Statement No.

MINISTER FOR THE ENVIRONMENT AND HERITAGE 000615

STATEMENT THAT A PROPOSAL MAY BE IMPLEMENTED (PURSUANT TO THE PROVISIONS OF THE ENVIRONMENTAL PROTECTION ACT 1986)

DONNYBROOK WOODCHIP PROJECT

Proposal: The construction and operation of a 1.0 million tonnes per annum capacity woodchip mill at Preston AA Lot 262, adjacent to the Manjimup-Bunbury railway line, approximately 6 kilometres south-east of Donnybrook, as documented in schedule 1 of this statement.

Logs will be sourced primarily from plantations on private land within approximately 150 kilometres of Donnybrook and transported to the mill site by truck.

Woodchips from the mill will be railed to the existing woodchip export facility at the Bunbury Inner Harbour, and loaded into vessels using the existing fixed ship loader and woodchip storage/handling facility on the leased land adjacent to Berth 3 at the Bunbury Port.

Proponent: WA Plantation Resources

Proponent Address: Level 5, BGC Centre,
28 The Esplanade, PERTH WA 6001

Assessment Number: 1425

Report of the Environmental Protection Authority: Bulletin 1061

The proposal referred to above may be implemented subject to the following conditions and procedures:

Procedural conditions

1 Implementation and Changes

1-1 The proponent shall implement the proposal as documented in schedule 1 of this statement subject to the conditions of this statement.

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1-2 Where the proponent seeks to change any aspect of the proposal as documented in schedule 1 of this statement in any way that the Minister for the Environment and Heritage determines, on advice of the Environmental Protection Authority, is substantial, the proponent shall refer the matter to the Environmental Protection Authority.

1-3 Where the proponent seeks to change any aspect of the proposal as documented in schedule 1 of this statement in any way that the Minister for the Environment and Heritage determines, on advice of the Environmental Protection Authority, is not substantial, the proponent may implement those changes upon receipt of written advice.

2 Proponent Commitments

2-1 The proponent shall implement the environmental management commitments documented in schedule 2 of this statement.

2-2 The proponent shall implement subsequent environmental management commitments which the proponent makes as part of the fulfilment of the conditions in this statement.

3 Proponent Nomination and Contact Details

3-1 The proponent for the time being nominated by the Minister for the Environment and Heritage under section 38(6) or (7) of the *Environmental Protection Act 1986* is responsible for the implementation of the proposal until such time as the Minister for the Environment and Heritage has exercised the Minister's power under section 38(7) of the Act to revoke the nomination of that proponent and nominate another person as the proponent for the proposal.

3-2 If the proponent wishes to relinquish the nomination, the proponent shall apply for the transfer of proponent and provide a letter with a copy of this statement endorsed by the proposed replacement proponent that the proposal will be carried out in accordance with this statement. Contact details and appropriate documentation on the capability of the proposed replacement proponent to carry out the proposal shall also be provided.

3-3 The nominated proponent shall notify the Department of Environmental Protection of any change of contact name and address within 60 days of such change.

4 Commencement and Time Limit of Approval

4-1 The proponent shall provide evidence to the Minister for the Environment and Heritage within five years of the date of this statement that the proposal has been substantially commenced or the approval granted in this statement shall lapse and be void.

Note: The Minister for the Environment and Heritage will determine any dispute as to whether the proposal has been substantially commenced.

4-2 The proponent shall make application for any extension of approval for the substantial commencement of the proposal beyond five years from the date of this statement to the Minister for the Environment and Heritage, prior to the expiration of the five-year period referred to in condition 4-1.

The application shall demonstrate that:

- the environmental factors of the proposal have not changed significantly;
- new, significant, environmental issues have not arisen; and
- all relevant government authorities have been consulted.

Note: The Minister for the Environment and Heritage may consider the grant of an extension of the time limit of approval not exceeding five years for the substantial commencement of the proposal.

Environmental conditions

5 Compliance Audit and Performance Review

5-1 The proponent shall prepare an audit program in consultation with and submit compliance reports to the Department of Environmental Protection which address:

- the implementation of the proposal as defined in schedule 1 of this statement;
- evidence of compliance with the conditions and commitments; and
- the performance of the environmental management plans and programs.

Note: Under sections 48(1) and 47(2) of the *Environmental Protection Act 1986*, the Chief Executive Officer of the Department of Environmental Protection is empowered to audit the compliance of the proponent with the statement and should directly receive the compliance documentation, including environmental management plans, related to the conditions, procedures and commitments contained in this statement.

