DRAFT STATEMENT OF COMMITMENTS

d'Albora Marinas - The Spit, NSW

hamptons property services
Australia - New Zealand
Hamptons Property Services Pty Ltd
ABN: 66 141 622 433

Head Office: Suite 404, 203-233 New South Head Road, Edgecliff, NSW
mail: PO Box 954 Edgecliff NSW 2027
ph: +61 2 9386 7000 fx: +61 2 9386 7001
e: info@hamptonspropertyservices.com.au

www.hamptonspropertyservices.com.au

PROJECT PARTICULARS

Project No.:	2006-038
Project Address:	The Spit, Mosman
Local Government Area:	Mosman
Client:	Ardent Leisure
Report Reference:	Amended Draft Statement of Commitments.doc
Prepared By:	Kristy Lee
Reviewed By:	Kristy Lee
Final Approval:	
Date:	

Head Office: Suite 404, Level 4,
Edgecliff Centre,
203-233 New South Head Road,
PO Box 954
EDGECLIFF NSW 2027
Ph +61 2 9386 7000 **Fx** +61 2 9386 7001
Web www.hamptonspropertyservices.com.au

TABLE OF CONTENTS

1 INTRODUCTION

In accordance with **Part 3A** of the **EP&A Act**, the proponent is required to prepare a **Statement of Commitments** pertaining to the development proposal. **Section 75F(6)** states as follows:

> *The Director-General may require the proponent to include in an environmental assessment a statement of the commitments the proponent is prepared to make for environmental management and mitigation measures on the site.*

The Director-General's requirements for the project state the following requirements in this regard:

> *A Statement of Commitments outlining environmental management, mitigation and monitoring measures*.

The Statement of Commitments relates to the site known as d'Albora Marina, located at The Spit, Mosman. The site maintains the following legal description:

Insert Lot description

This Draft Statement of Commitments provides commitments by Ardent Leisure during construction and future operation of the project.

2 CONSTRUCTION MANAGEMENT

2.1 Overall Construction Matters

Construction of the site will occur in accordance with the Staging Plan provided at **Appendix 01**.

The overall construction period from commencement to completion is ____ months/years.

Based on the Staging Plan provided, it is anticipated that each of the Stages would take the following time periods:

Stage A

Stage B

Stage C

Stage D

Stage E

Construction, regardless of the stage, will occur between the following hours:

Monday – Friday	7:00am – 6:00pm
Saturday	8:00am – 1:00pm
Sunday & Public Holidays	No Work

- Transportation of materials to and from the site (water/land or both)
- How will pontoons be manufactured (on or off site).
- Restriction on semi trailer (off – peak) and limited in length?
- Use of crane?

All construction works will take place on the site; any reliance on adjacent lands would be subject to separate agreements with relevant authorities.

2.2 Noise Management

In accordance with the requirements nominated by Wilkinson Murray Pty Ltd, the management noise goals are as follows:

Table 01: Construction Noise Criteria

Receiver Area	Management Noise Goals -dBA	
	Recommended	Maximum
Seaforth	60	75
Clontarf	59	75
Beauty Point	59	75

Source: Wilkinson Murray, 2010

On this basis, these will be maintained throughout the course of the project.

The following Commitments are provided with respect to Noise Management:

- Machines used on site will be maintained in good condition, particularly considering the exhaust system on diesel powered machines, to minimise noise emissions;
- Excessively loud machines will be repaired, modified or removed from the site;
- Sound pressure level measurements will be conducted on all plant prior to works commencing on-site;
- The appointed project manager will be available to respond to questions and complaints from the community in a professional, considerate and timely manner; and
- Reversing alarms will be controlled to the minimum sound level consistent with safety by replacing, shielding or relocating the alarm unit on noisy machines.

2.3 Sediment & Erosion Control Management

The Proponent will maintain the quality of surrounding roads, footpaths, waterways and natural environments, during the construction period.

The following Commitments are provided with respect to on-site management in this regard:

- **Mooring facilities;** it is understood that the likely foundation solution will be suspended concrete on driven piles. Construction by driven piles into the seabed will prevent dredging and suspension of marine sediments and the oxidation of any Potential Acid Sulphate Soils present.

