological communities within the area covered by SREP (Sydney Harbour Catchment);
- ensure that the scenic quality of the area is protected and enhanced;
- provide siting and design principles for new buildings and waterside structures within the area;
- identify potential foreshore access locations in the area.

The DCP identifies general requirements for land/water interfaces, and water-based developments, as well as specific requirements for specific types of developments. The general requirements of the DCP have been considered in the context of the proposed modification, as detailed

**Table 2 General Requirements**

General Requirement	Consideration
Public access to waterways and public land is maintained and enhanced	There is currently no access permitted at White Bay, and is a secured site. The modification would not alter this situation.
Congestion of the waterway and foreshore is minimised	The modified wet berth area would be contained within the current lease area. The small increase in the number of berths is unlikely to contribute to the congestion within the harbour. As stated above, there is no foreshore access at the site and this would not change as part of the modification.
Conflicts on the waterway and foreshore are avoided	As stated above, the wet berth area would be contained within the current lease area and would not impact on the main navigational channel (refer to Figure 4) or impact on the number of shipping berths at White Bay.
The development warrants a foreshore location	The development is to provide marine services, and warrants a foreshore location.
The development does not interfere with navigation, swimming or other recreational activities	In terms of navigation, navigational lights (for safety reasons) would be provided so that the modified structure does not pose a hazard.
The demand for the development has been established	The demand for a marine refuelling and servicing facility at White Bay was demonstrated in the original Environmental Assessment. While the number of moorings and the berthing duration would increase, it does not fundamentally change the nature of the total site operations and would improve the ability of the site to respond to current operational demands.
The structure does not obstruct or affect the natural flow of tides and currents	The proposed berthing area (which would comprise of floating pontoons) is unlikely to differ from that



General Requirement	Consideration
	originally assessed.
Development does not dominate its landscape setting	This is discussed in section 5 of this report.
The extent of development is kept to the absolute minimum necessary to provide access to the waterway	The proposed modification is contained within the existing lease area, but would maximise the use of the space by improving the configuration of pontoons and piles.
Shared usage of facilities is encouraged to minimise the number of structures and their cumulative impact on the environment of the Harbour and its tributaries	The facility would be operated commercially, and would provide services for a range of recreational and commercial craft. The proposed modification would not alter this.
Development is setback at least 2.5 metres from the division of the waterway as established by the NSW Maritime Authority	This is not relevant to the site. There are no adjoining properties (that would share this particular section of water) and would remain within the lease footprint.

There are no specific requirements relating to a boat repair facility, however, there are requirements for marinas (commercial and private). The project (as modified) would be considered to be generally consistent with these requirements. Matters relating to visual, waste, water quality and ecology are provided in Section 5.

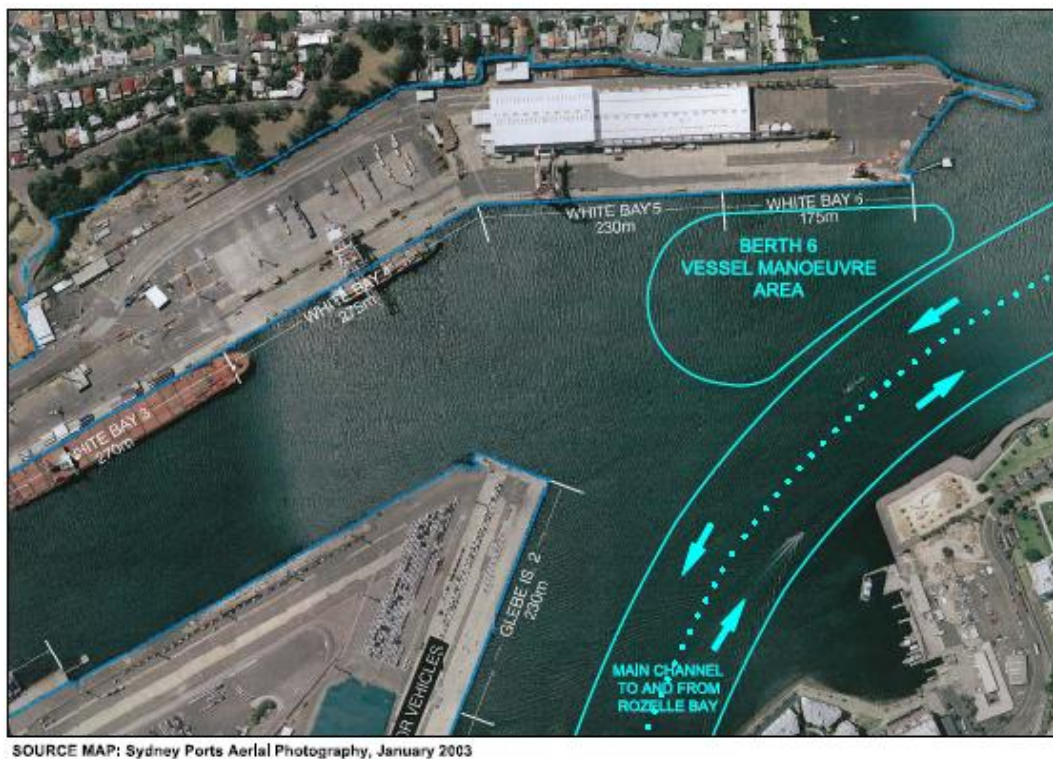


Figure 4 White Bay Berth 6 and the main navigational channel to and from Rozelle Bay.

