

INDEPENDENT ENVIRONMENTAL AUDIT

Mayfield Concept Plan

Prepared for:

Port of Newcastle
6 Newcomen Street
NEWCASTLE NSW 2300

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BASIS OF REPORT

This report has been prepared by SLR Consulting Australia Pty Ltd with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Port of Newcastle (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

DOCUMENT CONTROL

Reference	Date	Prepared	Checked	Authorised
630.12624.00000-R01-v1.0	29 November 2018	Sandy Lonergan	Brad Radloff	Sandy Lonergan
630.12624.00000-R01-v0.1	21 November 2018	Sandy Lonergan	Brad Radloff	

EXECUTIVE SUMMARY

SLR Consulting Australia Pty Ltd (SLR) was commissioned on the 15 October 2018 by the Port of Newcastle (PON) to undertake an Independent Environmental Audit (IEA) for the Mayfield Concept Plan and associated activities, located off Selwyn St, Mayfield, New South Wales (the Site).

The IEA was performed in accordance with Condition 4.1 of Development Approval (DA) 09_0096, first approved on the 16 July 2012 (the DA).

The Mayfield Development Site is a 90 hectare parcel of port-side land, located within the 152 hectare Mayfield Precinct.

The Mayfield Concept Plan (the Plan) relates to the development of the 90 hectares. The Plan was approved by the NSW Department of Planning (the Department) and establishes the parameters and environmental criteria for the Department to assess future projects and developments on the site. It provides a level of certainty for regulators and the local community that the site will be developed in a consistent and environmentally responsible manner.

Individual projects are required to seek Government planning approval via the NSW Department of Planning and Environment and meet environmental requirements.

There are currently two facilities operating under the Mayfield Concept approval:

- SSD_7065 Stolthaven Bulk Fuel Terminal; and
- DA 8137 Mayfield Cargo Storage Facility.

The audit was carried out between October and November 2018, with SLR being supplied information as requested. The scope of the audit did not include the implementation of management plans relating to the two facilities currently operating, hence no site visit or interviews with employees of these facilities was required.

The Conditions of Consent consisted of 46 conditions in total. Of the 46 Conditions, six (6) (13%) were not triggered, and four (4) (9%) were a note for information and did not require auditing, hence 36 conditions were audited.

Of the 36 auditable conditions, compliance was achieved for 31 (86%), non-compliance recorded for three conditions (6%) and two conditions not verified (7%). One of the non-compliance was classified as administrative non-compliance.

All non-compliances were assessed to be of a low risk.

SLR has identified a number of opportunities for opportunities or recommendation for the PON to consider and these have been presented in the audit report. One of the main recommendations is for the PON to undertake a comprehensive review of all the plans, procedures and strategies prepared under the approval. The auditor found current documents extremely difficult to read from an implementation point of view. The documents appear to be written purely from gaining approval from the Department's perspective.

During the audit process it was evident that PON operate with a commitment to minimising the impact on the environment from any development within the Mayfield Concept Plan.

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- Appendix A Detailed Audit Findings
- Appendix B Audit Certification Form and CV

1 Introduction

1.1 Background

SLR Consulting Australia Pty Ltd (SLR) was commissioned on the 15 October 2018 by the Port of Newcastle (PON) to undertake an Independent Environmental Audit (IEA) for the Mayfield Concept Plan and associated activities, located off Selwyn St, Mayfield, New South Wales (the Site).

The IEA was performed in accordance with Condition 4.1 of Development Approval (DA) 09_0096, first approved on the 16 July 2012 (the DA).

The Mayfield Development Site is a 90 hectare parcel of port-side land, located within the 152 hectare Mayfield Precinct. Part of the former BHP Steelworks site, the Mayfield Development Site has been extensively remediated and now represents the largest vacant port land site on the eastern seaboard of Australia.

The Mayfield Concept Plan (the Plan) relates to the development of the 90 hectares. The Plan was approved by the NSW Department of Planning (the Department) and establishes the parameters and environmental criteria for the Department to assess future projects and developments on the site. It provides a level of certainty for regulators and the local community that the site will be developed in a consistent and environmentally responsible manner.

Individual projects are required to seek Government planning approval via the NSW Department of Planning and Environment and meet environmental requirements.

There are currently two facilities operating under the Mayfield Concept approval:

- SSD_7065 Stolthaven Bulk Fuel Terminal; and
- DA 8137 Mayfield Cargo Storage Facility.

1.2 Site Location and Surrounding Land Uses Description

The site is located within an existing industrial area of the Port of Newcastle, adjoining the South Arm of the Hunter River on the former BHP Steelworks site. Following the closure of the steelworks in 1999, the site has been progressively demolished and remediated, with remediation works being completed in 2012. The Port of Newcastle is developing the site for port-related activities.

The main road access to the site was from Selwyn Street via Industrial Drive whilst shipping access was via the shipping channel in the South Arm of the Hunter River.

The Mayfield 4 Berth is located adjacent to the 90 hectare the Plan. The Mayfield 4 Berth incorporated the berth and adjacent hardstand was approximately 1.5 hectares in area. The Berth was located within the 155 ha Closure Area of the former BHP Steel Works site and constitutes approximately 1% of this area.

In this regard, the landscape was predominantly industrial in nature, highly visually modified and intensively disturbed.

1.3 Audit Scope

This IEA and subsequent report has been prepared pursuant to Condition 4.1 d) of DA 09_0096. The scope of the audit was to:

- An assessment of compliance against the conditions of approval and project commitments.
- An assessment of environmental management activities undertaken for the Concept Plan against relevant environmental project approval criteria.
- An assessment on how management measures and recommendations provided in Concept Plan environment management plans have been implemented.

It is noted that implementation of management plans relating to the two facilities was not part of the scope of the audit, hence no site visit or interviews with employees of these facilities was required.

1.4 Report Structure

This report was structured as follows:

- Section 1 provided an introduction, background, description, scope of the audit, limitations and provides a guide to the structure of the report.
- Section 2 outlined the audit team, audit methodology and assessment criteria used in the IEA.
- Section 3 provided;
 - List of personnel interviewed.
 - Summary of 2018 audit findings in relation to the Development Consent conditions.
 - Summary of all Development Consent non-compliances identified in table format.
- Section 4 included an assessment of compliance against the Development Consent conditions.
- Section 5 was the conclusion.
- Appendix A contained the complete list of all the conditions in the DA and details the audit findings.
- Appendix B contained the completed Independent Audit Certification form.

1.5 Limitations

This report was prepared for PON to fulfil the requirements of the IEA as specified in the DA.

The scope of the audit, and subsequent report was limited and should not be used for any purpose other than that described above.

The following should be taken into account when reading and using this report:

- One site visit was undertaken during this audit to meet with key personnel. No site visit was undertaken as it was not deemed necessary by either party as the auditor has seen the area that the Plan covers in a previous audit and the audit did not require site visit; and
- PON provided (at their sole discretion) all of the documentation that has been accessible to the auditor. The auditor relied on the information and documentation provided and PON to provide all relevant and pertinent information. It should be noted that the range of documentation provided may not have included all of the relevant environmental records held.

2 Auditor and Methodology

2.1 Auditor

The SLR auditor was Sandy Lonergan (Lead Auditor, certified by SAI Global). Ms Lonergan has over 20 years auditing experience, has been a third party certification auditor for NCSI, has conducted numerous independent compliance audits for the Commonwealth Government, Planning Departments, and Environment Protection Authorities or equivalent in New South Wales and Queensland. Refer to Appendix B for the auditor's CV.

2.2 Methodology

The audit included:

- A desktop review of documentation requested; and
- One site visit (PON head office only).

The site visit was undertaken by Ms Lonergan, on the 25 October 2018 and involved interviews/meeting with key staff at the PON head office.

The SLR auditor used the following methodologies to gather evidence during the audit:

- Review of documents (letters, plans, reports, emails); and
- Interviews with key personnel.

2.3 Assessment Criteria

SLR adopted the compliance assessment criteria outlined in Section 4.1 and reproduced below in **Table 1**, as per the NSW Government, *Independent Audit Guideline for Post-approval requirements for State Significant Developments*, October 2015.

SLR notes that the Guideline includes "should" in a number of key areas, for example, "*The compliance status of each requirement or commitment **should** be assessed in accordance with the criteria in Table 1.*" From an auditing perspective, should does not mean it must be completed, it is optional.

Table 1 Compliance Assessment Criteria

Assessment	Criteria
Compliant	Where the auditor has collected sufficient verifiable evidence to demonstrate that the intent and all elements of the requirement of the regulatory approval has been complied with within the scope of the audit.
Not verified	Where the auditor has not been able to collect sufficient verifiable evidence to demonstrate that the intent and all elements of the requirement of the regulatory approval have been complied with within the scope of the audit. In the absence of sufficient verification the auditor may in some instances be able to verify by other means (visual inspections, personal communication, etc) that a requirement has been met. In such a situation, the requirement should still be assessed as not verified. However the auditor could note in the report that they have no reasons to believe that the operation is non-compliant with that requirement.
Non-compliant	Where the auditor has collected sufficient verifiable evidence to demonstrate that the intent of one or more specific elements of the regulatory approval have not been complied with within the scope of the audit.
Administrative non-compliance	A technical non-compliance with a regulatory approval that would not impact on performance and that is considered minor in nature (e.g. report submitted but not on the due date, failed monitoring or late monitoring session). This would not apply to performance related aspects (e.g. exceedance of a noise limit) or where a requirement had not been met all (e.g. noise management plan not prepared and submitted for approval).
Not triggered	A regulatory approval requirement has an activation or timing trigger that had not been met at the time of the audit inspection, therefore a determination of compliance could not be made.
Observation	Observations recorded where the audit identified issues of concern which do not strictly relate to the scope of the audit or assessment of compliance. Further observations are considered to be indicators of potential non-compliance or areas where performance may be improved.
Note	A statement or fact, where no assessment of compliance is required.

3 Audit Findings

3.1 Personnel Interviewed

Table 2 lists the personnel interviewed during the site visit component of the audit.

Table 2 Personnel Interviewed During the Audit

Name	Title
Rebecca Johnson	Planning Manager
Jackie Spiteri	Environmental Officer – Port Operations

3.2 Interviews

Information obtained and statements recorded during the interviews conducted, whilst on site at the facility, were directly recorded as evidence (see **Appendix A**). The auditor also used the interviews as an opportunity to gain an appreciation of the extent to which the systems in place to manage environmental impacts from site operations were understood and implemented.

The interviews conducted allowed the auditor to form the opinion that the approach to environmental management (and operations more broadly) is well understood by the Environmental Officer and Planning Manager.

3.3 Summary of 2018 Audit Findings

Table 3 shows a summary of the findings of this audit in relation to the Development Consent Conditions.

Table 4 summarised the non-compliances identified, with relevant comments. Note in some instances the entire condition was not documented in the table and is included at the end of these conditions. Refer to **Appendix A** for the condition in its entirety.

Table 3 Summary Table of Compliance with Development Consent

Section	Total No. of Conditions	Conditions Audited	Compliance	Not verified	Non-Compliance	Administrative Non-Compliance	Not Triggered	Note
1	14	9	9	0	0	0	1	4
2	28	23	19	2	2	0	5	0
3	3	3	3	0	0	0	0	0
4	1	1	0	0	1	0	0	0
Total	46	36	31	2	3	0	6	4

Table 4 Summary of Non-Compliances (including Administrative)

Section	Condition	Requirement (Summary)	Comment
2	2.10	<p>The Proponent shall undertake transport monitoring and review to assess compliance with this Concept Plan approval, subsequent project approvals and to inform transport planning, and the timing of the transport infrastructure delivery, service provision and management measures associated with this Concept Plan.... The monitoring shall be prepared in consultation with Transport for NSW, the RMS and Council and shall be undertaken prior to and one and five years following the commencement of any project (or the commencement of a modification to a project that results in increased transport movements) associated with this Concept Plan, or as otherwise directed or agreed by the Director-General.</p> <p>The results of this monitoring and review shall be submitted to Transport for NSW, the RMS, Council and the Director-General within six months of the monitoring period. The monitoring and reporting program shall be integrated with the Compliance Tracking Program.</p>	<p>Non-compliance relates to not submitting reports as required. This can be linked to Compliance Tracking Register not including the entire condition. For example the results of the monitoring and review were not submitted to Transport for NSW, the RMS, Council and the Director-General within six months of the monitoring period.</p> <p>Monitoring that has not been reported as per the condition includes:</p> <ul style="list-style-type: none"> • Mayfield Cargo facility – no results were submitted prior to and one year after commencement of the project. • Stolthaven Bulk Fuel Terminal Stage 2 – no results were submitted prior to and one year after the commencement of a modification to a project.
2	2.23	<p>The Proponent shall prepare a Shore Side Power (cold ironing) Feasibility Report, in consultation with the EPA, for shore side power on the landside areas adjacent to berths. The Feasibility Report shall be prepared by a suitably qualified person and shall include, but not be limited to:</p>	<p>Non-compliance related to the Report not being prepared in consultation with the EPA. The EPA was sent a copy of the Report after it had been submitted to the Department of Planning. It is noted that comments were received from the EPA subsequently and no changes required to the Report. No further action required.</p>
4	4.1	<p>The Proponent shall develop and implement a Compliance Tracking Program to track compliance with the requirements of this approval. The Program shall include, but not necessarily be limited to.....</p>	<p>Compliance Tracking does include the entire condition which means elements of the conditions which has contributed to the other non-compliances. For example Conditions 2.10 and 2.21.</p>

4 Recommendations

The following table summarises some general recommendations, opportunities for improvement based on audit findings, whilst they may not relate to a specific condition, the auditor identified these as potential areas for systems and compliance improvement.

