

# Hobart Airport Environmental Management Guide

April 2025



**Hobart Airport**  
TASMANIA

*Connecting Communities*



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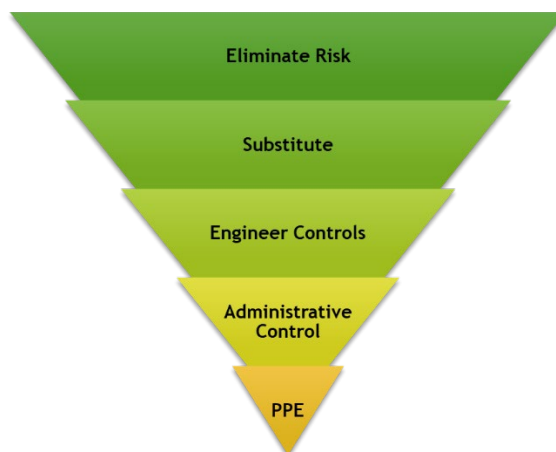


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## 2. Purpose

This document outlines the environmental aspects to be considered when working at Hobart Airport. By providing basic information regarding key aspects, it aims to guide the preparation of environmental management plans based on a risk assessment approach to impact mitigation and management.

In understanding the existing environment, Hobart Airport operators, tenants and contractors undertaking works must apply the hierarchy of controls, common to all risk mitigation efforts.



*Figure 2 – The Hierarchy of Risk Control Application*

This, in turn, enables contractors and Project Managers to meet environmental regulatory obligations associated with works on Hobart Airport land.

Environmental impacts can be adequately considered and managed in line with regulatory and operational requirements through the collation and approval of a Construction Environmental Management Plan (CEMP), or an Operational Environmental Management Plan (OEMP).

The purpose of such a management plan is to:

- Identify environmental, cultural and heritage values
- Prevent regulatory and legal non-conformance
- Prevent or minimise environmental harm
- Minimise risks to a level considered As Low as Reasonably Practicable (ALARP)
- Achieve positive environmental and sustainability outcomes

CEMPs may be developed by Hobart Airport, its tenants and its contractors or project delivery partners to meet with obligations and requirements. To determine if a CEMP is required, complete Preliminary Project Detail Form (Appendix A)

## 3. Sustainability

Hobart Airport maintains a strong commitment to Sustainability, with a vision to embed this into everything we do. Our vision for sustainability is structured around three core pillars;

1. Environmental stewardship,
2. Being a trusted business with strong growth and
3. Inspiring people and community

Within each of the three pillars are goals and related actions that will be implemented to ensure our sustainability goals are realised. This expectation is passed on to our employees, contractors, tenants and project partners to ensure sustainability is a core consideration in operations and Project delivery.

## 4. Hobart Airport Master Plan

Chapter 11 of the Hobart Airport Master Plan 2022 provides the primary environmental strategy, planning, and land use guide for development at Hobart Airport. It also outlines the objectives and commitments against key aspects which must be considered when undertaking works and operations at Hobart Airport.

As part of the current Master Plan, HBA has identified environmental aspects that have been placed into the following broad categories:

- Biodiversity
- Land
- Water
- Climate change
- Waste
- Cultural heritage
- Local air quality
- Ground-based noise
- Hazardous materials

A copy of the Masterplan is available [here](#).

## 5. Regulatory Alignment

Hobart Airport is primarily located on Commonwealth land and is therefore controlled by federal legislation. Under the *Airports (Environment Protection) Regulations 1997* (AEP Regulations) it is a requirement that all operators, works and projects (including contractors and staff), working at HIAPL take all reasonable and practicable measures to manage and minimise environmental impacts.

## 6. Project Approvals

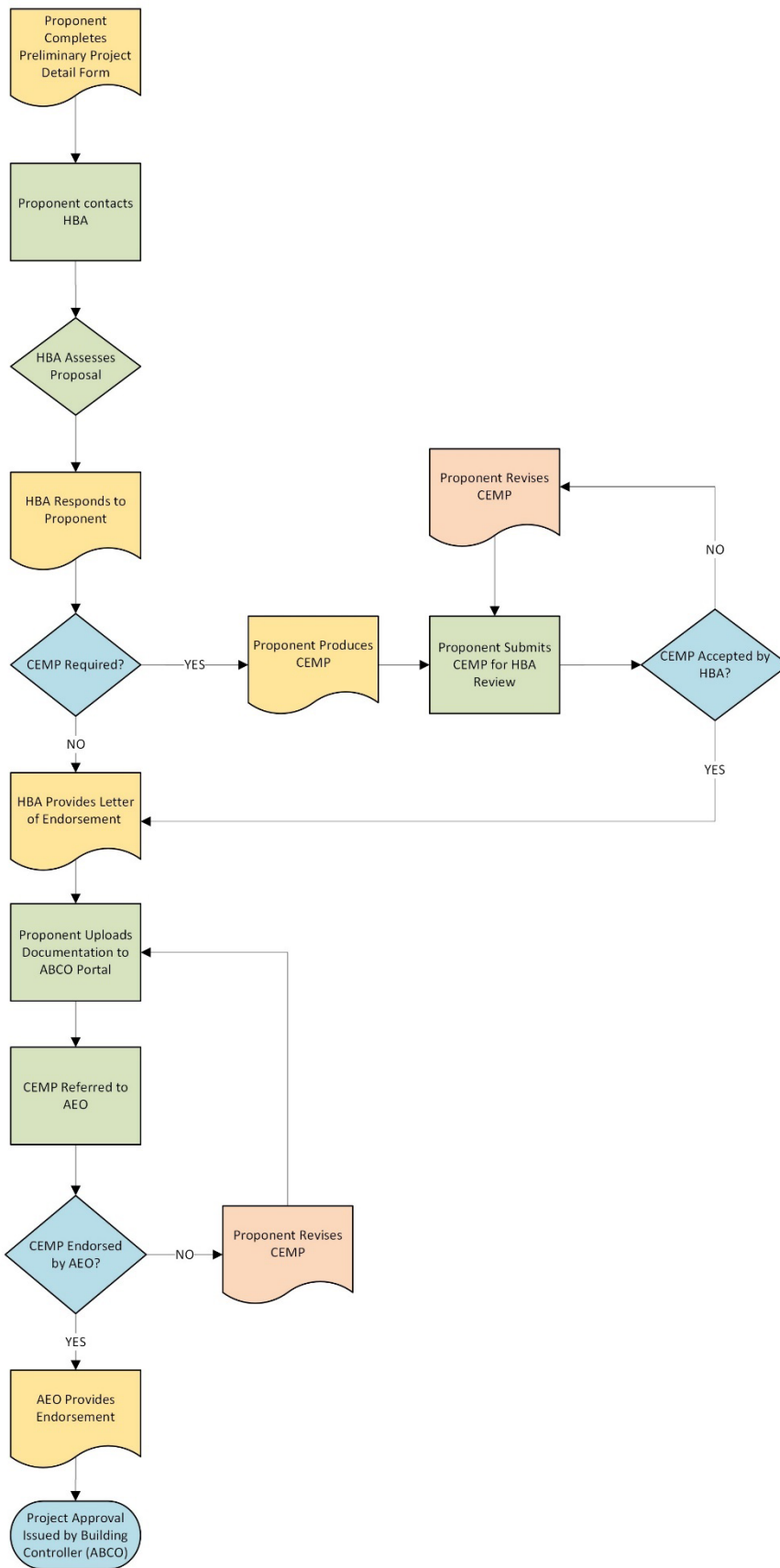
Development at Hobart Airport is controlled by the *Airports Act 1996* and the *Airports (Building Control) Regulations 1996*. Any building activity on airport land requires application to, and approval by, the Airport Building Controller.

