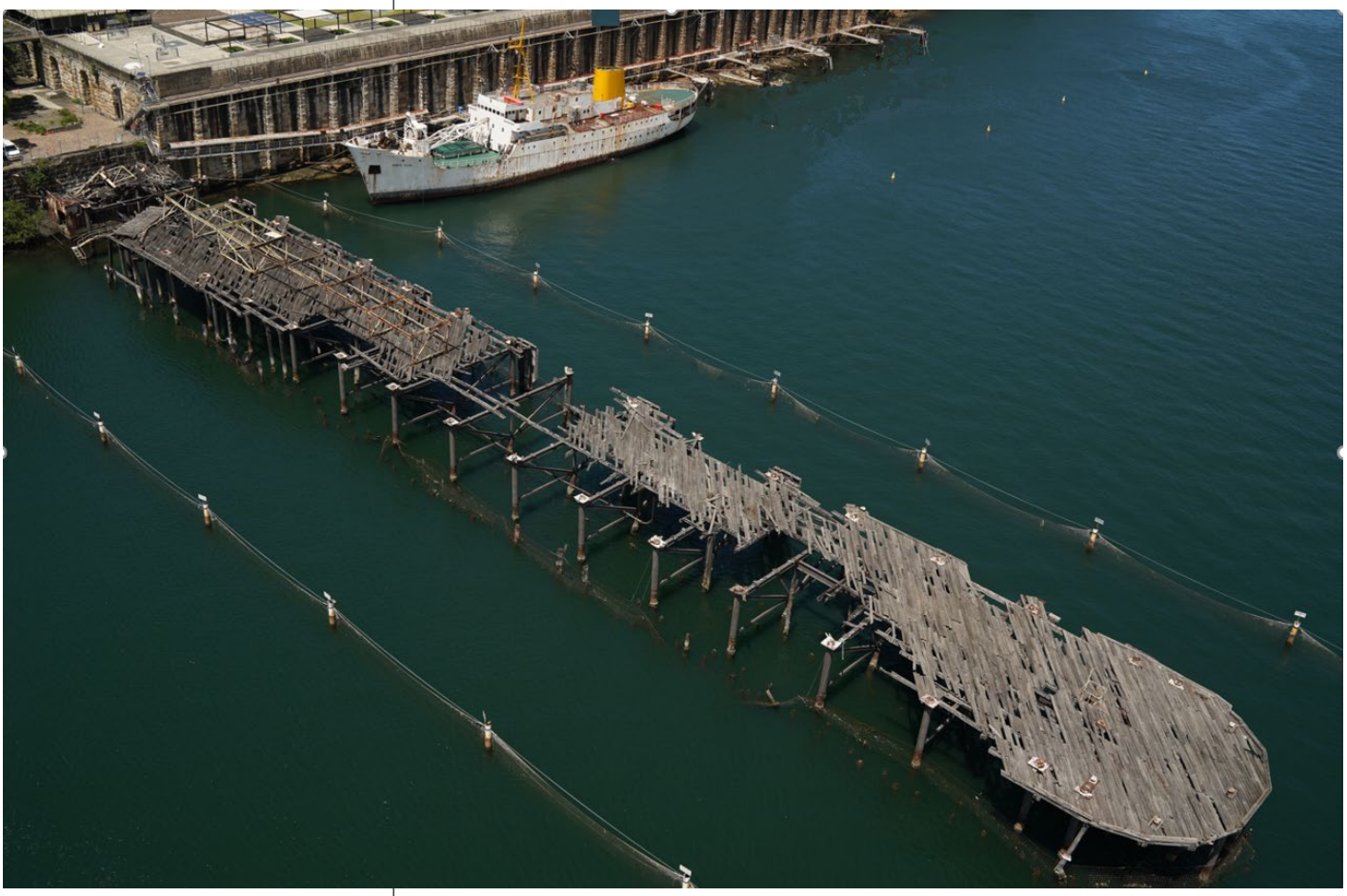
Transport
for NSW

Coal Loader Wharf Make Safe and Retrieval

Submissions Report

February 2023



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Acknowledgement of Country

Transport for NSW acknowledges the Cammeraygal people, the traditional custodians of the land on which the Coal Loader Wharf make safe and retrieval work is proposed.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today –from rail lines, to roads, to water crossings –follow the traditional song lines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the land, waters and seas and their rich contribution to society.

Prepared by Transport for NSW.

Executive summary

Overview

Transport for NSW (Transport) is investigating ways the Coal Loader Wharf at Balls Head, Sydney NSW, can be re-imagined in the future while also celebrating and respecting the heritage significance of the wharf as a part the Coal Loader Centre for Sustainability. The Coal Loader Wharf was one of the first and longest operating coal loading facilities in Sydney Harbour. Transport is working with the community and key stakeholders, including North Sydney Council and Heritage NSW, to develop a vision for the structure that aligns with their values, meets heritage requirements and compliments the surrounding precinct.

Over recent years, the Coal Loader Wharf has been deteriorating and adverse weather events have caused parts of the wharf to collapse into the water. Transport needs to first make the area safe to minimise potential navigational hazards, caused by floating timber and debris. This will allow the remaining structure to be safely investigated to assess its potential for re-use or re-interpretation. Due to the heritage significance of the wharf, material will be assessed and only removed where there is a risk of future collapse or threat to navigational and personal safety due to its poor condition.

As this safety work is carried out, Transport will respect the heritage fabric of the structure and where removal of the heritage fabric cannot be avoided, it will be retrieved and assessed for its potential reuse. Reusable elements will be salvaged and stored to support the re-imagining of the wharf. Structural engineers and heritage experts will be consulted through all stages of work on the Coal Loader Wharf.

The proposal

The Make Safe and Retrieval proposal is the first stage of the Coal Loader Wharf project:

Stage 1 Make safe and retrieval (the proposal)

Make safe and retrieval work with 'hold points' is the proposal to make the existing structure safe by identifying and removing elements above the tidal zone that are at risk of future collapse or threat to navigational and personal safety. Reusable elements will be salvaged and stored to support the re-imagining of the wharf.

This Review of Environmental Factors (REF) assesses Stage 1 Make Safe and Retrieval only.

Stage 2 Concept development (future stages)

When the site has been made safe, Transport will be able investigate the remaining structure for ways it can be used in the future while recognising the significance of the wharf. Transport will work with the community, North Sydney Council and Heritage NSW, to first develop a vision aligned with their values together with future plans for the surrounding precinct.

The outcomes from the first stage of this engagement are summarised in the Coal Loader Wharf Vision Survey Report.

Stage 2 will be assessed under a separate REF and Statement of Heritage Impact (SOHI) which will be displayed for public comment at a later date.

Details of the proposal are provided in Section 1.1 of this Submissions Report.

Public display of the Review of Environmental Factors

Transport for NSW prepared a Review of Environmental Factors (REF) for the proposed Coal Loader Wharf make safe and retrieval work. The REF was on public display from Friday 2 December to Sunday 15 January at North Sydney Council Chambers, Stanton Library and Transport's Ennis Road office. The REF was published on the Transport for NSW project website and made available for download.

The REF public display and have your say details were promoted to the local community via a community notification, stakeholder email, via the project website, poster located at the Coal Loader Centre for Sustainability and in multiple social media posts.

In addition, a pop-up display was held at the Coal Loader Centre for Sustainability on Thursday 15 December between 11am and 1pm, providing the he community with an opportunity to meet the project team, ask questions and learn more about the project.