Table 5 Recommendations / Opportunities for Improvement

Aspect/Location	Comment/Recommendation/Opportunity
Mayfield Site Development Applications and Approvals summaries located on website under Overview of Compliance and status are not current.	The Mayfield Concept Approval – Compliance Requirements and Mayfield Concept Approval – Compliance Requirements – November 2017 was not current it is missing the date of the Stolthaven Stage 3 approval. Table has “not yet determined” instead of approval date. Recommend reviewing and updating summary and also consider adding document control features to the summaries to allow traceability.
All Mayfield Concept Plans (MCPs), programs and strategies	SLR recommends undertaking a comprehensive review of all the plans, procedures and strategies prepared under the approval. The auditor found current documents extremely difficult to read from an implementation point of view. The documents appear to be written purely from gaining approval from the Department’s perspective.
All Mayfield Concept Plans (MCPs), programs and strategies	As part of the comprehensive review, ensure that the Plans, programs etc reflect current practice not what was proposed originally and not actually being carried out. For example refer to the comments below about the Compliance Tracking Program Report.
Mayfield Concept Approval Compliance Tracking Program Report	Review and update this report to reflect what is actually happening in terms of reporting. For example, Section 2.1 states in the last sentence of paragraph one. <i>“As part of these individual project approvals tenants would be required to provide PON with review of compliance of their respective operations as follows....</i> - <i>An annual compliance report to PON following each year of operation”</i> As discussed during the audit, this is not undertaken by the tenants. Also Section 2.3 refers to Compliance Tracking Report being prepared annually. Again this has not occurred.
Compliance Tracking Register	SLR recommends the entire condition is included in the Compliance Tracking Register. On several occasions, only part of a Condition was documented in the Register which has resulted in critical aspects being missed in terms of tracking compliance. For example 2.10– Condition is documented up to the end of point j), all the requirements of the condition after this point have been excluded of which auditable/ compliance related elements are not being tracked. For example the last paragraph in the condition states: <i>The results of the monitoring and review shall be submitted to Transport for NSW, the RMS, Council and the Director General within six months of the monitoring period. The monitoring and reporting program shall be integrated into the Compliance Tracking Program.</i>

Aspect/Location	Comment/Recommendation/Opportunity
	<p>Recommend cross referencing to where compliance is achieved within documents for each element. Appendix A in this report can be used as a starting point.</p> <p>In relation to Condition 2.10, the Register currently does not specify when specific traffic monitoring and reviews are due for each operator. Recommend adding specific monitoring requirements to the Register. For example: Cargo facility:</p> <ul style="list-style-type: none"> • Initial (due prior to July 2017); • One year (due 1 July 2018); and • Five years (due 1 July 2022). <p>Condition 2.28 requires an initial hazard audit after commencement and then 3 yearly. Recommend including more details in the Tracking Compliance Register which would assist in tracking when reports/plans are due to the Director General and other stakeholders.</p> <p>Recommended that the dates of when plans were submitted to the DPE are reviewed in the Register. For example</p> <ul style="list-style-type: none"> • Item 127 – Traffic Management Plan it states under the Comment column that this plan was submitted to DEP – see correspondence dated 21/7/2015, however SLR sighted an email dated 27 November 2015 submitting the Traffic Management Plan as a draft to the DPE.
<p>Assessments required under Condition 2.1 e) to m)</p>	<p>Ensure that all future consultant(s) preparing the individual assessment for PON MCP development include a “table of compliance” relating to the specific condition. The table can be broken down into each element and a column cross referencing to where that element has been addressed in the report. The entire condition is required, for example some of the current plans didn’t cover suitably qualified persons, consultation etc. For these two elements, auditor would recommend:</p> <ul style="list-style-type: none"> • Suitably qualified persons – added CVs as an appendix; and • Consultation – incorporate a separate section in the report on consultation and include a table summarising when, when and how each stakeholder was consulted and the outcomes of the consultation.
<p>Noise Verification Monitoring Program</p>	<p>This document needs to be reviewed as outlined in Section 1.1 of the Mayfield Concept Plan - Annual Noise Verification Review Report (2017), Port of Newcastle Operations Pty Ltd, prepared by AECOM, 20 December 2017, the <i>NSW Industrial Noise Policy</i> (EPA 2000) was withdrawn in November 2017 and replaced by the <i>Noise Policy for Industry</i> (2017).</p>
<p>Traffic Monitoring and Review</p>	<p>Section 3.0 was confusing, it is recommended to include a table which summarises what noise surveys are required, frequency of those surveys.</p> <p>Review and update the plan as Table 1-1 has:</p> <ul style="list-style-type: none"> • Incorrect reference to Section 5.0 for e) when it should be Section 4.0 • References to Section 6.0 and the report ceases at Section 5.0.

Aspect/Location	Comment/Recommendation/Opportunity
	Seek clarification on the traffic data to be captured and reported, at present PON is only receiving certain data and does not believe possible to capture data being required under Condition 2.10.
Air Quality Monitoring Program	Request that Stolthaven include in their bi-monthly report, percentage of time the met station was operational for the month for each parameter.
User Guide – Mayfield Concept Plan Air Dispersion Site Model	<p>Section 1.6, Table 2 lists Site Model Versions Completed. However it only lists 2015 – Stolthaven Stage 2 modification. It is missing the Stolthaven Stage 3 and the Cargo Storage Facility (no assessment required).</p> <p>It is noted that the paragraph under Table 2 states “Table 2 and Appendix B should be updated at the completion of each use of the Site Model to keep a record of the modelling undertaken.</p> <p>It is recommended the word should in this sentence be changed to “must” or “shall” as should means it is not mandatory and possible for Site Model not to be current.</p>
Concept Stormwater Management Strategy, Mayfield Concept Plan, Port of Newcastle, 9 July 2015, prepared by AECOM	Updating Section 7.3 Site-Wide Monitoring Program of the Strategy to include a figure showing the actual water quality monitoring locations that PON are responsible for.
Concept Stormwater Management Strategy, Mayfield Concept Plan, Port of Newcastle, 9 July 2015, prepared by AECOM	<p>Review cross reference to Section 6.1 in the second sentence in Section 7.5, auditor believes this reference should be Section 7.2.</p> <p>Suggest rewording Section 8.4 as it is not clear if Strategy is being reviewed by PON as required by Condition 2.21.</p> <p>SLR recommend incorporating this Stormwater Strategy review as a separate tracking element in the Compliance Tracking Register. That way it can be recorded when a development has been approved under the Approval and when the Strategy was reviewed but didn’t need amending/updating.</p>
Community Communication Strategy	SLR recommend the Community Communication Strategy be reviewed as not reviewed nor updated since July 2015. Section 7.1 Provision of electronic information table is out of date.
Mayfield Concept Plan Cumulative Noise Modelling, User Guide	Review and update, it was written prior to the Site Noise Model being developed as it is written in the context of this will happen. For example, “AECOM will issue PON with” etc.
Utilities Infrastructure Plan, Mayfield Concept Plan, Port of Newcastle, 9 July 2015, prepared by AECOM.	Review and update the Plan based on approvals granted to date and infrastructure plan and timetable.

Aspect/Location	Comment/Recommendation/Opportunity
Issuing dates for management plans	<p>The issued date with some of the plans are confusing as the following were submitted to the DPE on 27 November 2015 as DRAFT plans seeking feedback:</p> <ul style="list-style-type: none">• Traffic Management Plan, Revision E, 16 November 2015, Draft for Consultation, however the Plan reviewed by SLR was Revision E, 16 November 2015 Final.• Traffic Monitoring and Review, Mayfield Concept Plan, Revision D, 16 November 2015, Draft for Consultation, however the Plan reviewed by SLR was Revision D, 16 November 2015 Final.• Air Quality Monitoring Plan, Revision D, 15 October 2015, Revised Draft, however the Plan reviewed by SLR was Revision D, 15 October 2015 Final.

5 Conclusions

The Conditions of Consent consisted of 46 conditions in total. SLR was engaged to conduct the IEA in accordance with Condition 4.1 d) of the DA.

The audit was carried out between October and November 2018, with SLR being supplied information as requested.

Of the 46 Conditions, six (6) (13%) were not triggered, and four (4) (9%) were a note for information and did not require auditing, hence 36 conditions were audited.

Of the 36 auditable conditions, compliance was achieved for 31 (86%), non-compliance recorded for three conditions (6%) and two conditions not verified (7%). One of the non-compliance was classified as administrative non-compliance.

All non-compliances were assessed to be of a low risk.

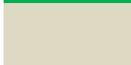
SLR has identified a number of opportunities for opportunities or recommendation for the PON to consider and these have been presented in the audit report. One of the main recommendations is for the PON to undertake a comprehensive review of all the plans, procedures and strategies prepared under the approval. The auditor found current documents extremely difficult to read from an implementation point of view. The documents appear to be written purely from gaining approval from the Department's perspective.

During the audit process it was evident that PON operate with a commitment to minimising the impact on the environment from any development within the Mayfield Concept Plan.

APPENDIX A

Detailed Audit Findings

Key:

	Compliant
	Not triggered
	Not verified
	Administrative non-compliance (as per Independent Audit Guideline)
	Non-compliant – with low risk level (as per Independent Audit Guideline)

Note

Red text – related to Modification 1 approved on 17 March 2014

Blue text – relates to Modification 2 approved on 12 December 2014

Table 6 Detailed Audit Findings – Conditions of Consent

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
Schedule 2				
1.	TERMS OF CONCEPT PLAN APPROVAL			
1.1	<p>The Proponent shall carry out the project generally in accordance with:</p> <p>a) Major Project Application 09_0096;</p> <p>b) the Mayfield Site Port-Related Activities Concept Plan Environmental Assessment, Volumes 1 to 6, prepared by AECOM Australia Pty Ltd and dated July 2010;</p> <p>c) the Mayfield Site Port-Related Activities Concept Plan Submissions Report, prepared by AECOM Australia Pty Ltd and dated December 2010;</p> <p>d) the Addendum to the Submissions Report, prepared by AECOM Australia Pty Ltd and dated 4 March 2011;</p> <p>e) the Newcastle Port Corporation – Modification of Concept Plan, prepared by Newcastle Port Corporation and dated 6 December 2013; and</p> <p>f) the terms of this approval</p>		<p>Viewed:</p> <ul style="list-style-type: none"> Traffic Management Plan, Mayfield Concept Plan, Port of Newcastle, 16 November 2015. Prepared by AECOM. Mayfield Concept Approval, Compliance Tracking Program, Port of Newcastle, 9 July 2015. Prepared by AECOM. Utilities Infrastructure Plan, Port of Newcastle, 9 July 2015. Prepared by AECOM. Concept Stormwater Management Strategy, Mayfield Concept Approval, Port of Newcastle, 9 July 2015. Prepared by AECOM. Air Quality Monitoring Plan, Noise Verification Monitoring Plan, Mayfield Concept Plan, Port of Newcastle, 15 October 2015. Prepared by AECOM. Development application (DA) documents and DPE approval for the modification to Stolthaven Fuel Storage Terminal from 1,010ML to 1,200 ML per year. DA documents and DPE approval for to Stolthaven Fuel Storage Terminal to increase annual throughput from 1,300ML to 3,500 ML per year, construct and operate an additional 17 fuels storage tanks. SSD 7065. Development Consent – DA 8137 for use of the existing hardstand area as port facilities for storage of freight. 	Compliance

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
1.2	In the event of an inconsistency between: a) the terms of this approval and any document listed from term 1.1a) and 1.1d) inclusive, the terms of this approval shall prevail to the extent of the inconsistency; and b) any document listed from terms 1.1a) and 1.1e) inclusive, and any other document listed from terms 1.1a) and 1.1e) inclusive, the most recent document shall prevail to the extent of the inconsistency.			Noted
1.3	If there is any inconsistency between this concept plan approval and any related approvals (being those approvals subject to the requirements of this Concept Plan), this Concept Plan approval shall prevail to the extent of the inconsistency.			Noted
1.4	The Proponent shall comply with any reasonable requirement(s) of the Director-General arising from the Department’s assessment of: a) any reports, plans or correspondence that are submitted in accordance with this Concept Plan approval or any related approvals; and b) the implementation of any actions or measures contained in these reports, plans or correspondence.		Viewed: <ul style="list-style-type: none"> Letter from Planning & Environment, dated 21/7/2015 Subject: Mayfield Concept Plan – Compliance Tracking Program and Other Documents. Email from Planning & Environment to Port of Newcastle (Darryn Costanzo), dated 22 July 2015 regarding letter reference above. Department had no further comment to make at the time. AECOM document titled “ Mayfield Concept Plan Documents – Response to Review Comments from NSW Planning and Environment, dated 28-Oct-2014 	Compliance

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
1.5	<p>With the approval of the Director-General, the Proponent may prepare and submit any management plan, strategy or monitoring program required by this approval on a progressive basis. Where a management plan, strategy and monitoring program is required before carrying out any development or stage of development, the document may be prepared and submitted in relation to either discrete components of the project or for a specified time period.</p>		<p>Viewed:</p> <ul style="list-style-type: none"> • Traffic Management Plan, Mayfield Concept Plan, Port of Newcastle, 16 November 2015. Prepared by AECOM. • Mayfield Concept Approval, Compliance Tracking Program, Port of Newcastle, 9 July 2015. Prepared by AECOM. • Utilities Infrastructure Plan, Port of Newcastle, 9 July 2015. Prepared by AECOM. • Concept Stormwater Management Strategy, Mayfield Concept Approval, Port of Newcastle, 9 July 2015. Prepared by AECOM. • Noise Verification Monitoring Plan, Mayfield Concept Plan, Port of Newcastle, 15 October 2015. Prepared by AECOM. • Air Quality Monitoring Plan, Noise Verification Monitoring Plan, Mayfield Concept Plan, Port of Newcastle, 15 October 2015. Prepared by AECOM. 	Compliance
	Limits of Approval			

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
1.6	This Concept Plan approval does not apply to berths, berthing or harbour operations. It also does not apply to activities approved or legally operating at the site in accordance with other project approvals at the date of this Concept Plan approval.		<p>Viewed:</p> <ul style="list-style-type: none"> • Development Application documents and DPE approval for the modification to Stolthaven Fuel Storage Terminal from 1,010 ML to 1,200 ML per year. Application Number SSD6664 MOD 1. Date determined: 28 September 2015. Approved. Commenced operations May 2016. • Development Application documents and DPE approval for to Stolthaven Fuel Storage Terminal to increase annual throughput from 1,300 ML to 3,500 ML per year, construct and operate an additional 17 fuels storage tanks and construct ancillary infrastructure. Application Number SSD 7065, Date approved 15 December 2016. • Development Consent – DA 8137 for use of the existing hardstand area as port facilities for storage of freight, including the loading and unloading of freight on the site. Date approved: 30 June 2017. 	Compliance

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
1.7	To avoid any doubt, this Concept Plan approval does not permit the construction or operation of any project, which will be subject to separate approval(s) under the Act.		<p>Viewed:</p> <ul style="list-style-type: none"> Development Application documents and DPE approval for the modification to Stolthaven Fuel Storage Terminal from 1,010 ML to 1,200 ML per year. Application Number SSD6664 MOD 1. Date determined: 28 September 2015. Approved. Commenced operations May 2016. Development Application documents and DPE approval for to Stolthaven Fuel Storage Terminal to increase annual throughput from 1,300 ML to 3,500 ML per year, construct and operate an additional 17 fuels storage tanks and construct ancillary infrastructure. Application Number SSD 7065. Date determined: 15 December 2016. Approved. Development Consent – DA 8137 for use of the existing hardstand area as port facilities for storage of freight, including the loading and unloading of freight on the site. Date approved: 30 June 2017. 	Compliance
1.8	The provisions of requirements 2.5, 2.6, 2.7, 2.8, 2.10, 2.11, 2.12, 2.13, 2.14, 2.15, 2.19, 2.20, 2.20 and 2.29 do not apply to utilities infrastructure if developed independently from other port uses.		<p>Viewed:</p> <ul style="list-style-type: none"> Compliance Tracking Database Development applications 	Not triggered
1.9	This Concept Plan approval does not limit or affect the requirements the Voluntary Remediation Agreement issued to the RLMC pursuant to section 26 of the Contaminated Land Management Act, 1997, dated 14 September 2005.			Noted