### 3.5 Other Legislation

The boat maintenance activities at the site trigger the requirement for an Environment Protection Licence under the *Protection of the Environment Operations Act 1997*. The proposed modification does not alter the requirement for an EPL.



## 4.0 Consultation

### 4.1 Sydney Ports Corporation

Representatives of Baileys Marine Fuels Pty Ltd and AECOM met with Sydney Ports Corporation (SPC) on the 2 September 2011 to discuss its requirements for landowner's consent (referred to as a Planning Application Meeting (PAM)). Matters discussed at the meeting included the process for the proposed modification, construction activities, environmental issues, safety and risks associated with the proposed works, engineering design, applicable legislation and other guideline requirements and the documentation to be provided to SPC (refer to Appendix B for the meeting minutes). Key environmental and engineering matters raised by SPC during and following the PAM were in relation to:

- Water requirements for the site, including stormwater, water quality and waste water;
- Noise impacts;
- Waste management and disposal; and
- Air quality and odour.

SPC also requested that the modification include details regarding both construction and operational impacts on the environment, as well as management and mitigation measures, and that the timing of both the construction and operational phases of the modification are to be discussed with SPC in the context of the construction of the White Bay Berth 5 Cruise Passenger Terminal. Additionally, SPC requested that a survey of the bank adjacent to the site be performed prior to pile driving activities and then again after the conclusion of these activities.

SPC notified AECOM and Baileys Marine Fuels that for landowner's consent to be granted, a Landowner's Consent Application Form, environmental assessment documentation and a Green Ports Guidelines checklist should be submitted to SPC to assist in its consideration of the proposed modification.

Following on from the PAM, the Glebe Island/White Bay Community Liaison Group has been advised of the proposal to modify the existing approval by SPC.

Landowners consent from Sydney Ports Corporation has been attached to the modification application form.

### 4.2 Roads and Maritime Services

Roads and Maritime Services (RMS) has been consulted as part of obtaining landowners consent. No specific issues have been raised to date concerning the proposed activities. Landowners consent from RMS has been attached to the modification application form.

## 5.0 Environmental Assessment

### 5.1 Water Quality

#### **Background**

The site drainage currently includes a roadside collection system along the northern boundary of the site which feeds into three concrete pipes which cross the site from north to south and are located under the hardstand areas. Surface water which falls onto hardstand areas drain into the stormwater intake pits that are equally spaced along the three drainage lines. The stormwater is then discharged along the southern boundary of the site into White Bay, which forms part of the Sydney Harbour and Parramatta River catchment.

The approved project separated the hardstand areas into zones that reflect specific operational activities. Stormwater would continue to be collected by the existing concrete pits, with a gross pollutant trap provided at each discharge point. Additional controls include bunding for the fuel storage area and spill kits to contain any spills before they enter the stormwater system, or the harbour.

A wash down bay is currently being constructed in association with the travel lift, which would capture surface runoff from this area. Captured water would then be transferred to the on-site waste water treatment system (which also caters for grey water and sullage), for eventual disposal to the sewer. The trade waste agreement currently only covers the sewerage, grey water and sullage and would be appropriately amended prior to discharge of other streams to the sewer.

#### **Construction Impacts**

The construction of the berthing area is not expected to introduce additional impacts over and above those assessed within the Environmental Assessment for the project application.

As identified in the Environmental Assessment, there is potential for acid sulfate soils (ASS) within the sediments of White Bay. This would be confirmed prior to the commencement of works and mitigation measures detailed within a Construction Environmental Management Plan, should the presence of ASS be confirmed.

There would also be turbidity associated with the pile driving activity, which would be limited to the duration of the activity. Measures to minimise the impacts on water quality (and aquatic ecology) would include the use of silt curtains during piling activities.

#### **Operational Impacts**

De-fouling and anti-fouling activities have the potential to contaminate surface water runoff, if not properly contained and/or managed. The proposed modification would not increase the size of the hardstand areas; therefore runoff volumes are anticipated to remain the same as the existing levels. The risks to water quality from de-fouling and anti-fouling activities can be controlled through the adoption of both engineering measures and operational procedures. These include:

- De-fouling would occur only within the bunded wash down area;
- Installation of a filtering system before runoff from the wash down bay enters the waste water treatment system, so large solids and biota are separated for easy collection and disposal;
- Disposing of the remaining waste water to be disposed of to the sewer following treatment, subject to approval from Sydney Water;
- Classifying and storing solids removed from the wash down bay within bunded waste disposal area for collection from a licensed waste disposal contractor;
- Applying anti-foul paint using rollers, brushes or airless spray guns, and not traditional automotive compressed air spray guns. This would minimise emissions to hardstand surfaces;
- If vessel spray painting is required, spraying would be conducted as far away from open water as possible;
- Using vacuum sanders to capture dust emissions where mechanical sanding is required, to eliminate the risk of dust particles settling on hardstand areas and being transported by stormwater;
- Using a containment tray during the application of anti-foul paint, with brushes, rollers and paint. The tray would be placed in the immediate area of the paint application to minimise the potential for spillage;