Usually, the Department of Environmental Protection prepares an audit table which can be utilised by the proponent, if required, to prepare an audit program to ensure that the proposal is implemented as required. The Chief Executive Officer is responsible for the preparation of written advice to the proponent, which is signed off by either the Minister or, under an endorsed condition clearance process, a delegate within the Environmental Protection Authority or the Department of Environmental Protection that the requirements have been met.

5-2 The proponent shall submit a performance review report every five years after the start of the operations phase, to the requirements of the Minister for the Environment and Heritage on advice of the Environmental Protection Authority, which addresses:

- the major environmental issues associated with the project; the targets for those issues; the methodologies used to achieve these; and the key indicators of environmental performance measured against those targets;

- the level of progress in the achievement of sound environmental performance, including industry benchmarking, and the use of best available technology where practicable;
- significant improvements gained in environmental management, including the use of external peer reviews;
- stakeholder and community consultation about environmental performance and the outcomes of that consultation, including a report of any on-going concerns being expressed; and
- the proposed environmental targets over the next five years, including improvements in technology and management processes.

6 Traffic Management

6-1 Prior to commissioning, the proponent shall prepare a Traffic Management Plan, with respect to Donnybrook-Boyup Brook Road between the woodchip mill and the Collie turnoff; and the South-West Highway immediately north and south of the entry to the woodchip mill site, in consultation with Main Roads Western Australia, which as far as practicable:

- has regard for the *Guidelines for the Suitability of Routes for Multi-Combination Vehicles*;
- minimises the risk from coincidence of school buses and log truck movements at times when school buses are operating;
- evenly distributes the timing of arrivals of trucks at the mill over the full proposed period of operation (0700 hours to 2200 hours); and
- establishes traffic management and emergency response procedures in consultation with the relevant local authorities and local communities through which the haulage routes pass,

to the requirements of the Minister for the Environment and Heritage on advice of the Environmental Protection Authority and Main Roads Western Australia. (See procedure 3).

6-2 The proponent shall implement the Traffic Management Plan required by condition 6-1 to the requirements of the Minister for the Environment and Heritage on advice of the Environmental Protection Authority.

6-3 The proponent shall make the Traffic Management Plan required by condition 6-1 publicly available, to the requirements of the Minister for the Environment and Heritage on advice of the Environmental Protection Authority.

7 Noise Emissions from Road Transport

7-1 Prior to commissioning, the proponent shall conduct noise modelling to confirm the estimated noise impacts from road transport, with respect to Donnybrook-Boyup Brook Road between the woodchip mill and the Collie turnoff, and the South-West Highway

immediately north and south of the entry to the woodchip mill site, are in general accord with Main Roads Western Australia criteria, to the requirements of the Minister for the Environment and Heritage on advice of the Environmental Protection Authority.

7-2 Prior to construction, the proponent shall develop a Traffic Noise Monitoring and Management Plan in consultation with Main Roads Western Australia, to the requirements of the Minister for the Environment and Heritage on advice of the Environmental Protection Authority.

This Plan shall address:

- procedures for monitoring noise from transport at noise-sensitive-premises to confirm compliance with the modelling; and
- mitigation measures and management regimes (time of day, frequency of movements, alternate routing, etc) to reduce noise impacts as far as reasonably practicable.

7-3 Within six months following commencement of production, the proponent shall undertake the noise monitoring specified in condition 7-2, to confirm that actual noise impacts from road transport are in general accord with the Environmental Protection Authority's environmental objective for this factor, to the requirements of the Minister for the Environment and Heritage on advice of the Environmental Protection Authority.

7-4 Where the noise monitoring undertaken as specified in condition 7-3 indicates that noise impacts are not in general accord with the Environmental Protection Authority's environmental objective, the proponent shall identify mitigation measures and management regimes, and shall amend the Traffic Noise Monitoring and Management Plan to reflect and incorporate those measures and regimes, to the requirements of the Minister for the Environment and Heritage on advice of the Environmental Protection Authority.

8 Noise Emissions Management

8-1 Notwithstanding the proponent's obligation to meet the requirements of the *Environmental Protection (Noise) Regulations 1997*, the proponent shall comply with the following operational times:

Activity	Monday to Friday Hours	Saturday Hours	Sunday Hours
Log Deliveries	0700 to 2200	0700 to 1700	nil
Other Deliveries	0700 to 1700	0700 to 1200	nil
Chipper Operation	0700 to 2200	0700 to 2200	nil
Rail Loading and Transport	0700 to 2000	0700 to 2000	0700 to 2000

Note: Other activities, such as administration and maintenance, will take place according to the proposal as submitted.