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
1.10	The requirements of development consent DA 293-08-00 approved by the Minister for Planning on 6 April 2001 (and as subsequently modified), as they relate to remediation works, including the maintenance and monitoring of remediation works and the Concept Plan site in general (including groundwater and surface water monitoring), and as they relate to development constructed and operated under the development consent, remain in force, until they are superseded by future project approvals or as otherwise agreed by the Director-General, in consultation with the EPA.		Viewed: <ul style="list-style-type: none"> 2018-01-19 Port of Newcastle Independent Environmental Audit of DA-293-08-00 Compliance Tracking Program Register_version 5. 	Compliance
	Heritage			
1.11	This Concept Plan approval does not limit or affect the requirements the Excavation Permit requirements issued to the RLMC (and transferred to HDC) pursuant to section 140 of the Heritage Act, 1977, dated 21 September 2005.			Noted
1.12	The requirements of development consent DA 293-08-00 approved by the Minister for Planning on 6 April 2001 (and as subsequently modified), as they relate to cultural heritage, remain in force, until they are superseded by future project approvals or as otherwise agreed by the Director-General, in consultation with the OEH.	PON Planning Manager confirmed the requirements of the DA were to apply as per the condition. The Manager explained that two additional heritage assets, the Master Mechanics Office and the Pattern Store were not originally identified for demolition but were demolished after the appropriate approvals were gained.	Viewed: <ul style="list-style-type: none"> Compliance Tracking Program Register_version 5. 	Compliance
	Statutory Requirements			

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
1.13	This Concept Plan approval does not remove any obligation to obtain, renew, or comply with licences, permits or approvals as required by law associated with any project subject to this Concept Plan approval.		Viewed: <ul style="list-style-type: none"> • Development Application documents and DPE approval for the modification to Stolthaven Fuel Storage Terminal from 1,010 ML to 1,200 ML per year. Application Number SSD6664 MOD 1. Date determined: 28 September 2015. Approved. Commenced operations May 2016. • Development Application documents and DPE approval for to Stolthaven Fuel Storage Terminal to increase annual throughput from 1,300 ML to 3,500 ML per year, construct and operate an additional 17 fuels storage tanks and construct ancillary infrastructure. Application Number SSD 7065. Date determined: 15 December 2016. Approved. • Development Consent – DA 8137 for use of the existing hardstand area as port facilities for storage of freight, including the loading and unloading of freight on the site. Date approved: 30 June 2017. 	Compliance
	Existing and Approved Development			

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
1.14	Construction and operational environmental impacts associated with existing and approved development not subject to this shall be considered in the assessment of projects associated with this Concept Plan and shall be incorporated into any management plan, strategy, monitoring program and review (and the like) required under this Concept Plan approval.		Viewed: <ul style="list-style-type: none"> • Statement of Environmental Effects, Cargo Storage Facility, Mayfield, Port of Newcastle, dated 25 November 2016, prepared by AECOM. • Statement of Environmental Effects, Section 96 Modification – SSD - _6664 Throughput Increase, for Stolthaven Australia Pty Ltd, 21 August 2015, prepared by AECOM. • Stolthaven Bulk Fuel Terminal – Stage 3, Environmental Impact Statement – SSD_7065, prepared for Stolthaven Australia Pty Ltd, 19 February 2016, prepared by AECOM. Note: compliance with the second part of the condition is not part of the scope of this audit.	Compliance
Schedule 3				
2.	Modifications to the Concept Plan – Environment Assessment Requirements			
Project Stages Subject to Other Provisions of the Act				

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
2.1	<p>Under the section 75P(2)(C) of the Act, the following environmental requirements apply with respect to future development that is subject to part 4 (other than complying development) or Part 5 of the Act.</p> <p><u>General Requirements</u></p> <p>a) Demonstration that the project is generally consistent with the requirements of this approval and with the scope and intent of the Concept Plan outlined in the documents under requirement 1.1 of this approval;</p> <p>b) Detailed project description, including construction, operation, maintenance, and staging; and the design and location of ancillary infrastructure (including consideration of the <i>Utilities Infrastructure Plan</i> prepared as a requirement of this approval);</p> <p>c) Details of the consultation process and outcomes with relevant stakeholders, including with (but not limited to):</p> <ol style="list-style-type: none"> i. Government authorities, such as DP&I, OEH, EPA, DPI, Transport for NSW, HDC and Council; ii. Service and infrastructure providers, such as ARTC, RMS, RailCorp, AusGrid, Hunter Water Corporation and Jemena; iii. Special interest groups and the public, including adjoining and affected landowners; and <p>d) An updated environmental assessment of relevant statutory matters and <i>Issue-Specific Requirements</i> for construction and operation (including cumulative impacts of existing and approved development on the site and on adjoining sites) and the identification of relevant avoidance, mitigation and management measures to address associated impacts.</p>		<p>Viewed:</p> <ul style="list-style-type: none"> • Statement of Environmental Effects, Section 96 Modification – SSD -_6664 Throughput Increase, for Stolthaven Australia Pty Ltd, 21 August 2015, prepared by AECOM <ol style="list-style-type: none"> a) Compliance – Section 5.0 Proposed Modification b) Compliance – Section 5.0 Proposed Modification c) Non-compliance – Appendix A – letter from DPE but no other consultation d) Compliance – Sections 8, 9, 10 and 11 • Statement of Environmental Effects, Cargo Storage Facility, Mayfield, Port of Newcastle, dated 25 November 2016, prepared by AECOM. <ol style="list-style-type: none"> a) Compliance – Section 3 – Proposed Development b) Compliance – Section 3 – Proposed Development c) Compliance – Section 5 – Consultation d) Compliance – Sections 7 & 8 • Stolthaven Bulk Fuel Terminal – Stage 3, Environmental Impact Statement – SSD_7065, prepared for Stolthaven Australia Pty Ltd, 19 February 2016, prepared by AECOM. <ol style="list-style-type: none"> a) Compliance – Section 1.2 – Project Description b) Compliance – Section 6.0 Project Description c) Compliance – Section 9.0 – Stakeholder Engagement d) Compliance – Sections 11 to 24 	Compliance

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	<p><u>Issue-Specific Requirements</u></p> <p>e) a Transport Assessment that assesses the transport, access and traffic impacts from projects associated with this Concept Plan. The assessment shall:</p> <ul style="list-style-type: none"> i. consider the transport limits and objectives of the concept Plan, including the objective of not exceeding the total truck movement limits identified in requirement 2.3 (Table 3); ii. consider freight volume forecasts and transport demand; iii. consider the <i>Transport Infrastructure Strategy</i> (if required) and identified infrastructure, service improvements or management measures (if identified); iv. consider the traffic performance and functionality of the local, regional and State road network and site access, including the consideration of development within the vicinity of the Concept Plan site (including connecting road networks) and the cumulative impacts from adjoining development; v. consider rail impacts associated with the project, including: network capacity and the availability of rail access and paths, rail operations on the Port Waratah and Bullock Island loops, and rail access and interface agreements; vi. consider the <i>Transport Monitoring and Review</i> results undertaken as a requirement of this approval; vii. identify rail and road infrastructure requirements, including those specified in this approval and the corresponding exceptions; viii. identify traffic management measures consistent with the requirements of the <i>Traffic Management Plan</i> required under this approval; 		<p>Viewed:</p> <ul style="list-style-type: none"> • Statement of Environmental Effects, Cargo Storage Facility, Mayfield, Port of Newcastle, prepared by AECOM, dated 25 November 2016. Section 7.1 – compliance. • Statement of Environmental Effects, Section 96 Modification – SSD - _6664 Throughput Increase, for Stolthaven Australia Pty Ltd, 21 August 2015, prepared by AECOM. Appendix C – compliance. • Stolthaven Bulk Fuel Terminal – Stage 3, Environmental Impact Statement – SSD_7065, prepared for Stolthaven Australia Pty Ltd, 19 February 2016, prepared by AECOM. Appendix G – compliance. 	<p>Compliance</p>

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	ix. identify rail service and infrastructure changes and upgrades, and initiatives to facilitate an increased rail share of freight movements; x. consider construction traffic routes and associated traffic impacts, including capacity constraints, changes to access and safety impacts ; and xi. include consideration of relevant road and rail design standards including but not limited to <i>Austroads Guide to Road</i> include consideration of relevant road and rail design standards including but not limited to <i>Austroads Guide to Road Design 2009 (with RTA supplements), Australian Standards, and Newcastle Development Control Plan2005 – Element 4.11 (Subdivision).</i>			

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	<p>f) An Air Quality and Greenhouse Gas Assessment that assesses emissions and air quality impacts on local and regional receivers and at a broader level. The assessment shall:</p> <ul style="list-style-type: none"> i. identify emissions and pollutants of concern (including from associated shipping and transport activities) and identify surrounding sensitive receptors that may be impacted by potential pollutants; ii. consider the site pollutant performance criteria identified in this approval; iii. include a refined assessment of pollutants on receptors, including PM10 concentrations, taking into account <i>the Site Air Quality Model, Meteorological Monitoring and Air Quality Monitoring Program</i> required under this approval, and cumulative air quality impacts, as relevant; iv. identify mitigation and management measures that would be implemented to prevent adverse impact to local and regional air quality and sensitive receptors BE, including designs that allow provision of 'cold ironing' and the demonstration of best practice air quality management, with the objective of not increasing emission concentrations beyond the boundary of the site above existing background levels; v. a scope 1 Greenhouse Gas Assessment and the identification of management measures and sustainability initiatives to reduce greenhouse gas emissions; and vi. include consideration of the <i>Approved Methods and Guidance for the Modelling and Assessment of Air Pollutants in NSW</i> (EPA, 2001). 		<p>Viewed:</p> <ul style="list-style-type: none"> • Statement of Environmental Effects, Cargo Storage Facility, Mayfield, Port of Newcastle, prepared by AECOM, dated 25 November 2016. Section 7.4 – compliance. • Statement of Environmental Effects, Section 96 Modification – SSD_6664 Throughput Increase, for Stolthaven Australia Pty Ltd, 21 August 2015, prepared by AECOM. Appendix D – compliance. • Stolthaven Bulk Fuel Terminal – Stage 3, Environmental Impact Statement – SSD_7065, prepared for Stolthaven Australia Pty Ltd, 19 February 2016, prepared by AECOM. Appendix G – compliance. 	<p>Compliance</p>

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	<p>g) A Noise and Vibration Assessment that assesses noise and vibration impacts. The assessment shall:</p> <ul style="list-style-type: none"> i. consider noise goals defined in this approval; ii. consider the Concept Plan Noise Model and Noise Verification Monitoring Program, required under this Concept Plan approval and identify project specific noise and vibration criteria; iii. identify baseline and future conditions and the levels and character of noise and vibration sources; iv. identify sensitive receivers, modelling assumptions and noise and vibration impacts, including on and off-site road and rail noise impacts on receivers within the vicinity of the site, such as road traffic noise impacts on residential areas adjacent to Industrial Drive; v. include details of noise and vibration attenuation measures and how these would be implemented and managed (including costs to property owners, where relevant), should the predicted levels exceed the Concept Plan and project specific criteria, along with a schedule for implementing such works; and vi. include consideration of the following guidelines or any documents that supersede them: <i>NSW Industrial Noise Policy</i> (EPA, 2000) for operational noise; <i>Interim Construction Noise Guideline</i> (DECC, 2009) for site establishment and construction; <i>Environmental Noise Management – Assessing Vibration: A Technical Guideline</i> (DECCW, 2011) for off-site traffic noise and the <i>Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects</i> (DECC and DoP, 2007) for off-site rail noise. 		<p>Viewed:</p> <ul style="list-style-type: none"> • Statement of Environmental Effects, Cargo Storage Facility, Mayfield, Port of Newcastle, prepared by AECOM, dated 25 November 2016. Appendix B – compliance. • Statement of Environmental Effects, Section 96 Modification – SSD - _6664 Throughput Increase, for Stolthaven Australia Pty Ltd, 21 August 2015, prepared by AECOM. Appendix E – compliance. • Stolthaven Bulk Fuel Terminal – Stage 3, Environmental Impact Statement – SSD_7065, prepared for Stolthaven Australia Pty Ltd, 19 February 2016, prepared by AECOM. Appendix E – compliance. 	<p>Compliance</p>

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	<p>h) A Hydrological Assessment that assesses the potential on and off site hydrological impacts of the project and the projects interaction with the sites hydrological objectives. The assessment shall:</p> <ul style="list-style-type: none"> i. Consider flooding coastal risk impacts on the project and adjoining land uses within, adjoining and within the locality of the site, including the consideration of climate change risks, and the NSW sea level rise planning benchmarks; ii. Consider surface and storm water impacts, including interactions with remediation works and the sites drainage regime, spills and leaks and impacts to coastal processes; iii. Consider impacts to groundwater, including the need to isolate stormwater from land contamination and the local groundwater table; iv. Detail flooding, surface and storm water, groundwater, and water quality management and monitoring measures, including the maintenance of measures, the application of first flush collection systems and Water Sensitive Urban Design measures; and v. Consideration of the <i>Stormwater Management Strategy</i> required under this approval; and vi. Relevant document including the <i>Floodplain Development Manual</i> (DIPNR, 2005), <i>Flood Risk Management Guide</i> (DECCW, 2010), and <i>Newcastle Development Control Plan 2005</i>. 		<p>Viewed:</p> <ul style="list-style-type: none"> • Statement of Environmental Effects, Cargo Storage Facility, Mayfield, Port of Newcastle, prepared by AECOM, dated 25 November 2016. Section 7.3 – compliance. • Statement of Environmental Effects, Section 96 Modification – SSD - _6664 Throughput Increase, for Stolthaven Australia Pty Ltd, 21 August 2015, prepared by AECOM. Not applicable due to the application being considered a minor modification causing minimal environmental impact under Section 96 (1A) of the Environmental Planning and Assessment Act 1979. • DPE letter, Reference No: SSD 6664 MOD 1 to Simon Murphy, AECOM, Re: Stolthaven Fuel Storage Terminal, Mayfield, Proposed Throughout Increase (SSD 6664 MOD 1), dated 30/7/2015. • Stolthaven Bulk Fuel Terminal – Stage 3, Environmental Impact Statement – SSD_7065, prepared for Stolthaven Australia Pty Ltd, 19 February 2016, prepared by AECOM. Appendix E – compliance. 	<p>Compliance</p>

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	<p>i) A Hazards and Risks Assessment for potentially hazardous projects (including projects that are associated with the transport, handling or storage of hazardous or dangerous materials) that details a hazards assessment and the identification of risk reduction measures to ensure that risk levels for the projects are maintained within acceptable levels at a project, precinct and site level. The assessment shall:</p> <p>i. Consider appropriate separation distances, hazard safeguards, <i>Port Emergency Response Plan</i>, <i>Safety Management System</i>, and <i>Hazard Audits</i> as required by this approval;</p> <p>ii. Consider climate change and associated coastal risks and hazards,</p> <p>iii. Consider <i>State Environmental Planning Policy No. 33 – hazardous and Offensive Development</i> and associated guidelines and include (as relevant):</p> <p>(a) A hazard analysis taking into account <i>Hazard Analysis</i>, Department of Planning, January 2011, and the identification of impact distances and buffer zones for fire, explosion and gas release (as relevant) to prevent impacts on adjoining land uses both within and external to the site;</p> <p>(b) A hazardous materials transport study detailing routes to be used for the movement of vehicles (road and rail) carrying hazardous or dangerous materials to or from the site, and shall take into account <i>Hazardous Industry Planning Advisory Paper No 11 – Route Selection</i>, Department of Planning, January 2011; and</p> <p>(c) A fire safety study taking into account relevant aspects of</p>		<p>Viewed:</p> <ul style="list-style-type: none"> Statement of Environmental Effects, Cargo Storage Facility, Mayfield, Port of Newcastle, prepared by AECOM, dated 25 November 2016. Section 7.5 – compliance. Statement of Environmental Effects, Section 96 Modification – SSD - _6664 Throughput Increase, for Stolthaven Australia Pty Ltd, 21 August 2015, prepared by AECOM. Compliance – Section 7 relates to the hazard assessment. Note an assessment as per the condition not deemed warranted by DPE as per letter dated 30/7/2015. Due to the application being considered a minor modification causing minimal environmental impact under Section 96 (1A) of the Environmental Planning and Assessment Act DPE letter, Reference No: SSD 6664 MOD 1 to Simon Murphy, AECOM, Re: Stolthaven Fuel Storage Terminal, Mayfield, Proposed Throughout Increase (SSD 6664 MOD 1), dated 30/7/2015. Stolthaven Bulk Fuel Terminal – Stage 3, Environmental Impact Statement – SSD_7065, prepared for Stolthaven Australia Pty Ltd, 19 February 2016, prepared by AECOM. Appendices D and E – compliance. 	<p>Compliance</p>