- Storing and preparing all anti-fouling paint within a covered bunded area;
- Sweeping hardstand areas daily and/or following the completion of the activity (whichever is the sooner);
- Implementing protocols to respond to environmental conditions, such as rescheduling de-fouling and application of anti-foul paint to avoid periods of windy weather or using a temporary structure (tarpaulins) to minimise potential water quality impacts;
- Providing spill response equipment for any spills during anti-fouling activities; and
- Incorporating de-fouling and anti-fouling activities into the Incident Response Plan and staff training.

The above measures would minimise the risk to surface water and the risk of transportation of contaminants into the adjoining harbour.

## 5.2 Air Quality

### **Background**

The Environmental Assessment for the project application focused on air quality impacts that could be generated by the fuel storage activities. This assessment concluded that the installation of vapour recovery and odour abatement technologies would ensure that operational activities would have a negligible impact on the surrounding area. No complaints have been received since operations commenced in early 2011.

### **Construction**

The majority of construction activities associated within the proposed modification would be water-based, and therefore pose minimal impact to air quality through the generation of dust. Materials associated with construction would be stored in a suitable manner to minimise the generation of dust. This would be detailed within a Construction Environmental Management Plan.

### **Operation**

De-fouling and anti-fouling activities on the site could introduce possible sources of air pollution including mechanical sanding of vessels (dust) and the application of anti-fouling paint during operation. The activities associated with the anti-fouling would be undertaken in conjunction with other boat repair and maintenance activities, which could also contribute to air emissions.

The duration of anti-fouling painting activities at the site would be dependent on the size of the vessel. However, the separation of the activity from the nearest residential area, the transient nature of the activity, and the implementation of the following measures would minimise the potential for air quality impacts beyond the site boundary:

- Applying anti-foul paint using rollers, brushes or airless spray guns. These would reduce the amount of over-spray, paint usage and the release of volatile organic compounds and odours;
- Using vacuum sanders to capture dust emissions where mechanical sanding is required;
- Implementing protocols to respond to environmental conditions, such as rescheduling de-fouling and application of anti-foul paint to avoid periods of windy weather or using a temporary structure (tarpaulins) to prevent spray drift during painting and sanding;
- Sweeping hardstand areas daily and/or following the completion of the activity (whichever is the sooner) to minimise the accumulation of dust and/or paint chips (with all paint chips collected for appropriate disposal); and
- Ensuring lids are placed on all chemical containers so vapour cannot escape unnecessarily.

## 5.3 Noise and Vibration

### **Background**

The project, as approved, has approval to operate seven days a week, with certain activities limited to the daytime period only (refer to Table 3). Operational noise conditions were also imposed, and are provided in Table 4. As stated in Section 1, the project is not yet fully operational, and not all the activities below are currently being undertaken at the site. The operational noise management controls and procedures have been included in the Operational Environmental Management Plan prepared for the site.

Table 3 Hours of Operation (Condition A7)

Activity	Day	Time
Mixed marine tenancies and commercial storage and work sheds	Monday – Saturday Sunday and Public Holidays	7 am to 6pm 8 am to 6pm
All activities on hardstand / lay down areas e.g. power tools, travel lifts, roll on roll off ramp, cranes, forklifts		
Truck movements to and from the site		
General deliveries		
Disposal and collection of garbage, including cans and bottles from vessels		
Recreational vessel arrives, departures and mooring	Monday - Sunday	5 am to 10 pm
Recreational vessel refuelling and grey water and sewerage pump out		
Commercial vessel arrives, departures and mooring	Monday - Sunday	Anytime
Commercial offices		
Office building mechanical services e.g. A/C plant, compressors for chiller room, etc		

Table 4 Operational Noise Limits (Condition F1)

Residential Location	Day	Evening	Night		
	L <sub>Aeq</sub> (15 minute) (dB(A))		L <sub>Aeq</sub> (15 minute) (dB(A))	L <sub>Aeq</sub> (9hrs) (dB(A))	L <sub>Aeq</sub> (1 minute) (dB(A))
1 Grafton Street, Balmain	54	48	48	45	59*
Datchett Street, Balmain	49	44	44	41	54*
33 Adolphus Street, Balmain	36	35	35	35	60
2 Point Street, Pyrmont	40	35	35	35	61

\* the sleep disturbance limits do not apply to trucks whilst engaged in movements on the access road to enter and leave the site.

The noise impact assessment that supported the Environmental Assessment for the project assessed the operational noise impacts of the project. This included noise generated by truck, car and forklift movements and manoeuvring, movements of boats and barges, material handling impacts, electric power tools, high pressure water spray guns, refrigeration and air conditioning units, fuel, sewage and sillage pumps and travel lifts. The impact assessment was based on a worst-case scenario where there is some contribution from all likely noise sources within a 15-minute period.