Procedures

1 Where a condition states "to the requirements of the Minister for the Environment and Heritage on advice of the Environmental Protection Authority", the Chief Executive Officer of the Department of Environmental Protection will obtain that advice for the preparation of written advice to the proponent.

2 The Environmental Protection Authority may seek advice from other agencies, as required, in order to provide its advice to the Chief Executive Officer of the Department of Environmental Protection.

3 The Department of Environmental Protection will consult with the Department for Planning and Infrastructure when auditing the compliance of the Traffic Management Plan with Main Roads Western Australia Guidelines. (See condition 6).

Notes

1 The Minister for the Environment and Heritage will determine any dispute between the proponent and the Environmental Protection Authority or the Department of Environmental Protection over the fulfilment of the requirements of the conditions.

2 The proponent is required to apply for a Works Approval and Licence for this project under the provisions of Part V of the *Environmental Protection Act 1986*.

Dr Judy Edwards MLA
MINISTER FOR THE ENVIRONMENT AND HERITAGE

10 DEC 2002

Schedule 1

The Proposal (Assessment No. 1425)

The proposal is to construct and operate a woodchip mill with a production capacity of 1.0 million tonnes per annum (mtpa), 600 metres off the South Western Highway, approximately six kilometres south-east of Donnybrook. Logs for the woodchips will be sourced primarily from blue-gum (*Eucalyptus globulus*) plantations established on private lands located within a radius of about 150 kilometres from Donnybrook, and will be transported by road to the mill site which is located adjacent to the existing Manjimup-Bunbury railway.

The main components of the project are:

- the mill, associated log and chip-handling facilities, administrative office and access road at the Donnybrook site;
- the transport of logs to the mill by truck;
- the transport of the woodchips by rail to the existing woodchip export facility at the Bunbury Inner Harbour; and
- the expansion of the existing blue-gum export capacity at the Bunbury Inner Harbour.

The project is planned to commence export in the last quarter of 2003. Export tonnage will reach the equivalent of 0.75 million tonnes per annum in the initial year of operation, and based on current market projections, continue at 0.75 million tonnes per annum. The project retains the capability to produce one million tonnes per annum should market demand require.

The main characteristics of the proposal are summarised in Table 1 below.

Table 1 - Key Proposal Characteristics

Proposal Aspect	Description of Proposal when Fully Implemented
TRANSPORT TO CHIPMILL	
Plantation Timber Sources	• *Eucalyptus globulus* plantations, total resource of about 75 000 hectares from plantations within an approx. 150 kilometres radius of Donnybrook, from amongst others, the Shires of Boyup Brook, Kojonup, West Arthur and Williams in the east; Rockingham, Murray, Serpentine-Jarrahdale in the north; Bridgetown-Greenbushes and Nannup in the south; and Augusta-Margaret River and Busselton in the west.
Transport of Logs to Chip Mill	• Road transport, using various truck configurations on private haul roads within plantations, local, public and state-funded main roads. • Truck movements - Initially (0.75 million tonnes per annum), 0.80 million tonnes of logs will be transported annually (based on 94% recovery). Equates to approximately 36 000 truck movements, including return (approximately 18 000 loaded truck movements), or about 9 truck movements per hour (or 4.5 loaded truck movements per hour) based on 230 days per year, 17 trucking hours per day. • At full export capacity (1.0 million tonnes per annum), 1.06 million tonnes of logs will be transported annually. This equates to approximately 47 500 truck movements per annum, including return, requiring 12 trucks per hour, (or around 6 loaded truck movements per hour) based on 230 days per year, 17 trucking hours per day. • Logs will be transported on in excess of 1570 kilometres of local and 820 kilometres of state (main) roads in the South West region.