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	<p>j) A Contamination Assessment that assesses the potential environmental and human health risks of site contaminants on the project and impacts on site remediation outcomes, including remediation works and the maintenance and monitoring of those works. The assessment shall:</p> <p>i. Consider contamination risks, potential acid sulfate soils, site suitability and that the project will not increase risks on adjoining sites, waterways and/or projects;</p> <p>ii. demonstrate compatibility with and will not have a detrimental impact on site remediation works (completed, current and future, as applicable) and the maintenance and monitoring of remediation works, including consideration of:</p> <p>(a) soil, ground water, surface water, VOC and odour works, including contaminants left in-situ or encapsulated, the maintenance of remediation works, including cap integrity and permeability, site grading, levels and storm and waste water drainage systems, and VOC management measures,</p> <p>(b) the structural integrity of drainage works and the barrier wall, including the risk of surface and subsurface displacement resulting from future vertical and lateral loadings, easements, differential settlement, capping beam intrusions and foundation restrictions, and</p> <p>(c) access to and protection of existing and future groundwater monitoring wells;</p> <p>iii. demonstrate that the design has assessed VOC risks and that it incorporates controls and protections to protect human health; and</p>		<p>Viewed:</p> <ul style="list-style-type: none"> Statement of Environmental Effects, Cargo Storage Facility, Mayfield, Port of Newcastle, prepared by AECOM, dated 25 November 2016. Section 7.5 (human health) – compliance. The auditor deemed this requirement not applicable for this development as site has been capped during remediation and not identified as environmental matter during SEE consultation process. Statement of Environmental Effects, Section 96 Modification – SSD -_6664 Throughput Increase, for Stolthaven Australia Pty Ltd, 21 August 2015, prepared by AECOM. Not triggered. An assessment as per the condition not deemed warranted by DPE as per letter dated 30/7/2015. Due to the application being considered a minor modification causing minimal environmental impact under Section 96 (1A) of the Environmental Planning and Assessment Act. DPE letter, Reference No: SSD 6664 MOD 1 to Simon Murphy, AECOM, Re: Stolthaven Fuel Storage Terminal, Mayfield, Proposed Throughput Increase (SSD 6664 MOD 1), dated 30/7/2015. Stolthaven Bulk Fuel Terminal – Stage 3, Environmental Impact Statement – SSD_7065, prepared for Stolthaven Australia Pty Ltd, 19 February 2016, prepared by AECOM. Appendices D and E – compliance. 	<p>Compliance</p>

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	iv. include consideration of the following documents: <ul style="list-style-type: none"> (a) Contaminated Land Management Act, 1997, State Environmental Planning Policy No.55– Remediation of Land and related guidelines, (b) DA 293-08-00 approved by the Minister for Planning on 6 April 2001, as subsequently modified and related management plans, including the Contaminated Site Management Plan, dated 2009 prepared by Hunter Development Corporation, and (c) Voluntary Remediation Agreement pursuant to section 26 of the Contaminated Land Management Act, 1997, dated 14 September 2005 and related documents including the Voluntary Remediation Proposal prepared by the RLMC, dated 30 August 2005 and the Remediation Action Plan dated September 2004 and prepared by Sinclair Knight Mertz for the RLMC. 			

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	<p>k) An Archaeological Assessment that assesses the potential archaeological resources of the site (historical archaeological relics) and the project impacts on the heritage significance of these resources. The assessment shall:</p> <ul style="list-style-type: none"> i. consider Excavation Permit (2005/S140/041) and the associated Research Design and Methodology; ii. consider previous archaeological studies completed for the site, including the <i>Assessment of the Historical Archaeology and Research Design: Newcastle Steelworks Closure Area</i> (Umwelt, May 2005); and iii. consider relevant documents including the NSW Heritage manual (NSW Heritage Council) and associated guidelines. 		<p>Viewed:</p> <ul style="list-style-type: none"> • Statement of Environmental Effects, Cargo Storage Facility, Mayfield, Port of Newcastle, prepared by AECOM, dated 25 November 2016. The auditor deemed this requirement not applicable for this development as site has been capped during remediation and not identified as environmental matter during SEE consultation process. • Statement of Environmental Effects, Section 96 Modification – SSD -_6664 Throughput Increase, for Stolthaven Australia Pty Ltd, 21 August 2015, prepared by AECOM. Not triggered. An assessment as per the condition not deemed warranted by DPE as per letter dated 30/7/2015. Due to the application being considered a minor modification causing minimal environmental impact under Section 96 (1A) of the Environmental Planning and Assessment Act. • DPE letter, Reference No: SSD 6664 MOD 1 to Simon Murphy, AECOM, Re: Stolthaven Fuel Storage Terminal, Mayfield, Proposed Throughout Increase (SSD 6664 MOD 1), dated 30/7/2015. • Stolthaven Bulk Fuel Terminal – Stage 3, Environmental Impact Statement – SSD_7065, prepared for Stolthaven Australia Pty Ltd, 19 February 2016, prepared by AECOM. Section 20. 	<p>Compliance</p>

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	l) An assessment at an appropriate level of detail, of other environmental issues but not limited to: social and economic, waste management, visual, landscaping and lighting impacts. The assessment shall identify the measures for managing and mitigating any impacts, consistent with industry accepted environmental practice.		Viewed: <ul style="list-style-type: none"> Statement of Environmental Effects, Cargo Storage Facility, Mayfield, Port of Newcastle, prepared by AECOM, dated 25 November 2016. Compliance - Section 7.5. Statement of Environmental Effects, Section 96 Modification – SSD - _6664 Throughput Increase, for Stolthaven Australia Pty Ltd, 21 August 2015, prepared by AECOM. Section 11. Stolthaven Bulk Fuel Terminal – Stage 3, Environmental Impact Statement – SSD_7065, prepared for Stolthaven Australia Pty Ltd, 19 February 2016, prepared by AECOM. Section 10 and then Sections 12-21. 	Compliance
	<u>Berths</u>			
	m) An assessment of the cumulative impacts of any berthing, water front structure or the like associated with any future project, including consideration of the <i>Issue-Specific Requirements</i> noted above, as relevant.		Viewed: <ul style="list-style-type: none"> Statement of Environmental Effects, Cargo Storage Facility, Mayfield, Port of Newcastle, prepared by AECOM, dated 25 November 2016. Compliance - Section 7.6. Statement of Environmental Effects, Section 96 Modification – SSD - _6664 Throughput Increase, for Stolthaven Australia Pty Ltd, 21 August 2015, prepared by AECOM. Section 11. Stolthaven Bulk Fuel Terminal – Stage 3, Environmental Impact Statement – SSD_7065, prepared for Stolthaven Australia Pty Ltd, 19 February 2016, prepared by AECOM. Appendices C, D and E. 	Compliance
	Transport			

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
2.2	<p>Projects associated with this Concept Plan shall be operated with the objective of not exceeding the capacity of the transport network, including the local, regional and State road network, and the total truck movement limits identified in Table 1, subject to the identified exceptions, which will be considered in future project assessments.</p> <p><i>Note: Table 1 should be interpreted with reasonable flexibility to recognise the long-term variance in assumed background traffic conditions, which can be influenced by broader transport enhancements and development not related to this concept plan approval.</i></p>		<p>Viewed:</p> <ul style="list-style-type: none"> • Statement of Environmental Effects, Cargo Storage Facility, Mayfield, Port of Newcastle, prepared by AECOM, dated 25 November 2016. Section 7.1 & Appendix A – compliance. • Statement of Environmental Effects, Section 96 Modification – SSD - _6664 Throughput Increase, for Stolthaven Australia Pty Ltd, 21 August 2015, prepared by AECOM. Appendix C – compliance. • Stolthaven Bulk Fuel Terminal – Stage 3, Environmental Impact Statement – SSD_7065, prepared for Stolthaven Australia Pty Ltd, 19 February 2016, prepared by AECOM. Appendix G – compliance. 	Compliance

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status												
2.3	<p>Projects associated with this Concept Plan shall not exceed the total truck movement limits presented in Table 1, except as identified.</p> <p>Table 1 – Initial Staging and Total Truck Movement Limits</p> <table border="1"> <thead> <tr> <th>Total Truck Movements per annum</th> <th>Total Truck Movements per day</th> <th>Total Hourly Truck Movements in peak periods</th> </tr> </thead> <tbody> <tr> <td>462,104</td> <td>1,268</td> <td>95</td> </tr> </tbody> </table> <p>a) Truck movements by road may exceed the identified limits in Table 1 up to the limits identified in Table 2, subject to:</p> <ol style="list-style-type: none"> Traffic monitoring identifying that Concept Plan related traffic movements are not having a detrimental impact on the local, regional and State road network and/or predicted background traffic growth is lower than the long term per annum growth rate of 1.0%; or Deleted The consideration of land use planning and development changes within the locality of the Concept Plan site, including approved uses on the adjoining Intertrade Industrial Park site, which may result in less traffic generation than considered under this Concept Plan. <p>Table 2 – Intermediate Staging and Total Truck Movement Limits</p> <table border="1"> <thead> <tr> <th>Total Truck Movements per annum</th> <th>Total Truck Movements per day</th> <th>Total Hourly Truck Movements in peak periods</th> </tr> </thead> <tbody> <tr> <td>773,438</td> <td>2,120</td> <td>159</td> </tr> </tbody> </table>	Total Truck Movements per annum	Total Truck Movements per day	Total Hourly Truck Movements in peak periods	462,104	1,268	95	Total Truck Movements per annum	Total Truck Movements per day	Total Hourly Truck Movements in peak periods	773,438	2,120	159		<p>Viewed:</p> <ul style="list-style-type: none"> Bi-monthly Traffic Management Report – October 2017 Bi-monthly Traffic Management Report – January 2018 Bi-monthly Traffic Management Report – March 2018 Bi-monthly Traffic Management Report – May 2018 Bi-monthly Traffic Management Report – July 2018 Bi-monthly Traffic Management Report – September 2018 Stolthaven Newcastle, Bi-monthly Report, May & June 2016, Section 4 Stolthaven Newcastle, Bi-monthly Report, November & December 2016, Section 4 Stolthaven Newcastle, Bi-monthly Report, May & June 2017, Section 4 Stolthaven Newcastle, Bi-monthly Report, September & October 2017, Section 4 Stolthaven Newcastle, Bi-monthly Report, January & February 2018, Section 4 Stolthaven Newcastle, Bi-monthly Report, July & August 2018, Section 4 	Compliance
Total Truck Movements per annum	Total Truck Movements per day	Total Hourly Truck Movements in peak periods														
462,104	1,268	95														
Total Truck Movements per annum	Total Truck Movements per day	Total Hourly Truck Movements in peak periods														
773,438	2,120	159														

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status						
	<p>b) Truck movements by road may exceed the identified limits in Table 2 up to the limits identified in Table 3, subject to:</p> <ul style="list-style-type: none"> i) the consideration of the matters listed in requirement 2.3a), as relevant; and ii) the implementation of a <i>Transport Infrastructure Strategy</i> as per requirement 2.4, which has been endorsed by Transport for NSW and RMS. <p>Table 3 – Ultimate Staging and Total Truck Movement Limits</p> <table border="1" data-bbox="315 632 902 767"> <thead> <tr> <th>Total Truck Movements per annum</th> <th>Total Truck Movements per day</th> <th>Total Hourly Truck Movements in peak periods</th> </tr> </thead> <tbody> <tr> <td>1,017,882</td> <td>2,790</td> <td>209</td> </tr> </tbody> </table> <p>Notwithstanding, projects associated with this Concept Plan shall be operated with the objective of not exceeding the total truck movement limits identified in Table3.</p> <p><i>Note: The above requirements do not permit an immediate increase to the identified limits in Table 1. Any exceedances of the limits identified in Table 1, consistent with the above requirements, shall only be permitted, following consideration of the exceedances in future project assessments.</i></p>	Total Truck Movements per annum	Total Truck Movements per day	Total Hourly Truck Movements in peak periods	1,017,882	2,790	209			
Total Truck Movements per annum	Total Truck Movements per day	Total Hourly Truck Movements in peak periods								
1,017,882	2,790	209								

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	<i>Transport Infrastructure Strategy</i>			
2.4	<p>Truck movements by road, which exceed the limits in requirement 2.3 (Table 2), may be undertaken following the preparation, endorsement and implementation of a <i>Transport Infrastructure Strategy</i>.</p> <p>The Strategy shall provide a framework for the development and implementation of local, regional and State road and rail infrastructure improvements or traffic management measures necessary for an increase in truck movements beyond the limits identified in requirement 2.3 (Table 2). The Strategy shall be developed in consultation with the Department, Transport for NSW, RMS, HDC, Council, adjoining land owners and the local community. The Strategy shall include, but not necessarily be limited to:</p> <ol style="list-style-type: none"> the objectives and scope of the Strategy; identification of stakeholders associated with the development of the Strategy, consultation undertaken with Stakeholders and how matters raised were considered; freight volume demand forecasts for road and rail freight movement, including a demand and supply analysis and description of the supply chain for the Concept Plan (for all freight movement); identification and alignment of road and rail movements with required road and rail infrastructure and service improvements or management measures required to meet forecast road and rail freight demand; the feasibility of port freight movements utilising existing and identified infrastructure and service provisions measures for the proposal; and identification of how and when the required infrastructure and service improvements or management measures will be delivered, including parties responsible for the funding and implementation of the works. <p>The Strategy shall be made available to the Director-General and Council following its endorsement by Transport for NSW and the RMS.</p>		<p>Viewed:</p> <ul style="list-style-type: none"> Bi-monthly Traffic Management Report – October 2017 Bi-monthly Traffic Management Report – January 2018 Bi-monthly Traffic Management Report – March 2018 Bi-monthly Traffic Management Report – May 2018 Bi-monthly Traffic Management Report – July 2018 Bi-monthly Traffic Management Report – September 2018 <p>Note triggered as current truck movements are within the limits outlined in Table 2 of the MPC approval.</p>	Not triggered

