MP 11_00001

SYDNEY HERITAGE FLEET – 3 BANK STREET, PYRMONT

STATEMENT OF COMMITMENTS

Commitment No.	Item	Commitment	Responsibility	Timing
01	Overall	The proponent will undertake the proposed development in accordance with the stamped plans and documentation, including consultant reports, as may be approved, and in accordance with any Conditions of Consent which may be imposed.	Sydney Heritage Fleet	As part of the on-going operation of the site.
02	Air Quality	The proponent will control dust emissions during construction in order to manage any short-term impact on the local community. Dust emissions are not anticipated to be significant. However the proponent will prepare and implement an Air Quality Sub-Plan which will be incorporated into the Construction Environment Management Plan (CEMP) and outline details of dust management measures, such as: • the identification of conditions during which particularly dust-producing activities may be curtailed or ceased; • dust suppression measures (e.g. waster bowsers and sprays) which may be employed to damp-down earthworks or hard-standing areas during construction; • the provision of dust screens; • appropriate management of stockpiled materials; • visual inspection of off-site compliance; and • a clear communication strategy for the management and prompt investigation of dust complaints The CEMP will be prepared with reference to Section 4.16 of the OEH"s Local Government Air Quality Toolkit, "Module 1: Air pollution control techniques".	Sydney Heritage Fleet	At the Construction Certificate stage and during construction.
03	Air Quality	In the event that the Stage 2 – Detailed Investigation identifies the potential for the emission of odour or contaminated dust from the site to occur, these impacts would be specifically addressed by the proponent within any remediation strategy and CEMP.	Sydney Heritage Fleet	At the Construction Certificate stage.
04	Air Quality	The disturbance of sediment from Blackwattle Bay also poses a significant risk of causing short-term acute odour impacts. As such, where sediment needs to be drawn to the surface, the CEMP will provide specific measures to minimise the potential for odour impacts, which may include preventing the material from drying and minimising exposure times.	Sydney Heritage Fleet	At the Construction Certificate stage and during construction.
05	Air Quality	The proponent will prepare an odour management plan as part of the CEMP that will provide a pro-active management procedure to record activities and observations on-site, provide a range of odour control methods to manage the risk of odour emissions during construction activities and provide a methodology for the recording and response to any received odour complaints. In addition, to reduce the impact of construction plant emissions, plant will be located as far from local receptors as practicable and engines should not be left idling when not in use. Stationary trucks will also switch off engines if idling time on-site is likely to exceed 2 minutes and will avoid using the local road network during peak traffic periods. All equipment used on site should also be maintained to the required performance standards. These details will be included in the CEMP.	Sydney Heritage Fleet	At the Construction Certificate stage and during construction.
06	Air Quality	The proponent will prepare and implement an odour management plan which will be included within the Operational Environmental Management Plan (OEMP) . The odour management plan will provide a pro-active management procedure to record activities and	Sydney Heritage Fleet	At the Occupation Certificate stage and as part of the on-