- **Containment booms;** All construction works within Middle Harbour shall be done with a containment boom and silt net surrounding the works area. This will reduce sedimentation impacts during berth construction and reduce the impacts of an accidental spill in the works area by containing any potential pollutants.

- **Sediment fences and straw bales;** Sediment fencing and straw bales will be installed above the high water mark in the areas where works to upgrade the existing marina are to take place.

- **Stormwater flows** are to be redirected around the construction site to prevent the transportation of sediments into the waterway. This shall also ensure construction materials and waste do not discharge into Middle Harbour during periods of rainfall.

- All sediment fencing and straw bales shall be maintained and monitored on a regular basis and after periods of extended rainfall. Any damaged fencing shall be replaced immediately to prevent sedimentation of surrounding waterways.

- Sediment fencing and straw bales locations and typical specifications are provided in the Engineering Services Report, prepared by Martens and Associates, which accompanies this application.

2.4 Traffic Management

A Construction Traffic Management Plan will be prepared as part of any Construction Certificate process. However, the following commitments are provided:

2.4.1 Pedestrian Management Method

Pedestrian movement management during the construction period of the development will include the following aspects:

- Pedestrian movement and pathways during the construction period will not be adversely affected by the development, through the implementation of appropriate and safe mechanisms;
- Pedestrian movement mechanisms will include the use of accredited traffic controllers when construction vehicles enter and exit the site and, where required, the use of temporary pedestrian pathways;
- Protection for pedestrians will be provided in accordance will all the relevant statutory requirements and will involve the use of perimeter fencing; and
- The provision of night-lighting, protective barriers, and when required, traffic barriers, will be provided.

2.4.2 Vehicular Management Method

Vehicular traffic management during the construction period of the development will include the following:

- All construction vehicles will enter and exit the site *via* Spit Road. This will be coordinated to ensure that disruption to traffic flow along the Spit Road is minimised.
- All crane operation and delivery areas will be located directly opposite the existing building on the site, within the northerly adjoining area.
- Waste bin delivery access and removal to and from the site will be the same as the construction vehicles, being entry from the south and depart to the north.
- All traffic control devices and personnel shall be set-up and controlled in accordance with the relevant *Australian Standards* and Workcover authority practices.
- Workers will be encouraged to utilise public transport to and from the site.

The Construction Management Plan will also detail the following:

- Vehicular access routes to and from the site during construction;
- The number of vehicle movements to and from the site; and
- Wash down requirements prior to exiting the site.

3 WATER CYCLE MANAGEMENT

The Water Cycle Management Strategy has been prepared by Martens & Associates.

The following Commitments are provided in this regard:

- The total treatment capacity will be a first flush system, as required by the Department of Environment & Climate Change;
- The hardstand area will be designed such that drainage falls to the centre, where a catch drain is located. This will enable waste water from the maintenance activities to be entered into the collection pit.
- Water will be pumped through a grease arrestor to a water recycle system that has no less than the following:
    - A suitable oil-water separator to treat captured waste water by removing sediments, oils and grease;
    - A 10KL reuse water storage water tank to supply water for maintenance and wash down activities.
- Treated water will be suitable for reuse for slipway activities. Waste water from these activities is caught by the collection pit and passes back through the treatment system.
- Any overflow of treated stormwater will discharge into Middle Harbour, but will not impact on water quality.
- A swale system shall be designed around the car park area to direct clean stormwater flows directly into Middle Harbour.
- The stormwater system shall be inspected every three months by a qualified contractor, to ensure operation at full capacity.

In addition to the above:

- a 20KL tank will be installed for the capture of stormwater from the roof.

On this basis, the commitment is for the capture of 30KL of rainwater to be harvested from the site and available for reuse.

4 SLIPWAY MANAGEMENT

The Proponent provides the following commitments with respect to management of the slipway:

- Appropriate signage shall be employed to encourage the use of the slipway and maintenance area.
- Boat owners will be assisted by marina staff on the correct methods for boat washing and maintenance to prevent pollution of the waterways.
- The slipway and work areas shall be kept clean at all times.
- Paint chips and gross pollutants shall be removed immediately by sweeping, and not hosed.
- Adequate machinery and work practices are to be employed to control dust and pollution sources. To avoid accidental spill, including glues, resins and paints should be used with care.