ABCO (Airport Building Control Online) is the project portal site for review and approval of works on Commonwealth Airport Lands and is managed by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA).

Works that are likely to, or known to have, an environmental impact, must have an CEMP reviewed and endorsed by HIAPL as the Airport Leasing Company (ALC), prior to uploading to ABCO.

The approval process flowchart, including Airport Environment Officer (AEO) involvement for review is detailed in Figure 6 below.

***Dependant on the level of detail provided and the complexity of the project - the timeframe for review and approval can take around 6 weeks (involving both HIAPL and Commonwealth approvals).***





*Figure 6. Project Environmental Approval Process*



## 7. Responsibilities

The contractor, tenant or project partner is responsible for the following:

1. Ensuring that policies and procedures are in place to minimise environmental harm and meet regulatory and legislative obligations.
2. Implementing all relevant Hobart Standard Management Procedures and controls outlined in the CEMP? for works or operations being undertaken. The contractor should request copies of relevant resources to inform planning and works as required.
3. Obtaining the required licences and approvals from HBA, or relevant authority prior to commencing work.
4. Seeking information from the HBA Project Manager and/or Environment Manager, as to the presence of any environmental values within the proposed project area.
5. Considering procedures and legislation relating to best practice.
6. Reporting incidents and following directions as required by the Hobart Airport Incident Management Procedure and any Emergency Response.
7. Where required, developing management plans or procedures that may be necessary for the project.

## 8. What type of environmental plan is needed?

Where the type of Environmental Management Plan is not stipulated in a contract or other project documentation, Project Managers, facility managers or other relevant persons should complete the Preliminary Project Detail Form contained within Appendix A of this document. This form is to be submitted to HBA for approval by the Head of Environment and Sustainability. The information contained within the self-assessment may be sufficient to support application and approval of the Project through the ABC. If this is not the case, advice will be provided as to what level of assessment and documentation will be required.

### 8.1. Construction Environmental Management Plans (CEMP)

Larger projects with increased risks and management requirements may require a detailed CEMP with supporting documentation to ensure environmental risks are appropriately managed. The following sections provide detailed information and guidance on conducting an assessment of environmental impact, risk and mitigation as it applies to the aspects identified in the Master Plan.

### 8.2. Operational Environmental Management Plans (OEMP)

Some tenant and other operations will require an Operation Environmental Management Plan, even if ABCO approval is not required, to demonstrate appropriate environmental management practices. This requirement is dependent on the environmental risk profile of the operation/tenant. This is outlined in the Hobart Airport Master Plan and associated Environment Strategy. Tier 1 tenants (high environmental risk tenants) are required to provide evidence of a functional OEMP. High environmental risks include; fuel handling and storage, vehicle servicing operations, and hazardous chemicals storage.





## 9. Environmental Management Plan Content

### 9.1. Title Page and Document Control

Include in the document a title page with relevant details of the Project, contractor, contacts and version control. This may take the form of a table as shown below.

#### Project Details

<b>Project Name:</b>	
<b>ABCO BAN No. (if Applicable):</b>	
<b>Contractor:</b>	
<b>Project Manager:</b>	
<b>Signed:</b>	
<b>Prepared By:</b>	
<b>Signed:</b>	
<b>HIAPL Endorsement:</b>	
<b>Signed:</b>	

#### Version Control

Revision	Date	Description
Draft		
A		

## 9.2. Table of Contents

Include a Table of Contents page detailing:

- Section headings and page numbers
- All figures, tables, plans and maps (should be numbered)
- All appendixes including sub-plans, procedures and forms

## 9.3. Executive Summary or Introduction

This section should contain the main detail that persons not associated with the Project would need to identify the Project, a basic overview of works being undertaken, where, as well as what environmental aspects may exist and/or be impacted.

Include the key elements or stages of the project, the purpose of the document and the primary strategies addressing environmental management.

## 9.4. Project Description

This section is to include a description of the Project in plain language. All sections, areas and actions should be described as well as basic workflow or stages. Include the location and operation of ancillary facilities such as stockpiles, site compounds or amenities. A basic outline of program or expected timing of works should accompany the work stages.

A diagram must be included with the location of the works in the context of the Airport, showing any relevant features such as roads, buildings or identifiable features. Where project drawings or plans do not provide for this, basic mapping may be used from free sources such as [LISTmap](#) or Google Earth. Alternatively, HBA may be able to provide updated imagery on request.

Ensure that a site diagram defines the boundary of Project works.

Figure 9 below, depicts a typical project overview diagram.

Note that it contains;

- Scale
- North Arrow
- Significant features (roads/landmarks/etc)
- Site Boundary
- Figure Reference and Title
- Image source



**Hobart International Airport (HIA) key property boundaries**

- Project Area
- HIA (Commonwealth land)
- HIA (freehold)

**Lobelia pratioides (r/-)**

- Natural Values Atlas records (21/6/2024)

**Other layers**

- Public roads

Base data from theLIST ([www.thelist.tas.gov.au](http://www.thelist.tas.gov.au)),  
 © State of Tasmania  
 Grid: MGA Zone 55 Datum: GDA94, AHD

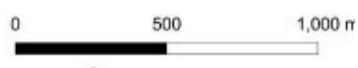


Figure 9 – A typical project overview for a CEMP



## 9.5. Investigate – Assess – Mitigate and Manage - Monitor

The following sections refer to the Environmental Aspects identified in the HBA master plan and are listed in Section 4 above. Where relevant to the Project, the section should be included and follow the general process of environmental management outlined below;

**Investigate** – capture the existing environment so that impacts and risks can be identified and assessed. This process includes searches, studies, site inspections, technical documents and testing and results.

**Assess Impacts** – in the context of the existing environment, make an assessment of what impact the Project will likely have. What will be removed, replaced, protected, or otherwise altered? These impacts should be quantified wherever possible in plain language such as volume, percentage, number, or duration.

**Mitigate and Manage** – Assign and outline measures or controls that will be applied or undertaken to mitigate or manage risks and impacts. In applying these, use the Hierarchy of Controls outlined HIAPL Hazard Assessment and Control Procedure or the Principal Contractor’s equivalent risk framework.

**Monitoring Effectiveness** – Environmental risks and impacts that require controls and mitigation measures need to be monitored for the effectiveness of these. Monitoring often comes in the form of inspections, measurements, checks, testing and analysis. Some examples of these and how they apply to construction environmental management of each aspect has been provided in the following sections.

The above process aligns with ISO standards for risk and environmental management and the Airport Environmental Protection Regulations (AEPR) 1997.

## 10. Biodiversity

Biodiversity and species vary across Hobart Airport. While some areas may contain little to no biodiversity value or habitat for critically endangered species and communities, the Airport is known to contain plant and animal species protected under state and federal regulations. For this reason, it is imperative that all Projects assess the potential impacts to biodiversity values as part of construction works. Projects may prefer to split biodiversity into flora and fauna where relevant.

### 10.1. Flora

#### **Investigate**

Hobart Airport has undertaken numerous investigations into flora species and communities on site. These may be provided as part of project works. As a minimum, review the HBA Master Plan 2022 and the current Environmentally Significant Area (ESA) Mapping (Figure 11.4). These areas have been determined to contain important species or communities and are subject to specific management measures. Any work in these areas needs to be conducted in accordance with HBA's Site Management Procedure for ESAs (SMP07).

Other sources that should be used to scope the existing environment include the mapping layers on LISTmap and, where relevant, further specialist studies including a Natural Values Assessment (NVA) and Report. Often this process will include engaging an ecologist to undertake a site inspection/survey.

