

**BAYSIDE**

**Local Emergency  
Management Plan**

**2017**



## Part 1 – Administration

### Authority

The Bayside Local Emergency Management Plan (EMPLAN) has been prepared by the Bayside Local Emergency Management Committee in compliance with the State Emergency & Rescue Management Act 1989.

APPROVED



.....  
**Chair**  
**Bayside Local Emergency Management Committee**

Dated:

ENDORSED

.....  
**Chair**  
**Sydney Metropolitan Regional Emergency Management Committee**

Dated:

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## Purpose

Details arrangements for the following, as they relate to emergencies within the Local Government Area (LGA) covered by this plan:

- Prevention
- Preparation
- Response
- Recovery

It encompasses arrangements for:

- Emergencies controlled by combat agencies.
- Emergencies controlled by combat agencies and supported by the Local Emergency Operations Controller (LEOCON).
- Emergency operations for which there is no combat agency, and
- Circumstances where a combat agency has passed control to the LEOCON.

## Objectives

The objectives of this plan are to:

- define participating organisation and Functional Area roles and responsibilities in preparation for, response to and recovery from emergencies;
- set out the control, co-ordination and liaison arrangements at the Local level;
- detail activation and alerting arrangements for involved agencies; and
- detail arrangements for the acquisition and co-ordination of resources.

## Scope

The plan (public and restricted components) describes the arrangements at Local level to prevent, prepare for, respond to and recover from emergencies and also provides policy direction for the preparation of Sub Plans and Supporting Plans:

- Arrangements detailed in this plan are based on the assumption that the resources upon which the plan relies are available when required; and

- The effectiveness of arrangements detailed in this plan are dependent upon all involved agencies preparing, testing and maintaining appropriate internal instructions, and/or standing operating procedures.

Georges River Council may remain as an observer Council on the Bayside LEMC and vice versa. This decision is made on the basis that the two LEMCs share NSW Police Local Area Commands (LACs) along with other cross boundary commonalities.

## Principles

The following principles are applied for this plan:

- a) The Emergency Risk Management (ERM) process is to be used as the basis for emergency planning in New South Wales. This methodical approach to the planning process is to be applied by Emergency Management Committees at all levels.
- b) Responsibility for preparation, response and recovery rests initially at Local level. If Local agencies and available resources are not sufficient they are augmented by those at Regional or State level.
- c) Control of emergency response and recovery operations is conducted at the lowest effective level.
- d) Agencies may deploy their own resources from their own service from outside the affected Local area or Region if they are needed.
- e) The Local Emergency Operations Controller (LEOCON) is responsible, when requested by a combat agency, to co-ordinate the provision of resources support. EOCONs (LEOCON, REOCON or SEOCON) would not normally assume control from a combat agency unless the situation can no longer be contained. Where necessary, this should only be done after consultation with the Regional Emergency Operations Controller (REOCON) and agreement of the combat agency and the appropriate level of control.
- f) Emergency preparation, response and recovery operations should be conducted with all agencies carrying out their normal functions wherever possible.
- g) Prevention measures remain the responsibility of authorities/agencies charged by statute with the responsibility.

## Test and Review Process

The Bayside Local Emergency Management Committee (LEMC) will review this Plan every three (3) years, or following any:

- Activation of the Plan in response to an emergency.
- Legislative changes affecting the Plan.
- Exercises conducted to test all or part of the Plan.

## References

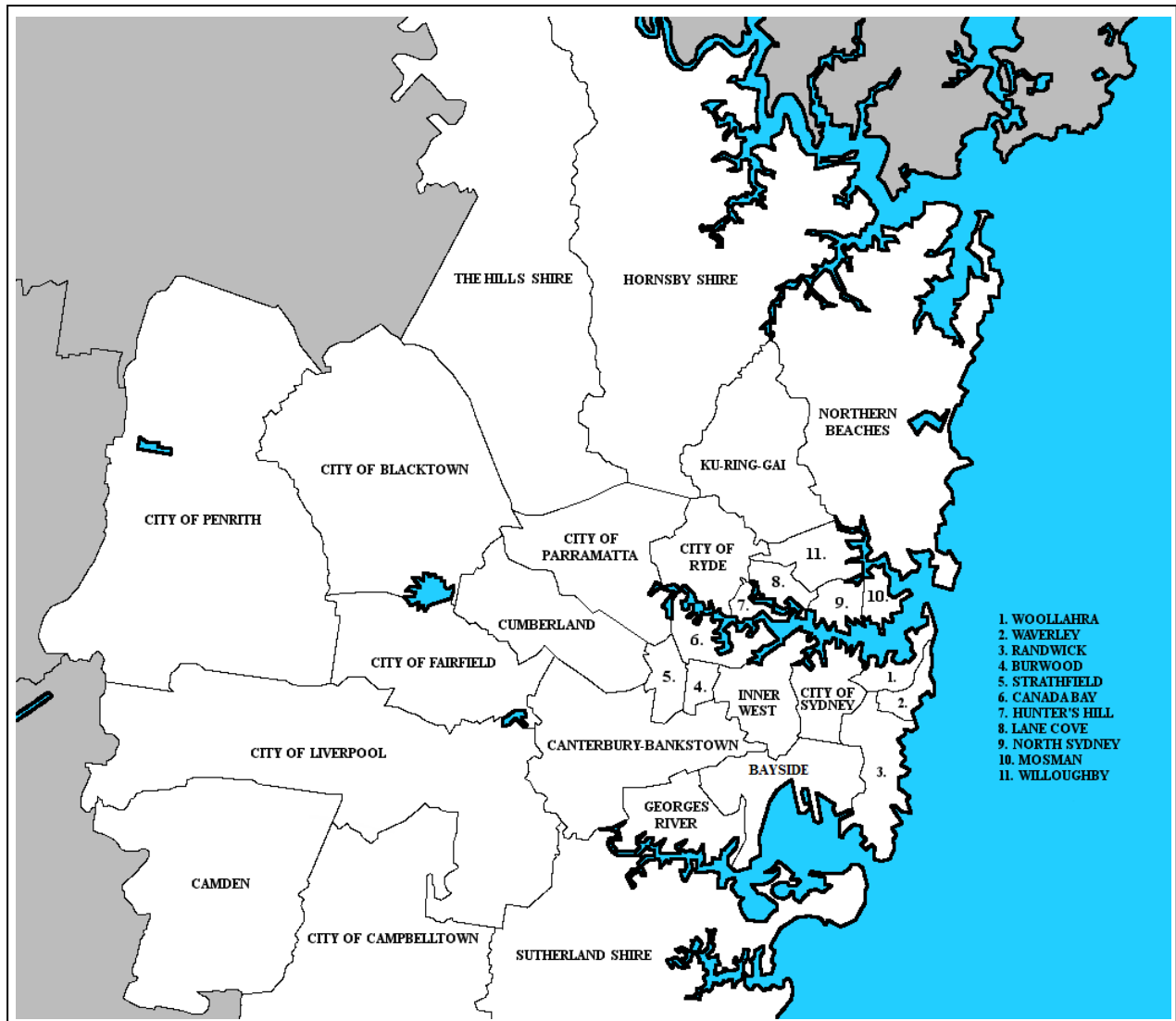
This plan is not to be read in isolation. Reference is also to be made to NSW Emergency Management Legislation, policy, plans, sub-plans and supporting plans, available at [www.emergency.nsw.gov.au](http://www.emergency.nsw.gov.au)

