

## **1 BACKGROUND**

This report has been prepared in response to submissions received following public exhibition of the proposal. The public exhibition period ended on 13 July 2015.

## **2 SUBMISSIONS RECEIVED**

Submissions were received from the Department on 16 July, 29 July and 30 July as follows. A copy of these submissions is included as Attachment A.

- Department of Primary Industries
- Port Authority of NSW
- Sydney Water
- Office of Environment and Heritage
- Transport for NSW
- NSW EPA
- RMS
- Foreshores and Waterways Planning and Development Advisory Committee
- Australian National Maritime Museum
- City of Sydney Council

The Department of Planning and Environment requested further information on potential impacts of contamination of sediments on the bed of Cockle Bay with reference to SEPP 55.

Section 5 provides a summary of the submissions received and includes the Authority's response to the submission. Where further elaboration to the response is required, an attachment is included.

## **3 SUMMARY OF MATTERS RAISED AND RESPONSE**

**Construction impacts.** The majority of matters raised in submissions relate to management of construction impacts and can be addressed through appropriate on-site management measures in the Construction Management Plan.

**Traffic impacts.** Transport for NSW has requested an Operational Traffic Management Plan and a Construction Traffic and Pedestrian Management Plan. The first relates to private vessel movements and is considered unnecessary as there will be fewer recreational berths in Cockle Bay as a result of the proposal. The second is also considered to be unnecessary as most work will be done from the Water and a Vessel Traffic Management Plan is being prepared for the Port Authority of NSW.

**Construction hours.** NSW EPA has asked that standard construction hours apply and that a one hour respite period be provided every three hours during noisy works. Extended hours are only sought for Saturday and are considered appropriate because the project is important public infrastructure and is not located within a residential area. A work respite period is proposed between 12:00 – 14:00 each construction day and is considered reasonable.

**Noise and Vibration Assessment.** The EPA has queried the methodology adopted in the Noise and Vibration Assessment. A qualified acoustic consultant has addressed EPA clarifications and their response is provided at Attachment A. The review confirms that the required ICNG guidelines have been followed in the assessment and indicates that there will be no significant construction noise impact on residential receivers and no significant cumulative construction impacts.

**Connecting ramp to the Australian National Maritime Museum (ANMM) site.** The ANMM has objected to the proposed northern connection of the western scheme into its water lease. This matter has been discussed with ANMM and the design has been amended to delete the connection. Refer Attachment B.

**Assessment of contamination risk consistent with the requirements of SEPP55.** The Authority has considered associated risks to human health and to the environment resulting from contaminated sediments during construction and operation of the development. The site is assessed as not posing a significant risk to health or the environment during either the construction or operational phase of the development.

#### **4 AMENDMENTS TO PROPOSAL**

The proposal has been amended to address the Australian National Maritime Museum's submission.

#### **5 DETAILED RESPONSE TO SUBMISSIONS**

<b>Submission</b>	<b>Issues Raised in Submission</b>	<b>Response</b>
Sydney Water	<p><b>Condition of Consent</b></p> <p><u>Building Plan Approval</u></p> <p>The approved plans must be submitted to a Sydney Water Quick Check agent to determine whether the development will affect any Sydney Water sewer or water main, stormwater drains and/or easement, and if further requirements need to be met. Plans will be appropriately stamped.</p> <p>For further assistance please telephone 13 20 92 or refer to Sydney Water's website for:</p> <ul style="list-style-type: none"> <li>• Quick Check agent details - see Plumbing, building and developing then Quick Check agents, and</li> <li>• Guidelines for Building Over/Adjacent to Sydney Water Assets - see Plumbing, building and developing the Building over or next to assets.</li> </ul>	Noted
Office of Environment and Heritage	<p><b>General</b></p> <p>Documents have been reviewed and OEH has no further need to be involved in the assessment of the project</p>	Noted
NSW Environmental Protection Agency	<p><b>1. Construction Phase – Acid Sulfate Soils</b></p> <p>The proponent be required to assess and manage any acid sulfate soil (ASS) and potential acid sulfate soil (PASS) in accordance with:</p> <ol style="list-style-type: none"> <li>a. the 1998 Acid Sulfate Soils Manual published by the NSW Acid Sulfate Soil Management Advisory Committee (ASSMAC) and ;</li> <li>b. the EPA's Waste Classification Guidelines Part 4: Acid Sulfate Soils.</li> </ol>	To be included in Construction Management Plan