		observations on-site and provide a range of odour control methods to manage the risk of odour emissions from operational activities. In addition, the odour management plan will outline a methodology for the recording and response to any received odour complaints. The proponent will prepare this with reference to the OEH"s Local Government Air Quality Toolkit, "Module 3: Guidelines for managing air pollution for the appropriate management and investigation of odour complaints".		going operation of the site.
07	Air Quality	The proponent will seek to manage any fugitive emissions from the workshop through careful use and bunded storage of solvents, and the provision of spill clean-up kits including absorbing materials to minimise the potential for VOC emissions. In addition, waste solvents will be properly stored in sealed and marked containers to contain vapours and removed from site for treatment or disposal at a suitable waste management facility. Where feasible, products and agents with lower VOC content will be used. These details will be included within the OEMP.	Sydney Heritage Fleet	At the Occupation Certificate stage and as part of the on-going operation of the site.
08	Air Quality	The proponent will ensure, where possible, that the delivery of liquid fuels will utilise reciprocal feeds, so that the tank vapours are displaced into the delivery vehicle rather than being emitted to the atmosphere as a fugitive emission. In addition, dust, scrapping waste and debris and empty stripper/varnish/solvent containers will be managed and disposed of in an appropriate manner, as discussed in the SLR Consulting Waste Management Plan. These details will be included within the OEMP.	Sydney Heritage Fleet	At the Occupation Certificate stage and as part of the on-going operation of the site.
09	Air Quality	The proponent will ensure that any coal handling activities will be carefully managed to ensure particulate emissions are minimised. Bunker portals should be enclosed (or partially enclosed where shown to be effective) by the use of a curtain. In addition, appropriate PPE should be worn by workers during any removal of grate ash from the coal-fired boilers to avoid health risks associated with respirable particulates. These details will be included within the OEMP.	Sydney Heritage Fleet	At the Occupation Certificate stage and as part of the on-going operation of the site.
10	Air Quality	The proponent will ensure that, taking account of the approved circumstances pursuant to the POEO Regulation 2010, all practicable means are employed to prevent and minimise the emission of smoke.	Sydney Heritage Fleet	As part of the on-going operation of the site.
11	Aquatic Flora and Fauna	The proponent will seek to minimise the impacts of shading by the use, where practical, of open grated aluminum decking to allow diffuse light to penetrate to the seabed. The proponent will provide details in this regard as part of the Construction Certificate application.	Sydney Heritage Fleet	At the Construction Certificate stage.
12	Aquatic Flora and Fauna	The proponent will include the appropriate protection measures within the CEMP which ensures that adverse impacts are not imposed upon adjacent areas of aquatic habitat. The CEMP will need to prepared and submitted with an application for a Construction Certificate.	Sydney Heritage Fleet	At the Construction Certificate stage and during construction.
13	Aquatic Flora and Fauna	The proponent will select a slow boring technique to minimise any localised turbidity for the installation of the support piles for the marina, in order to minimise resuspension of surface sediments and the smothering of nearby macroalgae and epifauna on rock rubble. The details of the boring technique will be provided with the application for a Construction Certificate.	Sydney Heritage Fleet	At the Construction Certificate stage.
14	Aquatic Flora and Fauna	The proponent will operate the proposal, post-construction, in accordance with current 'best practice' measures in respect of the maintenance and/or repair of boats and of facilities.	Sydney Heritage Fleet	As part of the on-going operation of the site.
15	Climate Change and Sea Level Rise	The sea wall has been identified as the potential primary defence against the projected sea level rise. Therefore, the proponent will, as part of the operations and maintenance regime of the site, undertake monitoring of the sea wall and	Sydney Heritage Fleet	At the Occupation Certificate stage and as part of the on-going operation of the site.

