



4 Environmental Impact Assessment

4.1 Overview

As no *construction* activities are required for the Sea School operations at the Office and Amenities Building at White Bay No 4, construction impacts have not been addressed as part of this environmental impact assessment. Given that the building is currently vacant there would be some minor *operational* changes to the environment such as traffic generation and additional access movements to White Bay No 4 and associated port precinct. These are discussed below.

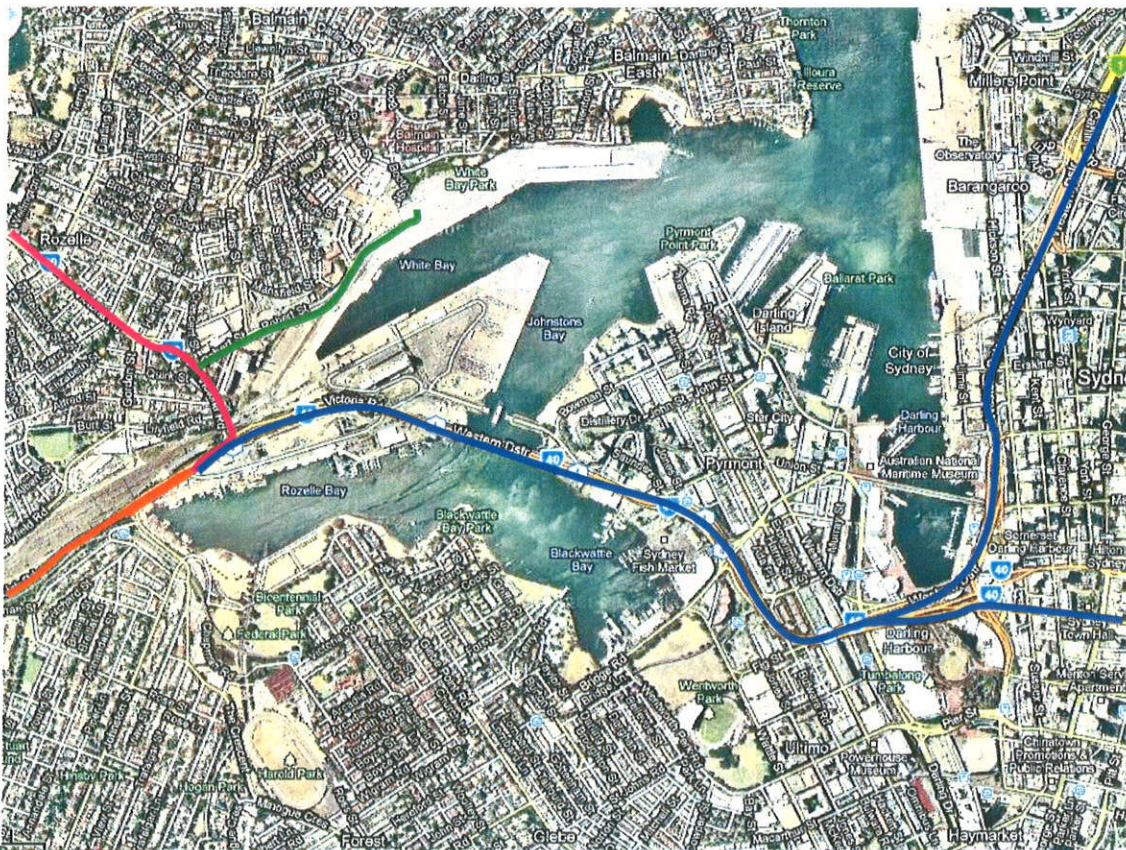
4.2 Traffic and Access

4.2.1 Existing Traffic Environment

Daily traffic volumes (RTA 2005) in the vicinity of White Bay (shown as annual average traffic flow) are outlined below as shown in **Figure 4-1**.

- Westbound City to Rozelle Victoria Rd at Anzac Bridge Annual Average Weekly Total = 61,726 —
- Eastbound Rozelle to City Victoria Rd at Anzac Bridge Annual Average Weekly Total = 71,863 —
- Eastbound City West Link, Lilyfield west of The Crescent Annual Average Weekly Total = 34,021 —
- Robert Street and Mullens Streets, Rozelle = 1,796 —

Figure 4-1 Vehicle Access routes to White Bay





Vehicle access to SPC White Bay precinct is via Victoria Road and Mullen Street or Robert Street, Balmain. Entry onto the wharf via vehicle or foot is monitored by SPC security via a boom gate.

4.2.2 Impact Assessment

Access to the Office and Amenities Building at White Bay No. 4 is via Robert Street, Balmain from Victoria Road and Mullen Street. Vehicle movements associated with Sea School operations are generally between 7.45 and 8.30 am and 4pm to 4.45pm. Based on previous data collected by Sea School it anticipated that on average 35 staff and students will access the site per day of which

- A. 50% personal vehicle
- B. 28% are dropped off and picked up
- C. 20% of the participants come by public transport (or foot)
- D. 2% push-bike.