Proposal Aspect	Description of Proposal when Fully Implemented
DONNYBROOK CHIPMILL	
Site, Location & Area	• Preston AA Lot 262 is situated approx. 600 metres off South Western Highway adjacent to the existing Manjimup-Bunbury Railway, about 6 kilometres south east of Donnybrook. • Comprising 18.69 hectares freehold land zoned 'General Farming Pastoral' and requiring negligible clearing of native vegetation.
Site Facilities	• Single chipper line, associated log-handling and pollution abatement equipment, and mobile plant. • Vibrating screens, associated conveyors and maintenance crane. • Train hopper bins and stockpile. • Stormwater recycle ponds. • Administration office, maintenance and truck weighing facilities.
Associated Facilities	• Rail siding of approximately 0.5 kilometres may be required (to be referred to the Environmental Protection Authority separately by Westnet).
Log Unloading and Chipping	• Log trucks arrive via a new access road from the South Western Highway. Trucks on the South Western Highway will approach from both the north (primarily via Boyup Brook Road) and the south from Kirup. • Rubber-tyred loaders (up to 4) to remove and stack logs initially. • Log crane and grab load logs into chipper, with chips being transported by conveyors. • Chips are sized on vibrating screens and stockpiled into hoppers using conveyors. • Train-loading hopper bins load chips into rail wagons.
TRANSPORT TO BUNBURY PORT	
Transport of Chips to Port	• Locomotive hauling up to 19 bottom-discharge rail wagons. Total train capacity approximately 800 tonnes. • Number of loaded train movements from Donnybrook mill: initially (0.75 million tonnes per annum) 3 to 4 loaded train movements per day (approx. 250 days per year), full production (1.0 million tonnes per annum) 4 to 5 train movements per day (280 days per year).
BUNBURY PORT SHIP LOADING	
Site, Location & Area	• Existing land leased within the Bunbury Inner Harbour Port Facilities (about 9.6 hectares). • Chips dropped into existing below-ground hopper and transported via conveyor to existing stockpile area at the Bunbury Port. • Stockpile storage area of approx 5.3 hectares (hardstand currently about 2.3 hectares). Hardstand drained to perimeter drains with stormwater retention ponds.
Site Facilities	• Stacker, fixed ship-loader and associated conveyors. • Office buildings, workshop, bulldozer washing and refuelling bay. • '966' rubber-tyred loaders. • 'D8' bulldozer (1 during normal operations, up to 3 during ship loading). • 40 000 tonne capacity ships. For blue-gum chips only: at 0.75 mtpa, 19 ships per annum (average 2 days in port = 38 days in port), full production (1.00 mtpa) 25 ships per annum (50 days in port). Port operations will proceed on a 24-hour basis during ship loading.

Figures (attached)
Figure 1 – Project location.
Figure 2 – Plant layout.