Summary of issues and responses

A total of 16 submissions were received, of which 12 were from the general community, two were from community organisations, one from North Sydney Council and one from Heritage NSW.

Four respondents were in support to the proposal, eight respondents had no objections to the proposal but provided submissions on the future use of the Coal Loader Wharf. Four respondents objected or were not supportive to the proposal.

The main issues raised were:

- feedback, suggestions and concerns relating to the proposal's impact on heritage value of the wharf
- concerns about ongoing consultation for the proposal and for the future use of the wharf
- feedback, suggestions and input into the future use of the wharf.

North Sydney Council provided a letter objecting to undertaking the safety work prior to developing the re-use or re-interpretation concepts.

Heritage NSW provided support, subject to more detailed methodology.

A summary of the responses to these issues is provided below:

- The make safe and retrieval work provides Transport the opportunity to address the safety risk posed by the poor condition of the wharf and represents active management of the fabric of the wharf before it collapses. The proposed 'hold points' where heritage specialists and engineers will inspect the works provide opportunities to stop and assess the work to ensure that heritage opportunities are maximised and that the work is completed in a measured and controlled way.
- Transport will keep stakeholders and the community informed during the make safe and retrieval work.

Transport will also continue to work closely with the community and key stakeholders including North Sydney Council and Heritage NSW so that future plans for the Coal Loader Wharf align with their values, meets heritage outcomes and compliments the surrounding precinct. Comments made regarding the re-use or re-imagining of the wharf have been considered in the Coal Loader Wharf Vision Survey Report.

After consideration of the issues raised in the public submissions about the REF, the safeguard and management measures described in the REF have been revised to further mitigate potential impacts and specifically to provide additional information as part of the Section 60 Heritage Application to Heritage NSW.

A more detailed summary of feedback received and Transport's responses is provided in Section 2 of this report.

Next steps

Transport as the determining authority will consider the information in the REF and this Submissions Report and make a decision whether or not to proceed with the proposal and submit a Section 60 Heritage Application with Heritage NSW.

Transport will inform the community and stakeholders of this decision and where a decision is made to proceed will continue to consult with the community and stakeholders prior to and during the proposal.

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1. Introduction and background

1.1 The proposal

Transport for NSW (Transport) proposes the make safe and retrieval with 'hold points' of the timber fabric and associated materials from the Coal Loader Wharf (the proposal), to address the risk to public safety and heritage fabric that the deteriorating condition of the wharf presents. This will also allow the remaining structure to be safely investigated to assess its potential for re-use or re-interpretation which will be considered as a future stage of the project.

An overview of the key features of the proposal are:

- The proposal aims to remove fabric that is in imminent danger (i.e., within the next 12 months or less as determined by an appropriately qualified engineer) of dislodging from the structure as a result of instability or fabric deterioration.
- The make safe and retrieval work with 'hold points' will take place under the guidance of a heritage specialist with experience working on timber structures and who is either nominated by Heritage NSW or vetted by them.
- All elements, including the steel conveyor frame, steel support structure, pump room and associated equipment, timber decking, girders, cap walers, headstocks, piles and cross-bracing will be assessed for structural integrity and stability. Only elements that are at risk of future collapse or threat to navigational and personal safety due to poor condition will be removed.
- A heritage specialist will oversee the condition assessment of removed material. Material in a suitable condition for future structural or adaptive reuse will be stored. Material in a poor or dilapidated condition will be disposed of.
- The make safe and retrieval work will include 'hold points' as triggers to stop and assess the work to ensure that it does not exceed the scope to make the wharf safe. A structural engineer, in consultation with a heritage specialist will assess which sections of structure are required to be removed to make the wharf safe for the navigational channel and for further structural assessment. Hold points will include:
    - working bay-by-bay and assessing the work completed prior to starting work at the next bay
    - daily meetings to review what is to be done and what has already been done
    - work to stop when it is deemed that the structure no longer poses a risk to navigable safety and safe access for proposed investigations and condition assessments is possible.
- Pre-removal Dilapidation Survey including for use as an archival recording.
- Barge access to site. All retrieval would take place from above and include the use of a long reach excavator or crane or the like.
- Retrieval of material as required including accessible loose and external material first, then steel conveyor frames, timber decking, cap wales, girders and timber piles. Timber piles which are not structurally sound will be removed at the waterline, with stumps remaining in place where possible
- Pre-removal Dilapidation Survey including for use as an archival recording.

A more detailed description of the proposal is found in the Coal Loader Wharf make safe and retrieval REF prepared by Transport for NSW in December 2022.

Figure 1-1 Location of the Coal Loader Wharf (in red)

Figure 1-3 The Coal Loader Wharf timber deck

1.2 Coal Loader Wharf concept development (future stages)

Stage 2 Concept development (future stages) of the Coal Loader Wharf will be undertaken when the site has been made safe to investigate the remaining structure for ways it can be used in the future while recognising its heritage significance.

Transport is working with the community, North Sydney Council and Heritage NSW, to first develop a vision aligned with their values together with future plans for the surrounding precinct. The outcomes from the first stage of this engagement on the future of the wharf is summarised in the Coal Loader Wharf Vision Survey Report.

Stage 2 Concept development will be assessed under a separate REF and Statement of Heritage Impact (SOHI) which will be displayed for public comment at a later date.

1.3 REF display

Transport prepared a REF to assess the potential environmental impacts of the proposed work. The REF was on public display for 45 days from Friday 2 December to Sunday 15 January.

The REF was published on the Transport for NSW project website (transport.nsw.gov.au/coalloaderwharf) and made available for download. Printed versions of the REF were available at three locations listed in Table 1-1.

Table 1-1: Display locations

Location	Address
North Sydney Council Chambers	200 Miller Street, North Sydney NSW 2060
Stanton Library	234 Miller Street, North Sydney NSW 2060
Transport for NSW Ennis Road Office	20-44 Ennis Road, Milson Point NSW 2061

A range of community consultation activities were carried out for the public display which included:

- Community drop-in session held at the Coal Loader Sustainability Centre on Thursday 15 December 2022 from 11am to 1pm;
- Installation of a poster at the Coal Loader Sustainability Centre with quick response (QR) codes linking to the have your say details on the project website page;.
- Distribution of 210 community updates letterbox dropped within the suburb of Waverton at the start of the public display period;
- Targeted social media posts during the public display period that reached almost 160,000 people;
- A targeted stakeholder email advetising the public display of the REF;
- A Vision Survey was conducted during the REF display period to seek feedback from the community on the vision for the future of the wharf.

1.4 Purpose of this report

This Submissions Report relates to the REF prepared for the Coal Loader Wharf make safe and retrieval work and should be read in conjunction with that document.

The REF was on public display and submissions relating to the proposal and the REF were received by Transport. This Submissions Report summarises the issues raised and provides responses to each issue in Section 2. Amendments to the safeguards from submissions on the proposal can be found in Section 7 of this report.

Commentary in submissions to the REF about future concepts and vision have been considered as part of the Coal Loader Wharf Vision Survey Report.

2. Response to issues

Transport for NSW received 16 submissions, accepted up until the Sunday 15 January. Table 2-1 lists the respondents and each respondent's allocated submission number. The table also indicates where the issues from each submission have been addressed in Section 3 of this report.