Submission	Issues Raised in Submission	Response
NSW Environmental Protection Agency	<p><b>2. Construction Phase - Waste Control and Management</b></p> <p>The proponent should commit to ensuring that:</p> <ul style="list-style-type: none"> <li>(1) all waste generated during the project is assessed, classified and managed in accordance with the "Waste Classification Guidelines Part 1: Classifying Waste" (Department of Environment Climate Change and Water, December 2009);</li> <li>(2) the body of any vehicle or trailer, used to transport waste or excavation spoil from the premises, is covered before leaving the premises to prevent any spill or escape of any dust, waste, or spoil from the vehicle or trailer; and</li> <li>(3) mud, splatter, dust and other material likely to fall from or be cast off the wheels, underside or body of any vehicle, trailer or motorised plant leaving the site, is removed before the vehicle, trailer or motorised plant leaves the premises.</li> </ul>	<p>These matters will be addressed in the Construction Management Plan</p>
NSW Environmental Protection Agency	<p><b>3. Construction Phase - Water Quality Impacts</b></p> <p>The proponent should ensure that adequate measures are adopted to prevent water pollution and where it does occur to prevent its spread until appropriate clean up can be implemented.</p>	<p>These matters will be addressed in the Construction Management Plan</p>
NSW Environmental Protection Agency	<p><b>4. Construction Phase - Dust and debris control and management</b></p> <p>The proponent be required to:</p> <ul style="list-style-type: none"> <li>(a) minimise dust emissions on the work sites,</li> <li>(b) prevent dust emissions from the work sites.</li> </ul>	<p>These matters will be addressed in the Construction Management Plan</p>
NSW Environmental Protection Agency	<p><b>5. Construction Phase - Dust and debris control and management – Bark</b></p> <p>The proponent be required to implement all such measures as may be necessary-</p> <ul style="list-style-type: none"> <li>(a) to prevent dust and debris from demolition activities, pile replacement and construction activities dropping or falling into harbour waters, (b) to ensure material is not placed or stored on the project site (including on a vessel, work boat or barge engaged in project construction or construction-related work) in a position where it is likely to fall, descend, be washed, be blown or percolate into the harbour;</li> <li>(b) to contain and promptly clean up any dust and debris that may fall, descend, be washed, be blown or percolate into the harbour; and</li> <li>(c) to provide dedicated work boats and</li> </ul>	<p>These matters will be addressed in the Construction Management Plan</p>

Submission	Issues Raised in Submission	Response
	<p>appropriately trained and resourced dedicated clean up crews to clean up and remove from harbour waters any debris or dust which may fall, descend, be washed, be blown or percolate into the harbour.</p>	
<p>NSW Environmental Protection Agency</p>	<p><b>6. Construction Phase - Disturbed Marine Sediment</b></p> <p>The proponent be required to implement all such measures as may be necessary to-</p> <ul style="list-style-type: none"> <li>(a) minimise disturbance of marine sediments during the course of pile removal and replacement activities,</li> <li>(b) enclose each work site with adequate silt curtains.</li> </ul>	<p>This matter will be addressed in the Construction Management Plan</p>
<p>NSW Environmental Protection Agency</p>	<p><b>7. Construction Phase - Concrete waste and rinse water</b></p> <p>The proponent be required to ensure that —</p> <ul style="list-style-type: none"> <li>(1) a dedicated self-propelled work boat is available on the project site at all times to provide a timely response to the containment and clean up of any spills or leaks into or onto harbour waters; and</li> <li>(2) concrete waste and rinse water are not disposed of on the development site.</li> </ul>	<p>These matters will be addressed in the Construction Management Plan</p>
<p>NSW Environmental Protection Agency</p>	<p><b>8. Construction Phase - Runoff and sediment control and management</b></p> <p>The Managing Urban Stormwater Soils and Construction, 4th Edition published by Landcom (the so-called 'Blue Book') provides guidance material for achieving effective erosion and sediment control on construction sites. The EPA is mindful that construction will occur over and in immediate proximity to harbour waters and that excavation is likely to be of a minor nature. Nevertheless, the EPA emphasises the importance of daily inspection of erosion and sediment controls which is fundamental to ensuring timely maintenance and repair of those controls.</p>	<p>These matters will be addressed in the Construction Management Plan</p>
<p>NSW Environmental Protection Agency</p>	<p><b>9. Construction Phase - Noise and vibration</b></p> <p>9a EPA experience would suggest that replacement of timber piles may also involve the use of chainsaws</p> <p>9b The EIS does not appear to assess the impact on surrounding residences and the Novatel Hotel and does not appear to have:</p> <ul style="list-style-type: none"> <li>(a) applied the 5 dbA adjustment recommended in ICNG section 4.5 (2nd para, p.16) to predicted 'construction noise levels;</li> <li>(b) accounted for cumulative impact of several high noise impact activities occurring</li> </ul>	<p>The Authority's acoustic consultant has confirmed that there will be no significant effect of construction noise on residential receivers.</p> <p>The Noise Impact Assessment complies with the Interim Construction Noise Guidelines.</p> <p>A review of cumulative impacts found the general conclusions of the report are sound and cumulative impacts are expected to be minor.</p>