During the worst case scenario, the noise impact assessment predicted an exceedance at the closest receiver during the daytime and evening period (up to 4dB(A)) without the implementation of noise mitigation measures. The noisiest activities were associated with truck movements, boat movements and the occasional water blasting. The assessment concluded that the average 15-minute noise levels in the absence of these sources would be at least 10 dB(A) lower than that predicted and below the applicable noise criteria. The Panel of Experts, convened for the original application, also considered noise from the site operations and concluded that the exceedances were marginal and could be managed. Limits to the hours of operation, as provided in Table 3, were also recommended by the Panel.

**Construction**

The proposed modification would not result in changes in construction noise levels; however, the duration of the construction activities on the site may increase in length relative to the construction periods considered in the original Environmental Assessment. The potential increase in the duration of construction activities on the site would be managed through strategies implemented through the Construction Environmental Management Plan (CEMP).

**Operation**

The proposed modification does not seek to alter the hours of operation for the berthing area, and the additional berths would unlikely increase the predicted noise levels given the noisiest activity of arriving/departing has been factored into the 15-minute assessment period.

De-fouling and anti-fouling activities would be undertaken in conjunction with other boat repair and maintenance activities, and as such, would be limited to daytime hours, Monday to Sunday. The noise impact assessment for the project application included activities that are similar to noise-generating activities associated with the proposed anti-fouling activity. Specifically, noise generated by the use of the travel lift, forklift movements, the use of electric power tools, and high pressure water spray guns.

As such, it is not anticipated that the abovementioned activities would generate noise impacts above the predicted sound power levels considered in the original noise assessment. However, to ensure that these additional activities would not have a significant impact, the following mitigation measures would be implemented concurrently with those already put forward in the original project application:

- Antifouling operations would be restricted to normal daytime business hours, as per condition A7 of the existing approval;
- Low noise-emitting equipment, or the use of silencers, would be implemented as much as possible; and
- Sanding activities associated with anti-fouling would be undertaken in an area where noise can be shielded.

## **5.4 Waste Management**

**Background**

Operational wastes from the project, as approved, comprise of:

- Effluent/sullage waste (Sydney Water trade waste licence), which would be pumped to the existing sewer main located adjacent to the existing toilet block from vessels (up to 2,000L per day);
- Maintenance and servicing waste oil (up to 1,000L per month);
- Oil filters and rags from maintenance and servicing, to be collected once a month;
- General wastes (including food waste, glass, plastics and paper) from 30 full time employees; and
- Small quantities of green wastes from grounds maintenance, which would typically remain on site.

The marine fuel supply facility provides waste disposal facilities for vessels and other marine users. A licensed waste disposal contractor has been engaged to collect for eventual treatment and/or disposal.

A trade waste agreement has been entered into with Sydney Water for the disposal of effluent, grey water and sullage. The site also has a dedicated waste area, which is bunded.

**Construction**

The proposed modification is not expected to significantly alter the types or volumes of waste that were considered in the original Environmental Assessment for the project. Construction waste would be managed in accordance with a Construction Environmental Management Plan, which would include measures to minimise, reuse and recycle.

**Operation**

The introduction of additional moorings may introduce extra operational waste from a larger number of vessels at the site. This waste would be disposed of in accordance with the waste procedures outlined in the approved project application.

The introduction of anti-fouling would generate waste through cleaning and de-fouling of vessels, mechanical sanding of vessels and the application of anti-fouling paint. These processes would generate additional waste streams which would need to be collected by a licensed waste contractor to be transported and disposed of at an appropriate facility. Additional waste streams would comprise:

- Biological waste: principally marine biota removed from hulls of vessels; and
- Contaminated wastes. Contaminated wastes would include antifouling residues as they are contaminated with biocides. Wastes would also include several toxic chemicals removed from older vessels (from around the 1970s) including tributyltin, arsenic, mercury and DDT.

The introduction of biological and contaminated waste streams during the operational phase of the facility as a result of the modification would be incorporated into the approved project's waste storage and collection systems. As these waste streams have the potential to harm the surrounding environment, the following mitigation measures would be implemented:

- Waste materials requiring removal from the site would be classified, handled and stored onsite in accordance with the Waste Classification Guidelines: Part 1 Classifying Waste (DECCW, 2009) until collection by a contractor for disposal at a suitability licensed landfill or waste management facility;
- Biological and contaminated wastes of all types would be kept in sealed containers and removed by licensed contractors who are advised of the type of waste, and records would be kept of all such disposed wastes;
- All waste from would be stored undercover to prevent rain running through the waste and polluting the surrounding waters;
- Waste would be secured onsite at all times to prevent litter and water pollution;
- Regular sweeping and vacuuming of hardstand areas following anti-fouling application.
- Anti-fouling residues would be classified as contaminated wastes due to the presence of biocides. These residues would be collected and safely stored to prevent them entering surrounding waters, and would be disposed of offsite;
- When antifouling paints have been removed from old vessels (more than 10 years old), it would be assumed that the paint residue contains tributyltin unless tests prove otherwise, and the paint residue would be disposed of at facility that is licensed to accept this type of waste. Anti-foulants removed from vessels constructed before the 1970s may contain a variety of hazardous substances including arsenic, mercury and DDT, and would be disposed of at facility that is licensed to accept this type of waste;
- To keep with the facility being as waste-minimal as possible, the following practices would be implemented during anti-fouling activities to limit the amount of waste produced:
  - Reusing plastic trays. When dried product builds up in the tray, the tray would be flexed to break the bond between the product and the tray. The product would then be removed and disposed of appropriately and the tray would be reused;
  - Saving excess or unused anti-fouling paint for future uses; and
  - Maintaining and reusing paint brushes. There would be one brush for each antifouling product used, and they would be stored in a tin of water so paint does not harden on the brush and can be reused.