Table 2-1: Respondents

Respondent	Submission No.	Section number where issues are addressed
Individual	1	Section 2.4
Individual	2	Section 2.4
Individual	3	Section 2.2, Section 2.5
Individual	4	Section 2.2
Individual	5	Section 2.2
Individual	6	Section 2.2
Community organisation	7	Section 2.2, Section 2.3, Section 2.5
Individual	8	Section 2.4
Individual	9	Section 2.2, Section 2.4
Individual	10	Section 2.2, Section 2.4
Individual	11	Section 2.2, Section 2.4
Individual	12	Section 2.2, Section 2.4
Community organisation	13	Section 2.2, Section 2.4
Individual	14	Section 2.2, Section 2.3, Section 2.4
Heritage NSW	15	Section 2.5
North Sydney Council	16	Section 2.5

2.1 Overview of issues raised

A total of 16 submissions were received in response to the display of the REF. This included submissions from two public authorities, two from community organisations and 12 from the community.

Each submission has been examined individually. The issues raised in each submission have been extracted and collated and responses to these issues form the basis of this chapter. Where similar issues have been raised in different submissions, only one response has been provided.

Four respondents were in support to the proposal, eight had no objection to the proposal but provided submissions on the future use of the Coal Loader Wharf. Four respondents objected or were not supportive to the proposal.

The issues raised in the submissions from the community and agencies can be categorised into three main areas as follows:

- Heritage;
- Ongoing consultation;
- Future use of wharf.

2.2 Heritage

2.2.1 Heritage Conservation

Submission number(s): 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 & 16

Issue description

- Concerns about the loss and/or damage to a State Heritage Listed site and its values.

Response

A summary of the non-Aboriginal heritage impact assessment is provided in Chapter 6.1 of the REF, with the supporting Statement of Heritage Impact (SOHI) provided in Appendix D.

The proposal aims to remove fabric that is in imminent danger (i.e. within the next 12 months or less as determined by an appropriately qualified engineer) of dislodging from the structure as a result of instability. This work would be carried out with 'hold points' under the guidance of a heritage specialist with experience working on timber structures and who is either nominated by Heritage NSW or vetted by them.

All elements, including the steel conveyor frame, steel support structure, pump room and associated equipment, timber desking, girders, cap walers, headstocks, piles and cross-bracing wil be assessed for structural integrity and stability. Only elements that are at risk of future collapse or threat to navigational and personal safety due to poor condition will be removed.

As part of the proposal, a heritage specialist will oversee the condition assessment of the removal of the material. Materials in a suitable condition for future structure or adaptive reuse will be stored. Material in a poor or dilapidated condition will be disposed of.

The make safe and retrieval work with 'hold points' provides Transport the opportunity to address the safety risk posed by the poor condition of the wharf and represents active management of the fabric of the wharf before it collapses. 'Hold points' will ensure that the work is completed in a measured and controlled way.

A Construction Environmental Management Plan (CEMP) will be prepared for the proposal including a Heritage Salvage Management Plan which will be endorsed by Heritage NSW prior to the start of work. Safeguards have been revised to ensure the Heritage Salvage Management Plan forms part of the CEMP to ensure appropriate heritage management is integrated into the work while Transport progresses with the planning for the future of the Coal Loader Wharf.

2.2.2 Heritage assessment process

Submission number(s): 5,7

Issue description

- Heritage conservation process and assessment.
- Following the Burra Charter.

Response

A summary of the non-Aboriginal heritage impact assessment is provided in Chapter 6.1 of the REF, with the supporting SOHI provided in Appendix D.

The Australian ICOMOS (International Council on Monuments and Sites) Charter for the conservation of places of cultural significance (the Burra Charter) set a standard of practice for those who provide advice, make decision about or carry out work to places of culture significance including owners, managers and custodians. The Burra Charter is not a statutory document but does provide specific guidance for physical and procedural actions that should occur. The Burra Charter advocates a cautious approach to change; do as much as necessary to care for the place and to make it useable, but otherwise change it as little as possible so that its cultural significance is retained.

The make safe and retrieval work with 'hold points' provides Transport the opportunity to address the safety risk posed by the poor condition of the wharf and represents active management of the fabric of the wharf before further collapse. 'Hold points' will ensure that the work is completed in a measured and controlled way.

A CEMP will be prepared for the proposal including a Heritage Salvage Management Plan which will be endorsed by Heritage NSW prior to the commencement of work. Safeguards have been revised to ensure the Heritage Salvage Management Plan forms part of the CEMP to ensure appropriate heritage management is integrated with the proposal.

2.3 Ongoing Consultation

Submission number(s): 7, 13, 16

Issue description

- Need for ongoing consultation during the proposal.
- Need for ongoing consultation during the development for the future use of the Coal Loader Wharf.

Response

Chapter 5.6 of the REF stated that the make safe and retrieval work is on public display alongside a Vision Survey for the Coal Loader Wharf, enabling Transport to seek feedback from the community on their vision for the future of the wharf. Transport will keep stakeholders and the community informed during the make safe and retrieval work.

Transport will continue plans for the re-use or re-imagining of the wharf, working closely with key stakeholders including North Sydney Council and Heritage NSW that aligns with their values, meets heritage requirements and compliments the surrounding precinct.

2.4 Future use of wharf

Submission number(s) 1, 2, 3, 4, 5, 6 7, 8, 9, 10, 11, 12, 13, 14, 15

Issue description

- Comments on opportunities for future access to the Harbour
- Comments on incorporating First Nations history into the Coal Loader Wharf
- Visual amenity impact of the existing wharf
- Opportunities for environmental improvements and rehabilitation for the site

Response

This report relates to the REF prepared for the Coal Loader Wharf make safe and retrieval work.

However in response to the issue above, Transport will continue to work closely with the community and key stakeholders including North Sydney Council and Heritage NSW on the re-imagining or reuse of the wharf that brings together community values and reconnects to the heritage of the area.

Transport carried out a Vision Survey seeking feedback from the community on the future of the Coal Loader Wharf as part of this REF process. Transport engaged with the community through the survey to better understand what the community valued about the Coal Loader Wharf and how the wharf could be reinterpreted for future use.

The Coal Loader Wharf Vision Survey Report provides outcomes from the engagement on the future of the wharf, including the commentary on the REF submissions about the future of the wharf.

2.5 Public authority submissions

A total of two public authority submissions were received. These submissions were from Heritage NSW and North Sydney Council. The following section summarises the submissions made and provides a response to each public authority.

2.5.1 Heritage NSW

The submission from Heritage NSW can be found in Appendix B of this Report.