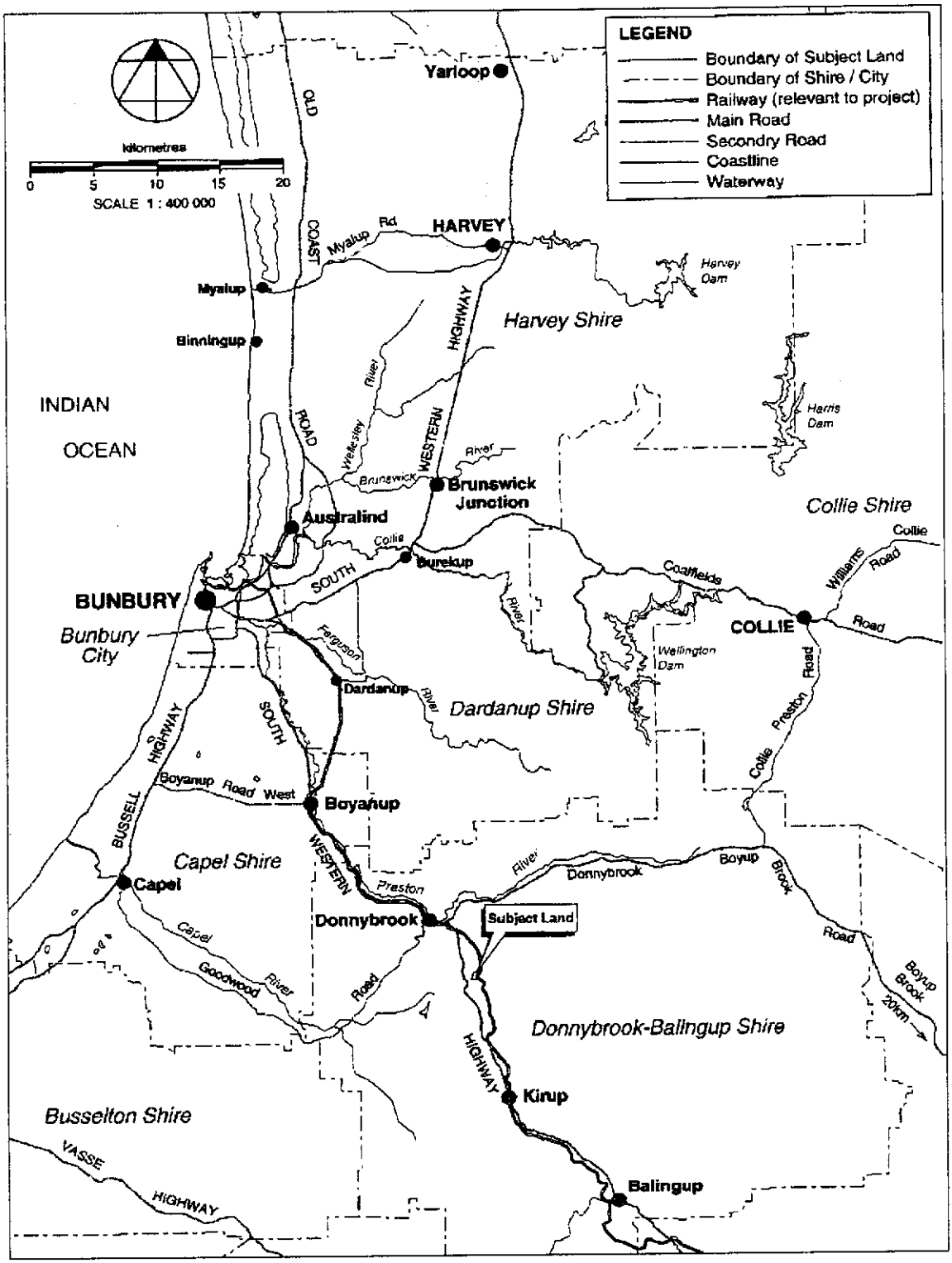

Figure 1: Project location

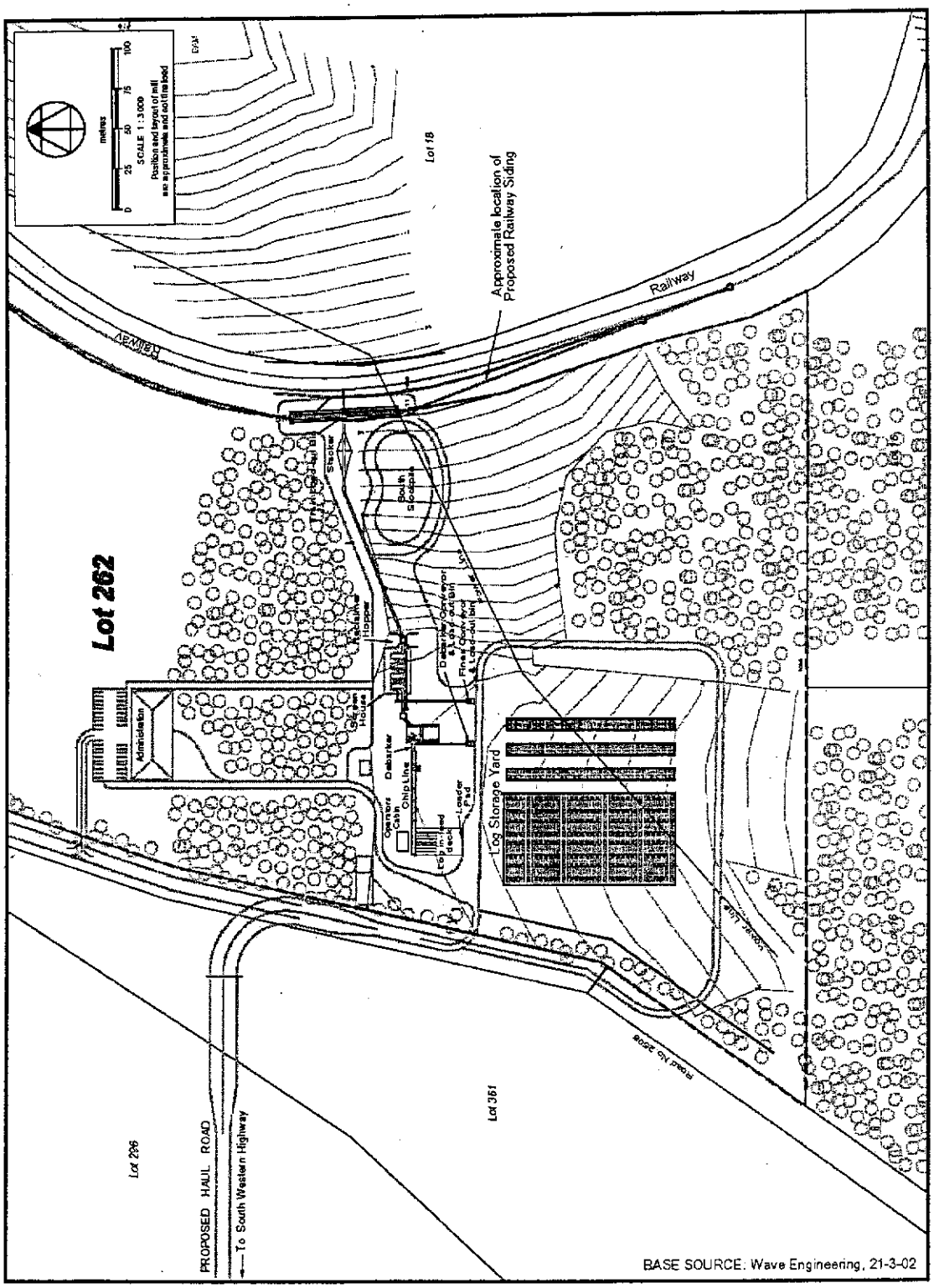

Figure 2 Plant layout

Schedule 2

Proponent's Environmental Management Commitments

November 2002

DONNYBROOK WOODCHIP PROJECT
(Assessment No. 1425)

WA PLANTATION RESOURCES

Proponent's Consolidated Environmental Management Commitments – Donnybrook Wood Chip Project (Assessment No. 1425)

No	Topic	Action	Objective	Timing	Advice
1.0 Transport					
1.1	Air Quality	1) Prepare a Transport Air Quality Management Strategy including: a) Selection of low emission equipment for components under project control; b) Implement a preference for contractors who demonstrate regular vehicle maintenance schedules through accreditation under a recognised QA scheme or *Trucksafe* program; and c) Selection of rail over road for transport of woodchips from Donnybrook to the Port of Bunbury; 2) Implement the Transport Air Quality Management Strategy.	Ensure that gaseous emissions do not adversely affect the environment, health, welfare and amenity of nearby land users by meeting statutory requirements and acceptable standards.	Prior to construction commencing. Pre-construction and operation.	
1.2	Transport Noise	1) Prepare a Transport Noise Management Strategy including: a) Implementing a preference for road transport contractors with quieter equipment and acceptable maintenance practices; and b) Employ only contractors who conform to the Industry Code of Practice such as *Trucksafe*. 2) Implement the Transport Noise Management Strategy.	Protect the amenity of residents along the transport route and in the vicinity of the mill site from noise impacts resulting from activities associated with the transportation of raw materials and product by road and rail, respectively.	Pre-construction. Pre-construction and operation.	
1.3	Public Safety	1) Prepare a Transport Safety Strategy to: a) Manage public health and safety through selection of the safest route and travel time for vehicles under the proponent's control; b) Ensure that heavy vehicle drivers employed by proponent are experienced and competent; c) Implement a preference for contractors who demonstrate regular vehicle maintenance schedules through accreditation under a recognised QA scheme or *Trucksafe* program; d) Recommend to contractors to avoid heavy transport activities coinciding with school and school bus activities on logging truck routes;	To ensure that road and rail traffic associated with the project do not result in unacceptable levels of safety on the existing road and rail network.	Pre-construction	