Submission	Issues Raised in Submission	Response
	<p>simultaneously; or</p> <p>(c) accounted for the cumulative impact of concurrent projects in the same locality.</p>	<p>The assessment methodology was reviewed and found to comply with relevant guidelines. Refer advice from Wilkinson Murray as provided at <a href="#">Attachment B</a></p>
<p>NSW Environmental Protection Agency</p>	<p><b>10. Construction Phase - Construction Hours (General)</b></p> <p>It is recommended that:</p> <p>(1) The proponent be required to undertake site preparation, bulk earthworks, demolition, construction and construction-related activities (likely to be audible at surrounding residences) during the recommended standard construction hours set out in Table 1 to the EPA's Interim Construction Noise Guideline, 2009.</p> <p>(2) The proponent be required to clarify whether pile installation will necessitate night work and if so to fully justify undertaking those works outside the recommended standard construction hours, including submission of a detailed noise impact assessment of any proposed night works for the purpose of further consideration.</p>	<p>Proposed construction hours are,:</p> <ul style="list-style-type: none"> <li>• Monday to Friday: 07:00 – 18:00</li> <li>• Saturday: 07:00 – 15:00</li> </ul> <p>The weekday construction hours are standard. Longer hours on a Saturday are considered reasonable and appropriate for this important public infrastructure project. The project is not located within a residential area.</p>
<p>NSW Environmental Protection Agency</p>	<p><b>11. Construction Phase – Respite Periods</b></p> <p>The proponent be required to clarify during which periods high noise generating activities will be undertaken and scheduling those activities to ensure that those activities generating noise with particularly annoying or intrusive characteristics would be only undertaken over continuous periods not exceeding 3 hours with at least a 1 hour respite every three hours.</p>	<p>A mid-day respite period of two hours is proposed between 12:00 and 14:00 on each construction day.</p> <p>Additional respite periods over and above those already proposed are not considered necessary given the project's location and will impact the Authority's ability to deliver the infrastructure in time for opening of the ICC Sydney.</p>
<p>NSW Environmental Protection Agency</p>	<p><b>12. Construction Phase – Reversing and movement alarms</b></p> <p>The proponent should commit to undertaking a safety risk assessment of construction activities to determine whether it is practicable to use audible movement alarms of a type that would minimise the noise impact on surrounding noise sensitive receivers, without compromising safety.</p>	<p>The proposed condition is not relevant as all movements will be over water</p>
<p>NSW Environmental Protection Agency</p>	<p><b>13. Construction Phase - Chemical Storage</b></p> <p>The proponent be required to ensure fuel, oil and chemicals handled and stored at work sites, or on barges or other vessels used in the course of the project are —</p> <ul style="list-style-type: none"> <li>• secured against unauthorised access,</li> <li>• stored in lockers or the like with a built-in bund sufficient in design and capacity to</li> </ul>	<p>This matter will be addressed in the Construction Management Plan</p>