## Part 2 – Community Context

### Annexure A – Community Profile

#### General

The area covered by this Plan are those suburbs and localities within the boundaries of the Bayside (LGA). The area is approximately 50 km<sup>2</sup> and is located approximately 12 km south of Sydney CBD. The area contains 28 suburbs and localities. The neighbouring LGAs are shown in the Map 1.



Suburbs and localities are:

- |  |   |
|--|---|
| <ul style="list-style-type: none"><li>• Arncliffe</li><li>• Banksia</li><li>• Bardwell Park</li><li>• Bexley</li><li>• Bexley North</li><li>• Botany</li><li>• Banksmeadows</li><li>• Brighton Le Sands-Kyeemagh</li><li>• Carlton</li><li>• Daceyville</li><li>• Eastlakes</li><li>• Hillsdale</li><li>• Eastgardens</li><li>• Kingsgrove</li></ul> | <ul style="list-style-type: none"><li>• Kogarah</li><li>• Mascot</li><li>• Monterey</li><li>• Pagewood</li><li>• Ramsgate</li><li>• Ramsgate Beach</li><li>• Rockdale</li><li>• Rosebery</li><li>• Sandringham-Dolls Point</li><li>• Sans Souci</li><li>• Turella</li><li>• Bardwell Valley</li><li>• Wolli Creek</li><li>• Mascot Station Precinct</li></ul> |
|--|---|

The Bayside LGA encompasses Sydney Airport, Port Botany, and the M5 Motorway, as well as the foreshores of Botany Bay.

Sydney Airport and Port Botany are substantial infrastructure facilities of national and international significance.

The population of Bayside at the 2016 Census was 164,880 with a population density of 3300 people per square kilometre. In 2031 the projected population is estimated to be 209,330 people.

The LGA is known for scenic parks, extensive foreshore and beach area, and family-oriented lifestyle. There eastern area has a large industrial precinct, but also a flower friendly streetscape in its residential areas.

The largest shopping centre is Westfields Pagewood, which did suffer a minor car parking collapse in 2012.

Botany Bay is an extremely popular recreational area for both locals and tourists. During the summer period population swells due people accessing the beaches and local cafes, and fishing is also popular.

The major commercial precincts are located at:

- **Kogarah** – Attracts a higher number of visitors due to the proximity to transport and health facilities, and surrounding recreational areas. The suburb is split at the railway line with Georges River Council
- **Rockdale** – A major railway station on the Illawarra Line with access to the Airport via either the railway or 400 bus route
- **Botany** – Not as well serviced by public transport, but an important commercial area for local residents.

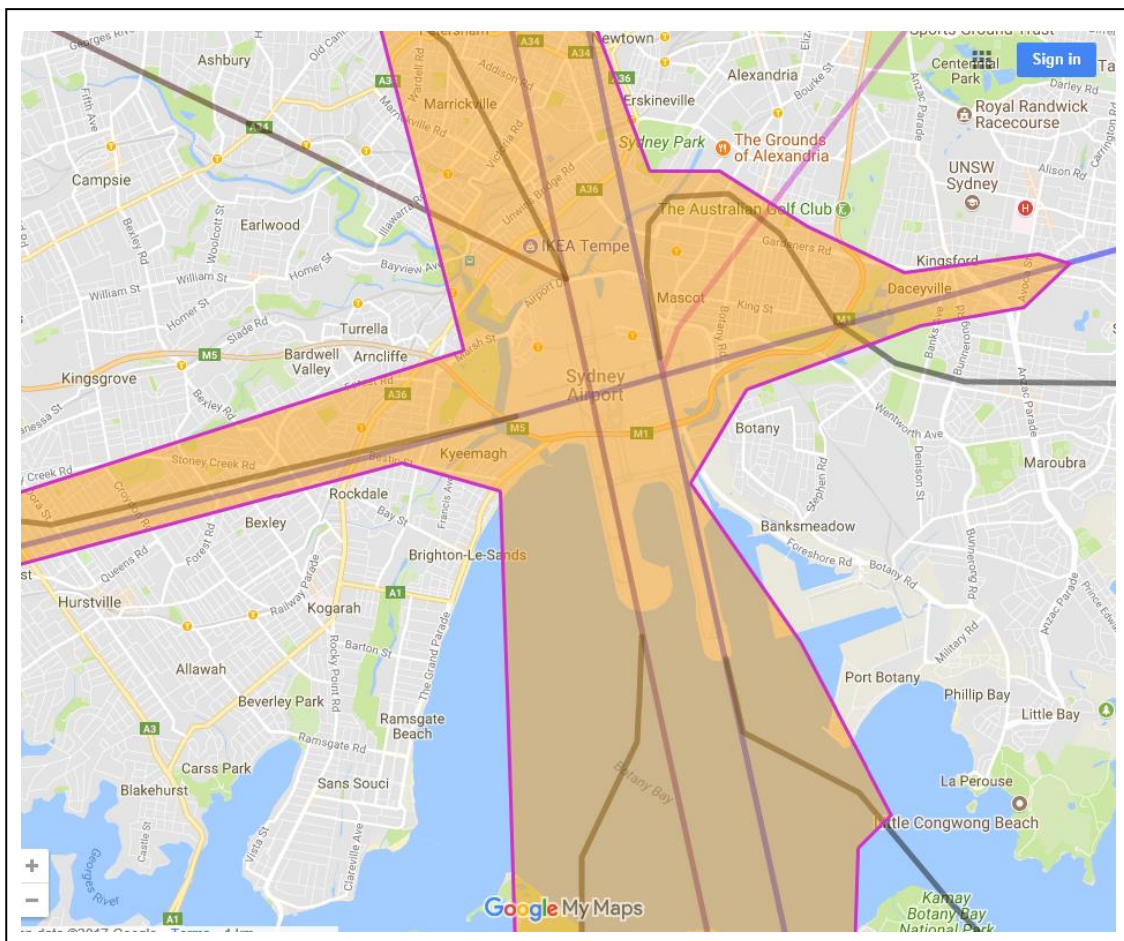


- **Mascot** – A busy commercial precinct within close proximity to Sydney Airport.