		e) Employ only contractors who conform to the industry Code of Practice; f) Design of the access road intersection with SW Highway to meet requirements of Ausroads Guide to Traffic Engineering Practice Part 5, Intersection of Grade; and g) Implementation of the proponent's Code of Conduct for Log Haulage. 2) Implement the Transport Safety Strategy.		Operation	
2.0 Donnybrook Mill Site					
2.1	EMP	1) Prepare an Environmental Management Plan (EMP) framework for environmental factors relevant to the construction and operation of the wood chip mill. 2) Implement the Environmental Management Plan.	To manage environmental aspects of the development and minimise environmental impacts.	Prior to construction commencing. Pre-commissioning.	
2.2	Vegetation Management	1) Develop a Vegetation Management Plan which includes the management of the remnant vegetation. 2) Design the mill layout, and that of the associated buildings and access roads to minimise the need for clearing of remnant native vegetation. 3) Implement the Vegetation Management Plan.	To maintain the abundance, species diversity, geographic distribution and productivity of vegetation communities.	Pre-construction Pre-construction During construction	CALM
2.3	Fauna Management	1) Advise CALM and develop a management plan for the protection of Specially Protected Fauna, in the event that they are identified amongst remnant vegetation proposed for removal.	To protect Specially Protected (Threatened) Fauna species and their habitats, consistent with the provisions of the *Wildlife Conservation Act 1950.*	During construction	CALM
2.4	Groundwater	1) Develop a Groundwater Management Plan which will provide details of potential impacts on groundwater quality, and how they will be addressed, including: a) Use of ATUs or amended septics for treatment of sewage; b) Recycling all water on-site wherever possible; c) Use of holding basins for stormwater; d) Management of bulk fuels in accordance with AS 1940; e) Used oil disposed of off-site; f) Routine monitoring of surface and groundwater; and g) Any proposed abstraction of borewater. 2) Implement the Groundwater Management Plan.	To ensure that the beneficial uses of groundwater can be maintained, consistent with the Australian and New Zealand Guidelines for fresh and marine water quality (October 2000) and the NHMRC / ARMCANZ Australian Drinking Water Guidelines - National Water Quality Management Strategy 1996.	Pre-construction Construction and operation	W&RC