5 WASTE MANAGEMENT

The Proponent's commitment to waste management on the site is in accordance with the Waste Avoidance and Resource Recovery Act 2001. The Waste Hierarchy is as follows:

- Prevention and avoidance of waste.
- Recovery of resources.
- Disposal of resources.

The principle aim is to avoid the production of waste.

Where this is not possible, recycling and correct disposal methods are to be implemented.

The following waste sources are identified and to be disposed of as follows:

Sewage:- as the proposal involves a new sewage pump-out facility, all waste shall be removed through the town water connection.

Oily Bilge Disposal:- visitors and users of the site will be reminded to dispose of such correctly, through specialist contractors who dispose of materials off site.

Solid Waste:- separate bins will be made available on site for recyclable materials; organic waste and other waste materials. Boas users will be encouraged to dispose of waste accordingly and will be reminded through both verbal communication and signage.

Self closing lids will be provided on such facilities.

Waste will be collected regularly and taken off site.

Chemical Waste:- This will be collected regularly and taken off site on a regular basis.

This will not be disposed of in the catch drawn.

An adequate supply of spill kits shall be maintained on site at all times and easily accessible in the event of an accidental chemical spill.

6 AQUATIC ECOLOGY

An Environmental Management Plan (EMP) will be prepared in order to address aquatic ecology management matters during the construction period.

The EMP will be prepared in accordance with the requirements of the NSW Department of Environment and Climate Change, the NSW Department of Planning, and the NSW Department of Industry and Infrastructure. These requirements will be established through additional liaison and consultation and will include, at a minimum, the following aspects:

- Details on the bulk fuel storage, vessel refuelling, fuel/sewage pump out berths, and the protection measures to be adopted during the construction and operation of the facilities.
- Description of the piling techniques and the impact on the sea floor;
- Details of the wharf demolition methods as well as the management of demolition waste; and
- A commitment will be made to protect all the significant stands of seagrass within the development area, as mapped in the Aquatic Ecology Report. This will include measures to be adopted during the construction phase to mitigate against damage to seagrass from barge operations, anchoring, pile driving, and sedimentation.

An EMP will be provided at the Construction Certificate stage.

7 COASTAL & MARITIME ENGINEERING

This Chapter provides the draft commitments pertaining to selected hydrological issues, namely:

- Estuarine morphology and evolution;
- Water depths and sediments;
- Water levels; and
- Waves and wave loading.

Overall, the environmental assessment found that the proposed development to be sustainable in respect of coastal and maritime engineering. The environmental impacts associated with the proposal are generally small and acceptable.

7.1 Estuarine morphology and evolution

All new waterside structures would be designed to accommodate the water depths, water flows and bed materials, with no impacts to the estuarine morphology within the area.

7.2 Water depths and sediments

The reconfigured berths are to be restrained by piles. These would comprise the existing piles, and any new piles to be determined as part of the detailed design. The piling design would have regard to existing water depths and bed materials.

7.3 Water levels

In relation to extreme high water levels, the impact on the floating berths of tide, weather influence on water level and SLR would be fully accounted for on the condition that:

(i) pile cut off levels are suitably elevated, and that the bending capacity of the piles can accommodate the increased bending moments due to larger lever arms. Pile lengths should cater for a 1% AEP SWL of RL 2.4, plus a nominal wave amplitude of say 400 mm; and

(ii) ramps are operable for a SWL range between RL -0.3 and RL 2.8.

7.4 Waves and wave loading

The upgraded facility will incorporate the same width walkway pontoons as the existing facility, 5 m wide at C-Arm and 2.5 m wide elsewhere. Fingers are 1.1 m wide throughout. Standard 400 mm pontoon drafts are adopted, provided by concrete encased polystyrene pontoon units.

8 BENEFITS TO THE PUBLIC

The Public Benefits of the proposed development include:

- The proposal improves the public areas of the marina, along with improving the linkages with surrounding pedestrian networks, particularly that recently implemented by Mosman Council through Spit Reserve.
- The proposal will improve public access to the foreshore, with greater public access and a public deck and seating area, located on the western side of the new building.
- The proposal will improve the publicly accessible sewerage pump-out and fuel facilities at the site.