Table 2-2 – Response to Heritage NSW submission

Submission Comment	Response
In general, the proposed approach is supported. There are a number of areas requiring clarification or additional information, though these can be addressed in your Section 60 application documentation	Noted. Table 2-2 responds specifically to concerns raised by Heritage NSW.
The use of "Hold Points" throughout the make safe/retrieval process is supported, however further details are required to ensure this process effectively meets its intentions. Greater detail should be included about the procedure to be followed at these hold points including what level of detail is to be provided, who is informed, who will approve the proposed works and who will grant permission for the works to continue.	Agreed. The Heritage Salvage Management Plan would be developed to provide further detail on the process and requirements for the hold points. The Heritage Salvage Management Plan would be developed with the maritime salvage contractor, heritage specialist, structural engineer and in consultation with Heritage NSW. The Heritage Salvage Management Plan would be provided to Heritage NSW for endorsement prior to the start of work. Updated safeguards have been provided in Table 5-1 to provide more detail on the requirements in the Heritage Management Salvage Plan.
Hold points at the completion of each bay is a reasonable approach, however there should be scope to amend this if necessary. In some instances, some types of fabric may not be able to be removed bay by bay. An example of this would be when further assessment of the former conveyor has been made to determine whether it can be removed in one piece or has to be cut into smaller pieces and a decision must be made about how it is removed. Likewise, there should be a hold point at the time where decisions about the future use or disposal of any fabric need to be made.	Agreed. The Heritage Salvage Management Plan will be developed with processes and methodologies to assess fabric such as the conveyor belt that may need to be removed over a number of bays. The methodologies for the removal of elements of the Coal Loader Wharf would be provided in greater detail in the Heritage Salvage Management Plan. The Heritage Salvage Management Plan would be developed with the maritime salvage contractor, heritage specialist, structural engineer and in consultation with Heritage NSW. The Heritage Salvage Management Plan would be provided to Heritage NSW for endorsement prior to the start of work. The safeguards have been updated in Table 5-1 of this Report.
The exact method of retrieval is also not clear. Is it intended to use machinery, or is it possible to retrieve via hand in cherry-picker on a barge? Is it proposed to use the same approach for both timber and steel elements, or to use a specific approach more appropriate to the different types of materials? These details are important, because if it is not done correctly, further damage to the already sensitive structure could occur.	Chapter 3.1.1 and 3.1.3 of the REF describe the make safe retrieval methodology and potential equipment needed to carry out the proposal. The methodologies for the removal of elements of the Coal Loader Wharf would be provided in greater detail in the Heritage Salvage Management Plan. The Heritage Salvage Management Plan would be developed with the maritime salvage contractor, heritage specialist, structural engineer and in

Submission Comment	Response
	consultation with Heritage NSW. The Heritage Salvage Management Plan would be provided to Heritage NSW for endorsement prior to the start of work. The safeguards have been updated in Table 5-1 of this Report.
A clear differentiation should be made when mentioning removal of “steel components”. Whist removal of the conveyor is necessary, ideally in one piece, removal of any parts the underlying steel pier structure is not necessary and not supported.	Chapter 3.1 of the REF describes the elements that may potentially be salvaged as part of the proposal. The elements described in Chapter 3.1 does not include the removal of the underlaying steel pier structure.
An integral part of the retrieval process which is not currently covered in the REF documentation is the cataloguing process for all elements removed. A clear procedure for how this will be undertaken should be outlined as a part of the project methodology.	The Heritage Salvage Management Plan would include a process and procedure on the cataloguing process for all elements that would be removed as part of this work. The Heritage Salvage Management Plan would be developed with the maritime salvage contractor, heritage specialist, structural engineer and in consultation with Heritage NSW. The Heritage Salvage Management Plan would be provided to Heritage NSW for endorsement prior to the start of work. The safeguards have been updated in Table 5-1 of this Report.
Further details are also required about storage of salvaged materials. The preference is for an area on site to be identified and secured for recording, sorting and storage, however if this is not possible, specific details about the proposed offsite storage facility should be provided.	The Heritage Salvage Management Plan would include storage locations and requirements for all elements salvaged as part of this work. Transport is currently investigating potential storage locations. The Heritage Salvage Management Plan would be developed with the maritime salvage contractor, heritage specialist, structural engineer and in consultation with Heritage NSW. The Heritage Salvage Management Plan would be provided to Heritage NSW for endorsement prior to the start of work. The safeguards have been updated in Table 5-1 of this Report.
Section 6.3 of the SOHI recommends the preparation of a Heritage Salvage Management Plan. This approach is encouraged and the type of details outlined above should be included. This document should be prepared by an appropriately qualified heritage engineer and submitted to Heritage NSW for endorsement PRIOR to the make safe and retrieval works commencing.	Agreed. The Heritage Salvage Management Plan would be developed with the maritime salvage contractor, heritage specialist, structural engineer and in consultation with Heritage NSW. The Heritage Salvage Management Plan would be provided to Heritage NSW for endorsement prior to the start of work. The safeguards have been updated in Table 5-1 of this Report.
Section 7.1 of the REF discusses the preparation of a CEMP for the project. This would ideally include a heritage sub-plan to ensure that heritage safeguards are imbedded into the main construction plan, providing clarity for all workers on the project. It may be possible to utilise the proposed Heritage Salvage Management Plan for this purpose.	Agreed. The safeguards have been updated in Table 5-1 of this Report.

Submission Comment	Response
The Non-Aboriginal Environmental Safeguards outlined in Table 7-1 should be amended to reflect the above.	Safeguards have been updated in Table 5-1 of this Report.

2.5.2 North Sydney Council

The submission from North Sydney Council can be found in Appendix C of this Report.

Table 2-3 – Response to North Sydney Council submission

Submission Comment	Response
Further active removal of fabric will only further dimmish the values of the Coal Loader.	As this safety work is carried out, we will respect the heritage fabric of the structure and, where the removal of the heritage fabric cannot be avoided, it will be retrieved and assessed for its potential reuse. The make safe work will prevent material in imminent danger of collapse being lost in the harbour and causing further deterioration to the structure. To best represent its historical and cultural importance, any reusable elements will be salvaged and stored to support the re-imagining of the wharf, in line with a future vision. Structural engineers and heritage experts will be consulted throughout all stages of work on the Coal Loader Wharf.
Transport has not yet publicly committed to concept plans for the wharf.	Transport will first make the area safe to minimise the risk of detaching fabric causing further damage to other elements of the wharf, as well as to stabilise the structure and remove the risk of its collapse. Following the make safe work, investigations on the condition of the wharf and associated elements may then be completed safely. Information from these condition assessments as well as community feedback from the Vision Survey will inform the re-use and re-imagining of the wharf and viability of any future concepts for this historic site.
Undertake assessments prior to the make safe work by engaging diving companies that will manage the safety risks. An opportunity to use an underwater inspection robot.	Diving service providers were contacted previously, and it was noted that dive inspection conditions had to be made safe by the asset owner prior to any dives taking place. The make safe and retrieval work would both reduce the safety risks for divers and allow for additional elements to be salvaged in comparison with leaving them in-situ. The make safe work will prevent material in imminent danger of collapse being lost in the harbour and causing further deterioration of the structure.
Engaging with universities and other organisations to use technology to preserve the site in accordance with the ethos of the Coal Loader Centre for Sustainability “Learn from the Past-Embrace the Future”.	Industry leading consultants, designers and contractors will be engaged throughout the development. Transport is open to the use of innovative technology throughout the development process.