2.5	Surface Water	1) Develop a Surface Water Management Plan which will provide details of potential impacts on surface water quality, and how they will be addressed, including: a) Release of stormwater from the interception dams to only occur if water quality meets *ANZECC Guidelines for Protection of Aquatic Ecosystems*. 2) Implement the Surface Water Management Plan.	To ensure that surface water is managed to prevent discharge of contaminated water from site or to groundwater.	Pre-construction Construction and operation	W&RC
2.6	Dust	1) Develop a Dust Management Plan which will specify dust actions in the case of unreasonable dust lift-off during windy dry conditions; 2) Apply EPA Policies, Guidelines and Criteria for EIA No 18, *Air Quality Impacts from Development Sites* during construction of the plant; and 3) Meet the National Environmental Protection Measure (NEPM) for Ambient Air Quality (NEPC 1998) during operations.	(i) Ensure that dust generated during construction and operation does not cause any environmental or human health problem or significantly impact on amenity; and (ii) Use all reasonable and practicable measures to minimise airborne dust.	Pre-construction During construction Operation	
2.7	Noise	1) Develop a Noise Management Plan for Construction and Operation that will provide details of how potential noise impacts will be addressed, including: a) Design and installation of sound shields around equipment, as necessary, so that at all times, noise emissions comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*. b) Ensuring compliance with noise requirements during acceptance testing from equipment suppliers. c) Management of train-loading operations and truck-unloading activities through scheduling and engineering design such that noise emissions comply with all requirements of the *Environmental Protection (Noise) Regulations 1997* at the nearest residence all the time. d) Construct an acoustic enclosure around the chipper and insulation of the building. e) Purchase (where practical) of optimum front-end loaders with respect to noise.	To ensure noise emissions from the plant's operations are as low as reasonably practical and comply with the *Environmental Protection (Noise) Regulations 1997*.	Pre-construction	

		f) Optimise the location, orientation and management of log storage to reduce noise propagation, especially at night. g) Where possible, construct earthen bunds to limit noise propagation. h) Implement operational procedures to limit mobile plant movement during sensitive periods. i) Limit hours of operation to avoid truck arrivals between 2200 hours and 0700 hours. j) As far as practical, limit train-loading to daylight hours. k) Progressively implement strategies, including noise abatement measures, planning administrative procedures, maintenance of separation distances between the plant site and possible future residences or a combination thereof to ensure compliance with the *Environmental Protection (Noise) Regulations 1997* at all times. 2) Implement the Noise Management Plan.		Construction and operation	
2.8	Ethnographic and archaeological	1) Develop a site heritage protocol within the EMP including: a) Construction work to be stopped in the event that a site of suspected Aboriginal significance is found and an archaeologist to be notified to examine the site; and b) If a site is positively identified to be of Aboriginal significance, the site will be fenced with "Keep Out" signage and the Department of Indigenous Affairs will be notified of the site in a timely manner. 2) Implement the site heritage protocol.	To comply with statutory requirements, *Aboriginal Heritage Act 1972*, in relation to areas of cultural and historical significance.	Pre-construction Construction	DIA
2.9	Odour	1) Use of ATUs or amended septics with well-maintained reticulation for treatment of sewage. 2) All putrescible wastes, litter and office waste collected and disposed of off-site. 3) If unreasonable odours are emitted from the operation, develop and implement an Odour Management Plan.	Odours emanating from the development should not adversely affect the welfare and amenity of nearby land users.	Construction	