In common with other metropolitan LGAs, Bayside consists of:

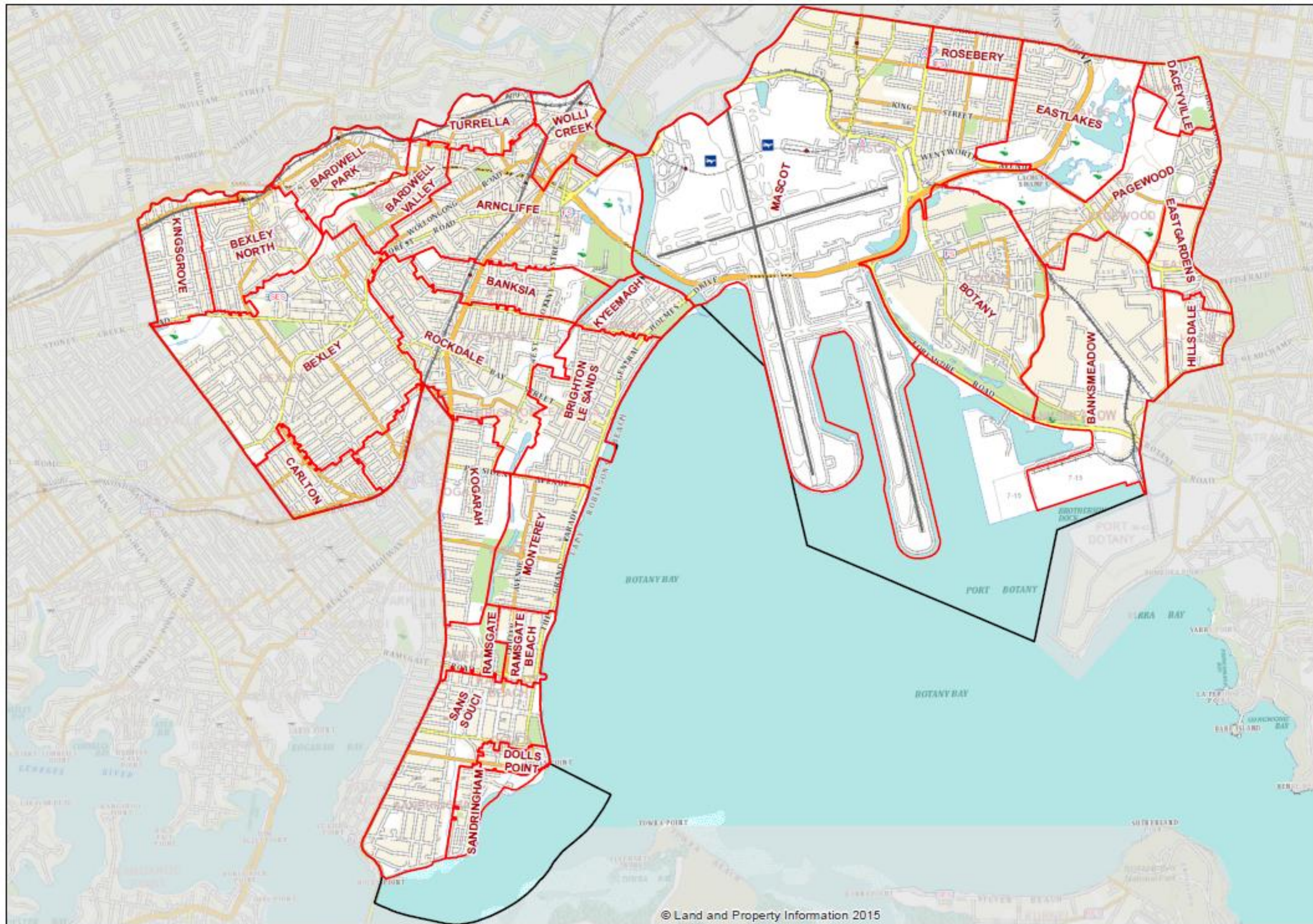
- Low to high density residential areas.
- Commercial and industrial areas.
- Major open spaces and protected reserves.
- Topographical features and attractions including coastal, beaches, foreshores and lowlands, and cliffs.
- Tourism and local attractions including sports venues.

Sydney Airport is a major Transport precinct. The flight paths (and noise contour) is shown in the figure below.





Map 2 - Bayside LGA Boundary





### Landform and Topography

The LGA has the coastal aspects of a beach line encompassed within Botany Bay and with extensive seawall protection. Many sections of Botany Bay, particularly from Kyeemagh to Dolls Point, have groins installed on the beach to assist in managing sand and minimising erosion.

Botany Bay forms the southern/eastern boundary. A number of minor rivers (such as the Cooks River) and wetlands are bounded by maintained parklands and estuarine areas. Riverine/coastal formations and rock outcrops as well as constructed marine infrastructure border the water features of the area.

There is minimal vegetation areas of which are primarily maintained parklands and wetlands.

The underlying geology is as follows: “coarse quartz sand, varying amounts of shell fragments” along the beach frontages, “medium to coarse grained quartz sandstone, very minor shale and laminate lenses” along foreshores, and “black to dark grey shale and laminate” about 5km inland.

### Climate

The following summarises the information contained in the Metropolitan Sydney, Climate Change Snapshot and Impacts of Climate Change on Natural Hazards Profile reports produced by the Office of Environment & Heritage.

**Temperature:** Near future projections specifies +0.5-1.0 degree change in average annual temperature (°C). Change in annual average number of days with temperatures greater than 35 °C will be 1-5 days. Change in annual average number of days with temperatures less than 2 °C will not change.

**Rainfall:** Near future projections specifies 0-5% change in average rainfall

**East Coast Lows:** Climate modelling indicates a decrease in the number of small to moderate ECLs in the cool season with little change in these storms during the warm season. However extreme East Coast Lows (ECLs) in the warmer months may increase in number but extreme ECLs in cool seasons may not change.