		assess for the impacts described. In addition, the proponent will stay up to date with actual sea level rise trends. These details will be outlined in an OEMP which will addresses: • Monitoring and Maintenance programs to reduce the risk of movement/erosion of the seawall; • Any future building adaptability/adaptation measures; and • Emergency response elements associated with sea level rise, including inundation and extreme events e.g. wave run-up.		
16	Coastal Flood Risk	The proponent will consider the design adaption changes which include: • Raise the sea wall to defend against projected potential sea level rise. • Develop and construct a “flexible design” whereby in the future the ground floor can be raised. • Establish all services (particularly electricity) above the projected inundation levels within the ground level building. • Raise the height of the ground level as part of the current development to accommodate the projected higher sea levels. These design amendments will be undertaken in response to a Conditions of Consent and finalised as part of the Construction Certificate application.	Sydney Heritage Fleet	At the Construction Certificate stage.
17	Historical Archaeology	If the former sea wall is exposed during excavation works, an archaeologist will be called out to record the location and the extent of the feature prior to its removal. A brief letter report will also be written and submitted to the Heritage Branch at the Office of Environment and Heritage regarding the recording. The procedure for this will be included within the CEMP.	Sydney Heritage Fleet	At the Construction Certificate stage and during construction.
18	Historical Archaeology	The proponent will seek information from the RMS, in response to a Condition of Consent which will seek to confirm whether or not any of the sandstone wall remains at the subject site. The response, as received, will be submitted to the Consent Authority for approval. In accordance with the AHMS report at Appendix 27, if the RTA has removed the sandstone walls adjacent to Bank Street, and any other associated features, no further assessment, monitoring or recording works would be required prior to works for the proposed development.	Sydney Heritage Fleet	Prior to Construction Certificate Application.
19	Historical Archaeology	In the event that the RTA has not disturbed or removed the sandstone walls discovered adjacent to Bank Street, and the proposed construction works are likely to impact these, an archaeologist may be called in to record the location, fabric and extent of the sandstone wall and any other associated features, during construction works. A brief letter report should be written and submitted to the Heritage Branch at the Office of Environment and Heritage regarding the recording. The procedure for this will be included within the CEMP.	Sydney Heritage Fleet	At the Construction Certificate stage and during construction.
20	Land Contamination	The proponent will select a construction methodology which minimises sediment disturbance, results in little spoil generation at the surface, allows for the impacts of a potential chemical attack and is accompanied by appropriate control measures to protect the marine environment during the works. Such details will be incorporated into the CEMP and will be provided with the application for a Construction Certificate.	Sydney Heritage Fleet	At the Construction Certificate stage.
21	Land Contamination	The proponent will prepare and include a specific management plan for dealing with any acid sulphate soils encountered during construction. This management plan will be incorporated into the CEMP and provided with the application for a Construction Certificate.	Sydney Heritage Fleet	At the Construction Certificate stage and during construction.
22	Land Contamination	The proponent will undertake a limited soil investigation in land areas which are likely to be disturbed by the proposed development. This investigation would establish the likelihood of encountering contaminated soil and groundwater during the construction works and the	Sydney Heritage Fleet	Prior to Construction Certificate Application.

		nature of any such impacts. Should these investigative works indicate that that development area has not been significantly impacted by the potentially contaminating activities, this should provide sufficient information to deem that the site is suitable for the proposed use. These investigations will be undertaken by the proponent in response to a Condition of Consent and the outcomes will be submitted to the Consent Authority for approval.		
23	Land Contamination	Should elevated contaminant levels be encountered, which exceed the Health Investigation Levels prescribed for this development type, then a Stage 2 – Detailed Investigation will be required in accordance with Section 3.5.3 of SEPP 55. This investigation would seek to provide information on the extent and degree of contamination and an assessment of the risks posed by the contaminants to health and the environment. In the event that this is required, the proponent will undertake the Detailed Investigation and submit the outcomes as part of the Construction Certificate application.	Sydney Heritage Fleet	Prior to the release of a Construction Certificate.
24	Noise	The proponent will prepare and implement a construction noise management plan in relation to the demolition and construction works. The details of this will be included within the CEMP.	Sydney Heritage Fleet	At the Construction Certificate stage and during construction.
25	Noise	The proponent will implement the noise mitigation measures which include ensuring riveting occurs on the southern side of the vessel, with vessel rotation on the floating pontoon as required. In addition, if required, a restriction on riveting to between 8 am to 4 pm, with no riveting between midday and 2 pm, will be implemented. Previous 'industrial' operations, the subject of acoustic suppression design proposals have been removed from the site. The proponent will implement and maintain noise suppression measures and practices on the site. These details will be included within the CEMP.	Sydney Heritage Fleet	At the Occupation Certificate stage and as part of the on-going operation of the site.
26	Onsite Stormwater Detention (OSD)	Council's drainage engineering unit advised that, as the site fronts Blackwattle Bay, there is no requirement for OSD at the site or any restriction on the rate of stormwater discharge from the site. However, the proponent acknowledges that some discharge restrictions may need to be implemented if new drainage connections are to be established to the existing drainage network. This matter will be resolved as part of the detailed design of the proposal and details in this regard will be provided as part of the Construction Certificate application.	Sydney Heritage Fleet	At the Construction Certificate stage.
27	Overland Flow Routing	The proponent will ensure that the proposed design is in accordance with the overland flow routing requirements set out in the Stormwater Drainage Concept Plan and overland flow mitigation strategy. In this respect, the proponent acknowledges that: • The development should be designed to ensure an overland flow path is maintained between Bank Street and Blackwattle Bay. • The overland flow path should be designed to convey the excess stormwater flow unable to be conveyed within the below ground stormwater pipe network for events up to and including the 100 year ARI storm flow. • Some form of boundary treatment will likely to be required to divert overland flow during major storm events around the building to the eastern access way (east of the boat sheds) and western access way (along western boundary). • Further works may be required in order to gain approval from Sydney City Council for the proposed overland flow mitigation strategy. A full network assessment will be required to determine the required capacity of the overland flow path and potential mitigation measures. • A preliminary assessment estimated the overland flow rate during a 100 year ARI event was between 84 L/s and 116 L/s,	Sydney Heritage Fleet	The required details will be provided at the Construction Certificate stage and compliance may be determined at the Occupation Certicate stage.