## 5.5 Biodiversity

Under the development control plan for the SREP (Sydney Harbour Catchment) 2005, the water-based component of the project is identified as containing 'mixed rocky intertidal and rock platform' aquatic ecological community. The project, as approved, identified that it would have a direct impact on algae located along the sub-tidal fringe of the revetment wall due to removal of algae or overshadowing impacts. However, given the patchy coverage of the algae and the additional 100m<sup>2</sup> habitat that the floating pontoon would provide for algae and other encrusting biota (i.e. molluscs), the impact was not considered to be significant. Further, the depth of the seabed at this location was considered to be adequate to prevent significant mobilisation of sediments by vessels, which included up to 30 metre vessels.

The proposed modification would not significantly alter the conclusions of this assessment. The floating pontoon structures and piles would aim to avoid direct impacts on the revetment wall (to minimise impacts on the structure



of the wall itself), and would provide similar, if not more, underside habitat for aquatic species by increasing the square metre coverage of the floating pontoons. The altered configuration of vessels, which would now cater for smaller vessels than that considered in the original assessment, would still provide adequate depth for vessels.

Impacts on aquatic biodiversity as a result of antifouling activities on land would be managed through the implementation of the water, air and waste management practices.

Consequently, no additional mitigation measures are considered necessary as a result of the proposed modification.

## 5.6 Visual

The proposed modification seeks to modify the configuration of the berthing area, which would add an additional five berths. The modification also seeks to modify the current timing restriction that currently applied to vessels moored at the site from seven days to 180 days. A photomontage of the development (as approved) is provided in Figure 5. This shows the largest vessel (30 metres in length), which would no longer be serviced by the modified moorings.



Figure 5 Photomontage of the development (as approved) – view from Pyrmont Park

The proposed modification would not significantly alter the visual appearance of the project (as approved), as:

- While more vessels could be present at any one time, the vessels are smaller in size and would be less noticeable when viewed from district viewpoints, or would otherwise have views obstructed by existing structures (such as gantries) and vegetation from closer viewpoints external from the site;
- Views to the south across the site from the closest residential viewpoint (being 1 Grafton Street, Balmain) are obstructed by gantries and other existing structures on the site. However, the primary CBD views from these residences would not be impacted by the project (as approved). This would not be altered by the proposed modifications.
- No significant additional lighting is proposed as part of the modification, other than navigational lights and low-lit lighting bollards on the floating pontoons for safety reasons. Additional lighting would be designed in accordance with Australian Standards (AS 4282-1997 Control of the Obstructive Effects of Outdoor Lighting).

The proposed increased time limit for moorings would also not significantly alter the visual impact of the project compared to different vessels being consecutively moored at the site under the current approval. Moorings would remain temporary in nature and would not be permanently leased to individuals.

## 5.7 Fire Safety

A Fire Safety Study (FSS) was completed prior to the construction of Stage 1 of the project as a requirement of the Minister's project approval. The FSS identified three key incidents that would have potential to impact offsite or result in excessive heat radiation impact at fire fighting equipment (that is, making equipment inaccessible during the fire events). These were carried forward for further analysis. These incidents were associated with refuelling activities at the site, specifically:

- A fuel spill during transfer of fuel from delivery tankers to storage tanks, ignition of the spill and a full containment bund fire at the fuel transfer point;
- A fuel spill into the pump bund as a result of pump seal failure, ignition of the spill and a full transfer pump bund fire; and
- A fuel dispensing spill resulting in release to the harbour, ignition and pool fire on the harbour.

A recommendation of the FSS included the installation of additional fire hydrants to ensure a hydrant is no further than 70 metres from a potential fire (being 60 metres for hoses and 10 metres for a water jet). This was required to comply with Australian Standard AS 2419 - Fire Hydrant Installation. The locations of the fire hydrants installed at the site are shown in Figure 3.

The proposed modification does not alter the location of these hydrants or add additional refuelling locations or pumps. Vessels within the proposed modified wet berth area would not be refuelled in this location. As such, the modification would not be considered to add additional risks to the site. Based on a preliminary review of the fire hydrant reach, the combined 70 metre reach of the existing hydrants would encompass most of the modified berthing area. Additional fire fighting equipment (fire hydrant reels) would also be provided on the pontoons in accordance with Australian Standards to supplement fire fighting infrastructure. The FSS would be reviewed and need for the additional infrastructure (including water pressure requirements) would confirmed prior to the commencement of construction.

## 5.8 Other issues

Responses to the additional issues raised by SPC (as detailed in Appendix A) are provided below.