Submission	Issues Raised in Submission	Response
	<p>prevent any stored substances leaking therefrom,</p> <ul style="list-style-type: none"> <li>• stored in roofed over lockers or the like that would prevent rain entering stored containers and spilled or leaked substances, and</li> <li>• located as far as practicable away from surrounding waters.</li> </ul>	
<p>NSW Environmental Protection Agency</p>	<p><b>14. Operational Phase - Refuelling</b></p> <p>The EPA would not favour vessel re-fuelling at the new berths for either recreational or commercial vessels. The proponent would be obliged to satisfy the relevant provisions of the Protection of the Environment Operations (Underground Petroleum Storage Systems) Regulation 2014 should re-fuelling facilities be provided to service the new berths.</p> <p>The proponent be required to clarify whether it proposes to —</p> <ul style="list-style-type: none"> <li>(a) permit re-fuelling of vessels in Cockle Bay, or</li> <li>(b) provide re-fuelling facilities in conjunction with the new berths</li> </ul>	<p>Refuelling will not be permitted at the facility</p>
<p>NSW Environmental Protection Agency</p>	<p><b>15. Operational Phase - Water Quality Impacts</b></p> <p>The EPA considers that a number of feasible and reasonable controls and management measures can be adopted to avoid water quality impacts arising from cleaning and maintenance of the new wharves, pontoons, jetties, ramps, and associated concourse areas and walkways, including:</p> <ul style="list-style-type: none"> <li>(a) installing appropriate pollution control measures and equipment to prevent spills and leaks into and onto harbour waters;</li> <li>(b) adopting and implementing procedures to prevent spills and leaks into and onto harbour waters;</li> <li>(c) adopting, testing and implementing appropriate contingency measures to minimise the impact of spills and leaks in the event they should occur; and</li> <li>(d) training personnel involved in cleaning and maintenance concerning — <ul style="list-style-type: none"> <li>(i) prevention of pollution of waters,</li> <li>(ii) reporting leaks and spills, and</li> <li>(iii) containing and cleaning up in the event of leaks or spills</li> </ul> </li> </ul> <p>The proponent be required to adopt and implement all such measures as may be necessary to prevent pollution of waters associated with cleaning and maintenance of the new wharves, pontoons, jetties, ramps, and associated concourse areas and walkways</p>	<p>These matters will be addressed in the Operational Management Plan</p>

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Port Authority of NSW	<p><b>General</b></p> <p>Port Authority has provided SHFA with a draft set of Harbour Master approval requirements in relation to regulation 67 of the Management of Waters and Waterside Lands Regulation – NSW.</p> <p>Proponent to consult with Port Authority of NSW prior to the commencement of construction to ensure that:</p> <ul style="list-style-type: none"> <li>• our requirements are met; and</li> <li>• Harbour Master approval for the disturbance of the seabed under clause 67 of the Management of Waters and Waterside Lands Regulations – NSW is obtained.</li> </ul>	Noted
Department of Primary Industries	<p><b>Maintain water quality &amp; marine environment during construction</b></p> <ul style="list-style-type: none"> <li>• Demolition materials to be deposited following appropriate protocols on land above the height water mark</li> <li>• Silt curtains are to be used during piling to minimise turbidity impacts</li> </ul>	These matters will be addressed in the Construction Management Plan
Transport for NSW	<p><b>1. Condition of Consent - Ferry Services - Operational Traffic Management Plan (OTMP)</b></p> <p>In order to ensure appropriate control of impacts on additional ferry services accessing Barangaroo and Pyrmont in the future, the following condition of consent is requested.</p> <p>An operational Traffic Management Plan (OTMP) must be prepared in consultation with TNSW and Roads and Maritime. The OTMP should assess the impacts on public ferry services due to private vessel movements from the proposed facility within the vicinity of Barangaroo and Pyrmont ferry wharves and provide mitigation measures for proposed impacts. The OTMP is to be approved by the Secretary prior to operation or final occupation certificate whichever occurs first</p>	<p>This request relates to impacts of private vessel movements arising from the proposal.</p> <p>It is noted that there will be fewer berths for private vessels in Cockle Bay under the proposal (44 down to 40 berths). The Authority's navigation safety expert has determined that there will be no net increase in traffic past the Barangaroo site. The volume of recreational traffic is expected to decrease by 10%.</p> <p>The proposed condition is not relevant as the Authority has no jurisdiction over management of the waterway in the vicinity of Barangaroo and Pyrmont ferry wharves.</p>