Where clearing of native species (not landscaping) is to be undertaken, an NVA is required.

#### **Assess Impacts**

Quantify what will be removed or impacted by the Project.

If the Project is within or in proximity to a mapped ESA or Threatened Ecological Community (TEC), an assessment the potential impacts is required in accordance with the Commonwealth assessment guidelines and the AEPR 1997.

#### **Mitigate and Manage**

Where a specialist study or impact statement such as an NVA/NVR has been undertaken, it is likely to contain management and mitigation measures that need be incorporated into the CEMP.

The following standard mitigation measures are to be considered in the context of the Project.

- Flagging, hoarding or temporary fencing will be installed on the project boundary to delineate works and area of disturbance
- Works adjacent to ESAs and TECs will have perimeter fencing to exclude access to protected areas
- Trees and standing vegetation adjacent or within work zones will have Tree Protection Zones in accordance with AS 4970-2009
- All works in ESAs are to comply with HBA's Site Management Procedure for ESAs (SMP07)
- No works are to commence in areas with known listed threatened species and/or vegetation communities without HBA Head of Environment and Sustainability approval.
- Any threatened species removal will be subject to the approval of a permit to remove or destroy under relevant legislation and any conditions contained therein.
- All contractors working near threatened species and vegetation communities will be briefed on location of species prior to works commencing and during works onsite.
- Do not park or stockpile materials under the dripline of trees.
- Stay to formed or approved access tracks to prevent additional ground disturbance.



- All vehicles must be washed before entering the site and maintain good vehicle hygiene to prevent the spread of weed seeds, potentially contaminated soil and other debris.
- Weeds are to be controlled or removed prior to clearing operations and in accordance with HBA SMP

### **Monitoring Effectiveness**

All vegetation removal is to be recorded and submitted with site records. Note that this may include areas or number of individual plants removed in accordance with the requirements of state legislated permits.

Regular site inspections should include the functioning and suitability of site fencing and exclusion zones. Longer projects should also include the monitoring of weed species and control.



## 10.2. Fauna

### **Investigate**

Hobart Airport continues to monitor fauna interactions and presence on site. It is unlikely that contractors and tenants will have significant interactions with fauna, except through unexpected or unintended finds. However, there are areas of airport land that are reserved for wildlife or present suitable habitat for protected and threatened fauna species.

As minimum, review the HBA Master Plan 2022 and the current Environmentally Significant Area (ESA) Mapping (Figure 11.4). These areas have been determined to contain important species or communities and are subject to specific management measures. Any work in these areas needs to be conducted in accordance with HBA's Site Management Procedure for ESAs (SMP07).

Other sources that should be used to scope the existing environment include the mapping layers on LISTmap and, where relevant, further specialist studies including a Natural Values Assessment (NVA) and Report. Often this process will include engaging an ecologist to undertake a site inspection/survey.

### **Assess Impacts**

It is most likely that an impact assessment for fauna species will need to be conducted by a suitably qualified ecologist if works present a potential for interaction. HBA can aid in engaging suitable resources where required.

### **Mitigate and Manage**

Specialist species management plans and studies will provide recommendations and measures to mitigate and monitor fauna impacts. General mitigation measures applicable to other values such as erosion and sedimentation and flora protection are equally applicable to fauna.

- The work zone is to be suitably delineated to prevent access or damage to potential habitat and individuals.
- Where excavations must be left open overnight, provide ramp access to permit escape of any fauna that may otherwise become trapped.
- Where possible, cover pits and excavations to prevent pit-fall or access by snakes and reptiles
- All native fauna is protected under legislation and must not be harmed.
- A suitably qualified wildlife handler is to be contacted to remove any animals such as snakes found to be on site. Contact details to be included in relevant site documents.
- In the event of injured wildlife, contact Bonorong Wildlife Rescue 0447 264 625
- A site Unexpected Finds Procedure should include fauna/wildlife.

### **Monitoring Effectiveness**

Controls should be inspected as part of routine site inspections. All wildlife interactions are to be reported to HBA in accordance with incident/near miss management procedures.

# 11. Land

## 11.1. Erosion and Sedimentation Control and Stockpile Management

Erosion and sedimentation control is very important for construction sites in minimising impacts to water quality and the surrounding environment. The basic principles of erosion and sediment control also aid in establishing a site that is accessible in all weather, clean, safe and tidy. Good practices such as minimising ground disturbance, avoiding water ingress and protecting stockpiles will also mitigate impacts to flora and fauna as well as other environmental aspects. Tasmanian law requires that responsible parties must prevent sediment leaving site so that it does not cause an environmental nuisance, environmental harm, or property damage. Further to this, under the AEPR, sediment impacting on stormwater and other waterways is considered a pollution offence.

### Investigate

In order to form a suitable management plan for erosion and sediment control at construction and development sites, the Project needs to consider the constraints of the existing environment. Review any documents provided including drainage and construction plans as well as aerial photographs or maps to determine site factors such as;

- Slope
- Vegetation cover
- Surface and ground water locations and drainage lines
- Soil type
- Local topography and rainfall
- Construction sequencing

### Assess Impacts

Larger construction projects will often use calculations involving rainfall, soil type, slope and area to determine soil loss, drainage sizes and basin capacities. While this level of detail is unlikely to be required at HBA, the principles and outcomes remain largely the same. Determining potential impacts should be done by reviewing the scope of works and the potential for sediment to be mobilised by rainfall and runoff and subsequently entering drainage networks.

### Mitigate and Manage

All works that involve earthworks, excavation and stockpiling of material need to have an Erosion and Sedimentation Control Plan developed. This site resource is used to determine the location and type of controls to be installed as well as the location of key aspects such as no-go areas, fencing, stockpiles, site access, washout facilities and drainage.

The following documents should be reviewed and where appropriate, included in preparing an erosion and sedimentation control plan for any construction Project;

- SMP06 Stormwater Runoff and Treatment
- SMP16 Stockpile Management
- Erosion and Sediment Control – The fundamentals for development in Tasmania (July 2023)
- Derwent Estuary Program Soil and Water Management of Building and Construction Sites Fact Sheets
- Environmental Best Management Practice Guideline for Concreting Contractors, NSW EPA, October 2002.





### **Monitor**

Regular inspections of controls and site conditions should be undertaken as part of the daily site observations. Weather forecast, storm or rainfall events should be monitored and included in daily site briefings to permit site managers to be prepared for inclement weather.

### **11.2. Acid Sulphate Soils**

Acid Sulphate Soils (ASS) occur naturally in waterlogged environments in Australia and are sediments containing iron sulphides. These soils are generally categorised as Potential Acid Sulphate Soils (PASS) or actual Acid Sulphate Soils and differ only in that PASS are generally waterlogged or have not been exposed to air and therefore oxidised to form acid. Activities such as excavation and dewatering that expose PASS to air can result in leaching of acid into the environment with potential impacts to soil, water and biota.

There is the potential for ASS to be present at HBA due to the low-lying nature of the land and its location in a coastal environment on the boundary of the Seven Mile Beach Spit. Generally, there is low potential for coastal ASS across the site with a small area of high potential to the north following the line of Sinclair Creek.

### **Investigate**

When planning any excavation works, particularly in low lying areas adjacent to the salt marsh and Sinclair creek, review the current risk mapping for PASS/ASS available at [www.thelist.tas.gov.au](http://www.thelist.tas.gov.au).

When undertaking any geotechnical assessment for works, it is likely that soil categorisation will be completed, if it has not and PASS is considered likely, the contractor should undertake field oxidation tests to confirm the presence of acid forming material.