Submission Comment	Response
Minimise the cleaning and test steel piles by only cleaning and testing pile in accordance with TfNSW's Procedure for Underwater Examination of Structures (Ref: T HR CI 12005 PR).	The document referenced relates to examination of underwater components of structures on the Transport heavy rail network is not applicable to the Coal Loader Wharf.
A risk assessment justifying the further removal of elements from the coal loader has not been provided.	An option analysis is presented in section 2.5.3 of the REF. Three options were analysed as follows: • Option 1: Do minimum, including ongoing maintenance • Option 2: Make safe and retrieval with 'hold points' • Option 3: Make safe and wholesale retrieval (no 'hold points') While the preferred option (Option 2) initially impacts heritage values with the removal of some of the wharf's timber and associated structures, this would be mitigated through the development of concepts for the future of the wharf as part of Stage 2 of the project.
Navigational safety for dislodged elements is the responsibility of TfNSW, however TfNSW also have responsibility to maintain the State's Heritage obligations.	The proposal balances these two resonsibilities. Transport will be applying for a Section 60 application for the proposed work. Heritage NSW will be consulted throughout the project to ensure both heritage and safety obligations will be met.
Increasing the net height surrounding the coal loader would reduce the risk further of a serious accident from a floating timber.	While installation of the net helps reduce the likelihood of floating timbers entering the harbour, the make safe and retrieval work is a better risk mitigation measure and allows for additional elements to be salvaged in comparison with leaving them insitu. The make safe work will prevent material in imminent danger of collapse being lost in the harbour and causing further deterioration the structure.
It is acknowledged that most timber above the water may need to come off before sections are reconstructed in the new scheme however timbers should remain until the scheme concept is determined and agreed by stakeholders.	Archival recording will take place prior to any work starting. Historical images obtained will help inform the community of the structure that once existed. The structural investigations can only take place after the make safe and retrieval work is completed. Information gathered during the structural investigations is required to help develop concept designs and inform viability. This information will be used together with feedback from the community and stakeholders on a future use of the wharf.
A concept plan should be developed with appropriate contingencies built into the project budget and be developed as the project progresses.	Transport acknowledges the heritage significance of the wharf and related elements. Transport must first ascertain the condition of the existing wharf and related elements to develop a viable concept that is in line with feedback from the community and that recognises the heritage significance of the wharf and related elements.
The Coal Loader jetty is a unique, rare part of Australia's maritime heritage (indeed so rare as	Section 1.3.3 of the SOHI outlines the rationale and objective of the proposed make safe and retrieval work

Submission Comment	Response
to be the last example of this design of coal bunkering facility in existence in Australia, possibly worldwide). Any action to diminish that significance or results in the loss of heritage fabric needs to be avoided and other avenues for enabling appropriate input into project planning exhausted in the first instance.	for the Coal Loader Wharf. The recent collapses and periodic emergency work to remove loose floating timbers, to protect navigational safety, has been discussed in the SOHI. The make safe and retrieval work aims to find a balance between preserving the heritage structure, while mitigating navigational safety risks and to allow safe access for Transport to carry out technical investigations for the planning for the re-imagining or re-use of the Coal Loader Wharf site.
Conceptual sketches previously presented were supported that contained a concept for the wharf as a place for recreation, public access and included water base access. Council supports these plans being released now for further community discussion.	Transport notes the feedback from Council supporting previous preliminaryconcepts presented. Once the investigations of the structure are complete Transport will be in a position to develop viable options for the future of the wharf based on detailed condition reports and taking into consideration the heritage significance of the site and community views from the Vision Survey. Transport will work closely with North Sydney Council and Heritage NSW in this design phase ton a future re-imaniging or re-use of the wharf.
Use of broad parameters to determine material to be removed such as 'in danger of collapse in the next twelve months' is also not a precautionary approach in respect of maintaining heritage values. It may be so in the case of structural concerns; however a precautionary approach would dictate that other methods of shoring up structure should be employed rather than risking further loss of unique fabric.	The make safe and retrieval work finds a balance between preserving the heritage structure, while mitigating navigational safety risks and to allow safe access for Transport to carry out technical investigations for the future re-imagining or re-use of the Coal Loader Wharf site. Materials removed will be assessed for potential reuse and any reusable elements will be salvaged and stored to support the re-imagining of the wharf. Structural engineers and heritage experts will be consulted throughout all stages of work on the Coal Loader Wharf.
Removing significant fabric does not ensure that the area is conserved for future generations, nor is it consistent with maintaining the wharf's heritage values. The Burra Charter (The Australia ICOMOS Charter for the Conservation of Places of Cultural Significance) advocates a cautious approach to change: do as much as necessary (e.g. to care for and maintain the place and to make it useable), but otherwise change it as little as possible so to as to conserve important fabric and ensure that its cultural significance is retained.	Transport's risk assessment and multi criteria analysis evaluation concluded that the residual risk to navigable water was an unacceptable risk to Transport due to the possibility of fatalities. Transport has deemed the "make safe and retrieval with hold points" option as the most appropriate approach. The work will prevent insitu elements in imminent danger of collapse being lost in the harbour by allowing them to be salvaged. Material salvaged by structural engineers and heritage experts will be considered for reuse in the future vision of the wharf.

3. Environmental management

The REF for the Coal Loader Wharf make safe and retrieval work identified the framework for environmental management, including safeguards and management measures that would be adopted to avoid or reduce environmental impacts (section 7-1 of the REF).

After consideration of the issues raised in the public submissions, the safeguard and management measures have been revised.

Should the proposal proceed, environmental management will be guided by the framework and measures outlined below.

3.1 Environmental management plans (or system)

A number of safeguards and management measures have been identified in order to minimise adverse environmental impacts, including social impacts, which could potentially arise as a result of the proposal. Should the proposal proceed, these management measures would be incorporated into the detailed design and applied during the construction and operation of the proposal.

A CEMP will be prepared to describe safeguards and management measures identified. The CEMP will provide a framework for establishing how these measures will be implemented and who would be responsible for their implementation.

The CEMP will be prepared prior to construction of the proposal and must be reviewed and certified by the Transport Environment Officer prior to the start of any on-site work. The CEMP will be a working document, subject to ongoing change and updated as necessary to respond to specific requirements.

The CEMP would be developed in accordance with the specifications set out in the heritage sub-plan.

3.2 Summary of safeguards and management measures

The REF for make safe and retrieval identified a range of environmental outcomes and management measures that would be required to avoid or reduce the environmental impacts.

After consideration of the issues raised in the public submissions, the environmental management measures for the proposal (refer to Section 7-1 of the REF) have been revised. Should the proposal proceed, the environmental management measures in Table 5-1 will guide the subsequent phases of the proposal. Additional and/or modified environmental safeguards and management measures to those presented in the REF have been underlined and deleted measures, or parts of measures, have been struck out.

Table 5-1: Summary of environmental safeguards and management measures

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing
GEN1	General - minimise environmental impacts during construction	A CEMP will be prepared and submitted for review and endorsement by Transport's Environment Manager prior to commencement of the activity. As a minimum, the CEMP will address the following: • any requirements associated with statutory approvals • details of how the project will implement the identified safeguards outlined in the REF • issue-specific environmental management plans • roles and responsibilities • communication requirements • induction and training requirements • procedures for monitoring and evaluating environmental performance, and for corrective action • reporting requirements and record-keeping • procedures for emergency and incident management • procedures for audit and review. • The endorsed CEMP will be implemented during the undertaking of the activity.	Contractor / Transport project manager	Pre-construction / detailed design
GEN2	General - notification	All businesses, residential properties and other key stakeholders (e.g. schools, local councils) affected by the activity will be notified at least five days prior to commencement of the activity.	Contractor/Transport project manager	Pre-construction
GEN3	General – environmental awareness	All personnel working on site will receive training to ensure awareness of environment protection requirements to be implemented during the project. This will include up-front site induction and regular "toolbox" style briefings. Site-specific training will be provided to personnel engaged in activities or areas of higher risk. These include: (the following are examples only): • areas of Aboriginal heritage sensitivity • threatened species habitat adjoining residential areas requiring particular noise management measures	Contractor/Transport project manager	Pre-construction/ detailed design