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	<i>Traffic Management Plan</i>			
2.5	<p>The Proponent shall prepare and implement a <i>Traffic Management Plan</i> for the Concept Plan site in consultation with RMS, HDC, Council, adjoining land owners and the local community to provide a framework for the coordinated management of traffic to, from, and within the Concept Plan site.</p> <p>The Plan shall include traffic management devices and measures to facilitate the orderly movement of port related traffic movement to/from the road network, and shall include but not necessarily be limited to:</p> <ol style="list-style-type: none"> measures to ensure heavy vehicle access to and from the site will be primarily along the routes shown in Attachment A to this approval; measures to minimise port freight movement inside am and pm peak traffic periods; measures to encourage the equal distribution of truck movements between the Industrial Drive/George Street and Industrial Drive/Ingalls Street intersections; measures to prevent heavy vehicles accessing residential streets and areas within the vicinity of the site and to maintain the residential amenity of the local community; and measures to encourage staff access to the site by means other than private vehicles. <p>The Plan shall be prepared and implemented prior to the operation of any projects associated with this Concept Plan approval and shall be updated prior to the commencement of any subsequent project approvals associated with this Concept Plan approval.</p>		<p>Viewed:</p> <ul style="list-style-type: none"> Email dated 27 November 2015 submitting the Traffic Management Plan as a draft to the DPE. Traffic Management Plan, Mayfield Concept Plan, Port of Newcastle, 16 November 2015. Prepared by AECOM. <p>Plan prepared in consultation – Compliance – Section 1.2, along with</p> <ul style="list-style-type: none"> Email from Newcastle City Council dated 10 November 2015 commenting/providing feedback on the draft Traffic Management Plan. Email from RMS to AECOM dated 3 November 2018 – no comments or requirements. Email from AECOM dated 27/11/2015 to DPE advising multiple attempts made to obtain feedback from GPNSW (instead of HDC) and OneSteel with no-response. <ol style="list-style-type: none"> Compliance – Section 3.3 Compliance – Section 3.4 Compliance – Section 3.5 Compliance – Section 3.6 Compliance – Section 3.7 <ul style="list-style-type: none"> Stolthaven Traffic Management Plan, Stolthaven, Newcastle, Last Updated: October 2015 Stolthaven Newcastle, Bi-monthly Report, May & June 2017, Section <p>Implementation component limited to the individual operators having their own Traffic Management Plan which covers the Concept Plan.</p>	Compliance

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	<i>Transport Infrastructure Upgrades</i>			
	<i>Link Road</i>			
2.6	<p>A link road between Ingall Street and Selwyn Street of suitable standard shall be provided prior to the operation of projects associated with this Concept Plan to minimise traffic impacts on Industrial Drive intersections and to maintain access for emergency vehicles to and between the different precincts of the site.</p> <p>The timing of provision of the link road may be varied, subject to consideration of the matters outlined in requirement 2.9.</p>		<p>Viewed:</p> <ul style="list-style-type: none"> Statement of Environmental Effects, Cargo Storage Facility, Mayfield, Port of Newcastle, prepared by AECOM, dated 25 November 2016. <p>Appendix A – Traffic Impact Assessment. The assessment concluded that this link road was not required at this point in time as permitted under Condition 2.9.</p>	Not triggered
	<i>Road Intersections</i>			
2.7	<p>The following road intersections shall be upgraded prior to the operation of any projects associated with this Concept Plan with the objective of improving or maintaining the performance of the intersections:</p> <ol style="list-style-type: none"> Industrial Drive / Ingall Street Industrial Drive / George Street; and George Street / Selwyn Street. <p>The upgrades shall be generally consistent with those outlined in Attachment B and shall be designed in accordance with the <i>Guide to Road Design 2009</i> (Austroads) (with RTA supplements), and <i>Traffic Signal Design 2008</i> (RTA) (or as subsequently updated) and shall be informed by appropriate intersection analysis.</p> <p>The timing, staging, scope and design of the upgrades may be varied, subject to consideration of the matters outlined in requirement 2.9.</p>		<p>Viewed:</p> <ul style="list-style-type: none"> Statement of Environmental Effects, Cargo Storage Facility, Mayfield, Port of Newcastle, prepared by AECOM, dated 25 November 2016. <p>Appendix A – Traffic Impact Assessment. Section 7.0 Conclusion – “As a result no intersection upgrades are identified for the Industrial Drive / George Street intersection.”</p> <p>In regards to George Street / Selwyn Street – Sections 5.2 and 5.3 state that “The performance of the George Street € approach, which provides access to Selwyn Street, during the AM and PM peak is comparable to the existing conditions. Queue lengths experienced on this approach do not impact the adjacent intersection of George Street / Selwyn Street.”</p> <p>Upgrades not required at this stage as permitted under Condition 2.9.</p>	Not triggered

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	<i>Rail Access</i>			
2.8	<p>Rail access to and within the Concept Plan site shall be configured and operated to facilitate increased rail mode share to and from the site, to accommodate train operations to minimise physical and operational impacts on other rail operations within the vicinity of the site, and shall be generally consistent with the following listed infrastructure and operational scenarios:</p> <p>a) a new rail line extended between the One Steel line and the Bullock Island loop to provide direct access to the site for Port trains and the provision of at least two x 650 m length rail sidings to service 1,300 m length trains; and</p> <p>b) the use of an extended shunt neck on the Bullock Island loop approximately 700 m beyond the new rail entry to the Port to provide for trains to entering and exiting the site; and</p> <p>c) provision for the reconfiguration of the Morandoo Yard (road numbers 1 to 5) to provide a total of four x 650 m length rail sidings to hold two Port trains while a third train is within the rail sidings within the Concept Plan site.</p> <p>Rail access consistent with this configuration shall be operational prior to total annual truck movements exceeding the limits identified in requirement 2.3 (Table 1) and total rail freight movements exceeding an average of 3 trains per day (ie 3 trains in and 3 trains out) in any given 12-month period.</p> <p>The timing, staging, scope and design of the rail infrastructure may be varied, subject to consideration of the matters outlined in requirement 2.9.</p>		<p>Viewed:</p> <ul style="list-style-type: none"> Statement of Environmental Effects, Cargo Storage Facility, Mayfield, Port of Newcastle, prepared by AECOM, dated 25 November 2016. <p>No rail access proposed in the SEE for the Cargo facility.</p> <ul style="list-style-type: none"> Bi-monthly Traffic Management Report – May 2018 Bi-monthly Traffic Management Report – July 2018 Bi-monthly Traffic Management Report – September 2018 <p>Not triggered as current truck movements are within the limits outlined in Table 2 of the MPC approval.</p>	Not triggered
2.9	<p>The final timing, staging, scope and design of the <i>Transport Infrastructure Upgrades</i> identified in requirements 2.6, 2.7 and 2.8 may be revised by subsequent project approvals, where the following matters, where relevant, have been considered:</p> <p>a) In relation to road infrastructure:</p>		<p>Viewed:</p> <ul style="list-style-type: none"> Statement of Environmental Effects, Cargo Storage Facility, Mayfield, Port of Newcastle, prepared by AECOM, dated 25 November 	Compliance

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	<p>i. the level of traffic generated by the operation of the project and the consideration of existing and approved development both on and adjoining the site (including the timing of approved development and access to these sites, where relevant);</p> <p>ii. satisfactory performance of the intersections, including Level of Service, Degree of Saturation, and queue lengths;</p> <p>iii. traffic management measures designed to reduce vehicle movement of distribute movements between the intersections;</p> <p>iv. safe access between and to precincts both from within and outside the site, including the consideration of the <i>Port Emergency Response Plan</i>; and</p> <p>v. consultation with Transport for NSW, the RMS, HDC, Council and adjoining land owners.</p> <p>b) In relation to rail infrastructure:</p> <p>i. The objective of increasing freight movement by rail to and from the Concept Plan site and the optimisation of rail operations;</p> <p>ii. Minimising the physical and operational impacts on other rail operations within the vicinity of the site;</p> <p>iii. Availability of additional freight train paths and capacity; and</p> <p>iv. Consultation with Transport for NBSW, ARTC, rail operators within the vicinity of the site and adjoining land owners.</p>		<p>2016. Appendix A – Traffic Impact Assessment</p> <p>a) i) Compliance – Section 4.0</p> <p>ii) Compliance – Sections 5.0</p> <p>iii) Compliance – Section 5.0</p> <p>iv) Not applicable as Stolthaven access site via different access route, not Selwyn Street</p> <p>v) Compliance – Section 5.0 of EIS.</p> <p>b) Not triggered at the time of this audit.</p>	
	<i>Transport Monitoring and Review</i>			
2.10	The Proponent shall undertake transport monitoring and review to assess compliance with this Concept Plan approval, subsequent project approvals and to inform transport planning, and the timing of the transport infrastructure	PON Planning Manager advised that PON publish the bi-monthly monitoring traffic data they receive from Stolthaven on the PON	<p>Viewed:</p> <ul style="list-style-type: none"> Statement of Environmental Effects, Cargo Storage Facility, Mayfield, Port of Newcastle, prepared by AECOM, dated 25 November 	Non-compliance

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	<p>delivery, service provision and management measures associated with this Concept Plan.</p> <p>The monitoring and review shall:</p> <ol style="list-style-type: none"> report on freight volumes, types and movements (road and rail) resulting from projects associated with this Concept Plan, including origin and destination surveys; assess the performance of the road network, including performance of the Industrial Drive / Ingall Street and Industrial Drive / George Street intersections and the mid-block capacity of nominated heavy vehicle routes at a local and regional level; assess the effectiveness of distributing heavy vehicle movements outside of peak traffic periods and the effectiveness of management measures to minimise heavy vehicles accessing residential areas; assess the effectiveness of measures to improve non-vehicular employee access to the site and links to external networks; assess the performance of utilised rail networks, and the use of available train paths; and inform the timing of necessary road and rail infrastructure upgrades, service provision and management measures. <p>Should the monitoring and review identify a substantial non-compliance with this Concept Plan Approval, and / or subsequent project approvals, the Proponent shall identify measures to be implemented to address the non-compliance.</p> <p>The monitoring shall be prepared in consultation with Transport for NSW, the RMS and Council and shall be undertaken prior to and one and five years following the commencement of any project (or the commencement of a modification to a project that results in increased transport movements) associated with this Concept Plan, or as otherwise directed or agreed by the Director-General.</p> <p>The results of this monitoring and review shall be submitted to</p>	<p>website however it is not reported to the relevant authorities within 6 months of the monitoring period.</p>	<p>2016. Appendix A – Traffic Impact Assessment</p> <ul style="list-style-type: none"> Traffic Monitoring and Review, Mayfield Concept Plan, Port of Newcastle, 16 November 2015, prepared by AECOM. <ol style="list-style-type: none"> Compliance – Section 2.1 This section could be clearly in terms of the data to be collected and reported. Compliance – Sections 3.1 to 3.3 Compliance – Sections 2.2, 3.3 and 3.4 Compliance – Section 2.3 Compliance – Section 4.0 Compliance – Section 5.0 <p>Monitoring shall be prepared in consultation with relevant stakeholders:–</p> <ul style="list-style-type: none"> Email from Newcastle City Council dated 10 November 2015 commenting/providing feedback on the draft Traffic Monitoring and Review Plan. Email from RMS to AECOM dated 3 November 2018 – no comments or requirements. Written advice in email from AECOM dated 25 October 2018 that verbal discussion was held and Transport deferred to RMS for comment. <p>The monitoring and reporting program shall be integrated with the Compliance Tracking Program – non-compliance – this part of the condition is not included in the Compliance Tracking Program.</p> <p>Note that the Stolthaven Bi-Monthly Reports are not capturing all the monitoring data required under this condition, hence recommended</p>	

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	Transport for NSW, the RMS, Council and the Director-General within six months of the monitoring period. The monitoring and reporting program shall be integrated with the Compliance Tracking Program.		consulting with Stolthaven to ensure correct data captured and reported.	
	Air Quality			
2.11	Projects associated with this Concept Plan approval shall be design, constructed and operated with the objective of meeting the overall site pollutant performance criteria described in Table 11-6 (or as may be updated in the source documents), of the document referred to in requirement 1.1b), including the utilisation of industry accepted air quality management measures for the transport, handling and storage of pollutant sources.		<p>Viewed:</p> <ul style="list-style-type: none"> Statement of Environmental Effects, Cargo Storage Facility, Mayfield, Port of Newcastle, prepared by AECOM, dated 25 November 2016. Section 7.4 – compliance Statement of Environmental Effects, Section 96 Modification – SSD -_6664 Throughput Increase, for Stolthaven Australia Pty Ltd, 21 August 2015, prepared by AECOM. Section 9 and Appendix D – compliance. Stolthaven Bulk Fuel Terminal – Stage 3, Environmental Impact Statement – SSD_7065, prepared for Stolthaven Australia Pty Ltd, 19 February 2016, prepared by AECOM. Sections 12, 18 and Appendix G – compliance. 	Compliance
	<i>Site Air Quality Model</i>			
2.12	<p>The Proponent shall, prior to the lodgement of consideration of any project associated with this Concept Plan approval, unless otherwise agreed by the Director-General, develop and maintain a <i>Site Air Quality Model</i> to facilitate the assessment of air quality impacts of projects and to report on compliance with the site pollutant performance criteria outlined in requirements 2.11.</p> <p>The Model shall take into consideration pre-project background air quality and pollutant levels at receptors and shall be maintained until such time as the site is fully developed. Air quality monitoring data collected as part of the <i>Air Quality Monitoring Program</i> shall be incorporated into the Model to allow air quality emissions to be managed for the</p>	<p>Interview:</p> <p>Planning Manager advised that the Site Air Quality Model is owned and maintained by AECOM in their office.</p>	<p>Viewed:</p> <ul style="list-style-type: none"> User Guide, Mayfield Concept Plan Air Dispersion Site Model, Port of Newcastle, 9 July 2015, prepared by AECOM. Statement of Environmental Effects, Section 96 Modification – SSD -_6664 Throughput Increase, for Stolthaven Australia Pty Ltd, 21 August 2015, prepared by AECOM. Section 9.0 Statement of Environmental Effects, Cargo Storage Facility, Mayfield, Port of Newcastle, prepared by AECOM, dated 25 November 2016. Section 7.4 – Air Quality. 	Compliance

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	<p>site as a whole and on a cumulative and progressive basis.</p> <p>The Model shall be updated with details from subsequent project approvals and used to assess performance against the air quality performance criteria during the Concept Plan sites development.</p>		<ul style="list-style-type: none"> Statement of Environmental Effects, Section 96 Modification – SSD -_6664 Throughput Increase, for Stolthaven Australia Pty Ltd, 21 August 2015, prepared by AECOM. Section 9 and Appendix D. Stolthaven Bulk Fuel Terminal – Stage 3, Environmental Impact Statement – SSD_7065, prepared for Stolthaven Australia Pty Ltd, 19 February 2016, prepared by AECOM. Sections 12, 18 and Appendix G. Email dated 16 May 2014 from AECOM to DoP submitting the Air Model Users Guide. 	
	<i>Air Quality Monitoring Program</i>			
2.13	<p>The Proponent shall develop and implement an <i>Air Quality Monitoring Program</i>, to outline how the air quality impacts, and in particular particulate matter impacts, of the projects associated with this Concept Plan approval will be monitored and proactively managed.</p> <p>The Program shall be prepared by an appropriately qualified person(s) and shall include, but not necessarily be limited to:</p> <ol style="list-style-type: none"> identification of an air quality monitoring network and meteorological monitoring that can facilitate the monitoring of air pollutants at a project, precinct and Concept Plan site level, locations, frequencies and methods for monitoring air pollutants, including total suspended particles, PM₁₀ and deposited particulate matter; the use of appropriate sampling or monitoring methods to measure air quality and pollutant parameters and a meteorological station consistent with requirement 2.14; the utilisation of real-time monitoring data to inform environmental management decisions associated with the project; a framework for identifying actual and potential air 		<p>Viewed:</p> <ul style="list-style-type: none"> Submitted to Director-General – compliance. Email sighted dated 27 November 2015. submitting the Noise Verification Monitoring Program as a draft to the DPE. Email dated 26 November 2015 from the EPA to AECOM stated they do not review, or comment, on plans or programs. Air Quality Monitoring Plan, Mayfield Concept Plan, Port of Newcastle, 15 October 2015, prepared by AECOM. <ol style="list-style-type: none"> Compliance – Section 5.0 Compliance – Section 4.0 (methods), Section 5.0 (location and frequencies) Compliance – Sections 3.3, 4.0 and 5.0 Compliance – Section 5.1 Compliance – Sections 2.4, 2.5, 2.6 & 3.0 Compliance – Section 2.7 Compliance – Section 2.5 Compliance – Section 2.8 	Compliance