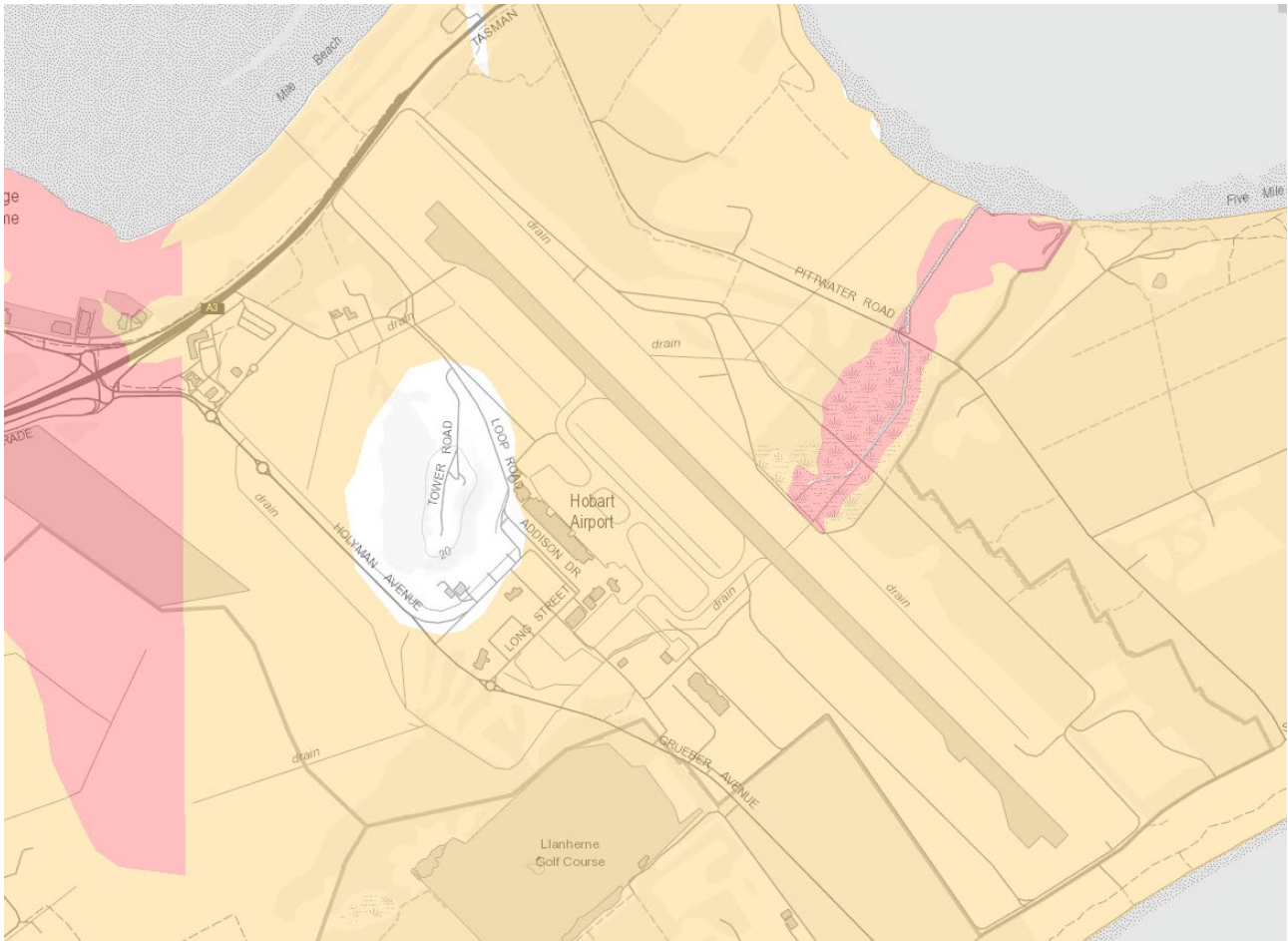


Figure 11 – Mapped Acid Sulfate Risk at HBA (source: thelist.tas.gov.au)

### Assess Impacts

Where the project will disturb over 100m<sup>3</sup> of soil and PASS/ASS is considered likely, the contractor will need to develop and Acid Sulphate Soils Management Plan in accordance with the Tasmanian Acid Sulfate Soil Management Guidelines. This will involve testing and treatment and may require engagement of a suitably qualified consultant to undertake.

### Mitigate and Manage

The site Unexpected Finds Procedure should include acid sulphate soils and signs to look out for. These include staining in waterlogged soils, organic material and shells and a strong smell of “rotten eggs” or hydrogen sulphide gas. Actual acid sulphate soils need careful management and often require treatment with lime at calculated rates in order to neutralise any acid.

### Monitor

The site unexpected finds procedure should be followed and staff members trained/toolboxed on the signs of ASS/PASS during earthworks.

## 12. Water

HBA is bound by water on 3 sides, with Barilla Bay to the North, Seven Mile Beach to the South and Pittwater Lagoon to the East. Our operations are conscious of the adjacent environmental land values, such as Barilla Bay, where the Ramsar wetland Pittwater-Orielton Lagoon (PWOL) is located and recognised as crucial to migratory and shore birds, saltmarshes and general biodiversity.

Hobart Airport has an extensive internal hydrology network of piped, open lined and unlined drains which provides the majority of stormwater drainage throughout the site. Sinclair Creek, originating upstream of Hobart Airport is a modified drainage line that receives flows from the Meehan Range (south of Hobart Airport), through varied land tenures, via the Airport grounds and ultimately through the EPBC listed saltmarsh into Five Mile Beach.

Historical land uses such as use of PFAS containing firefighting foams and fuel storage in some locations, have resulted in contamination of soil, ground and surface water. Projects need to consider interaction with ground and surface water to prevent impacting on the important biodiversity values noted above.

### 12.1. Surface Water

As noted in Section 13 above, the primary surface water drainage pattern at HBA is towards Sinclair Creek, which flows in a South-West to North-Easterly direction. The importance of maintaining water quality is associated with the Airport Environmental Protections Regulations (1997). Schedule 2 of the regulations establishes stringent water quality parameters for any water discharged to surface water on Commonwealth Land, non-compliance with which, is a contravention of the act.

#### **Investigate**

When planning civil and infrastructure works, the existing drainage paths and structures need to be considered. This should be done as part of erosion and sediment control planning, addressing where site runoff will go in rainfall events and how will this water be managed.

#### **Assess Impacts**

If the works will involve significant ground disturbance, vegetation removal works in or around waterways or stormwater, there is the potential for impacts to surface water quality. The basic principles of erosion and sedimentation control should be applied as per Section 11.1.

In addition to impacts from erosion and sedimentation, hazardous substances such as fuels, oils and chemicals have the potential to cause pollution of ground and surface water through lack of proper handling, storage, disposal and other incidents.

#### **Mitigate and Manage**

All works that involve earthworks, excavation and stockpiling of material need to have an Erosion and Sedimentation Control Plan developed, see Section 11.1 for detail. Where the site is likely to need dewatering, a dewatering plan must be included as part of the CEMP.

- Stocks of potential water pollutants i.e., oils, fuels, works materials, rubbish, suitably stored/bunded to prevent contaminants from entering drainage lines.
- No petroleum products to be stored on site, except for limited amounts of fuel in appropriately sized bunded facilities, for small plant usage if necessary
- Employ best practice management to minimise potential for oil/diesel spills e.g., Bunding of temporary storage areas, no open top containers containing chemicals to be left in open, use of drip trays when decanting from large to small containers etc.