### ***Water Supply***

SPC identified the possible need for the water supply for fire fighting purposes to be reviewed if additional hydrants are required. As no additional hydrants are envisioned, this has not been considered.

### ***Cruise Passenger Terminal***

Construction activity at the site may coincide with construction activity associated with the cruise passenger terminal located at Berth 5 at White Bay. The works associated with the project are relatively minor in comparison to those required at Berth 5. The key issue would be maintaining access to the site during the construction of the passenger terminal, and construction noise.

For traffic access, discussions have occurred between the Proponent and the contractor for the passenger cruise terminal. This includes temporary access along the water-side of the existing structure until site access is reinstated. This would be used for current operational activities (such as fuel deliveries), and future construction works.

Construction activities for the berth area are not expected to occur over a prolonged period, nor would be as intensive. However, in the event the construction activities do occur concurrently, discussions would be held between with SPC to determine if respite periods for nearby residential receivers are considered necessary.

### ***Green Ports Checklist***

This is provided in Appendix B.

## 6.0 Conclusions

The proposed additions and alterations to the approved project are considered minor, and as demonstrated in Section 5 of this report, would not significantly alter the impacts of the project as originally assessed. Mitigation and management measures detailed in this report would supplement the measures provided in the Environmental Assessment, and would contribute to minimising the additional impacts of the development, as modified. These would be suitably incorporated in the environmental management plans required for both construction and operational phases of the project.

Consequently, it is recommended that the Minister (or his delegate) approve the modification request in accordance with section 75W of the EP&A Act.

## Appendix A

# Planning Application Meeting Minutes

## Appendix A Planning Application Meeting Minutes

## Appendix B

# Green Ports Checklist



## Appendix B Green Ports Checklist

# Checklist

The completed Checklist is to accompany all applications for new developments/activities submitted to Sydney Ports, or when requested by Sydney Ports.

The Checklist has the following features:

- The Headings (shaded in blue), Item numbers and Purpose/Criteria descriptions directly correspond to those in the Green Port Guidelines. This allows easy reference between this Checklist and the Guidelines.
- Applicants are to state whether each item has been addressed, not addressed or whether it is not applicable to the specific development. The Stages of Development indicators in the Green Port Guidelines may assist in this assessment.
- Applicants are then to explain how each item has been addressed, why it hasn't been addressed or why it is not applicable. Applicants are directed to the Suggested Measures provided in the Green Port Guidelines for guidance on how to address each item although alternative and innovative measures that may be more specific or relevant to the individual facility or operation are also encouraged.
- Supporting documentation (such as a Waste Management Plan, Environmental Management Plan or Design Specifications) may be referenced or attached to the Checklist.
- The Checklist can be filled out either electronically or by hand and sent back to Sydney Ports for review.

## Applicant details

**Name**

**Company** Baileys Marine Fuels Pty Ltd

**Address**

Roberts Road

**City/Town** Balmain

**State** NSW

**Postcode** 2041

**Telephone**

**Mobile**

**Email**

## Project details

### Location of proposed development

White Bay Berth 6, Roberts Road, Balmain, 2041.

### Description of proposed development

Modification of the existing approval (MP 06\_0037) granted 12 June 2009 to increase the number of temporary moorings from three to eight, remove the restriction on the period of occupation for the moorings from seven to 180 days and the introduction of de-fouling and anti-fouling activities to the site operations.

The details on this form are the provisions and intentions for maximising the environmental sustainability of this development.

**Name**

**Signature**

**Date**

	Item No	Purpose/criteria	Has this been addressed? (Yes, No, N/A)	How has it been addressed? Or, why has it not been addressed?	Provide details of supporting documentation/ reference material
Materials selection	R1	Reduce the quantity of new materials being used by reusing materials or by utilising recycled materials.	N/A	The proposed modification will be within the development footprint of the approved major project (MP 06_0037).  Any additional materials required for the modification which were not specified in the initial approval will be as minimal as possible	See Chapter 2.0 of the modification
	R2	Encourage environmentally friendly production of materials.	N/A	Not applicable as the proposed modification will not include the manufacturing of any materials.	See Chapter 2.0 of the modification
	R3	Specify materials that have minimal embodied energy and environmental impact.	N/A	The selection of materials will be undertaken at the detailed design stage.  As part of the initial application, Baileys Marine Fuels made a commitment to consider materials with minimal embodied energy.	Material selection is outside the scope of the Modification.
	R4	Consider the end of life of materials and the whole building, design for deconstruction.	N/A	Consideration of the end of life of materials will be undertaken at the detailed design stage.  Baileys Marine has made a commitment to consider the end of life materials.	Consideration of the end of life materials is outside the scope of the modification.