HH1	Non-Aboriginal Heritage	Should any unexpected finds be uncovered during the course of make safe and retrieval work, the mitigation and management measures set out in Transport for NSW Standard Management Procedure – Unexpected Archaeological Finds must be followed.	Contractor	Construction
HH2	Non-Aboriginal Heritage	Transport will obtain a S.60 approval from Heritage NSW before starting the proposed work outlined in this document as make safe and retrieval with 'hold points'	Transport	Pre-Construction
HH3	Non-Aboriginal Heritage	The make safe and retrieval work with 'hold points' should be carried out under the guidance of a heritage specialist with experience working on timber structures and who is either nominated by Heritage NSW or vetted by them.	Contractor	Construction
HH4	Non-Aboriginal Heritage	Hold point recommended at the completion of work at each bay.	Contractor	Construction
HH5	Non-Aboriginal Heritage	Fabric should only be removed that is in imminent danger (i.e., a single retrieval process that would not be repeated within a 12 month period as determined by a qualified structural engineer, in consultation with a heritage specialist) of dislodging from the structure as a result of instability or fabric deterioration, including: • timber fabric, which is materially intact, but is coming loose from the larger structure as a result of damaged fixings • timber fabric that has rotted or otherwise degraded to such an extent that it will break off or fall from the structure • steel conveyor frames, which is materially intact, but is coming loose from the larger structure as result of damaged or degraded timber fabric • steel frame members at risk of collapse only • pump room fabric at risk of collapse only. Equipment to remain in situ if safe.	Contractor	Construction
HH6	Non-Aboriginal Heritage	Where removal of the above reveals additional fabric that is in imminent danger of dislodgement, this may also be removed under the same criteria, however, fabric that is not in imminent danger of dislodgement as defined here must remain in place.	Contractor	Construction
HH7	Non-Aboriginal Heritage	Fabric that is not in imminent danger of dislodgement, and becoming a navigable risk, must remain in place.	Contractor	Construction
HH8	Non-Aboriginal Heritage	Regular meetings should be held between the heritage specialist and the maritime works contractor to review what is to be done and	Contractor	Construction

		what has already been done. Regular progress updates should be provided by Transport to Heritage NSW (frequency to be agreed with Heritage NSW).		
HH9	Non-Aboriginal Heritage	Work should stop when it is deemed that the structure is safe enough to guarantee navigational safety and for the proposed investigations and condition assessments to be completed and the risks to vessels using the harbour is minimised.	Contractor Transport	Construction
HH10	Non-Aboriginal Heritage	Pre-removal Dilapidation Survey including drone footage suitable for use as archival recording of structures.	Transport	Pre-Construction
HH11	Non-Aboriginal Heritage	Digital photographic recording of salvaged and stored material/elements.	Contractor	Construction
HH12	Non-Aboriginal Heritage	A make safe and retrieval Heritage Salvage Management Plan to be further developed by Transport in consultation with the structural engineer, heritage specialist and the maritime contractor and endorsed by Heritage NSW prior to the commencement of work.	Contractor	Pre-Construction
HH13	Non-Aboriginal Heritage	The make safe and retrieval –Heritage Salvage Management Plan would form part of the CEMP ~~would~~ and include the all the heritage management measures including: • detailed salvage and retrieval methodology • an approach to recording fabric in situ before removal and document fabric to be retained and discarded, including assessment criteria and sampling processes • storage location for fabric retained from the salvage work; ~~and maintenance requirements for the salvaged fabric; and~~ • a process for the maintenance of salvaged fabric including but not limited to timber and steel; • roles, qualifications and responsibilities of ~~the~~ Transport, maritime contractor, specialists ~~assessing the criteria above~~ prior to, during and after the make safe and retrieval work; • Consultation and reporting requirements to Heritage NSW and stakeholders; • Sensitive area maps that identify non-Aboriginal heritage values culturally and archaeologically sensitive areas and constraints within the make safe and retravel works area;	Contractor	Pre-Construction

		• identification of heritage protection zones and protection requirements for heritage items within and in the vicinity of the make safe and retrieval works area; • Unexpected Heritage Items Procedure (NSW Roads and Maritime Services, 2015d).		
HH14	Non-Aboriginal Heritage	Transport to continue to consult with Heritage NSW and North Sydney Council throughout each stage of the project to ensure plans for the wharf meet heritage outcomes and compliments the precinct.	Transport	Pre-Construction Construction and post construction
HH15	Non-Aboriginal Heritage	Anchoring of vessels is not permitted to impact the Transport S170 Maritime Heritage Inventory listed shipwrecks (SHI numbers 4920877 and 4920876).	Contractor	Construction
B1	Biodiversity	Prepare a Biodiversity Management Sub-plan as part of the Construction Environmental Management Plan (CEMP. This plan is to include but not limited to the following measures to minimise potential impacts on biodiversity: • Low impact barge positioning to prevent propeller scouring and thrust wash onto sensitive habitats such as seagrass and soft corals • Minimise footprint and establish no-go zones in sensitive habitats • Biological hygiene procedure (e.g. prevent spread of noxious species on and off the site). • Emergency response procedures including spill response and fish kill response. (Fisheries NSW (1800 043 536) and the Environment Protection Authority (131 555) must be notified immediately if any fish kills occur in the vicinity of the work. In such cases, all work other than emergency response procedures are to cease until the issue is rectified and approval is given by Fisheries NSW and/or the Environment Protection authority for the work to proceed). • Prepare a Marine Invasive Species Management Procedure (see below)	Contractor	Pre-Construction
B2	Threatened and protected species	Prior to the works commencing all site staff are to be made aware of the threatened/protected species that have the potential to	Contractor	Pre-Construction

		occur on site and the Biodiversity Management Plan measures that are to be put in place to minimise impacts on these species.		
B3	Harm to fauna	Where possible, timing of retrieval work near the Coal Loader tunnel should avoid summer/spring to avoid disturbing threatened roosting microbats. If work must continue for safety reasons, practicable measures to minimise noise and vibration near the tunnel will be implemented.	Contractor	Construction
B4	Harm to fauna	Local veterinary details will be available onsite. If any fauna are encountered and/or harmed during the make safe and retrieval work the local vet or local wildlife handler should be contacted.	Contractor	Construction
B5	Harm to marine vegetation	Where applicable aquatic habitat will be protected in accordance with Guide 10: Aquatic habitats and riparian zones of the Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (RTA 2011) and Section 3.3.2 Standard precautions and mitigation measures of the Policy and guidelines for fish habitat conservation and management Update 2013 (DPI (Fisheries NSW) 2013).	Contractor	Pre-Construction
B6	Harm to marine vegetation	Anchoring and/or use of vessels (including barges with spud legs) is not permitted over sensitive marine vegetation or rocky reef habitat. If this condition is not practicable, disturbance must be in accordance with the FM Act Part 7 permit (see below). Contractors will be advised of the sensitive nature of the rocky reef and seagrass habitats and the need to minimise habitat disturbance as much as possible, especially seagrass disturbance.	Contractor	Construction
B7	Habitat disturbance	A floating boom / silt curtain will be placed around the site to contain any loose materials and suspended sediments to the disturbance zone (refer to Section 6.3.3). The boom / curtain will be placed in such a way to avoid seagrass beds and rocky reef areas.	Contractor	Construction
B8	Habitat disturbance	The floating boom / silt curtain will be monitored to ensure it does not damage seagrass beds and rocky reef habitat and to ensure it is effective in containing sediment plumes. If sediment plumes occur, work must cease until the boom / curtain is repaired.	Contractor	Construction
B9	Habitat disturbance	All activities are to minimise disturbance to shallow water habitats under, and in the immediate vicinity of water based structures, including disturbance of seabed sediments and smothering habitats from propeller strike or excessive propeller wash.	Contractor	Construction
B10	Habitat disturbance	Piles subject to the proposal are to be cut at the waterline and must not be pulled from the seabed.	Transport	Construction