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	<p>quality impacts, and for applying pro-active and reactive mitigation and management measures to address those impacts;</p> <p>f) active engagement with the local community to address air quality issues;</p> <p>g) provisions for reporting monitoring results to the Department and EPA (if requested) and for independent review and auditing of the Program (to be incorporated into the Compliance Tracking Program); and</p> <p>h) mechanisms for updating the Program as may be required from time to time.</p> <p>The Program shall be prepared in consultation with the EPA and submitted to the Director-General prior to the commencement of operations of any project associated with this Concept Plan approval, unless otherwise agreed by the Director-General.</p>		<ul style="list-style-type: none"> CV of Paul Wenta from AECOM CV of Simon Murphy from AECOM <p>In terms of implementation:</p> <ul style="list-style-type: none"> Statement of Environmental Effects, Section 96 Modification – SSD -_6664 Throughput Increase, for Stolthaven Australia Pty Ltd, 21 August 2015, prepared by AECOM. <p>Stage 2 commenced operations in April/May 2016.</p> <p>Note there is no EPL air monitoring requirements for either Stolthaven nor Cargo Storage Facility at the time of the audit.</p>	
	<p><i>Meteorological Monitoring</i></p>			
2.14	<p>The Proponent shall install, operate and maintain a meteorological monitoring station to monitor weather conditions representative of those on the site, in accordance with:</p> <p>a) AM-1 Guide to Siting of Sampling Units (AS 2922-1987)</p> <p>b) AM-2 Guide for Horizontal Measurement of Wind for Air Quality Applications (AS 2923-1987); and</p> <p>c) AM-4 On-Site Meteorological Monitoring Program Guidance for Regulatory Modelling Applications.</p> <p>The meteorological monitoring station shall be installed within or near the site and the Proponent shall use the meteorological monitoring station to facilitate the air quality monitoring required under this approval. This requirement does not preclude the Proponent from reaching agreement with any other relevant party for the installation, operation and maintenance of a shared monitoring station, or shared use of an existing monitoring station representative of the</p>	<p>The auditor has sighted the meteorological station located at Mayfield Berth No. 4, which is near the site.</p> <p>PON Planning Manager confirmed the met station was updated in 2015 to comply with the parameters required in the Mayfield Concept Plan approval.</p>	<p>Viewed:</p> <ul style="list-style-type: none"> User Guide, Mayfield Concept Plan Air Dispersion Site Model, Port of Newcastle, 9 July 2015, prepared by AECOM. Appendix C – Mayfield Berth 4, 2013 Meteorological Data Review. Air Quality Monitoring Plan, Mayfield Concept Plan, Port of Newcastle, 15 October 2015, prepared by AECOM. Section 3.3 Meteorology Met data for 2016, 2017 and 2018 sighted on—line in PON office. 	Compliance

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status																																								
	site, provided the outcomes of this requirement are achieved.																																											
2.15	<p>From the commencement of construction of any project associated with this Concept Plan approval, the Proponent shall continuously monitor, utilising the meteorological monitoring station required under this approval, for each of the parameters listed in Table 4.</p> <p>Table 4 – Meteorological Monitoring</p> <table border="1"> <thead> <tr> <th>Parameter</th> <th>Units of Measure</th> <th>Frequency</th> <th>Averaging Period</th> <th>Sampling Method</th> </tr> </thead> <tbody> <tr> <td>Rainfall</td> <td>Mm</td> <td>Continuous</td> <td>1 hour</td> <td>AM-4</td> </tr> <tr> <td>Temperature at two metres</td> <td>°C</td> <td>Continuous</td> <td>15 minute</td> <td>AM-4</td> </tr> <tr> <td>Temperature at ten metres</td> <td>°C</td> <td>Continuous</td> <td>15 minute</td> <td>AM-4</td> </tr> <tr> <td>Wind speed at ten metres</td> <td>m/s</td> <td>Continuous</td> <td>15 minute</td> <td>AM-2 and AM-4</td> </tr> <tr> <td>Wind direction at ten-metres</td> <td></td> <td>Continuous</td> <td>15 minute</td> <td>AM-2 and AM-4</td> </tr> <tr> <td>Sigma theta at ten metres</td> <td></td> <td>Continuous</td> <td>15 minute</td> <td>AM-2 and AM-4</td> </tr> <tr> <td>Solar radiation</td> <td>W/m²</td> <td>Continuous</td> <td>15 minute</td> <td>AM-4</td> </tr> </tbody> </table>	Parameter	Units of Measure	Frequency	Averaging Period	Sampling Method	Rainfall	Mm	Continuous	1 hour	AM-4	Temperature at two metres	°C	Continuous	15 minute	AM-4	Temperature at ten metres	°C	Continuous	15 minute	AM-4	Wind speed at ten metres	m/s	Continuous	15 minute	AM-2 and AM-4	Wind direction at ten-metres		Continuous	15 minute	AM-2 and AM-4	Sigma theta at ten metres		Continuous	15 minute	AM-2 and AM-4	Solar radiation	W/m ²	Continuous	15 minute	AM-4	<p>The auditor has sighted the meteorological station located at Mayfield Berth No. 4, which is near the site.</p> <p>PON Planning Manager confirmed the met station was updated in 2015 to comply with the parameters required in the Mayfield Concept Plan approval.</p>	<p>Viewed:</p> <ul style="list-style-type: none"> Met data for 2016, 2017 and 2018 sighted on—line in PON office. 	Compliance
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	Operational Noise																																											
2.16	<p>The Proponent shall, within six months of the date of this approval, but prior to the lodgement or consideration of any project associated with this Concept Plan approval, unless otherwise agreed by the Director-General, develop a Site Noise Model for the Concept Plan as described in requirement 2.19. The Site Noise Model shall be developed for the day,</p>		<p>Viewed:</p> <ul style="list-style-type: none"> DPE website – Major Project Assessment for MCP http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=3124 	Compliance																																								

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status																			
	evening and night time periods to ensure that the amenity noise goals identified in Table 5 below are met. The Site Noise Model shall be developed having regard to the noise assessment undertaken for the Concept Plan Environmental Assessment.		<p>Determination date: 16 July 2012. Modification 1 approved on 17 March 2014.</p> <ul style="list-style-type: none"> Email dated 26 February 2014 from Newcastle Port Corporation to Planning confirming the completion of the Mayfield Concept Plan Cumulative Noise Model. AECOM letter dated 22 May 2013 stating compliance with conditions 2.16 and 2.19 relating to the development of GIS portal which met the previous requirement of develop maximum sound power levels (now replaced with Site Noise Model). Mayfield Concept Plan Cumulative Noise Modelling, User Guide, Port of Newcastle, 15 July 2015, prepared by AECOM. Statement of Environmental Effects, Cargo Storage Facility, Mayfield, Port of Newcastle, prepared by AECOM, dated 25 November 2016. Appendix B, Section 3.4. 																				
2.17	<p>Projects associated with the Concept Plan must comply with the amenity noise goals at sensitive residential receivers as detailed in Table 5 below.</p> <p>Table 5 – Noise Goals at Nearby Residences</p> <table border="1"> <thead> <tr> <th rowspan="2">Location</th> <th colspan="3">Project Specific Noise Goals (dBA)</th> </tr> <tr> <th colspan="3">LAeq(period) (dBA)</th> </tr> <tr> <th></th> <th>Day (7.00 am to 6.00 pm)</th> <th>Evening (6.00 pm to 10.00 pm)</th> <th>Night (10.00 pm to 7.00 am)</th> </tr> </thead> <tbody> <tr> <td>A – 1 Arthur Street, Mayfield (Urban)</td> <td>60</td> <td>49</td> <td>43</td> </tr> <tr> <td>B – 2 Crebert</td> <td>60</td> <td>50</td> <td>43</td> </tr> </tbody> </table>	Location	Project Specific Noise Goals (dBA)			LAeq(period) (dBA)				Day (7.00 am to 6.00 pm)	Evening (6.00 pm to 10.00 pm)	Night (10.00 pm to 7.00 am)	A – 1 Arthur Street, Mayfield (Urban)	60	49	43	B – 2 Crebert	60	50	43		<p>Viewed:</p> <ul style="list-style-type: none"> Statement of Environmental Effects, Cargo Storage Facility, Mayfield, Port of Newcastle, prepared by AECOM, dated 25 November 2016. Appendix B – compliance. Statement of Environmental Effects, Section 96 Modification – SSD - _6664 Throughput Increase, for Stolthaven Australia Pty Ltd, 21 August 2015, prepared by AECOM. Compliance – Section 10 and Appendix E. Stolthaven Bulk Fuel Terminal – Stage 3, Environmental Impact Statement – SSD_7065, prepared for Stolthaven Australia Pty Ltd, 19 February 2016, prepared by AECOM. Section 14 and Appendix I. 	Compliance
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B – 2 Crebert	60	50	43																				

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status												
	<table border="1"> <tr> <td>Street, Mayfield (Urban)</td> <td></td> <td></td> <td></td> </tr> <tr> <td>C – 32 Elizabeth Street, Carrington (Urban)</td> <td>57</td> <td>44</td> <td>45</td> </tr> <tr> <td>D – Stockton (Suburban)</td> <td>55</td> <td>37</td> <td>37</td> </tr> </table> <p>The above noise goals apply under winds of up to three metres per second (measured at 10 metres above ground level) and Pasquill stability class from A to F.</p> <p><i>Note: To allow for cumulative noise generated by multiple projects under the Concept Plan, individual projects under the Concept Plan should not utilise all of the noise envelope specified by the criteria outline in Table 5.</i></p>	Street, Mayfield (Urban)				C – 32 Elizabeth Street, Carrington (Urban)	57	44	45	D – Stockton (Suburban)	55	37	37			
Street, Mayfield (Urban)																
C – 32 Elizabeth Street, Carrington (Urban)	57	44	45													
D – Stockton (Suburban)	55	37	37													
2.18	The Proponent shall, in relation to any project associated with the Concept Plan in the Container Terminal Precinct, assess and implement feasible and reasonable noise mitigation measures to reduce traffic noise impacts associated with the total Concept Plan (including total truck movement limits identified in Table 3) on sensitive receivers where exceedances of traffic noise criteria have been predicted. The application of mitigation measures shall be consistent with the requirements of the NS14 NSW Road Noise Policy (DECCW, 2011).	Site inspection: The auditor confirmed that there are no operating facilities in the Container Terminal Precinct.	Viewed: <ul style="list-style-type: none"> 2018-08-24 Mayfield Concept Approval Compliance Tracking Program Register_Version 5. 	Not triggered												
	<i>Concept Plan Site Noise Model</i>															
2.19	The Proponent shall, prior to the lodgement of consideration of any project application associated with this Concept Plan, unless otherwise agreed by the Director-General, develop a <i>Concept Plan Site Noise Model</i> to facilitate the assessment of noise impacts and to report on compliance with project, precinct and concept Plan noise criteria. The Noise Model	Planning Manager advised that the Concept Plan Site Noise Model is owned and maintained by AECOM in their office.	Viewed: <ul style="list-style-type: none"> Mayfield Concept Plan Cumulative Noise Modelling, User Guide, Port of Newcastle, 15 July 2015, prepared by AECOM. Statement of Environmental Effects, Cargo Storage Facility, Mayfield, Port of Newcastle, 	Compliance												

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	<p>shall take into consideration pre-project background noise levels at affected sensitive receivers and shall be maintained for the Concept Plan site until such time as the site is fully developed.</p> <p>The Proponent shall ensure that any noise monitoring data collected as part of the <i>Noise Verification Monitoring Program</i> be incorporated into the Noise Model. The Noise Model shall be updated with details from each individual project and used to assess performance against the Concept Plan noise goals.</p>		<p>prepared by AECOM, dated 25 November 2016. Appendix B – compliance.</p> <ul style="list-style-type: none"> • Statement of Environmental Effects, Section 96 Modification – SSD -_6664 Throughput Increase, for Stolthaven Australia Pty Ltd, 21 August 2015, prepared by AECOM. Compliance – Section 10 and Appendix E. • Stolthaven Bulk Fuel Terminal – Stage 3, Environmental Impact Statement – SSD_7065, prepared for Stolthaven Australia Pty Ltd, 19 February 2016, prepared by AECOM. Section 14 and Appendix I. 	
	<p><i>Noise Verification Monitoring Program</i></p>			
2.20	<p>The Proponent shall develop a <i>Noise Verification Monitoring Program</i>, to outline how the noise impacts of the projects associated with this Concept Plan approval will be monitored and proactively managed. The Program shall include, but not necessarily be limited to:</p> <ol style="list-style-type: none"> a) identification of a noise monitoring network, consistent with the guidelines provided in the <i>Industrial Noise Policy</i> (EPA, 2000); b) locations, timing and methods for monitoring noise impacts as operations commence for each project associated with the Concept Plan to assess compliance with precinct sound power levels, project specific noise criteria and Concept Plan noise goals, including identification of monitoring sites at which pre-project and post-project noise levels can be ascertained; c) a framework for identifying actual and potential noise impacts, and for applying pre-active and reactive mitigation and management measures to address those impacts; d) provisions for reporting monitoring results and complaints and enquiries received to the EPA and the 		<p>Viewed:</p> <ul style="list-style-type: none"> • Noise Verification Monitoring Plan – Mayfield, Port of Newcastle, 15 October 2015, prepared by AECOM. <ol style="list-style-type: none"> a) Section 3.0 – Compliance b) Section 4.0 – Compliance c) Section 4.2 – Compliance d) Sections 4.2.3.1, 4.2.3.2, 4.2.4, 4.3, 5 – Compliance e) Section 6.0 – Compliance Suitably qualified – Angus Leslie and Patrick Martinez AECOM consultants - Compliance <ul style="list-style-type: none"> • CV – Patrick Martinez – AECOM • CV – Angus Leslie - AECOM • Email sighted dated 27 November 2015 submitting the Noise Verification Monitoring Program as a draft to the DPE. Submitted to Director-General – compliance. 	Compliance