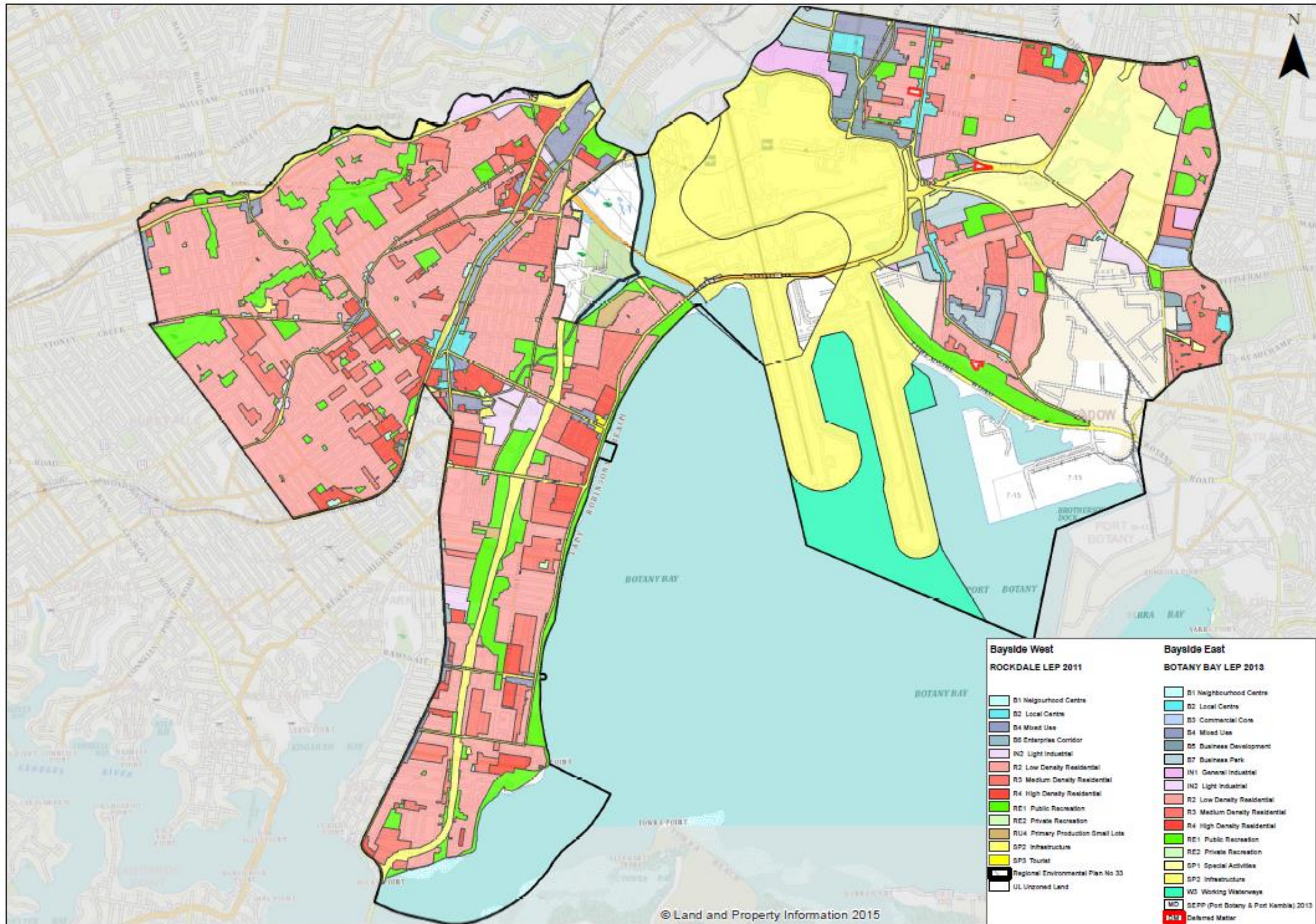
**Flooding (Flash and Riverine):** The vulnerability and exposure of people and property to flash flooding is significant and widespread. It is generally expected to increase along with the increasing development density in growth areas, changing community profiles and weather conditions.

### Land Use

Refer Map 3



Map 3 – Bayside LGA Zoning Map





## Population and People<sup>1</sup>

Bayside Council acknowledges that Aboriginal people are the original inhabitants and custodians of all land and water in the Council area, and recognises Aboriginal spiritual, social and cultural connections to the Council's land and waters.

The Indigenous population of Bayside is 1,559 persons, representing 1% of Bayside's population in the 2016 Census. This compares with a greater Sydney figure of 1.5% and is an increase from 0.9% in 2011.

Detailed Demographic Profile of the LGA is available on the Bayside Council Website or directly at the following web address: <http://profile.id.com.au/baysidensw>. The basic statistics for the LGA are:

- Population: 164,880 (projected 2016 figure)
- Land Area: 50 km<sup>2</sup>
- Population Density: 32 people/hectare
- Number of Dwellings: 62,036
- Average Household Size: 2.65 (greater Sydney is 2.72)

There are significant population areas situated along the coastal fringe that have exposure to coastal threats. It should be noted that coastal threats, as well as riverine flood threats, impact residences and infrastructure built there, particularly within any flood prone areas.

The 2016 census projects that the Bayside LGA population will increase as follows:

- 2021: 189,572
- 2026: 203,600
- 2031: 209,330
- 2036: 213,291

## Language

Bayside LGA has a mix of cultures and languages. About 46% of residents were born overseas. Approximately 41% of residents are from non-English speaking backgrounds. The number of members in the top 33 linguistic groups is listed in the table following.

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<sup>1</sup> Information obtained from Australian Bureau of Statistics 2016 Census as available

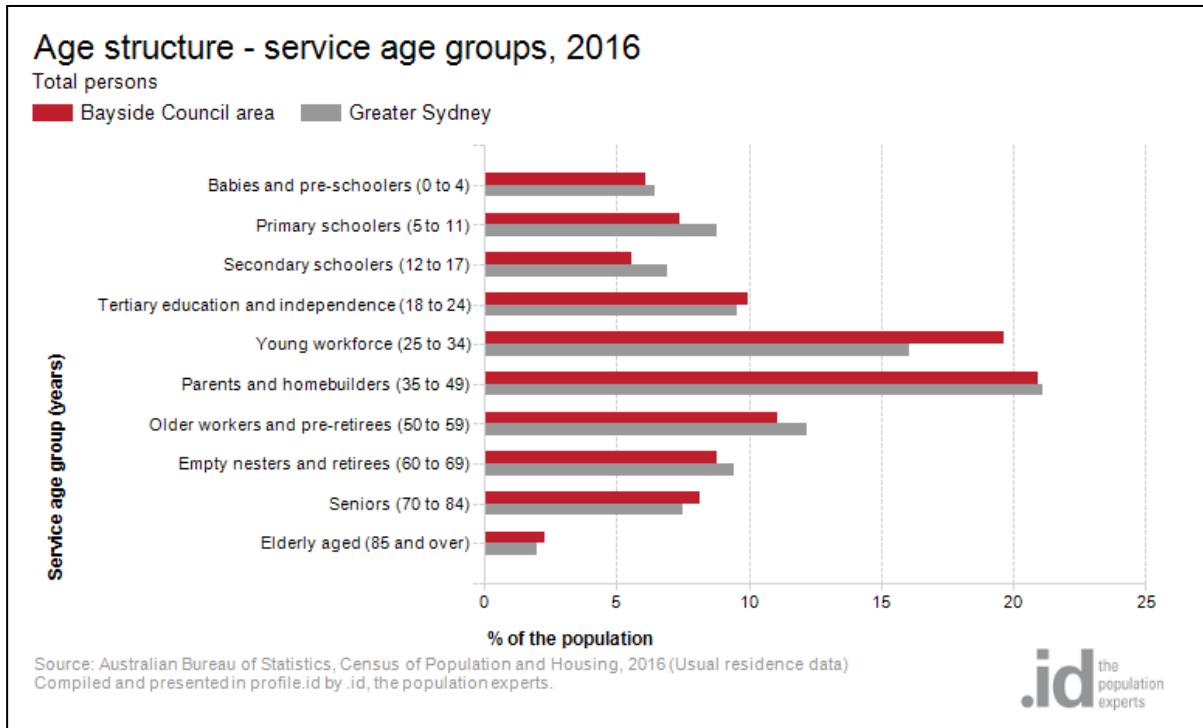
Language	Number	Language	Number	Language	Number
English only	64,105	Italian	2,386	Korean	531
Greek	11,011	Portuguese	1,912	French	481
Mandarin	10,477	Vietnamese	1,467	Urdu	448
Arabic	9,127	Hindi	1,403	Maltese	421
Cantonese	5,935	Thai	1,242	Persian/Dari	408
Macedonian	4,736	Russian	1,237	Polish	401
Nepali	4,105	Turkish	1,154	Non-verbal SD	393
Bengali	3,858	Serbian	973	Chinese NFD	373
Spanish	3,747	Croatian	783	Tongan	368
Indonesian	3,007	Japanese	590	German	303
Filipino/Tagalog	2,579	Assyrian/Aramaic	585	Tamil	279