- Any spills to be cleaned up and disposed of immediately in accordance with environmental best practice, contractor procedures and HBA Airport Project Manager to be advised.
- Any disposal of contaminated soil or water offsite is to be undertaken in accordance with TAS EPA IB105 requirements and AEPR.
- Prior approval of HBA Project Manager and Head of Environment and Sustainability required before any ponded water is released.
- Parking of machinery between work periods to be in designated areas as approved by HBA in site layout details.
- Cleaning of equipment/vehicles to be undertaken in an agreed wash down area where untreated wash water does not enter stormwater or natural drainage system.
- Accumulated dirt/mud on roads is not to be washed into the stormwater system.
- Adequate use of sediment control on street drainage when required.

### **Monitor**

Depending on the scale of the project, active scheduled or response-based water quality monitoring may need to be included in the CEMP. HBA and its tenants undertake regular monitoring of surface water quality in target with operational impacts. Monitoring will be required as part of any discharge or dewatering site activities to demonstrate compliance with the AEPR and relevant state requirements such as waste classification for offsite disposal.

## **12.2. Ground Water**

Groundwater at Hobart airport is generally shallow, ranging from as little as 0.2m below surface to over 4.0m below surface. As noted in Section 12 above, groundwater quality at HBA has been impacted by historical land use and several areas are contaminated with PFAS and Hydrocarbons.

Extensive studies are now being conducted into the extent of groundwater contamination, led by Air Services Australia and the DITRDCA, with preliminary results indicating several hotspots of contamination. These are primarily around the fire station, fire fighting training ground, control tower and retired landfill sites. However, with the movement of groundwater and continued activities such as fuel storage and decanting, the quality of groundwater in any given area cannot be assured without appropriate testing.

**All works at HBA that have to potential to interact with groundwater must have a Groundwater Inception Permit** approved by the Head of Environment and Sustainability and, where relevant, a groundwater management plan as part of the OEMP or CEMP.

### **Investigate**

Whilst site wide groundwater studies are continuing, projects should plan to undertake localised investigation works prior to commencement of construction. Groundwater is both highly variable and seasonally influenced across the airport. Preliminary investigations should include desktop research into groundwater levels and quality, including geotechnical and contamination reports that may be available. Any geotechnical investigations that intercept groundwater, should include water sampling wherever feasible. This will allow the Project to develop a groundwater management strategy for the works.

### **Assess Impacts**

If the Project design is such that groundwater will or is likely to intercept with local groundwater, a Groundwater Inception Permit is required. To obtain the permit, groundwater management strategy/plan may be required. The strategy is to include details such as current groundwater depth and quality, excavation depth, length of construction program, requirements for dewatering, and potential discharge

locations. Groundwater cannot be discharge to the stormwater system unless it meets with the parameters outlined in the AEPR (1997).

### **Mitigate and Manage**

A comprehensive dewatering management plan is likely to be required if significant volumes of groundwater are likely to be encountered, be discharged or extracted. Likewise, where PFAS or other contaminants are present, safety of workers, the general public and the environment must be considered. Primary mitigations include redesigning or programming works to avoid or minimise exposure to groundwater. Reducing the time an excavation is required to be open can have significant effects on the volume of water that this required to be encountered.

Any water leaving site must be classified as liquid waste and sent to a licenced contractor and facility for disposal. Depending on quality, there are options for onsite treatment and reuse that should be explored prior to offsite disposal.

- Obtain a Groundwater Inception Permit from HBA prior to commencing works which may encounter groundwater
- Consider programming works during dry periods or seasons where possible (there is significant seasonal variation in local groundwater depths)
- Obtain local groundwater levels to ascertain likelihood of interaction with planned works
- Develop a dewatering plan or procedure as part of the CEMP if works will need to interact with groundwater
- Notify HBA Project representative of any groundwater encountered during excavation or project works. Do not dewater excavations without an approved dewatering plan
- Include dewatering plans for rainfall, surface water and potential groundwater as part of CEMP considerations
- Do not allow discharged water to directly enter surface water including drains, creeks or stormwater systems

### **Monitor**

Depending on the scale of the project, active scheduled or response-based water quality monitoring may need to be included in the CEMP.

- Ensure pumping operations are suitably monitored at all times and are able to be stopped in the event of an incident
- Undertake any monitoring of groundwater by a suitably qualified individual prior to commencement of works
- Follow any regular water quality testing that may be required as part of the dewatering management plan/procedure

## 13. Climate Change

Hobart Airport plays an active role in monitoring and managing carbon emissions associated with our operations and development. As part of our commitment to creating better communities, we also strive to minimise our climate impacts to air and water in both a local and global context.

For our tenants and services operating at Hobart Airport, an Operational Environmental Management Plan should include consideration of direct and indirect resource use that may influence climate change such as potable and non-potable water, petroleum products including fuels, lubricants and oils as well as gas and electricity use. Depending on the scale, HBA may require tenants to provide data such as electricity or fuel consumption to complete mandatory reporting requirements.

If you are developing a new OEMP, or updating relevant sections of an existing one, please discuss reporting with HBA to ascertain what may be required.

In undertaking infrastructure development, greenhouse gas production is related to the operation of machinery such as excavators and trucks. The greenhouse gases from these sources are unavoidable during the construction but may be minimized through best practice.

### **Mitigate and Manage**

Whilst it is accepted that all major activities at HBA will produce some form of Greenhouse Gas emissions, either directly or indirectly through the use of electricity and resources, a significant reduction can be achieved through simple planning and good maintenance regimes.

The following considerations should be included in the OEMP or CEMP wherever relevant.

- Electricity efficiency measures such as LED lighting and high efficiency appliances should be specified and installed
- Machinery to be well maintained and have all pollution control equipment installed and operational as determined by the manufacturer
- Shut down machinery including generators, vehicles and machinery when not in use
- Avoid idling of vehicles through scheduling of deliveries and plant
- Selection of efficient haulage routes and suppliers to minimize transport impacts

### **Monitoring**

For tenants and operators, monitoring energy, fuel and resource use is the first step in establishing a baseline on which targets can be built.

- Electricity use may be monitored using smart meters, tenancy meters or invoices and should be recorded and reported monthly and included in the OEMP
- Fuel and gas usage can be monitored through invoicing and should be checked against tank balances

During construction, processes that cause climate change may not always be evident, however it is possible to observe the signs of plant and machinery operating at poor efficiency levels;

- Ensure that plant is fitted with manufacturer catalytic converters and diesel particulate filters
- Undertake regular inspections of all plant, including signs of wear and the presence of oil or fluid leaks.
- Ensure that plant and equipment coming to site has been serviced in accordance with the manufacturer recommendations.

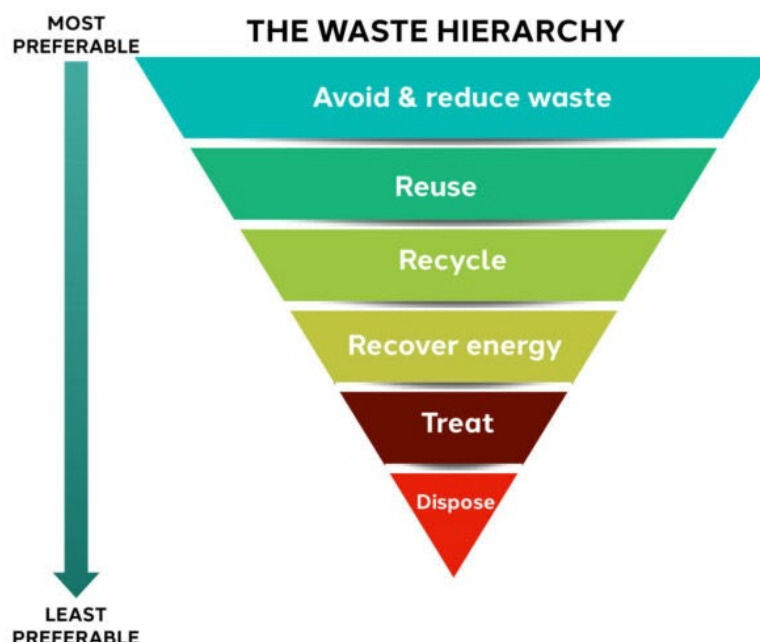
- Request and validate service records to make sure they are current prior to machinery arriving on site.
- Machinery should not emit visible smoke emissions for more than 10 consecutive seconds.