B11	Habitat disturbance	The existing structures will be removed in a way to cause the least disturbance to the sediment (e.g. piles cut at the waterline must be removed in a manner than minimises spread of debris).	Contractor	Construction
B12	Habitat disturbance	The existing net surrounding the wharf must remain effective during construction.	Pre-Construction Contractor	Construction
B13	Invasive species	All activities are to be carried out to avoid spreading marine pests including: • Removal of weeds, animals or sediment from equipment and disposal to an appropriate waste receptacle or facility Disposal of sewage and bilge water at an approved pump out facility.	Contractor	Pre-Construction, Construction, Post Construction
B14	Invasive species	Prepare a Marine Invasive Species Management Plan for weeds and pest species. The plan should: • Aim to minimise disturbance of the seabed, marine vegetation habitats, and the mobilisation of any colonised pest algae (Caulerpa taxifolia) in accordance with the NSW Control Plan for the Noxious Marine Alga Caulerpa Taxifolia (Department of Industry and Investment 2009). • All activities are to be carried out to avoid spreading marine pests including: o All the wetted surface areas of materials taken from the waters, and related equipment that comes in contact with the seabed (including mooring tackle, cables, ropes and anchors), must be inspected for possible attached Caulerpa taxifolia plants and these must be collected and disposed of into plastic bags then placed into garbage bins on shore as recommended in the NSW Control Plan for the Noxious Marine Alga Caulerpa taxifolia (NSW Fisheries 2009). o Removal of weeds, animals or sediment from equipment and disposal to an appropriate waste receptacle or facility.	Contractor	Pre-Construction
WQ1	Water quality	Visual monitoring of local water quality (i.e. turbidity, hydrocarbon spills/slicks) is to be carried out on a regular basis to identify any potential spills or deficient silt curtains.	Contractor	Construction
WQ2	Water quality	Excess debris from cleaning and washing is removed using hand tools.	Contractor	Construction

WQ3	Water quality	Vessels (including barges) are only to be used at suitable tides when no less than 600 millimetres clearance is available between the underside of the vessel and the bed of the waterway.	Contractor	Construction
WQ4	Water quality	Silt curtain/s are to be installed prior to and around the area of work that may disturb the seabed.	Contractor	Construction
WQ5	Water quality	Silt curtains are to be installed, monitored and maintained as needed to contain any sediment.	Contractor	Construction
WQ6	Water quality	Refueling of plant and equipment is to occur in impervious bunded areas.	Contractor	Construction
WQ7	Water quality	A marine emergency spill kit is to be kept on site at all times and maintained throughout the construction work. The spill kit must be appropriately sized for the volume of substances at the work site.	Contractor	Construction
WQ8	Water quality	If an incident (e.g. spill) occurs, the Transport Environmental Incident Classification and Reporting Procedure is to be followed and the Transport Contract Manager notified as soon as practicable.	Contractor	Construction
WQ9	Water quality	Emergency contacts will be kept in an easily WQ10 accessible location on vehicles, vessels, plant and site office. All workers will be advised of these contact details and procedures.	Contractor	Construction
WQ10	Water quality	Spill kits for construction barges must be specific for working within the marine environment	Contractor	Construction
WQ11	Water quality	All workers will be advised of the location of the spill kit and trained in its use.	Contractor	Construction
WQ12	Water quality	Vessels and plant must be properly maintained and regularly inspected for fluid leaks.	Contractor	Construction
WQ13	Water quality	In the event of a maritime spill, the incident emergency plan would be implemented in accordance with Sydney Ports Corporation's response to shipping incidents and emergencies outlined in the 'NSW State Waters Marine Oil and Chemical Spill Contingency Plan' (Maritime, 2012)	Contractor	Construction
WQ14	Water quality	Vessels will operate at slow speed to avoid propeller wash.	Contractor	Construction
WQ15	Water quality	The spill/emergency management plan will include methods to be used to stop the spill, contain and control the flow, clean up the spill, and record the spill.	Contractor	Construction

		All vessels associated with the work are to have Response Plans for emergencies and spills. Barges carrying plant or machinery would be fitted with impervious bunding around equipment which contain chemicals to prevent chemical spills or leakages from entering the water. The sewer pump out facility must be designed and operated to ensure the risk of spills are avoided. Emergency spill kits and booms for the management of accidental dry and wet chemical spills will be available on all barges.		
WQ16	Water quality	Floating boom with silt curtain or equivalent will be used throughout the program, with the following considerations: • Silt curtain should extend from a minimum of 100 millimeters above the water line and be of sufficient depth to extend approximately 2 meters below the water level but not impact the seafloor or marine vegetation. • Inspect the integrity of the silt curtain regularly a day for silt containment and entrainment or impingement of aquatic/marine wildlife. • Record results of observations in a site notebook maintained specifically for the purpose. The notebook should be kept on site and be available for inspection by persons authorised by Transport.	Contractor	Construction
W1	Waste	A Waste Management Plan must be prepared that would be adapted from the Transport Services Technical Guide: Management of road salvage and maintenance waste.	Contractor	Pre-Construction
W2	Waste	The make safe and retrieval work will be carried out in accordance with AS 2601-2001 'The salvage of structures'.	Contractor	Construction
W3	Waste	Hazardous paint material to be managed in accordance with AS/NZS 4361.1:2017 Guide to hazardous paint management Lead and other hazardous metallic pigments in industrial applications	Contractor	Construction
W4	Waste	Treated timber would be handled in accordance with Code of Practice for the Safe Handling of Timber Preservatives and Treated Timber (WorkCover, 1991)	Contractor	Construction
W5	Waste	Resource management hierarchy principles are to be followed:	Contractor	Construction

		• Avoid unnecessary resource consumption as a priority • Avoidance is followed by resource recovery (including reuse of materials, reprocessing, recycling and energy recovery) • Disposal is only carried out as a last resort (in accordance with the Waste Avoidance & Resource Recovery Act 2001).		
W6	Waste	There is to be no disposal or re-use of waste on to other land, unless the material is to be re-used or recycled.	Contractor	Construction
W7	Waste	Waste is not to be burnt on site.	Contractor	Construction
W8	Waste	Waste material is not to be left on site once the work has been completed.	Contractor	Construction
W9	Waste	Working areas are to be maintained, kept free of rubbish and cleaned up at the end of each working day.	Contractor	Construction
W10	Waste	All wastewater from vessels is to be discharged at an approved vessel wastewater disposal facility. No vessel wastewater is to be discharged (i.e. pumped out) directly into the water or onto any land adjacent.	Contractor	Construction
W11	Resource management	Following their retrieval, wharf elements will be assessed in terms of their suitability for potential reuse and appropriately stored as outlined in the Heritage Salvage Management Plan.	Transport	Construction Post-Construction
W12	Resource management	Any material associated with the development that enters the water is to be immediately retrieved. Should the material not be retrieved the Port Authority will organise for its retrieval and recover the cost from the Applicant.	Contractor	Construction
NV1	Noise and vibration	The noise and vibration safeguards will be incorporated into the CEMP, and will include as a minimum: • Ensure relevant licence and approval conditions are complied • Identify suitable loading/unloading areas away from sensitive receivers and identify suitable material handling procedures • Low noise emitting plant and equipment will be selected where appropriate and equipment would be regularly inspected and maintained. • Avoid dropping material into storage areas from heights.	Contractor	Construction