	Item No	Purpose/criteria	Has this been addressed? (Yes, No, N/A)	How has it been addressed? Or, why has it not been addressed?	Provide details of supporting documentation/ reference material
Waste management	W1	Minimise the generation of wastes.	Yes	<p>Construction waste management procedures will be outlined in the Construction Environment Management Plan (CEMP), including measures to minimise, reuse and reduce waste.</p> <p>The modification will result in the introduction of two additional waste streams; biological and contaminant waste. These will be disposed of in accordance with the waste procedures outlined in the environmental assessment of the approved Project. Waste minimisation measures will include the reuse of plastic trays and paint brushes, and the conserving of excess and unused antifouling paints for future use.</p>	See Section 5.4 of the Modification and Section 7.6 of the approved Project's Environmental Assessment (EA).
	W2	Facilitate recycling to reduce the amount of waste going to landfill.	Yes	<p>The CEMP will include measures to minimise, reuse and reduce waste.</p> <p>During operation, plastic trays and paint brushes used for de-fouling and anti-fouling activities on site will be reused. Any excess and unused antifouling paints will be retained for future use on the site</p>	Refer to Section 5.4 of the Modification and Section 7.6 of the approved Project's EA.
	W3	Ensure the safe storage and handling of hazardous wastes.	Yes	All biological and contaminated wastes will be classified, handled and stored on site in accordance with the OEH's Waste Classification Guidelines (2009). On site, waste will be stored in sealed containers and removed from site by licensed contractors who are advised of the type of waste, and records will be kept of all such disposed wastes.	Refer to Section 5.4 of the Modification and Section 7.6 of the approved Project's EA.

	Item No	Purpose/criteria	Has this been addressed? (Yes, No, N/A)	How has it been addressed? Or, why has it not been addressed?	Provide details of supporting documentation/ reference material
Water consumption	H1	Reduce consumption of potable water internally.	N/A	The reduction of potable water use is recommended through the use of rainwater tanks and other water efficient measures; to be determined at the detailed design phase.	The reduction of potable water use is outside the scope of the Modification.
	H2	Manage and monitor water usage and any leaks.	Yes	No change from the approved development. Baileys Marine will monitor water usage and leaks through Sydney Water bills.	-
	H3	Reduce the quantity of potable water used for landscape irrigation.	N/A	No change from the approved development. The reduction of potable water use is recommended through the use of rainwater tanks and other water efficient measures; to be determined at the detailed design phase.	The reduction of potable water use is outside the scope of the Modification.
	H4	Treat water on-site and reuse the treated water to reduce demand on the local potable water supply and the demand on the local infrastructure.	Yes	During operation, a filtering system on site will catch runoff from the wash-down bay before it enters the wastewater treatment system to separate large solids and marine biota for collection and disposal. Any remaining wastewater will be disposed of to the sewer system following treatment; subject to approval from Sydney Water.	See Section 5.1 of the Modification.



	Item No	Purpose/criteria	Has this been addressed? (Yes, No, N/A)	How has it been addressed? Or, why has it not been addressed?	Provide details of supporting documentation/ reference material
Energy use	E1	Reduce energy consumption and hence greenhouse gas emissions.	N/A	The reduction of energy consumption and greenhouse gases will be determined during the detailed design phase. Baileys Marine has made a commitment to reduce energy consumption.	A reduction in energy consumption and greenhouse gases is outside the scope of the Modification.
	E2	Manage the use of energy to minimise consumption.	N/A	The management of energy to minimise consumption will be determined during the construction and operational phases of the modification works.	The management of energy is outside the scope of the Modification.
	E3	Source energy from renewable sources.	N/A	The sourcing of energy from renewable sources will be determined during the detailed design phase. Baileys Marine has made a commitment to source energy from renewable sources.	The sourcing of energy is outside the scope of the Modification.
	E4	Source energy from alternate energy sources and use less greenhouse intensive fuels (in particular limit diesel use).	N/A	The sourcing of energy from alternate energy sources will be determined at the detailed design phase. Baileys Marine has made a commitment to source energy from alternate sources.	The sourcing of energy is outside the scope of the Modification.

	Item No	Purpose/criteria	Has this been addressed? (Yes, No, N/A)	How has it been addressed? Or, why has it not been addressed?	Provide details of supporting documentation/ reference material
Transportation	T1	Encourage the use of alternative modes of transport by employees, in order to reduce the amount of inefficient/individual car travel and therefore greenhouse gas emissions.	N/A	Employee modes of transport will not be affected by the proposed modification.	Encouraging employees to use alternative modes of transport is outside of the scope of the Modification.
	T2	Reduce greenhouse gas emissions from operational vehicles and equipment.	N/A	The proposed modification will not result in any additional operational vehicles.  Additional operational equipment will include airless paint spray guns, which will not emit significant amounts of greenhouse gas.	Reducing greenhouse gas emissions on site is outside of the scope of the Modification

	Item No	Purpose/criteria	Has this been addressed? (Yes, No, N/A)	How has it been addressed? Or, why has it not been addressed?	Provide details of supporting documentation/ reference material
Indoor environment	IE1	Improve the quality of indoor air to protect the health of employees and enhance productivity.	N/A	No change from the approved development as a result of the Modification.	The improvement of indoor air is outside the scope of the Modification.
	IE2	Optimise daylighting and make best use of artificial lighting to assist eye health and productivity.	N/A	No change from the approved development as a result of the Modification.	Optimising daylight is outside the scope of the Modification.
	IE3	Provide optimum acoustical environment for productivity and to prevent ear damage.	N/A	No change from the approved development as a result of the Modification.	Providing an optimum acoustic environment is outside the scope of the Modification.