## 14. Waste

Waste contributes significantly towards the environmental impacts of both operations and development at HBA.

The Airport’s waste management targets and objectives are outlined in the Airport Environment Strategy, Chapter 13, within the Master Plan. HBA has a commitment to identify opportunities for the recycling of materials where possible and to ensure contractors and tenants have measures in place to reduce waste.

In planning a suitable waste strategy, follow the waste management hierarchy shown below.



*Figure 14 – The Waste Hierarchy*

Waste management procedures outlined within the contractor CEMP must be consistent with HBA’s Waste Management Site Management Procedure (SMP04). Contractors working airside need to minimise waste items that have the potential to cause Foreign Object Debris (FOD) and pose a potential risk to aircraft safety. The management requirements for FOD are outlined in the HBA site induction and any associated work plans.

### Investigate

Tenants and contractors should identify the primary waste sources and streams that may be generated during construction and operational activities. The segregation of waste types at the source of generation typically leads to greater recovery and recycling rates and reduced costs. Planning for appropriate storage, collection and disposal options is important in effective waste management.



Construction and development activities should also assess the potential for reuse of material to be generated, including spoil, excavated material, building materials and recovered or processed materials.

### **Assess impacts**

If significant earthworks are included in the project, an assessment of potential spoil generation including cut/fill volumes should be completed and included in the relevant section of the CEMP. Include the potential for generation of contaminated material by reviewing mapping available for HBA premises as well as geotechnical and contamination assessments that may be available for the development. If there is potential to generate contaminated material including acid sulphate soils, ensure that storage, handling and disposal are all addressed in the CEMP.

### **Mitigate and Manage**

Contaminated waste is not to be removed from airport land without testing to determine the waste classification level in accordance with the Tasmanian EPA Information Bulletin 105. Testing is also required on any soil on Commonwealth land proposed for removal, as specified by DITRCA. Prior to removal, approval must be issued by the AEO.

In following the waste hierarchy (Figure 14.x) primary mitigations should be aimed at preventing waste coming to or being generated on site. For tenants, this includes measures of integration with suppliers to avoid or reduce packaging, seeking alternative products and efficient use of resources. In addition to this, OEMPs and CEMPs should include the following measures:

- Designating sufficient areas on site for the temporary management of waste streams e.g. Construction, general solid and contaminated waste types.
- Prioritising re-use of excess fill material and planning for re-use prior to removal.
- Good stockpile management practices and segregation to prevent cross-contamination.
- Ensuring sufficient bins with function lids/covers to prevent material becoming windblown and associated hazards to airport operations (Foreign Object Debris FOD).
- Trucks to be adequately covered when leaving site to avoid loss of material
- Engaging suitable contractors to provide services prior to removal of material
- Waste management activities compliant with HBA Site Management Procedure for Waste Management SMP04

### **Monitoring**

Monitoring for compliance as well as best practice should include;

- Regular inspections of waste bins and areas for collection requirements
- Securing and regularly inspecting site to prevent illegal dumping or disposal of material.
- Ensuring collection of waste dockets/receipts for all material leaving site
- Ensuring waste contractors can provide relevant licences and tipping dockets as evidence of lawful disposal
- Waste and stockpile tracking registers





## 15. Cultural Heritage

Cultural Heritage in Tasmania is a collective term that refers to both Historic (European) and Aboriginal items, artefacts and places of significance. Both forms of environmental aspects are present at Hobart Airport and may need consideration or management, depending on the tenant, operational activity or development.

### 15.1. Aboriginal Heritage

There are a number of Aboriginal Heritage artefacts and sites at Hobart Airport, registered with Aboriginal Heritage Tasmania on the Tasmanian Aboriginal Sites Index (TASI). The locations of these are not typically available to the public, however it is a legislative requirement that a due diligence process is followed to prevent impacting or destroying listed or newly discovered sites.

#### Investigate and Assess

All works involving ground disturbance at HBA must have a valid Before You Dig Australia search undertaken. This online tool will provide you with an indication of the potential presence of known sites within the vicinity of your identified project area. In addition, it will identify public and private assets such as power, water or sewer networks that may be impacted by the works. If the results of the search indicate that further assessment is required, please contact HBA. HBA maintains a register of sites within its property boundary. This can be obtained by contacting your relevant HBA project lead.

[Before You Dig Australia \(BYDA\)](#)

#### Mitigate and Manage

Mitigation measures for Aboriginal Heritage are either to avoid the site through redesign or scope changes. Where impacts to a known site cannot be avoided, a permit is required and needs to be obtained through Aboriginal Heritage Tasmania. This process can take a significant amount of time and resources and so is considered the least desirable action. More information is available from [Aboriginal Heritage Tasmania](#).

In all cases, a **CEMP must include a relevant search and Unanticipated Discovery Plan (UDP)**. A UDP is returned to the person conducting a BYDA or Tasmanian Heritage Register search. A copy can also be found [here](#).

Simple measures to avoid and protect heritage sites include;

- Search
- Fence
- Maintain
- Stay to access
- Do not park
- Minimise disturb

Tenants preparing and operating under an OEMP, may wish to include relevant sections of their company Reconciliation Action Plan (RAP) and are also free to be involved with Hobart Airports RAP journey. Please contact your HBA project lead or visit our [website](#)

#### Monitor

Monitoring for indigenous heritage is to be undertaken in accordance with the Unanticipated Discovery Plan for the Project.



If barricading or other exclusion zones are set up in the area, the integrity of these should be inspected as part of regular site safety and environmental inspections and audits.

## 15.2. Historic Heritage

Hobart Airport also has two listed heritage buildings, Llanherne House and the Airport Control Tower (ATC), both located at the top of Tower Hill. Both buildings and the surrounding precinct are subject to conditions of protection, with Llanherne house listed on the Tasmanian Heritage Register and the Air Traffic Control Tower Commonwealth heritage listed.

### **Investigate and Assess**

If any works are planned on Tower Hill, the ATC or Llanherne house, refer to HBA *SMP14 – Llanherne House Maintenance Cultural Heritage Management Plan* and *Hobart ATC Tower Heritage Management Plan (ASA 2018)*. Both documents are available from the HBA project lead on request.

### **Mitigate and Manage**

The two sites have specific requirements for maintenance and potential impacts, these include material selection, building fabric and development as well as the surrounding precinct, with Llanherne House listing including the surrounding gardens, well and vegetation of the precinct. Impacts to these will require an assessment by a suitably qualified heritage consultant and approval by regulatory authorities.

### **Monitor**

The condition of both buildings is monitored by HBA regularly on an informal basis and annually via formal inspection in conjunction with the tenant, Air Services Australia. All maintenance activities are undertaken in accordance with the management plans for the sites.



## 16. Air Quality

Ambient air quality has become an aspect of increasing concern around the globe as the impacts of anthropogenic activities such as fossil fuel use, household combustion for heating and cooking, land clearing and industrial processes are understood. Tasmania is renowned for some of the cleanest air in the world and it is important that we work to maintain this.