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	<p>Department and for independent review and auditing of the Program (to be incorporated into the Compliance Tacking program); and</p> <p>e) mechanisms for updating the Program as may be required from time to time, including a system that allows for the periodic assessment of industry accepted Management Practices and Available Technology Economically Achievable to satisfy the Concept Plan noise goals and the project specific noise criteria.</p> <p>The Program shall be prepared by an appropriately qualified person(s) and shall be submitted to the Director-General prior to the commencement of operations for any project associated with this Concept Plan approval.</p>			
	Hydrology			
	<i>Stormwater Management Strategy</i>			
2.21	<p>The Proponent shall prepare a <i>Stormwater Management Strategy</i> for the Concept Plan site to provide a framework for the coordinated management of storm water and flood risks across the site and within precincts and to facilitate the continual improvement in the quality of stormwater discharge to the South Arm of the Hunter River and a reduction in flooding impacts to land uses within and surrounding the site. The Strategy shall include:</p> <p>a) the identification of water management risks, including flood risk, water quality and stormwater impacts, the isolation of stormwater from contaminated land and the local groundwater table, and the consideration of climate change and coastal risks;</p> <p>b) design principles, objectives and environmental performance criteria for flooding, ground water, and storm water management, including the consideration of the following matters:</p> <p>i. the design and adoption of stormwater management measures that reflect site constraints,</p>		<p>Viewed:</p> <ul style="list-style-type: none"> • Statement of Environmental Effects, Section 96 Modification – SSD - _6664 Throughput Increase, for Stolthaven Australia Pty Ltd, 21 August 2015, prepared by AECOM. • Concept Stormwater Management Strategy, Mayfield Concept Plan, Port of Newcastle, 9 July 2015, prepared by AECOM. <ul style="list-style-type: none"> a) Compliance – Sections 2.5, 4.2, 4.3, 4.4, 4.5, 5.2, 5.2.3, Appendices A and B b) Compliance – Sections 5.1, 5.2, 3.3.2, 5.2.3, 6.2 c) Compliance – Sections 5 and 6 d) Compliance – Section 7 e) Compliance – Section 8.3 f) Compliance – Section 8.4 g) Compliance – Section 8.4 h) Compliance – Section 9.0 	Compliance

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	<p>land use and catchment conditions;</p> <p>ii. the minimisation of runoff and the reduction of peak flows;</p> <p>iii. minimising coastal risks and flooding impacts for land uses within, adjoining and in proximity of the site, including the establishment of site design criteria for site levels and drainage capacity, and consideration of NSW seal level rise planning benchmarks;</p> <p>iv. integrating stormwater capture, treatment and reuse into the operating environment;</p> <p>v. improving surface and groundwater quality within the site and at discharge points.</p> <p>c) conceptual site based flooding, stormwater, surface water and water quality management measures, including standards for the protection and maintenance of these measure;</p> <p>d) a monitoring program for surface and ground water which identifies parameters to be monitored, sampling locations, monitoring methods and sampling methodology, including frequency and duration of monitoring and sampling, responsibilities and reporting;</p> <p>e) corrective action and contingency measures in the event of exceedances of the relevant environment performance criteria;</p> <p>f) process for regularly reviewing and updating the Strategy to identify continual improvement to procedures and to reflect ongoing the development of the site;</p> <p>g) reporting procedures and protocols for evaluating performance; and</p> <p>h) taking into account the <i>NSW Coastal Planning Guideline: Adapting to Sea Level Rise</i> (DoP, 2010), the Preliminary Stormwater Strategy (contained in Appendix H of the Environment Assessment), <i>Managing Urban</i></p>		<ul style="list-style-type: none"> Email dated 16 May 2014 from AECOM to DoP submitting the Strategy to the Director-General. Evidence of consultation with Council, EPA and the Hunter Development Corporation was not provided in the email dated 16 May 2014 from AECOM to the Department. Table 1 of the Strategy, dated 9 July 2015, states a copy of this document is to be provided to the relevant agencies for comment with updates incorporated accordingly. Submitting a document after it has been prepared is not meeting the requirement of the condition of <i>“the strategy shall be prepared in consultation”</i>. However the auditor sighted another document dated 28 October 2014 – AECOM Mayfield Concept Plan – DP&E document review, prepared for – Port of Newcastle. In this document page 9 outlines the consultation that has occurred with the three organisations, hence compliance achieved. AECOM did state in this response that “additional consultation details will be included in the updated Strategy regarding consultation that has been undertaken by PON..” however this did not occur. 	

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	<p><i>Stormwater: Soils and Construction</i> Landcom, 2004), Council design criteria and the existing Hunter Development Corporation groundwater monitoring program.</p> <p>The Strategy shall be prepared in consultation with Council, HDC, EPA and shall be submitted to the Director-General prior to the lodgement or consideration of any project application associated with this Concept Plan approval, or as otherwise agreed by the Director-General. The Proponent shall update the Strategy, as required, following subsequent project approvals with this Concept Plan Approval.</p>			
	Site Infrastructure			
	<i>Utilities Infrastructure Plan</i>			
2.22	<p>The Proponent shall prepare a <i>Utilities Infrastructure Plan</i> for the Concept Plan site to identify the services and utility infrastructure (ie non transport related infrastructure) that will be required for the site and each precinct, and to provide for the coordinated provision of this infrastructure. The Plan shall include, but not be limited to the following:</p> <ol style="list-style-type: none"> the expected site services / utility demand levels and infrastructure requirements, including reasonable contingencies, at a site and precinct level; the identification of service corridors to and within the site, including at a precinct level, to facilitate the rationalisation of infrastructure provision and to minimise conflict with existing and future site operations, including the prioritisation of connecting services to trunk infrastructure facilities to be provided in the adjoining Intertrade Industrial Park and the provision of shore to ship power to berthed vessels (subject to the findings of the Shore Side Power Feasibility Report): and the identification of when the required infrastructure will be required and the inclusion of an implementation schedule to indicate when infrastructure will be 		<p>Viewed:</p> <ul style="list-style-type: none"> Statement of Environmental Effects, Section 96 Modification – SSD -_6664 Throughput Increase, for Stolthaven Australia Pty Ltd, 21 August 2015, prepared by AECOM. Utilities Infrastructure Plan, Mayfield Concept Plan, Port of Newcastle, 9 July 2015, prepared by AECOM. <ol style="list-style-type: none"> Compliance – Section 3.0 Compliance – Section 4.0 Compliance – Section 3.0 and Appendix A – Service Infrastructure Plan. Consultation – Compliance – Appendix C. Email dated 16 May 2014 from AECOM to DOP submitting the Utilities and Infrastructure Plan. 	Compliance

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	<p>delivered and associated installation protocols.</p> <p>The Plan shall be prepared in consultation with infrastructure and public utility authorities as well as adjacent landowners, including but not limited to HDC, AusGrid, Hunter Water Corporation, Jemena, RailCorp, RMS, Council, and telecommunication providers (as relevant).</p> <p>The Plan shall be prepared and submitted to the Director-General prior to the lodgement of or consideration of any project application associated with this Concept Plan approval, or as otherwise agreed by the Director-General. The Proponent shall be responsible for overseeing the implementation of the Plan and shall update it as required, following any subsequent project approvals associated with this Concept Plan approval.</p>			
	<p><i>Shore Side Power (cold ironing) Feasibility Report</i></p>			
<p>2.23</p>	<p>The Proponent shall prepare a Shore Side Power (cold ironing) Feasibility Report, in consultation with the EPA, for shore side power on the landside areas adjacent to berths. The Feasibility Report shall be prepared by a suitably qualified person and shall include, but not be limited to:</p> <ol style="list-style-type: none"> a) a discussion of industry accepted environmental practice for Shore Side Power, including relevant international experience and standards; b) consideration of feasible and reasonable measures that could be adopted at the berths, including the consideration and quantification of air quality and noise benefits; and c) potential options and future recommendations, including the provision of service corridors for future infrastructure. <p>The Plan shall be prepared and submitted to the Director-General prior to the lodgement of or consideration of any project application associated with this Concept Plan approval, or as otherwise agreed by the Director-General.</p>		<p>Viewed:</p> <ul style="list-style-type: none"> • Shore Side Power Feasibility Report, Mayfield Concept Plan, Port of Newcastle, 9 July 2015, prepared by AECOM. <ol style="list-style-type: none"> a) Compliance – Section 3.0 b) Compliance – Section 4.0 c) Compliance – Section 5.0 • CV of the person who prepared the report - Neil Bevan – prepared the Report • CV of the person that reviewed the report - Andrew Cook • Email dated 16 May 2014 from AECOM to the Department (Director-General) submitting the draft Cold Ironing Feasibility Report. • Email dated 17 March 2015 at 3.15pm from AECOM to the Department submitting the updated Feasibility Report incorporating comments from previous discussions. Revision C. 	<p>Administrative non-compliance</p>

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
			<ul style="list-style-type: none"> • Evidence of consultation with EPA was provided via AECOM document dated 28 October 2014, titled AECOM Mayfield Concept Plan – DP&E document review, prepared for – Port of Newcastle. In this document page 14 states <i>“As per the requirements of the Concept Plan Approval, PON issued the EPA with the updated Shore Side Power (Cold Ironing) Feasibility Report on 13 March 2015 for review and has requested a follow up meeting if required. PON is yet to receive any formal response”</i>. The auditor has assumed a typographically error with the date submitted to the EPA, it should be 2014 not 2015 as document is dated 28 October 2014. • Email from PON to EPA dated 17 March 2015 at 3.35pm submitting the Feasibility Report to the EPA for review. This is after the report was submitted to the Director-General hence PON has not met the requirement of preparing the Study in consultation with the EPA. • Email dated 9 April 2015 from the EPA to PON acknowledging receipt of the Feasibility Report, EPA did not request any changes or amendments. 	

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	Hazards Dangerous Goods and Chemical Storage			
2.24	Potentially hazardous facilities of a project associated with this Concept Plan Approval shall be designed and sited with appropriate separation distances such that they do not cumulatively impact adjacent surrounding land uses at a precinct and Concept Plan site level in a manner exceeding permissible impact levels published in <i>Hazardous Industry Planning Advisory Paper No. 4 – Risk Criteria for Land Use Safety Planning</i> , Department of Planning, January 2011.		Viewed: <ul style="list-style-type: none"> Stolthaven Australia Pty Ltd, Preliminary Hazard Analysis, Newcastle Bulk Liquids Terminal Stage 3 Development, Port of Newcastle, 14 March 2016. Prepared by Cockshott Consulting Engineers Pty Ltd. Statement of Environmental Effects, Section 96 Modification – SSD_6664 Throughput Increase, for Stolthaven Australia Pty Ltd, 21 August 2015, prepared by AECOM. Section 7.0. This not applicable as facility’s overall risk profile would not change according to AECOM. 	Compliance
2.25	The hazard safeguards (as applicable) listed in the Hazard Identification Table A.1, in Appendix A, of the report titled <i>Preliminary Hazardous Analysis, Mayfield Site Port-Related Activities Concept Plan</i> , dated 19 July 2010 and prepared by AECOM, shall be implemented.		Auditor did not audit the implementation of the hazard safeguards – outside scope of the audit.	Not verified
	<i>Port Emergency Response Plan</i>			
2.26	The Proponent shall prepare a <i>Port Emergency Plan</i> for the Concept Plan site, precinct and project(s) prior to the commissioning of any projects associated with this Concept Plan approval that involves the transport, handling or storage of hazardous or dangerous materials. The Plan shall: <ol style="list-style-type: none"> include detailed procedures for the safety of people on and off site who may be at risk from the project; include provision for safe and fully accessible emergency service vehicle access to portside facilities; consider any <i>Safety Management System</i> prepared for the project; be updated prior the commissioning of any subsequent projects associated with this Concept Plan approval; and be consistent with the <i>Hazardous Industry Planning</i> 		Viewed: <ul style="list-style-type: none"> Work Health & Safety Procedure, Mayfield Site Precinct Emergency Management Plan, Revision A, February 2016. <ol style="list-style-type: none"> Compliance – Section 2.1 Compliance – Section 6.2 Compliance – the Plan Compliance – Plan was prepared in February 2016 and submitted to the Director-General in February 2016 (email dated 26/2/2016 from PON to Planning). Compliance – the Plan and associated plans. <p>Submission no later than two months prior to</p>	Compliance

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	<p><i>Advisory Paper No. 1 – Emergency Planning</i>, Department of Planning, January 2011.</p> <p>The Proponent shall submit the Plan or any update of the Plan to the Director-General no later than two months prior to the commencement of any project associated with this Concept Plan approval, or as otherwise agreed by the Director-General. The Proponent may elect to use an existing Plan should that Plan address the requirements of this Concept Plan approval.</p>		<p>the commencement of any project (Stage 2 of Stolthaven – February 2018)</p> <p>Note: Appendix 1 needs updating to incorporate the Mayfield Cargo Storage Facility.</p> <ul style="list-style-type: none"> Mayfield Cargo Storage Facility - DA 8137 – Development Consent - Approved on 30 June 2017. <p>It is noted that in Table 15 that no hazardous or dangerous materials as classified by the Australian Dangerous Goods Code are proposed to be store or transferred as part of the project.</p> <ul style="list-style-type: none"> Statement of Environmental Effects, Section 96 Modification – SSD -_6664 Throughput Increase, for Stolthaven Australia Pty Ltd, 21 August 2015, prepared by AECOM. Section 4.3.3. <p>Port Emergency Response Plan was required to updated and submitted to the Secretary General two months prior to commencement of the operations (mod).</p> <p>Commenced operations: April/May 2016</p>	
	<p><i>Safety Management System</i></p>			
2.27	<p>A <i>Safety Management System</i> shall be prepared prior to the commissioning of any project associated with this Concept Plan approval that involves the transport, handling or storage of hazardous or dangerous materials. The System shall cover on-site operations and associated transport activities involving the transport, handling or storage of hazardous and dangerous materials. The document shall:</p> <p>a) specify safety related procedures, responsibilities and policies, along with details of mechanisms for ensuring adherence to the procedures; and</p>		<p>The auditor did not have access to Stolthaven Safety Management System and compliance could not be verified.</p> <p>Viewed:</p> <ul style="list-style-type: none"> Email from Stolthaven advising that their Safety Management System is a combination of the site’s management plans – Stormwater and Drainage Management Plan, Water Management Plan, Traffic Management Plan, Utilities and Services Management Plan Air 	Not verified

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	<p>b) be consistent with the <i>Hazardous Industry Planning Advisory Paper No. 9 – Safety Management</i>, Department of Planning, January 2011.</p> <p>The Proponent of future project applications under this Concept Plan approval shall submit the System to the Director-General no later than two months prior to the commencement of any project associated with this Concept Plan approval, or as otherwise agreed by the Director-General. Records shall be kept on site and shall be available for inspection by the Director-General upon request.</p>		<p>Quality and Greenhouse Management Plan and Landscape Management Plan.</p> <ul style="list-style-type: none"> Stolthaven website – under SHEQ outlines the company wide commitment to HSE. 	
	<i>Hazard Audit</i>			
2.28	<p>A <i>Hazard Audit</i> of each project associated with this Concept Plan approval that involves the transport, handling or storage of hazardous or dangerous materials shall be undertaken twelve months after the commencement of operations and every three years thereafter, or at such intervals as the Director-General may agree.</p> <p>The audits shall be carried out by a qualified person or team, independent of the project, and shall be consistent with the Department of Planning’s <i>Hazardous Industry Planning Advisory Paper No. 5, ‘Hazard Audit Guidelines’</i>.</p> <p>The Proponent of future project applications under this Concept Plan approval shall submit each audit to the Director-General within one month of the audit being undertaken. The three yearly site Hazard Audits for each project associated with this Concept Plan approval shall be consolidated.</p>		<p>Viewed:</p> <ul style="list-style-type: none"> Sherpa Consulting, 2016 Hazard Audit Report, Newcastle Bulk Fuel Terminal, Stolthaven Australia Pty Ltd. Document No. 21029-RP-001, Revision 0, Date: 12 May 2016. Letter from Planning and Environment NSW, dated 17 December 2015 approving Mr Stuart Chia and Ms Jenny Polich of Sherpa Consulting. Note the letter covered two approval audits (SSD and Mayfield Concept Plan). Email from AECOM to Planning, dated 1 June 2016 submitted the Hazard Audit report for Mayfield Fuel Storage Terminal operation. This report was prepared to satisfy the requirements of: <ul style="list-style-type: none"> SSD_6664 as modified – Condition 17A; and Mayfield Concept Plan Approval 09_0096_Condition 2.28. Port of Newcastle’s Mayfield Concept Approval Compliance Status – timing and progress as @ Mar 2016. Has Stolthaven Stage 2 operational in 	Compliance

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
			Apr/May 2016. Hazard Audit for Stolthaven Stage 2 was due on April/May 2017. The Hazard Audit report was dated 12 May 2016 and submitted to DPE on 1 June 2016.	