Submission	Issues Raised in Submission	Response
Transport for NSW	<p><b>2. Condition of Consent – Construction Traffic and Pedestrian Management Plan</b></p> <p>In order to ensure appropriate control of impacts on water and road traffic during construction, the following condition of consent is requested.</p> <p>Prior to the commencement of any works on the Site, a Construction Traffic and Pedestrian Management Plan prepared by a suitably qualified person shall be submitted to the principal Certifying Authority (PCA). The Plan must be prepared in consultation with TfNSW, the Roads and Maritime Services, and the Office of the Coordinator General, CBD. The plan shall address, but not be limited to, the following matters:</p> <ul style="list-style-type: none"> <li>a. Details of demolition and construction activities and timing of these activities;</li> <li>b. Potential impacts on the CBD Light Rail construction;</li> <li>c. Ingress and egress of vehicles to the site;</li> <li>d. Loading and unloading; including construction zones;</li> <li>e. The staging of works and simultaneous construction with their projects in the CBD;</li> <li>f. Predicted construction vessel movements and routes;</li> <li>g. Timing of construction vessel movements;</li> <li>h. Predicted construction traffic movements, types and routes; and</li> <li>i. Pedestrian, road and water traffic management measures.</li> </ul> <p>The Applicant shall submit a copy of the final Plan to the Office of the Coordinator General, CBD for endorsement, prior to the commencement of work.</p>	<p>Most work will be undertaken from the water and the construction will therefore have a negligible impact on land based traffic and pedestrian movements.</p> <p>A construction vessel traffic management plan will be prepared for Cockle Bay for Port Authority of NSW. A copy of this Plan can be made available to Transport for NSW.</p> <p>The proposed condition is therefore considered unnecessary.</p>
Roads and Maritime Services	No specific matters to raise in respect of the proposal	Noted
Foreshores and Waterways Planning and Development Advisory Committee	The Committee does not feel it necessary to provide any specific comments concerning this proposal	Noted
Australian National Maritime Museum	The ANMM does not agree to the intrusion and effective alienation of a section of the ANMM's water lease	The connection to the ANMM has been removed – refer revised plan at <a href="#">Attachment C</a> . The design is future-proofed to enable a connection to ANMM in the future if required.

Submission	Issues Raised in Submission	Response
City of Sydney Council	<p><b>1. Permanent berthing within Cockle Bay Marina</b></p> <p>The Department is encouraged to control signage, ticketing information, equipment storage, spruiking activities etc for the proposed permanent berthing of charter and services vessels within the marina</p>	Noted
City of Sydney Council	<p><b>2. Permanent berthing within Cockle Bay Marina</b></p> <p>The proposal appears unresolved in that it is impractical to prevent commercial vessels from boarding passengers within the revised marina. The Proponents are asked to explore alternatives in order to reduce confusion and on-water activities, with vessels regularly crossing the Bay to pick up/drop off passengers. Tourists should be able to board a commercial or charter vessel at the location where it is berthed and is highly visible.</p>	<p>The split between berthing and boarding areas is considered practical in terms of safety, cost and operation. There will be an average of 2 and a maximum of six berthings an hour at the public wharf which is not expected to cause conflict or congestion in Cockle Bay.</p> <p>No advertising signs are permitted and therefore passengers will not be attracted to board at the eastern scheme. Appropriate signage will be provided on the western scheme.</p> <p>The operation of the proposal has been reviewed by a navigation safety expert, RMS and the Port Authority. No issues have been raised in relation to commercial vessel operation.</p> <p>It is noted that all tourists vessels that berth in Blackwattle Bay (the main commercial vessel storage location in Sydney Harbour) do not board passengers at their berths</p>
City of Sydney Council	<p><b>3. Visual impact of event barges</b></p> <p>The proposed event barges at the southern end of the new marina layout have high potential to be visually unsightly. The city's preference is for the event barges to be stored elsewhere (eg. to the north of Pymont Bridge in the vicinity of the renewed pleasure cruise berths) and brought into Cockle Bay as required</p>	<p>The proposed event barges will be more attractive than the existing event barges as they will be purpose-designed to integrate with the new scheme. They are designed to be positioned at any point on the scheme for public and event use.</p> <p>Overall, the proposal was found to have a positive impact on the visual aesthetic of Cockle Bay.</p>