2.10	Liquid and Solid Waste Disposal	1) Accumulated fines and residual bark will be disposed of off-site. 2) Other forms of solid waste will be disposed of to the municipal landfill sites or, where appropriate, recycled.	Liquid and solid wastes to be contained and isolated from groundwater and surface surrounds. Waste disposal is to meet the requirements of the *Environmental Protection Act, 1986*. Sanitation requirements will be designed to meet the *Health Act, 1911* and the *Occupational Health & Safety Act, 1984*.	Pre-commissioning	
2.11	Light Overspill	1) Design of light overspill to comply with AS 4282. 2) Management of remnant vegetation and vegetation buffer along the north-east boundary. 3) Planting of vegetation along the boundary, where practical to screen the plant. 4) Strategic use of light poles and directional lighting.	Manage potential impacts from light overspill and comply with Standard AS 4282.	Pre construction Construction Operation	
2.12	Public Health and Safety	1) Develop and Implement an Emergency Management Plan 2) Storage of bulk fuels to comply with AS 1940. 3) Fencing of the site in compliance with *Occupational Health & Safety Regulations*.	Ensure that risk is as low as reasonably achievable and complies with the requirements in EPA Policies, Guidelines and Criteria for EIA No 2, *Guidance for Risk Assessment and Management: Offsite Individual Risk from Hazardous Industrial Plant (July 2000)*.	Pre-construction Construction and operation	DMPR
3.0 Port Facilities					
3.1	Stormwater Management	1) Sewage and grey water to be directed to the existing septic tank system. 2) Any putrescible wastes, litter and office waste to be collected and disposed of off-site at municipal landfills. 3) Storage of bluegum woodchip product at Port facility on a hardstand. 4) Drainage to harbour and surrounds through a series of perimeter drains and a retention sump with sufficient capacity to allow recovery of accidental hydrocarbon loss. 5) Industrial mesh grates to cover all stormwater inlets/outlets.	To ensure that surface water is managed to prevent discharge of contaminated water from site or to groundwater. To ensure that the beneficial uses of groundwater can be maintained, consistent with the Australian and New Zealand Guidelines for fresh and marine water quality (October	Operation	W&RC City of Bunbury

		6) Monitoring of stormwater and groundwater to ensure that discharge meets criteria for ANZECC Water Quality Guidelines.	2000) and the NHMRC / ARMCANZ Australian Drinking Water Guidelines - National Water Quality Management Strategy 1996.		
3.2	Dust	1) Undertake abatement measures, as necessary, such that the proposal meets the requirements in EPA/DEP Policies, Guidelines and Criteria. 2) Continue to support the Bunbury Port Authority and Port Users' Group initiatives with the high volume air sampling program, to monitor environmental dust levels.	Use all reasonable and practicable measures to minimise airborne dust.	Operation	
3.3	Visual Amenity	1) Confirm that lighting towers are strategically located and use directional lighting. 2) Maintain and promote the vegetation buffer along Koombana Drive. 3) Limit the height of the bluegum stockpile to the height of the current marri/karri stockpile.	Visual amenity of the area adjacent to the project should not be unduly affected by the proposal.	Operation	
3.4	Public Health & Safety	1) Continue to store bulk fuels in compliance with AS1940. 2) Maintain existing fence around the site. 3) Continue compliance with Occupational Health and Safety Regulations.	Ensure that risk is as low as reasonably achievable and complies with the requirements in EPA Policies, Guidelines and Criteria for EIA No 2, *Guidance for Risk Assessment and Management: Offsite Individual Risk from Hazardous Industrial Plant (2000).*	Operation	
3.5	Light Overspill	1) Confirm that lighting towers are strategically located and use directional lighting. 2) Maintain and promote the vegetation buffer along Koombana Drive.	Manage potential impacts from light overspill, and comply with AS 4289.	Operation	

3.6	Noise	1) Develop a Port Noise Management Plan to ensure compliance with the *Environmental Protection (Noise) Regulations 1997* at any noise-sensitive premises at all times. 2) Implement the Port Noise Management Plan.	To ensure noise emissions from the plant's operations are as low as reasonably practical and comply with the *Environmental Protection (Noise) Regulations 1997*.	Pre-operation Operation.	
4.0 Whole of Project					
4.1	Public Consultation	1. Continue the public consultation program which both informs and educates the wider community generally, and addresses the concerns of those likely to be directly affected. 2. Where possible, modify the project to take into account community concerns.	To minimise potential for groundwater and surface water contamination or risk to public health.	Construction and Operation.	

Abbreviations:

CALM	Department of Conservation and Land Management
DEP	Department of Environmental Protection
DIA	Department of Indigenous Affairs
DMPR	Department of Mineral and Petroleum Resources
EPA	Environmental Protection Authority
LGA	Shire of Donnybrook-Balingup
W&RC	Water and Rivers Commission