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	Social and Economic			
2.29	Projects associated with this Concept Plan Approval, shall be subject to Section 94A development contribution levies consistent with rates identified in the <i>Section 94A Development Contributions Plan 2009</i> , The City of Newcastle, March 2011 (or as subsequently updated), or as otherwise agreed with Council.			Noted
3.	COMMUNITY INFORMATION, CONSULTATION AND INVOLVEMENT			
3.1	Subject to confidentiality, the Proponent shall make all documents required under this approval available for public inspection on request.		<p>Viewed:</p> <ul style="list-style-type: none"> Letter dated 15 May 2014 from Newcastle Port Corporation seeking formal approval from the Director-General on Conditions 3.1, 3.2 and 3.3. Port of Newcastle website. www.portofnewcastle.com.au <p>Includes the following sections with the appropriate information:</p> <ul style="list-style-type: none"> Overview of Mayfield Development Site Progress to date About the Concept Plan Relevant Planning and Environmental Approvals, Licenses and Permits Compliance Monitoring 	Compliance
	Provision of Electronic Information			
3.2	The Proponent shall establish and maintain a dedicated website or maintain dedicated pages within its existing website for the provision of electronic information associated with this Concept Plan approval subject to confidentiality requirements. The Proponent shall publish and maintain up-to-date information on this website or dedicated pages including, but not necessarily limited to: a) information on the statutory context of the Concept Plan		<p>Viewed:</p> <ul style="list-style-type: none"> Letter dated 15 May 2014 from Newcastle Port Corporation seeking formal approval from the Director-General on Conditions 3.1, 3.2 and 3.3. Port of Newcastle website. 	Compliance

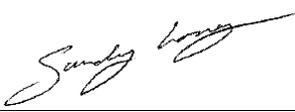
Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	<p>approval and the current implementation status of the project;</p> <p>b) a copy of this approval, any related project approvals and any future modification to this approval;</p> <p>c) a copy of each relevant environmental approval, licence or permit required and obtained in relation to the project; and</p> <p>d) details of the outcomes of compliance reviews and audits of the project.</p>		<p>www.portofnewcastle.com.au</p> <p>Includes the following sections with the appropriate information:</p> <ul style="list-style-type: none"> • Overview of Mayfield Development Site • Progress to date • About the Concept Plan • Relevant Planning and Environmental Approvals, Licenses and Permits • Compliance Monitoring 	
	Community Communication Strategy			
3.3	<p>The Proponent shall prepare and implement a Community Communication Strategy for the project. This Strategy shall be designed to provide mechanisms to facilitate communication between the Proponent, Council and local community (broader and local stakeholders) on the progress and the related environmental management of the project. The Strategy shall include, but not necessarily limited to:</p> <p>a) identification of stakeholders to be consulted as part of the Strategy, including affected and adjoining landowners;</p> <p>b) procedures and mechanisms for the regular distribution of information to stakeholders on the progress of the project;</p> <p>c) procedures and mechanisms through which stakeholders can discuss or provide feedback to the Proponent on the progress of the project;</p> <p>d) procedures and mechanisms through which the Proponent can respond to any enquires or feedback from stakeholders in the progress of the project; and</p> <p>e) procedures and mechanisms that would be implemented to resolve any issues / disputes that may arise between parties on the matters relating to the progress of the project. This may include the use of an appropriately</p>		<p>Viewed:</p> <ul style="list-style-type: none"> • Email dated 16 May 2014 from PON to DPE submitting Strategy to the Director General. • Letter dated 15 May 2014 from Newcastle Port Corporation seeking formal approval from the Director-General on Conditions 3.1, 3.2 and 3.3. • Letter from DPE approving Strategy on 21 July 2015. • Port of Newcastle, Mayfield Site Port-Related Activities Concept Plan, Community Communication Strategy, FINAL, July 2015. <ul style="list-style-type: none"> a) Compliance – Section 6. b) Compliance – Section 7.1. c) Compliance – Section 8.2 d) Compliance – Section 8.2 e) Compliance – Section 8.3 • Port of Newcastle Community Liaison Group, Minutes, Monday 20 August 2018. • Port of Newcastle Community Liaison Group, Minutes, Monday 16 April 2018. • Port of Newcastle Community Liaison Group, 	Compliance

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	<p>qualified and experienced independent mediator.</p> <p>Key issues that should be address in the Community Communication Strategy should include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> i) transport and traffic monitoring and management; ii) noise and vibration monitoring and management; iii) air quality monitoring and management; and iv) cumulative impacts. <p>The Proponent shall maintain and implement the Strategy throughout the development of the Project. The Strategy shall be submitted to the Director-General prior to the lodgement of any project application or commencement of works associated with this Concept Plan approval, unless otherwise agreed by the Director-General.</p>		<p>Minutes, Monday 19 February 2018.</p> <ul style="list-style-type: none"> • Website – Port of Newcastle, under Mayfield Concept Plan – “If you would like to make an enquiry about the Mayfield Concept Plan, provide feedback or join the email list, please click here” • Website – Port of Newcastle, under Mayfield Concept Plan – up-to-date with approvals, compliance monitoring data, quarterly updates. 	
4.	COMPLIANCE MONITORING AND TRACKING			
	Compliance Tracking Program			
4.1	<p>The Proponent shall develop and implement a Compliance Tracking Program to track compliance with the requirements of this approval. The Program shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> a) provisions for periodic review of the compliance status of the Concept Plan and associated projects against the requirements of this approval; b) provisions for the notification of the Director-General following the determination of, prior to the commencement of construction and prior to the commencement of operation of projects associated with this Concept Plan approval; c) provisions for periodic reporting of environmental monitoring and compliance status to the Director-General; d) a program for independent environmental auditing in accordance with <i>ISO 19011:2003 – Guidelines for Quality</i> 		<p>Viewed:</p> <ul style="list-style-type: none"> • Mayfield Concept Approval Compliance Tracking Program, Port of Newcastle, 9 July 2015, prepared by AECOM. Non-compliance – Section 2.1 – annual compliance reports not being produced as specified in the condition by the Cargo Storage Facility. • Traffic Monitoring and Review, Mayfield Concept Plan, Port of Newcastle, 16 November 2015, prepared by AECOM. 2.10 Condition – reporting monitoring results to Director General has been excluded. • Concept Stormwater Management Strategy, Mayfield Concept Plan, Port of Newcastle, 9 July 2015, prepared by AECOM. Again the entire Condition 2.21 was not 	Non-compliance

Condition	Requirement	Interview and Inspections	Documentation Viewed / Assessment	Compliance Status
	<p><i>and / or Environmental Management Systems Auditing;</i> and</p> <p>e) procedures for rectifying any non-compliance identified during environmental auditing or review of compliance.</p> <p>The Program shall be submitted to the Director-General for approval prior to the lodgement of approval for any project associated with this Concept Plan approval, unless otherwise agreed by the Director-General.</p>		<p>included in the Tracking Register and hence monitoring reviewing and updating the Strategy appears not to be occurring.</p> <ul style="list-style-type: none"> Email dated 16 May 2014 from AECOM to the Department (Director-General) submitting the Compliance Tracking Program. 	

APPENDIX B

Independent Audit Certification Form and Auditor CV

Independent Audit Certification Form	
Development Name	Mayfield Concept Plan
Development Consent No.	DA-09_0096
Development Address	Off Selwyn Street Mayfield North
Operator	Port of Newcastle
Operator Address	PO Box 790 Newcastle NSW 2305
Independent Audit	
Title of Audit	Independent Environmental Audit Port of Newcastle DA_09_0096
<p>I certify that I have undertaken the independent audit and prepared the contents of the attached independent audit report and to the best of my knowledge:</p> <ul style="list-style-type: none"> • The audit has been undertaken in accordance with the relevant approval condition(s) and in accordance with the auditing standard AS/NSZ ISO 19001:2014 and Post Approval Guidelines – Independent Audits; • The findings of the audit are reported truthfully, accurately and completely; • I have exercised due diligence and professional judgement in conducting the audit; • I have acted professionally, in an unbiased manner and did not allow undue influence to limit or over-ride objectivity in conducting the audit; • I am not related to any owner or operator of the development, including where there is a reasonable likelihood or expectation of financial gain or loss to me or to a person to whom I am closely related (i.e. immediately family); • Neither I nor my employer have provided consultancy services for the audited development that were subject to this audit except as otherwise declared to the lead regulator prior to the audit; and • I have not accepted, not intend to accept any inducement, commission, gift or any other benefit (apart from fair payment) from any owner or operator of the development, their employees or any interested parties. I have not knowingly allowed, not intend to allow my colleagues to do so. <p>Note:</p> <p>a) The Independent Audit is an environmental audit for the purposes of section 122B(2) of the Environmental Planning and Assessment Act 1979. Section 122E provides that a person must not include false or misleading information (or provide information for inclusion in) an audit report produced to the Minister in connection with an environmental authority if the person knows that the information is false or misleading in a material respect. The maximum penalty is, in the case of a corporation, \$1 million and for an individual, \$250,000.</p> <p>b) The Crimes Act 1900 contains other offences relating to false and misleading information; section 192G (Intention to defraud by false or misleading statement – maximum penalty 5 years imprisonment); sections 307A, 307B and 307C (False or misleading applications/information/document – maximum penalty 2 years imprisonment or \$22,000, or both).</p>	
Signature	
Name of Lead / Principal Auditor	Sandy Lonergan
Address	2 Lincoln Street, Lane Cove, NSW 2066
Email Address	slonergan@slrconsulting.com
Date	29 November 2018

CURRICULUM VITAE



SANDY LONERGAN

PRINCIPAL & APAC NATA MANAGER

Acoustics & Vibration, Asia-Pacific

QUALIFICATIONS

BAppSC	1993	Bachelor of Applied Science – Environmental Assessment and Management (University of Newcastle)
DipPM		Diploma of Project Management
		Qualified Lead Auditor for Management Systems Team Audits
		Qualified Lead Auditor for Quality Audits (ISO9001)
		Qualified Lead Auditor of Occupational Health and Safety Management Systems
		Qualified Lead Auditor for Environmental Management Systems (ISO14001)
		Certificate of Wastewater Treatment, Meadowbank TAFE (1994)

EXPERTISE

- Project management
- Environmental compliance audits
- Development and auditing of environmental management systems to ISO/IEC14001
- Quality, health and safety and ISO17025 auditing
- System development and management to ISO/IEC17025, ISO/IEC9001 and ISO18001
- Due diligence audits
- Environmental management plans
- Environmental monitoring programs

Sandy has worked as an environmental consultant since graduating from the University of Newcastle.

Her experience provides her with the flexibility to analyse non-technical and technical issues in a logical and systematic manner, to distinguish key issues, identify options and put forward appropriate solutions.

Sandy has experience in working in many industries including but not limited to the coal seam gas, coal, petroleum (refineries), meat industry (red and white meat processing facilities, hatcheries, feed mills, poultry farms), food manufacturers, waste management centres, glass manufacturing.

Sandy is a qualified environmental auditor of Environmental Management System to ISO/IEC 14001 and has been previously engaged by NCSI to conduct EMS certification audits on their behalf.

Sandy has developed and implemented numerous EMS in accordance with ISO/IEC14001.

Sandy has over 20 years' experience in conducting environmental audits ranging from compliance to due diligence.

Between 2006 and 2011 she was the Operational and Environmental Manager of an emissions testing company. Her responsibilities included quoting, scheduling and project management. Sandy also developed, implemented and maintained the company's NATA accreditation to ISO/IEC17025 for the company's emission testing and analysis activities. She conducted regular internal audits as well as being part of the external audits.

Since joining SLR she has developed and integrated the Air Quality technical discipline into the company's quality management system, which included obtaining NATA accreditation to ISO/IEC17025.

Due to her expertise in management systems and auditing skills she also manages, as well as conducts the company's internal and external audits in relation to ISO9001 & ISO/IEC17025 and is SLR APAC NATA Manager.

PROJECTS	
	Project Management
Freight Noise Abatement Program (FNAP) (2017 – 2018)	Project Manager for Transport for NSW for SLR Consulting – budget for 2017 \$750,000-\$1,000,000
At Property Treatment Program	Project Manager for Sydney Metro for Transport for NSW – budget \$400,000
Department of Defence Asbestos Management and Dust Monitoring Program	Project Manager for Department of Defence – 12 months – budget \$200,000
	Environmental Audits
Development Approval of Elf Farm Supplies	Independent Environmental Audit for NSW Department of Planning and Environment
ISO14001 Gap Audit	Gap audit for Fitzroy Tower Services Limited against ISO14001:2015
Mayfield No. 4 Berth	Independent Environmental Audit for Port of Newcastle for NSW Department of Planning and Environment
Development Consent of Allied Mills	Independent Environmental Audit for NSW Department of Planning and Environment
Development Approval of Elf Farm Supplies	Independent Environmental Audit for NSW Department of Planning and Environment
Fairview and Arcadia Valley Project Areas of Coal Seam Gas	Third Party Compliance Environmental Audit for Santos
Coal Seam Gas Project Development	Environment Protection and biodiversity Conservation Act (EPBC) Audit for Santos for Commonwealth Government
Fairview Project Area	Third Party Compliance Environmental Audit for Santos
Fairview and Arcadia Project Areas	Third Party Compliance Environmental Audit for Santos
Shoalhaven Starches	Annual Environmental Compliance Audits for Department of Planning
OSI International Foods (Australia) Pty Ltd	Due diligence environmental audits for smallgoods processing facilities in Qld, NSW and SA
Steggles Limited	Environmental audits of breeder and broiler farms, hatcheries, feed mills and processing plants in WA, Qld and Vic
NSCI	ISO/IEC 14001 Certification audits on behalf of NSCI including Rockdale Beef, Baiada Poultry, Tetra Pak, Panasonic, BlueScope Steel

	HSE Audits
LNG Development Project in PNG	Internal HSE Gap Audit against client specifications for ERIAS
	Environmental Management Systems
Fujifilm Australia Pty Ltd	Development of ISO/IEC 14001 compliant environmental management system
Manildra Flour Mill	Development of ISO/IEC 14001 compliant environmental management system
Shoalhaven Starches	Development of ISO/IEC 14001 compliant environmental management system
Steggles Limited	Development of ISO/IEC 14001 compliant environmental management system
MEMBERSHIPS	
Professional membership	Environment Institute of Australia

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