Submission	Issues Raised in Submission	Response
City of Sydney Council	<p><b>4. Visual impact of underside of existing western promenade</b></p> <p>The quality of views from the new walkway to the substructure of the existing landside promenade is not addressed. This should be resolved prior to the determination of the DA, including the design of any screening, artwork or interpretive works under the promenade edge</p>	<p>A view analysis has been undertaken and it has been determined that the quality of views from the new walkway is not impacted. No screening, artwork or interpretive works under the promenade edge are considered necessary or proposed</p>
City of Sydney Council	<p><b>5. Gradients of new western walkway</b></p> <p>The Proponent should confirm that suitable pedestrian gradients are provided, as per Australian Standards, when the new western walkway is lower at low tide</p>	<p>All ramp gradients will comply with Australian Standards under all tidal conditions.</p>
City of Sydney Council	<p><b>6. Separation of new western walkway from western promenade</b></p> <p>The separation distance between the western scheme and the landside promenade is 5m to deter people jumping or falling onto the new structure and give users the sense of being on water. The Proponent is requested to model the ability for people to jump across that separation distance, especially at low tide when the promenade will be higher. A wider separation may be appropriate.</p>	<p>The Proponent has undertaken a Safe Design Workshops involving its design team and operational stakeholders, and commissioned an independent risk analysis of the design; the 5m separation proposed is considered adequate</p>
City of Sydney Council	<p><b>7. Public events and pedestrian circulation</b></p> <p>The EIS discussed the available pedestrian zones and their capacities for major events around the bay. The EIS should also address the areas available for pedestrian circulation with and without the proposed development. The EIS does not comment on the adequacy of the pedestrian circulation at the pinch point at Harbourside Promenade, particularly during major events. The EIS should address the adequacy and management of pedestrian capacities during high-use times. The assessment of the approved IMAX "Ribbon" redevelopment to the south included an analysis of pedestrian circulation and capacity impacts based on an industry standard ("Fruin Theory") for pedestrian level of service. A similar assessment should be carried out for the proposal</p>	<p>The proposal's main purpose is to provide enhanced access to the water and vessels. It does not exacerbate pedestrian circulation at the promenade level. The removal of Harbourside Promenade will not impact on pedestrian circulation as it is at a lower level than the main promenade. The connection points where the walkway connects to the promenade have been deliberately located well away from existing pinchpoints on the promenade</p>
City of Sydney Council	<p><b>8. Cyclist Access</b></p> <p>The EIS should confirm whether or not recreational cycling is to be allowed on the western scheme.</p>	<p>Cycling will not be permitted on the new facilities</p>

Submission	Issues Raised in Submission	Response
<p>Department of Planning and Environment</p>	<p><b>Assessment of contamination consistent with the requirements of SEPP 55</b></p> <p>The Water and Sediment Impact Assessment identifies contamination in the seabed and sediments in Cockle Bay and provides various water quality and contamination measures to be implemented during the construction and operation of the proposal. However, Section 6.2.5 of the EIS only provides a very brief consideration of the requirements of the State Environmental Planning Policy No.55 – Remediation of Land (SEPP 55). The Department therefore requests that the RTS provide a comprehensive assessment of the proposal having regard to the identified contamination in Cockle Bay consistent with the requirements of SEPP 55</p>	<p>Guidelines on contaminated land seek to:</p> <ul style="list-style-type: none"> <li>• ensure that changes of land use will not increase the risk to health or the environment</li> <li>• avoid inappropriate restrictions on land use</li> <li>• provide information to support decision making and to inform the community</li> </ul> <p>The sediment of the seabed of Cockle Bay is contaminated from historic uses. The Authority has considered associated risks to human health and to the environment arising from construction and operation of the development and considers that the site does not pose a significant risk to health or the environment during either the construction or operational phase of the development.</p> <p><b>Construction Phase Risks</b></p> <p>Contamination may be mobilised from the seabed and into the waterway during demolition and piling. This contamination may present risk to human health if humans are highly exposed for periods of time to the contaminated water or if they eat fish that has been contaminated. This risk is addressed in the Water Quality Impact Assessment and the Flora and Fauna Impact Assessment and mitigated by the implementation of measures to contain any locally mobilised sediment (use of silt curtains). The Proponent will use a suitably qualified maritime construction contractor familiar with seabed conditions in Sydney Harbour and Cockle Bay and possessing the requisite WHS credentials to ensure the safety of workers on the site.</p> <p><b>Operational Phase Risks</b></p> <p>The proposal does not represent a change or intensification of the existing use of Cockle Bay. The potential for sediment mobilisation during vessel movements will be minimal because of deep water depths in the navigation channels and at berthing locations. Minor disturbance of seabed sediment is known to occur during some on-water events but remains localised due to the low flushing rate of Cockle Bay. The potential for human contact with the water is low as this is not a swimming or fishing area.</p>

## **6 Attachments**

**Attachment A: Submissions to Department of Planning & Environment**

**Attachment B: Noise Impacts Review in response to EPA Submission Item 9**

**Attachment C: Revised Western Scheme Plan in response to ANMM Submission**