Table 4-1 Anticipated Access Movements

Local	Origin of Movements	No of Movements	Input	A MV	B Drop	C PT	D Bike
Nearby	22%	8	50% input General	3	4	0	1
South	12%	4	No real input	2	1	1	0
West	12%	4	No real input	2	0	2	0
East	9%	3	input	2	0	1	0
North	13%	4	Input	2	1	1	0
Regional							
North Coast	12%	5	Input	3	1	1	0
South Coast	10%	4	No real input	3	0	1	0
Interstate	5%	1	0 - Minimal input*	0	0	1	0
Overseas	5%	2	0 - Minimal input *	0	0	2	0
Totals	100%	35		17	7	10	1

Therefore, the anticipated traffic generation will be increased by a potential of 17 private motor vehicles and 7 drop off motor vehicles over the top of the average of 70,000 vehicles. As a result, the proportional change to traffic movements in the area would be negligible.

As discussed in **Section 4.2**, 18 car parking spaces would be available to Sea School staff and participants. A minimum of one (1) on site car parking space shall be provided for every two students attending the maritime training school. Some participants may park in the local area and enter as foot traffic.

4.2.3 Safeguards

Traffic Management on site at Berth No 4 would be in accordance with SPC's **Traffic Management Plan Guidelines for Precinct No 2 – Sydney Harbour** which incorporates White Bay.



Students will be made aware of transport options, parking availability and safety issues associated with pedestrian access to the site as part of the booking process.

4.3 Noise

4.3.1 Existing environment

The nearest residential dwellings are located on Donnelly Street approximately 100m to the north-west of the site (see Figure X) . The street is set back from the small cliff above the Building and is screened from the port by trees and understorey vegetation.

4.3.2 Impact assessment

The Sea School operations would be limited to training activities and office management. Both activities would be undertaken within the building and no noisy machinery would be operated. As a result the only potential for noise generation is through increased vehicle movements associated with on-site parking.

There are 18 car spaces available on site and the turn-around time for these parking spots would typically be twice per day as participants arrive and leave from training sessions and staff arrive and leave for work. Given very small number of traffic movements, the vegetation screening and distance to the nearest residences, the likelihood of traffic-generated noise is very low.

As evening training sessions would be run one night a week until 9.30pm, Sea School would encourage these participants to keep noise to a minimum upon departure as a preventative measure.

Figure 4-2 Location of nearest residence



Source: SIX Viewer



4.4 Waste Management and Resource Minimisation

Sea School operations would generate minimal waste. Waste generated would be limited to office waste such as paper and putrescible (eg kitchen) waste. Where available, Sea School will utilise SPC's waste facilities at White Bay such as recycling bins; and use of a commercial waste collector such as the current Sea School contractor Pioneer Waste.

Waste management would be in accordance with SPC's Green Port Guidelines where applicable.

4.5 Hazardous Materials and Storage

Any materials would be stored safely in a designated storage area on the ground floor inside the Building.

4.6 Cumulative Impact Assessment

As discussed in **Section 3.2**, there are two other recently approved and proposed major new developments at White Bay. Sea School would utilise the Office and Amenities Building which is at berth No 4 only. The Bailey's Marine Refueling Facility would utilise Berth No. 6. Should the new Cruise Passenger Terminal be built, then it would utilise Berth No 7. Once constructed, there would be no interface between the three operations other than flow through traffic accessing the eastern end of White Bay.

Additional construction traffic generated by the Bailey's Refueling Facility, and the Cruise terminal could increase the risk to the safety of Sea School staff and training participants. As a result, Sea School would ensure that both staff and participants are aware of heavy vehicles movements when coming to or leaving from the Building as part of their safe operating procedures and as part of registration and induction of training participants.

4.7 Other Environmental Aspects

There are not any additional environmental impacts anticipated on the environment from the use of the Office and Amenities Building at White Bay No 4 by Sea School other than those issues listed above. A broad overview of these issues to satisfy the approval authority is addressed below.

- **Non-indigenous Heritage:** There are no heritage items listed in the vicinity of the Building within Ports Land. A review of SPC's S 170 found the nearest listed items are associated with a sewage pumping station adjacent to the former White Bay Power Station. The closest listed heritage items on Leichhardt Council's LEP are associated with residential properties in Palmer Street and Vincent Street, Balmain.
- **Indigenous Heritage :** the study area is extensively modified and operations would be limited to the existing Building.
- **Ecology:** the site is highly modified and all operations would be contained within the Building
- **Visual Amenity:** Sea School operations be contained within the Building and no change to the facade of the Building is proposed
- **Air Quality:** no aspects of the Sea School operations would affect the air quality. Vehicle emissions would be negligible owing to the small volume of traffic generated (see Section 4.2).



Office and Amenities Building White Bay No. 4

- **Hydrology and Drainage:** no change to the stormwater collection system including the runoff into the guttering of the Building is proposed.
- **Socio-economic:** the Sea School training facility at White Bay No 4 would allow the company to expand its training programs owing to the increased amount of training space. This would lead to increased employment opportunities resulting in a socio-economic benefit.



5 Conclusions

As outlined in **Section 4**, an assessment of the potential environmental impacts associated with proposed use of the Office and Amenities Building at White Bay by Sea School found that the proposal would have a negligible impact on the environment as minimal change to the environment proposed. Sea School would occupy an existing building, no change of use is proposed and no structural changes to the Building would be undertaken (see **Section 3**).

As a precautionary measure, a number ongoing environmental management and safety initiatives were identified in **Section 4**. These actions would be implemented by Sea School once the premises are occupied and ongoing communications would be undertaken with Sydney Ports Corporation as part of the license to operate.



6 References

Leichhardt Council (2000) *Leichhardt Environmental Management Plan 2000*.