**English as a second language - Proficiency**

Of those that speak English as well as another language there are 13,189 that state that they do not speak English well or not at all. Specification of language sets and locations within this group is unknown. However of those the greater majority have partners, children or family that do speak English. Census statistics also inform that about 8% of the population within the LGA may not comprehend English well enough to be able to interpret warnings or other emergency related public information but have ability to be informed through family groups - they do have access to children or other adults with English skills. This informs emergency managers on the probable effectiveness public safety information has when distributed in the English language. It also assists with decisions related to what interpretation services may be required during emergencies and also effective public education strategies outside of emergency situations.

**Age Groups**

The median age of the population across the LGA is 35. The Age structure of the LGA is shown in the figure following. As a percentage, the “young workforce (25 to 34)” demographic is significantly greater than the equivalent greater Sydney percentage. Primary schoolers and Secondary schoolers (5 to 17) are significantly less.



These statistics assist in identifying indicative levels of resilience, dependency or self-help able to be undertaken by the affected population. It also assists in informing public education programs.

**Need for Assistance**

8,249 people or 5.3% of the population in the Bayside LGA in 2016, reported needing help in their day-to-day lives due to a disability. The age cohorts with the biggest numbers were:

- 20 to 59: 1,805
- 80 to 84: 1,138
- 85 and Over: 1,808

This informs emergency managers when considering evacuations, ongoing welfare of persons and additional assistance personnel during emergency situations.

**Number of Motor Vehicles per Dwelling**

NSW Evacuation Guidelines makes recommendations that evacuees be encouraged to make their own way to a safer location, seek accommodation and assistance from family and friends or insurance companies where possible.

Emergency management planning and response considers the ability of people to be able to move under their own resources or are reliant upon other transport modes. Analysis of car ownership in 2016, indicates 37% of households in the Bayside LGA have access to two or more motor vehicles, compared to 46% in Greater Sydney. Conversely, 13.5% (7,761) of residences do not have available private transport and 41% (23,643) have only one private vehicle. This potentially places reliance upon public transport and/or the emergency management arrangements to facilitate

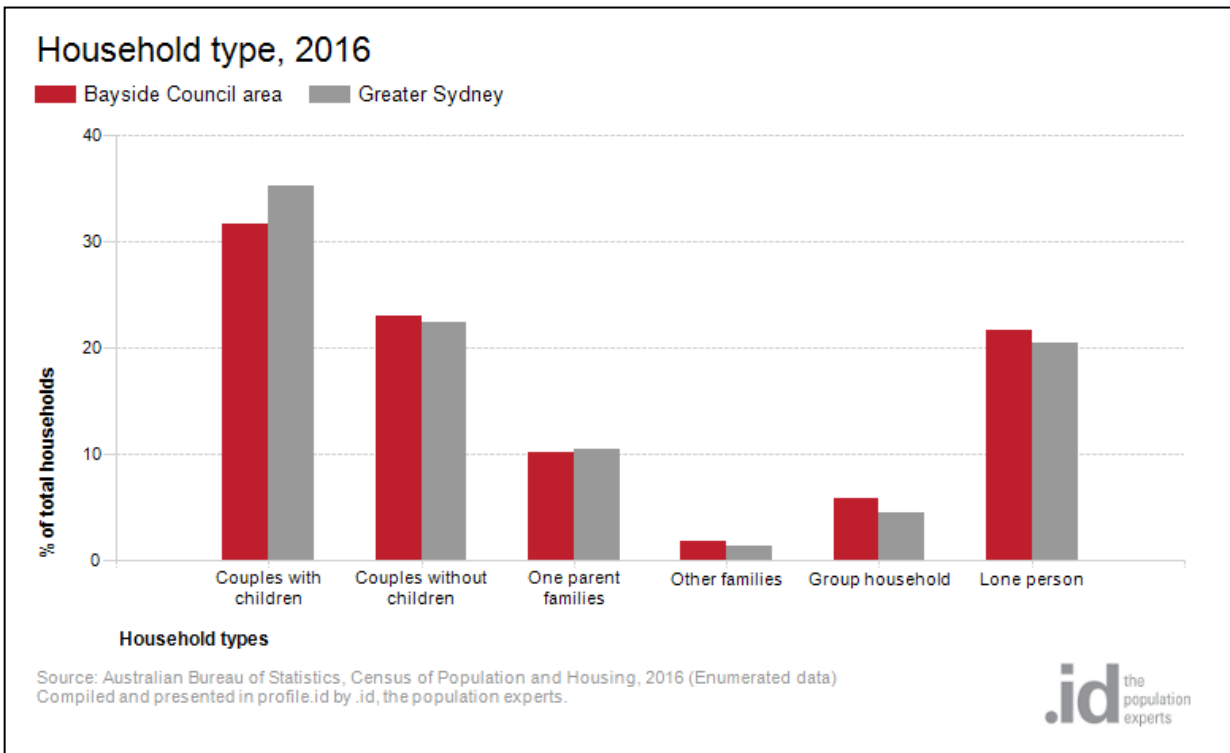
movement during disaster situations. It should also be noted that 8.5% (4,919) respondents to the census did not state whether they had access to a private vehicle or not.