	Item No	Purpose/criteria	Has this been addressed? (Yes, No, N/A)	How has it been addressed? Or, why has it not been addressed?	Provide details of supporting documentation/ reference material
Emissions	EM1	Protect the ozone layer and reduce the potential for global warming.	Yes	The proposed Modification will not produce or use any substances that are harmful to the ozone layer.	-
	EM2	Limit the generation of air pollutants and ensure that they are emitted away from sensitive receptors.	Yes	During construction, air pollutant generation will be limited by implementing management measures outlined in the CEMP.  Operational mitigation to limit the generation of air pollutants during de-fouling and anti-fouling activities include the use of vacuum sanders to capture dust emissions during mechanical sanding, daily sweeping of hardstand areas and rescheduling de-fouling and anti-fouling activities during unfavourable environmental conditions.	See Section 5.2 of the Modification and Section 7.5 and Appendix K of the approved Project's EA.
	EM3	Minimise odours.	Yes	The Modification outlines measures to minimise odours during operation; including the use of rollers, brushes and sprayless air guns to reduce the amount of overspray and the release of volatile organic compounds and odours.	See Section 5.2 of the Modification and Section 7.5 and Appendix K of the approved Project's EA.
	EM4	Minimise noise nuisance.	N/A	Construction noise and operational sound power levels will not generate any noise at a level above what was predicted in the EA of the approved Project.	See Section 5.3 of the Modification and Section 8.1 and Appendix L of the approved Project's EA.
	EM5	Avoid light spill into night sky or neighbouring properties/areas.	Yes	Any minor change in lighting would not significantly alter light spill. Lighting at the site is kept to a minimum.	See Section 8.5 of the approved Project's EA.
	EM6	Avoid accidental contact with hazardous or poisonous goods.	Yes	Baileys Marine Fuels ISO14001 Environmental Management Plan will address this issue.	-

	Item No	Purpose/criteria	Has this been addressed? (Yes, No, N/A)	How has it been addressed? Or, why has it not been addressed?	Provide details of supporting documentation/ reference material
Water quality	HQ1	Manage stormwater to reduce peak stormwater flows and protect water quality.	N/A	The Modification will not require any adjustments to stormwater drainage on site and will follow stormwater management measures outlined in the EA of the approved Project.	See Section 7.2 of the of the approved Project's EA.
	HQ2	Manage water quality to protect the harbour and other water bodies.	Yes	The Modification outlines construction and operational measures which restrict the possibility of adverse effects on water quality as a result of the proposed works. These measures are in addition to those outlined in the approved Projects EA.	See Section 5.1 of the Modification, as well as Section 7.3 of the approved Project's EA.
	HQ3	Prevent damage from potential flood events and water table changes.	Yes	The land-based activities which form part of the Modification will be incorporated into the pollution control measures that were approved for the site, in accordance with OEH requirements.	See Section 7.2 of the approved Project's EA.

	Item No	Purpose/criteria	Has this been addressed? (Yes, No, N/A)	How has it been addressed? Or, why has it not been addressed?	Provide details of supporting documentation/ reference material
Land use	L1	Encourage the redevelopment of sites that have previously been developed and remediate contaminated land.	N/A	The Modification will be an extension of the existing land use at White Bay Berth 6; which is currently used as an integrated marine fuel, service and supply base.	Site redevelopment is outside of the scope of the Modification.
	L2	Use landscaping to enhance biodiversity and conserve and create habitat for flora and fauna.	N/A	The land-based portion of the Modification will operate on areas of existing hardstand and will not require any landscaping.	Landscaping and biodiversity enhancement of the site is outside of the scope of the Modification.
	L3	Enhance visual amenity.	Yes	The proposed modification will not significantly alter the visual appearance of the project (as approved).	Refer to Section 5.6 of the Modification and Section 8.5 of the environmental assessment.
	L4	Avoid impact on identified heritage items.	N/A	No items of heritage significance are located in close proximity to White Bay Berth 6.	Impacts on items of heritage significance is outside of the scope of the Modification.

	Item No	Purpose/criteria	Has this been addressed? (Yes, No, N/A)	How has it been addressed? Or, why has it not been addressed?	Provide details of supporting documentation/ reference material
Environmental management	M1	Maintain good relationships with stakeholders and respond to any complaints.	Yes	AECOM has undertaken stakeholder consultation with NSW Maritime and Sydney Ports Corporation. Baileys Marine Fuels will respond to any complaints.	See Chapter 4 of the Modification.
	M2	Provide a framework for identifying, managing and minimising environmental impacts, and maximising environmental benefits.	N/A	Baileys Marine Fuels ISO14001 Environmental Management Plan will address this criterion.  The Modification has undertaken an assessment of the environmental impacts associated with the proposed development.	See Chapter 5 of the Modification.
	M3	Educate developers, tenants and employees about ESD and how to improve sustainability.	N/A	Baileys Marine Fuels ISO14001 Environmental Management Plan will address this criterion.	Education of developers, tenants and employees regarding ESD and sustainability is outside the scope of the Modification.