		• No swearing or unnecessary shouting or loud stereos/radios on site • Throttle settings will be reduced or plant and equipment switched off when not in use. • At least two weeks ahead of work notify the local community to provide information on the proposed work, what work may perceived to be noisy (e.g. work outside the standard daytime working hours), and any measures to minimise noise levels. • Through toolbox talks and site inductions inform all staff and contractors on the consented hours of make safe and retrieval work and any noise management measures to be implemented. • Loading and unloading of material will be carried out away from sensitive receivers, where practicable • In the event of noise complaints, measures must be put in place to identify the nature of the complaint and ascertain appropriate work practices to reduce and mitigate potential impacts The CEMP must be updated to account for any changes in noise and vibration management issues and strategies (i.e. in response to complaints etc).		
NV2	Noise and vibration	Work to be carried out during normal work hours (i.e. 7am to 6pm Monday to Friday; 8am to 1pm Saturdays). Any work that is performed outside normal work hours or on Sundays or public holidays must have measures in place to minimise noise impacts.	Contractor	Construction
T1	Water transport and access	A marine traffic management plan will be prepared as part of the CEMP to ensure vessel traffic within Balls Head Bay is not adversely impacted by make safe and retrieval activities. Access to HMAS Waterhen will need to be maintained at all times. Harbour Master, Viva Energy and the HMAS Waterhen will be consulted during the preparation of the marine traffic management plan	Contractor	Pre-Construction, Construction
T2	Water transport and access	The MV Cape Don Society and will be notified of the proposed work prior to these commencing and advised of any potential impacts to their vessel.	Transport	Pre-Construction
T3	Water transport and access	Equipment and barges to be handled and launched from an approved site	Contractor	Pre-Construction, Construction
T4	Water transport and access	At least one vessel associated with the work is to be fitted with Automation Identification System (AIS).	Contractor	Construction

T5	Water transport and access	The proposed work is not to interfere with the movement of seagoing ships unless agreed in advance with the Harbour Master. This requirement must be included in the Marine Traffic Management Plan. Buoys are not to be laid in or adjacent to the shipping channels unless agreed in advance with Harbour Master. All buoys are to be fitted with lights. Where piles have been cut at the waterline, these must be marked with a buoy or other navigation marker to indicate the presence of a submerged hazard.	Contractor	Pre-Construction, Construction
T6	Water transport and access	Where possible, current vessel movements and public accesses to the waterway and foreshore are to be maintained during work. Any disturbance is to be minimised as much as practicable.	Contractor	Construction
T7	Water transport and access	The area being retrieved is to be suitably boomed and the boom buoyed	Contractor	Construction
AH1	Aboriginal heritage	If Aboriginal heritage items are uncovered during the work, all work in the vicinity of the find must cease and the Roads and Maritime Services Aboriginal cultural heritage officer and regional environment manager contacted immediately. Steps in the Roads and Maritime Standard Management Procedure: Unexpected Heritage Items must be followed.	Contractor	Construction
AQ1	Air quality	Vessels transporting waste or other materials that may produce odours or dust are to be covered during transportation	Contractor	Construction
AQ2	Air quality	Vessels and plant must be maintained to manufacturer's standards and regular checks made to ensure there are no continuous exhaust emissions of 10 seconds or longer.	Contractor	Construction
AQ3	Exhaust emissions	Smoky emissions would be kept within the standards and regulations under the POEO Act that no vessel or plant will have continuous smoky emissions for more than 10 seconds	Contractor	Construction
SE1	Socio-economic	A Communication and Stakeholder Plan (CSP) will be prepared and implemented ahead of construction to assist with updating the community during construction	Transport	Pre-Construction
SE2	Socio-economic	Notification is to be given to affected community members prior to the work taking place. The notification is to include: • Details of the proposal • The duration of work and working hours • Any changed traffic or access arrangements	Transport	Pre-Construction

		• How to lodge a complaint or obtain more information • Contact name and details		
SE3	Socio-economic	All complaints are to be recorded on a complaints register and attended to promptly.	Transport	Construction
SE4	Socio-economic	Local Community notification Consultation will take place with potentially affected residences prior to the start of and during make safe and retrieval work in accordance with the ~~RTA's~~ Transport's Community Involvement and Communications Resources ~~Manual~~. Consultation would include but not limited to door knocks, newsletters or letter box drops providing information on the proposed work, working hours and a contact name and number for more information or to register complaints.	Transport	Construction
SE5	Socio-economic	Transport is to prepare a Communications Plan, for implementation during the work, which must include / address 24/7 contact details, protocols for enquiries, complaints and emergencies.	Transport	Pre-Construction
CC1	Climate Change	Where feasible and reasonable select the most fuel-efficient plant, equipment and vehicles available through consultation with subcontractors and suppliers Regularly maintain all plant and vehicles, including any water vessels, to maintain fuel efficiency. Procure locally produced goods and services where feasible, reasonable and cost effective to reduce transport fuel emissions. Alternative fuel and power sources (such as biodiesels and ethanol blends) will be used wherever practicable	Contractor	Construction
CC2	Cumulative impact	Consult with the proponents of any other projects in the vicinity of the proposal regarding construction program and timing If cumulative noise impacts are likely, coordinate mitigation and management measures (eg: respite periods) to minimise the impact with the proponent's contractor.	Contractor	Pre-Construction

3.3 Licensing and approvals

A summary of the licenses and approvals required for the proposal is provided in Table 52.

Table 5-2: Summary of licensing and approval required

Instrument	Requirement	Timing
Heritage Act 1977 (s60)	Permit to carry out activities to an item listed on the State Heritage Register or to which an interim heritage order applies from the Heritage Council of NSW.	Prior to start of the activity.
State Environmental Planning Policy (Transport and Infrastructure) 2021 (s2.11)	Notification to North Sydney Council for work regarding a local heritage item.	Prior to start of the activity.
Ports and Maritime Administration Regulation 2021 Section 110	Permission from the Harbour Master prior to any disturbance of the seabed.	Prior to start of the activity.
Management of Waters and Waterside Lands Regulations NSW Clause 67	Permission from the Harbour Master prior to any disturbance of the seabed	Prior to start of the activity

4. Definitions

Term	Definition
CEMP	Construction Environmental Management Plan
CSE Plan	Communication Stakeholder Engagement Plan
HMP	Heritage Management Plan
ICOMOS	International Council on Monuments and Sites
POEO Act	Protection of the Environment Operations Act 1997 (POEO Act)
REF	Review of Environmental Factors
SOHI	Statement of Heritage Impact

5. References

Transport for NSW (2022) Coal Loader Wharf Project Make Safe and Retrieval Review of Environmental Factors.

Transport for NSW (2023) Coal Loader Wharf Vision Survey Report

Appendix A

Coal Loader Wharf make safe and retrieval, Review of Environmental Factors (REF), December 2022

Available online:

Coal Loader Wharf Make Safe and Retrieval - Review of Environmental Factors December 2022 (nsw.gov.au)

Appendix B

Heritage NSW submission letter

Appendix C

North Sydney Council submission letter

NSW GOVERNMENT