**Connectivity**

There are 8,046 households (14%) that advise of no internet connectivity. This informs the public information strategies related to electronic methods used and probable community access related to public information.

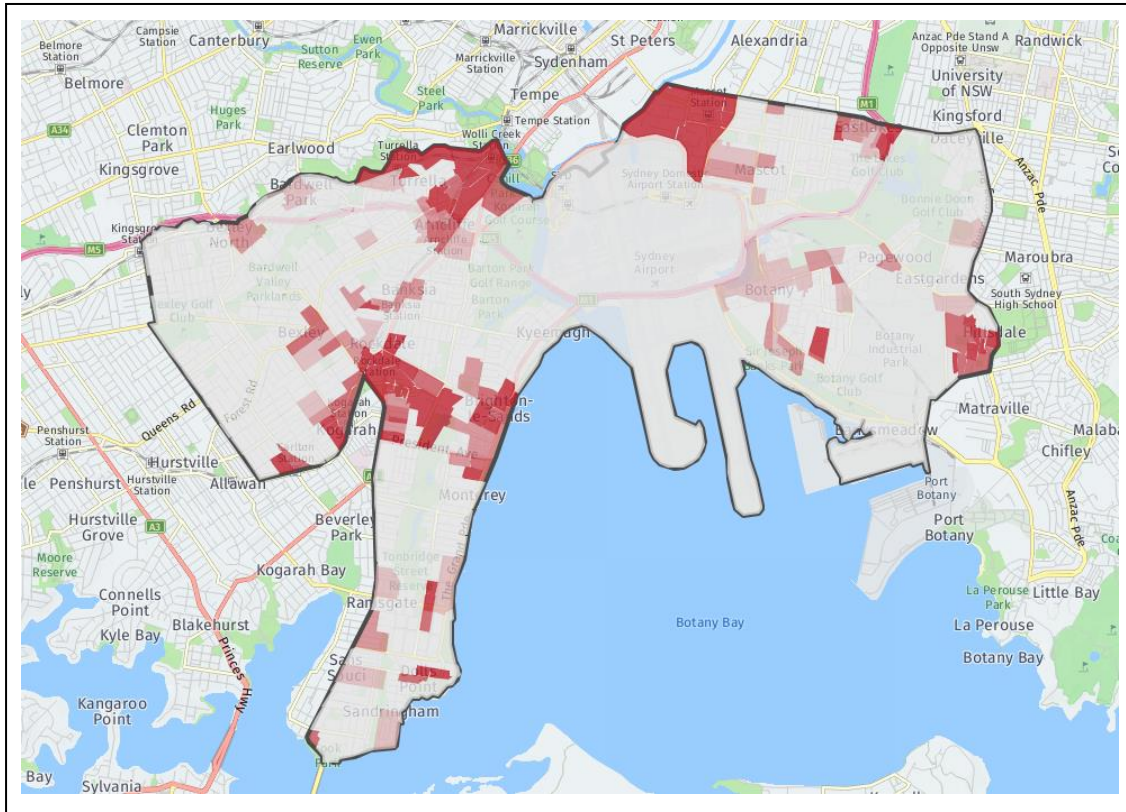
**Household Type and Dwellings**

The 2016 census informs that there were 164,880 people living in 62,036 dwellings with an average household size of 2.65 members. The figure following shows the percentage breakdown by cohort, compared with greater Sydney.



The dwelling structure for the Bayside LGA is shown in the figure following. It shows that the LGA has a greater proportion of high density housing as compared to greater Sydney. Indeed, 60.2% of dwellings were either medium or high density.





### Employment

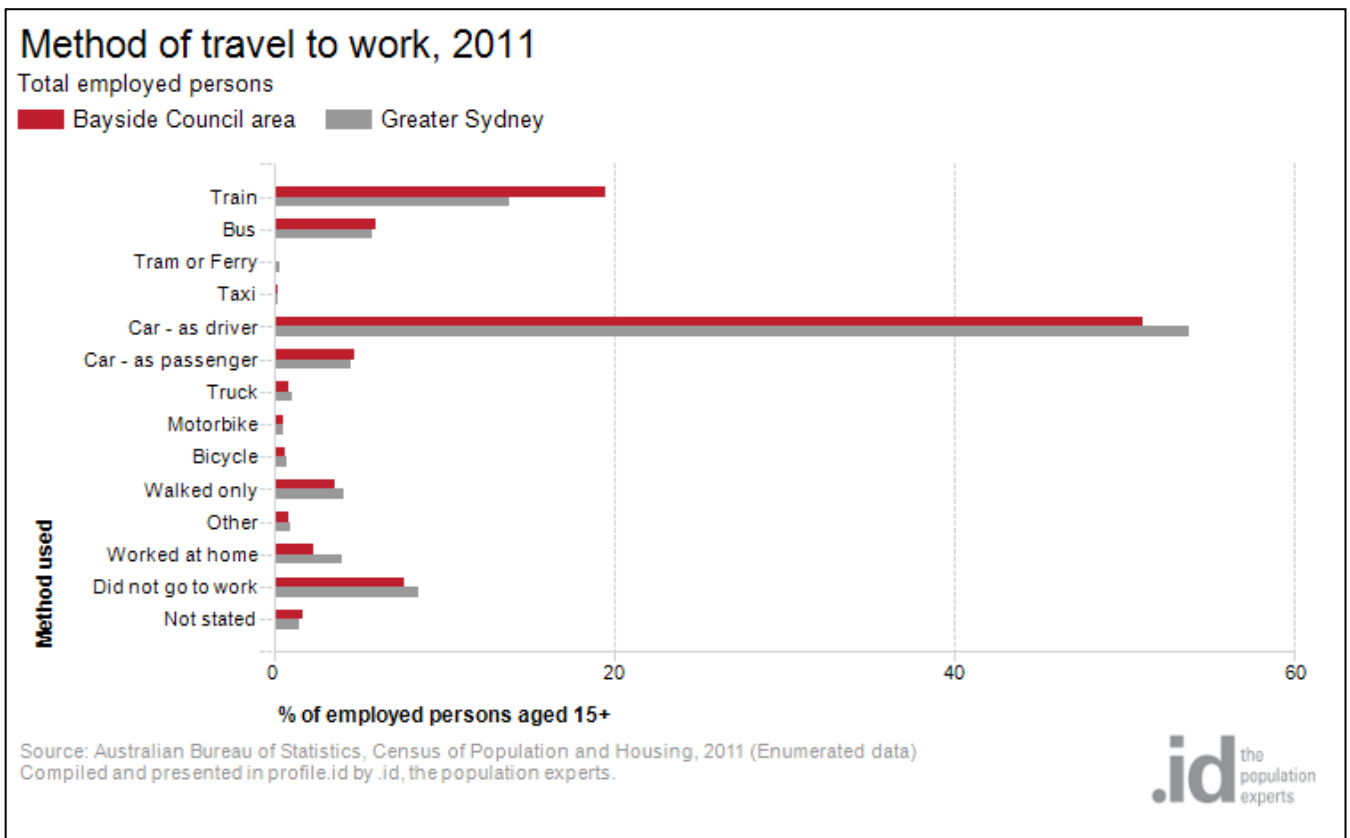
At the time of writing the report, there was no 2016 data on employment. As such 2011 data was used. 67,201 people were in the labour force and 3,847 recorded as unemployed (equating to 5.74%). The area boasts over 65,938 employment positions of which 22.3% were filled by residents of the area. 40,095 (63.3%) of the employed population travels outside the area to Sydney or the Eastern Suburbs, reflecting the commuter rail lines that go through the LGA. Any incident that affects this rail corridor would have a major impact on business in Sydney and the Eastern Suburbs.