### **Investigate and Assess**

Hobart Airport is situated on a peninsula of land, surrounded by open water bodies and well set back from sensitive land users such as high-density residential areas. However, emissions such as dust, fine diesel particulates, fugitive hydrocarbons and odours associated with operational activities and development have the potential to effect local air quality if not well managed.

The first step is to ascertain the location of potentially effected receivers in relation to potential impacts to air quality. This can be done using aerial imagery, noting the predominant wind direction at HBA is North Eastly or South Westerly.

The next step is to examine what activities may be required by the operation or development that have the potential to impact air quality. Examples of these include;

- Dust generated by earthworks and haulage as well as construction traffic
- Fugitive hydrocarbon emissions from refuelling operations and storage
- Emissions from plant and vehicles including concrete and asphalt manufacture.
- Odour from operations including waste, material processing and activities such as asphaltting

### **Mitigate and Manage**

All operations and activities at HBA must meet with [Schedule 1](#) of the [Airport \(Environment Protection\) Regulations 1997](#) – which sets out acceptable limits for air pollution.

Dust mitigation remains the primary focus for most activities seeking comply with the AEPR (1997).

However, operations such as bitumen manufacture or waste treatment may have more significant engineering controls such as baghouse or scrubber installations for both dust and odour.

**Table 16 – Compliance with AEPR 1997 – Schedule 1**

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Compliance Criteria
Air pollution, particularly dust, is to be controlled such that there is: <ul style="list-style-type: none"><li>• No interference with the safety of aircraft movements.</li><li>• Minimal interference with the safe passage of adjacent vehicular traffic.</li><li>• Minimal impact of airborne sediment on surrounding areas.</li><li>• Compliance with HBA Site Management Procedure (SMPO3) <i>Air Quality and Noise Management</i></li></ul>
Mitigation Measures
<ul style="list-style-type: none"><li>• Where air borne dust results from excavation, stockpiling of soil, high wind, and vehicle movements around site earthworks contractor is required to undertake dust suppression</li><li>• Placement or stabilised material and pavements for entrance/access points and high traffic areas.</li><li>• Traffic to be restricted to designated areas and tracks.</li><li>• Stockpiles to be suitable stabilised/covered or wet during periods of high wind</li><li>• Vehicles to be suitable serviced and maintained in accordance with manufacturer specification</li><li>• Operations to be reduced where dust cannot be controlled</li><li>• Concrete and asphalt batching operations to be fitted with appropriate scrubber/dust collection and suppression systems</li></ul>

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### **Monitor**

Dust and particulate matter can generally be practically monitored visually, however in some cases such as health risk monitoring, specialist services and equipment will need to be engaged. This should be considered where the operation may emit gases or fine particulates that have the potential for asphyxiation. Examples may include confined spaces with the potential for carbon monoxide or vapour intrusion.

Particulate monitoring for PM10 (fine respirable particles) may also be required for operations producing dust from materials such as silicates or diesel particulates in exhaust. A suitable monitoring program should be developed relative to the potential emissions and receptors covered by the CEMP or OEMP.

## 17. Noise

### 17.1. Construction Noise

Hobart Airport is situated in a relatively industrial area, with few adjacent residents who may be impacted by construction noise. However, the airport site includes numerous existing tenants including short term accommodation, childcare and retail facilities that must be considered as sensitive receivers for the purposes of construction noise.

The AEPR 1997 – Schedule 4 sets out the requirement that:

*Noise generated from construction, maintenance, or demolition of a building or other structure is not to exceed 75dB(A) for more than 10% of a period of at least 15 minutes at the site of a sensitive receptor.*

#### **Investigate**

Projects and tenants first need to establish the likelihood of exceeding the noise requirements of the AEPR, outlined above. This will be influenced by a number of factors that will need to be examined/considered including;

- Construction/operation hours
- Physical distance between works and receivers
- Activity to be undertaken and the equipment to be used
- Presence of any attenuating structures such as walls, buildings or topography
- Potential for high noise or impact driving works including piling, concrete breaking and cutting or sawing works

#### **Assess**

Assessing or predicting potential noise impacts may be done qualitatively or quantitatively. Qualitative noise assessment is generally sufficient for planning short-term or temporary works. It should include a general description of the works and likelihood of causing significant impacts such that receivers would be reasonably likely to complain. In this case, the logic of both reasonable and feasible measures of noise mitigation should be applied. This is often referred to as “being neighbourly”.

#### **Mitigate and Manage**

There are a number of simple practical and reasonable measures that can be undertaken to reduce noise impacts. Both operators and construction contractors should consider;

- Where practical, undertake the noisiest works during hours that are likely to cause the least disturbance.
- Turn off plant that is not being used.
- Examine, and implement where feasible and reasonable, alternative work practices which generate less noise
- The use of silenced equipment and noise shielding around stationary plant (such as generators)
- Locate noisy plant away from potentially noise affected neighbours or behind barriers
- Ensure plant is regularly maintained in accordance with manufacturer specifications
- Plan vehicle movements to minimise the use of reversing alarms
- Conduct toolbox talks or training for contractors on staff on noise management
- Ensure periods of respite are provided in the case of unavoidable maximum noise

**Monitor**

Regular site inspections should include checking for all stipulated mitigation measures as well as service records and any manufacturer required noise attenuation such as covers, guards and mufflers. In the event of complaints, attended noise monitoring may be required to confirm sources and compliance with AEPR 1997.



## 18. Hazardous Materials

Hazardous materials are any substance, solid, liquid or gas, with the potential to cause harm to persons, property or the environment. At HBA, this commonly includes fuel for aviation and ground transport as well as numerous other chemical agents used for servicing, maintenance and operations of tenants and contractors. Hazardous material procedures also include known contamination from products such as asbestos, PFAS or heavy metals.

The proper storage, handling and disposal of hazardous materials must be in accordance with relevant Australian Standards and Safety regulations and is the primary control in ensuring the prevention of environmental harm from contamination. All works must be undertaken in accordance with SMP-01 – Storage and Handling of Contaminating Substances.

All high environmental risk (Tier 1) tenants are required to have a functional OEMP, this includes those storing and handling hazardous materials such as fuel and vehicle servicing materials.

*An OEMP covering fuel or chemical storage must include a spill or emergency response procedure.*

### **Investigate and Assess**

Tenants and operators preparing a new OEMP should obtain a copy of the HBA asbestos register for existing structures by contacting your HBA representative. When preparing a CEMP for development works at HBA, it may be relevant to obtain or undertake any existing contamination or geotechnical assessments for the

Refer to Section 11 – Land and Section 12.2 – Groundwater of this document for further contamination investigation detail.

Tenants who store fuel and other chemicals must have a suitable system (physical or digital) for maintaining a register of substances on site and their Safety Data Sheets. This may be integrated into the OEMP, a site safety system or a stand alone register.

### **Mitigate and Manage**

All hazardous materials are to be stored in accordance with the relevant safety standards, the SDS for the product and any best practice measures possible. In doing this, tenants and contractors should;

- Establish a suitable dangerous goods storage area in compliance with statutory regulations and Australian Standards.
- Open containers are not to be left out in the open where they can be affected by weather,
- Use drip trays when decanting materials.
- Establish temporary bunding for hazardous material storage during construction.
- All dangerous goods are to be stored in accordance with Dangerous Goods legislation.
- Any waste oils to be collected and transported to recyclers or a designated disposal site as soon as possible.
- A spill control plan is in place and workers educated as to actions required.
- Any leakage or spills to be immediately contained and cleaned up to the satisfaction of the HBA representative
- Written emergency and incident procedures to be communicated to all site personnel.
- Current Material Safety Data Sheets (MSDS) for all chemicals on site to be readily available to site personnel.