This data informs probability of the percentage of the community that may not be located at their dwellings or in the locality during an emergency situation and therefore require appropriate public information dissemination outside of the LGA. It also influences the portion of the community that are able to self-help or where delays to self-help or requesting assistance may occur due to being absent from their properties.

### Commuter Profile

In the Bayside council area, 2,672 people either rode their bike or walked to work according to the latest available census data, being 2011.

The majority of the 67,201 people in the workforce travelled to work by being a driver of a vehicle, with few as passengers. The figure following shows the breakdown of transport mode to work. It can be seen that there is a heavy reliance on road and rail infrastructure. Any possible protracted interruption to road or rail transportation routes or infrastructure is a consideration for emergency managers and responders.



**Education Facilities**

There are 42 education facilities located within the LGA. These consist of 31 primary schools, 10 high schools and 1 tertiary facility.

These facilities are required to have effective and practiced emergency response procedures. This assists emergency managers and emergency service organisations when emergencies do occur or evacuations are required.

**Average Age of Dwellings**

The period in which suburbs were established and average age of dwellings can inform emergency managers about secondary hazards that may occur as a consequence of an emergency situation or hazard impact. Over the last decade there has been a turnover of single dwelling housing stock to multi-unit developments. Much of the single dwelling housing is pre-1983 and as such is likely to contain Asbestos. Knowledge of housing stock allows emergency responders and managers, opportunity to provide appropriate public safety advice and prioritise appropriate actions and activities.

**Tourism & Events**

The LGA is not known as a tourist area, but does have an influx of people at key times. These are during the summer, where the Botany Bay beaches are heavily patronised and boat ramps (and their adjacent parking areas) are also heavily used. The major event for the LGA is the New Years Eve celebrations and fireworks along the Brighton beachfront.

### **Transport Emergency Plans**

Transport for NSW, Roads & Maritime produce pre-determined traffic management plans (TMPs) for roads under their jurisdiction.

Bayside Council produces traffic management plans for roads within the LGA under the council's jurisdiction as required and for particular events such as the NYE Fireworks at Botany Bay. Some TMPs exist on a permanent basis, while others are developed according to the emergency situation.

Major transport routes intersect the LGA including parts of the Princess Highway, Southern Cross Drive, M5, General Holmes Drive. Several of Sydney's major thoroughfares are currently under construction in and around the LGA's boundary. Of particular note the West Connex interchange at St Peters.

### **Economy and Industry**

Besides the Airport and Port, there is also the Botany Industrial Park and other areas of heavy industry. The LGA contains 9 Major Hazard Facilities (MHF). These MHF manufacture and store a range of products but namely fuels, chemicals and plastics. The MHF list includes: .

- Origin Port Botany – 47 Friendship Road, Botany
- Huntsman Matraville – Lot 1/16-20 Beauchamp Road Hillsdale
- Elgas Port Botany – Lot 2/30 Friendship Road, Port Botany
- Vopak Port Botany Sit B – 20 Friendship Road, Port Botany
- Qenos Hillsdale BIP Polyolefines Operations – Lot 10 Dennison Street, Hillsdale
- Qenos Port Botany Hydrocarbon Terminals – 39 Friendship Road, Port Botany
- Solvay Interox Banksmeadow – 20 – 22 McPherson Street, Banksmeadow
- United Initiators Banksmeadow – 20 – 22 (North) McPherson Street, Banksmeadow
- IXOM Chemicals Matraville – 16 – 20 Beauchamp Road, Hillsdale

### **Community Dependencies**

Sydney Airport, South Railway Line, and the Illawarra Railway Line are key transport dependencies. Other major infrastructure dependencies include the Captain Cook Bridge, the bridge over the Cooks River along General Holmes Drive and runway underpass, M5 tunnel, General Holmes Drive/Southern Cross Drive, and the Princes Highway. The State Government has committed to the duplication of the M5 tunnel at the time of writing.

## Annexure B – Hazards and Risks Summary

The Bayside LEMC met in 2017 and identified the following hazards as having risk of causing loss of life, property, utilities, services and/or the community's ability to function within its normal capacity. These hazards have been identified as having the potential to create an emergency. The Name Emergency Risk Management Study should be referenced to identify the complete list of consequences and risk descriptions.

Hazard	Risk Description	Likelihood Rating	Consequence Rating	Risk Priority	Combat / Responsible Agency
Agricultural Disease, Animal/Plant, Rodent or insect plague	An agriculture/horticulture incident that results, or has potential to result, in the spread of a communicable disease or infestation.	Rare	Insignificant	Low	Department of Primary Industries
Bridge Collapse	Collapse of bridge owing to structural failure or impact from external/internal event of other hazards /incidents.	Rare	Minor	Low	FRNSW (USAR) LEOCON
Structural Collapse	Collapse of building owing to structural failure or impact from external/internal event of other hazards /incidents.	Likely	Major	High	FRNSW (USAR) LEOCON
Coastal Erosion / Storm Surge	When the coast fringe is eroded causing extensive damage to infrastructure, properties and/or community assets.	Unlikely	Minor	Low	NSW SES/Council
Human Pandemic	Pandemic illness that affects, or has potential to affect, large portions of the human population	Unlikely	Major	Medium	Department of Health
Dam/Reservoir Failure	A dam/reservoir is compromised that results in localised or widespread flooding.	Rare	Moderate	Medium	Dam Owners NSW SES
Earthquake	Earthquake of significant strength that results in localised or widespread damage.	Rare	Catastrophic	Extreme	LEOCON
Explosion	Explosion caused as a result of an incident or accident.	Unlikely	Major	Medium	LEOCON combat agency dependent on cause
Fire (Bush or Grass)	Major fires in areas of bush or grasslands.	Rare	Insignificant	Low	FRNSW

Hazard	Risk Description	Likelihood Rating	Consequence Rating	Risk Priority	Combat / Responsible Agency
Fire (Residential High Rise, Commercial and Industrial)	Serious residential fire in medium/high rise apartments, commercial or industrial premises.	Likely	Major	High	FRNSW
Flooding	Heavy rainfall causes excessive flooding in to the river catchment resulting in increased river levels causing flooding	Likely	Moderate	High Medium?	NSW SES
Hazardous Material Release	Hazardous material released as a result of an incident or accident.	Possible	Major	High	FRNSW
Heatwave	A sequence of abnormally hot conditions having the potential to affect a community adversely.	Possible	Minor	Medium	SEOCON
Infrastructure Failure - Communications	Major failure of communications system for unreasonable periods of time as a result of a natural or man-made occurrence.	Possible	Major	High	LEOCON
Infrastructure Failure - Electricity	Major failure of electricity supply for unreasonable periods of time as a result of a natural or man-made occurrence.	Possible	Major	High	LEOCON
Infrastructure Failure - Gas	Major failure of gas supply for unreasonable periods of time as a result of a natural or man-made occurrence.	Unlikely	Minor	Low	LEOCON
Infrastructure Failure - Water	Major failure of reticulated water supply for unreasonable periods of time as a result of a natural or man-made occurrence.	Possible	Moderate	High	LEOCON
Landslip / Rockfall / Subsidence	Landslip/landslide resulting in localised or widespread damage.	Unlikely	Insignificant	Low	LEOCON
Marine Pollution Emergency	A major pollution spill that results in environmental damage and major recovery operation	Unlikely	Major	High	Sydney Ports / Maritime NSW

Hazard	Risk Description	Likelihood Rating	Consequence Rating	Risk Priority	Combat / Responsible Agency
Storm	Severe storm with accompanying lightning, hail, wind, and/or rain that causes severe damage and/or localised flooding	Almost Certain	Moderate	High	NSW SES
Terrorism	Terror attack in place or mass gathering or infrastructure.	Likely	Catastrophic	Extreme	NSW Police
Tornado	Tornado or water spout impacting land based elements causing localised but severe damage to property and infrastructure	Unlikely	Moderate	Medium	NSW SES (Refer to Storm)
Transport Emergency (Air)	Aircraft crashes in LGA resulting in large number of fatalities, injuries and/or damage to property.	Rare	Catastrophic	Extreme	LEOCON
Transport Emergency (Rail)	A major rail accident that disrupts one or more major transport routes, risk to people in surrounding buildings and/or protracted loss of access.	Rare	Moderate	Medium	LEOCON
Transport Emergency (Road)	A major vehicle accident that disrupts one or more major transport routes that can result in risk to people trapped in traffic jams, restrict supply routes and/or protracted loss of access to or from the area.	Almost Certain	Moderate	High	LEOCON
Transport Emergency (Sea)	A marine vessel accident resulting in large numbers of fatalities, injuries, requiring rescues and/or damage to property	Rare	Moderate	Medium	REOCON
Tsunami	A tsunami wave of magnitude that presents a risk to land and marine elements.	Rare	Major	High	NSW SES



## Annexure C – Local Sub Plans, Supporting Plans and Policies

Responsibility for the preparation and maintenance of appropriate sub and supporting plans rest with the relevant Combat Agency Controller or the relevant Functional Area Coordinator.

Any sub/supporting plans are developed in consultation with the Bayside LEMC and the community.

The plans listed below are supplementary to this EMPLAN. The sub/supporting plans have been endorsed or supported by the LEMC and are determined as compliant and complimentary to the arrangements listed in this EMPLAN.

These plans are retained by the LEMO or the responsible agency on behalf of the LEMC and public release versions are available (where applicable) on the Council or relevant agency Website.

Plan/Policy	Purpose	Combat / Responsible Agency
Emergency Risk Management Plan	Identify emergency risks for the LGA	Bayside Council
Tsunami Plan	Modelling to identify inundation extents in case of a Tsunami	NSW State Emergency Service
Port Botany Emergency Plan	Arrangements for control and coordination of response to an (imminent) emergency for the Botany Bay precinct	State Emergency Operations Controller (SEOCN)
Sydney Airport Emergency Plan	Arrangements for dealing with an emergency at the Airport	Sydney Airport
Westfields Eastgardens Emergency Plan	Arrangements for dealing with an emergency at the shopping centre	Westfields Pty Ltd
Kensington Ponds Dam Safety Emergency Plan	Models inundation in case of dam failure	Centennial Parklands
Botany Bay – Port Hacking Marine Emergency Plan	Sub plan to the Georges River Disaster Management Plan	NSW Ports
Botany Industrial Park Plan	Arrangements for dealing with any emergencies emanating from a occupier in the Industrial Park	Botany Bay Industrial Park
Botany Bay Emergency Sub Plan	A state sub plan that outlines the specific risks, hazards and PPRR processes within the Botany Bay area.	SEMC

## Annexure D – Consequence Management Guides (CMG)

Consequence management guides have been produced to assist emergency managers and agencies to address the initial response and initial recovery aspects of an actual or imminent emergency situation. Details within the CMGs are restricted and retained in confidence by the LEMC. They are reviewed and endorsed by the LEMC post incident or every 3 years.

The following is a list of consequence management guides that have been produced for hazards that have high relatively greater levels of risk and also require significant coordination and therefore require pre-operational planning.

- Building Collapse
- Earthquake
- Fire
- Flood
- Hazardous Materials
- Heat Wave
- Landslip/Subsidence
- Pandemic
- Storm
- Transport Emergency – Air
- Transport Emergency – Road
- Tsunami
- Utilities Failure – Electricity
- Utilities Failure - Water

The LEMC has determined that the following DO NOT require a CMG to be produced due to a medium or low risk rating, do not relate to the EM area or responsibility for production of CMGs is vested in another planning level of emergency management.

- Avalanche
- Snow Storm
- Cyclone
- Fire – Bush
- Fire – Grass
- Fog
- Extreme Cold
- Infestation – Animal
- Tornado
- Bridge Collapse
- Infestation – Insect
- Infestation – Plant
- Dam Failure
- Mine Incident
- Land Subsidence
- Communicable Disease – Animals
- Communicable Disease – Plants
- Utilities Failure - Sewerage



## **Part 3 – Restricted Operational Information**

**Not for public distribution**

The restricted section of this EMPLAN contains information related to community assets such as evacuation centres, critical infrastructure and vulnerable facilities. It is maintained and reviewed regularly by the Bayside Local Emergency Management Committee.