**Monitor**

Regular inspections should include the integrity of containers and bunding, to ensure that in the event of a spill, the bunding will function as intended. Spill kits should also be regularly checked and restocked to ensure that they are ready when needed.





## 19. Reporting Requirements

The tenant and/or contractor is responsible for undertaking ongoing inspections throughout project works to ensure compliance with the CEMP. Spot checks may be periodically undertaken by HBA staff to also check on compliance. Monthly site inspections may be scheduled with the HBA representatives and the DITRDCA Airport Environment Officer (AEO).

It is the tenant and/or contractors responsibility to apply relevant legislation and procedures and subsequently inform HBA of any non-compliances incurred throughout the duration of project works. It is the contractor's responsibility to remedy all non-compliances to the satisfaction of the HBA representatives.

### **Environmental Incident and Emergency Response Procedure**

An environmental incident refers to an unplanned event that interacts with the environment, such as spills, erosion and sediment-laden water entering drains/waterways; non-compliance with environmental management plans or approvals etc. The consequence may range from low risk to an adverse environmental impact.

The contractor should always have on site the appropriate materials and equipment to clean up and dispose of potential spills.

Should works be occurring near to a receiving stormwater, HIAPL have an Emergency Spill Response Procedure that must be adhered to in the event of a spill.

All incidents (minor through to major) are to be reported within 24 hours to the HBA Project Manager or HIAPL tenant contact so that response and reporting processes procedures can be implemented. HIAPL are to be involved in all management and reporting processes.

### **Complaints Procedure**

All complaints received by the contractor must be reported to HIAPL so that a timely and appropriate response can be undertaken. There are formal procedures in place for complaints and environmental incidents available on request.



*Appendix A – Preliminary Project Detail Form*



## Preliminary Project Detail

For commencement of a new Project at Hobart International Airport

This form is to be completed and returned to [hba-environment@hobartairport.com.au](mailto:hba-environment@hobartairport.com.au) for preliminary project approval prior to progressing to any submission to the Airport Building Controller via the ABCO Portal.

Project Name:	
<b>Proponent</b>	Company or individual
<b>Contact Name</b>	
<b>Contact Email</b>	
<b>Contact Phone</b>	
<b>Target Commencement</b>	DD/MM/YYYY
<b>Brief Project Description</b>	Provide a brief description of the project including address and location. Include any relevant stages such as clearing of vegetation, earthworks and infrastructure.
<b>Site Location</b>	Insert image of site with approx. boundary
<b>Additional information and attachments</b>	Previous works, existing infrastructure, relevant studies including ecology, contamination etc.  Attachments





## Appendix B - HBA Management Procedures

To be provided on request from HIAPL:

- Aboriginal Sites Index and Status
- Airside Spill Procedure
- Asbestos Management Plan
- Asbestos Register
- Biodiversity Policy
- Biosecurity Risk Response Procedure
- Climate Change Adaptation Plan 2020
- Construction Environmental Management Plan Guidance
- Contaminated Land Policy
- Energy Use Reduction Policy
- Environment Policy
- Incident Management Process
- Incident Report Form
- Integrated Carbon Management Plan
- Legislative Register
- Llanherne House – Cultural Heritage Management Plan
- Mandatory Reportable Incident Matrix
- PFAS Strategy and Implementation Plan
- SMP01 Storage and Handling of Contaminating Substances
- SMP02 Asbestos Management
- SMP03 Air Quality and Noise
- SMP04 Waste Management
- SMP06 Stormwater and Runoff Treatment
- SMP07 Protection of Environmentally Significant Areas
- SMP08 Vegetation Management
- SMP10 Weed Control
- SMP13 Site Environmental Awareness
- SMP14 Llanherne House Maintenance Cultural Heritage Management Plan
- SMP15 Environmental Monitoring
- SMP16 Stockpile Management
- Sustainability Strategy
- Waste Management Policy
- Waste Management Strategy
- Water Policy
- Wildlife Hazard Management Plan



## *Appendix C - Legislation and Statutory Obligations*

The following legislation applies to construction projects on airport land:

### **Airports Act 1996**

The key pieces of legislation controlling the operation of the Hobart Airport are the Commonwealth Airports Act 1996, the Airports (Environment Protection) Regulations 1997 and the Environment Protection and Biodiversity Conservation Act 1999.

### **Airports (Environment Protection) Regulations 1997**

The Airports (Environment Protection) Regulations 1997 provides a regulatory and accountability tool for activities at airports that generate or have the potential to generate pollution or excessive noise. The Regulations also promote the improvement of environmental management practices for activities carried out at airport sites.

The Regulations set out provisions for potentially major sources of environmental impact including air, water and soil pollution and excessive noise. The Regulations deal with:

- Duties of operators of undertakings at airports
- Monitoring, reporting and remedial action; and
- Enforcement.

The Regulations provide guidance for the formulation of this CEMP. Importantly, the Regulations require all operators (including contractors) at the airport to take all reasonable and practicable measures to prevent pollution or if not reasonable and practicable to minimise the generation of pollution from an undertaking. Compliance can be enforced under the Regulations.

### **Environment Protection and Biodiversity Conservation Act 1999**

The Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) provides protection to matters of national environmental significance which includes nationally threatened species and communities. For Hobart Airport this includes the presence of the Critically Endangered Lowland Grassland of Tasmania, the Subtropical and Temperate Coastal Saltmarsh, Eucalyptus ovata forest and woodland and individually listed flora and fauna species at the state and Commonwealth level.

Should any works be proposed in areas where these ecological values are known, appropriate permits are to be sought prior to any works occurring. This is to be undertaken in consultation with the HBA Environment Manager and HBA Project Manager.

### **PFAS National Environmental Management Plan**

PFAS is an abbreviation for per-and poly-fluoroalkyl substances. These are manufactured chemicals that have been used for more than 50 years. PFAS have been used in a range of consumer products, such as carpets, clothes, paper, and have also been used in firefighting foams, pesticides and stain repellents.

In Australia, PFAS have been used for a long time in both consumer products and industrial applications and there are now PFAS contaminated sites resulting from these various uses, including from the use of firefighting foams that contained PFAS. Over time, these chemicals have migrated into soil to contaminate surface and groundwater. PFAS is present in some locations at Hobart Airport, including soil, groundwater and surface water.

Australia's first PFAS National Environmental Management Plan V2 (NEMP) has been released. The NEMP provides a risk-based national framework designed to achieve a consistent approach to the management of



PFAS contamination. It provides national guidance on identifying, monitoring, responding to PFAS contamination and is the overarching document used by the Airport in managing PFAS risk. Hobart Airport has developed a PFAS Management Strategy and Implementation Plan to guide PFAS management on airport land.

### **Relevant State Legislation**

While the airport is primarily subject to the requirements of Commonwealth legislation, state legislation also plays an important role, particularly where species may be state listed or environmental values are important locally. Hobart airport aims to manage both Commonwealth and state listed species and other related values on airport land. The supporting legislation includes:

- Aboriginal Heritage Act 1975
- Climate Change (Greenhouse Gas Emissions) Regulations 2012
- Environmental Management and Pollution Control Act 1994
- Historic Cultural Heritage Act 1995
- Litter Act 2007
- Nature Conservation Act 2002
- Threatened Species Protection Act 1995
- Weed Management Act 1999.

### **Hobart Airport Master Plan & Environment Strategy**

The approved Hobart Airport Master Plan addresses the requirements outlined in s71 (2) of the Airports Act 1996. This CEMP document is consistent with the current Master Plan.

The Hobart Airport Environment Strategy contained within the Hobart Airport Master Plan, provides the framework around which the airport environment is managed.