		depending on the capacity of the existing pipe network. • In accordance with City of Sydney Stormwater Drainage Design Code (Draft August 2009) the depth of flow should generally be less than 0.2 m and the velocity less than 1 m/s. Further details in this regard will be provided as part of the Construction Certificate application.		
28	Public Transport Initiatives	The proponent will pursue the public transports initiatives with the NSW Department of Transport. These include: • The possible diversion of Route 443 from Harris Street down Bowman Street onto Bank Street and past the Sydney Heritage Fleet site; • The possible diversion of Route 448 past the Sydney Heritage Fleet site; • The possible diversion of Route 501 past the Sydney Heritage Fleet site; and • The possible creation of a new bus route.	Sydney Heritage Fleet in conjunction with the NSW Department of Transport.	As part of the on-going operation of the site.
29	Stormwater Quality	The proponent will provide for the following measures during the construction period in order to minimise the amount of sediment and potentially contaminated water which leaves the construction site: • A designated wash out area, set aside for waste water generating activities. The wash out area will be located away from drainage lines and street gutters. All runoff from the wash out area will be upstream of a sediment fence which will intercept sediment; and • Stockpiles of sand and soil will be sheltered or covered with a plastic sheet to prevent rainfall from mobilising soils. Stockpiles of building materials will be located away from drainage lines to prevent potentially contaminated surface water runoff from being routed directly into gutters These measures will be included within the CEMP.	Sydney Heritage Fleet	At the Construction Certificate stage and during construction.
30	Stormwater Quality	The proponent will prepare and implement a Construction Phase Erosion and Sedimentation Control Plan as part of the CEMP prior to commencement of site works.	Sydney Heritage Fleet	At the Construction Certificate stage and during construction.
31	Stormwater Quality	The proponent accepts and will implement the detailed water quality treatment strategy provided within Water Sensitive Urban Design Strategy. Any further details required in this regard will be provided as part of the Construction Certificate application.	Sydney Heritage Fleet	At the Construction Certificate stage and as part of the on-going operation of the site.
32	Traffic (Construction)	The proponent will prepare and implement a traffic management plan for the construction period, which will include details specifying: • Construction period, including stages of construction. • The daily volume of construction traffic generated (trucks, plant & equipment vehicles, materials delivery and construction staff vehicles) for demolition and construction phases. • Truck routes and times in order to protect amenity of nearby residents. • Site Access for trucks & construction staff. Control of soil / mud from being dropped from the wheels of construction vehicles onto adjacent public streets when those vehicles leave the construction site. • Construction staff parking zones. The traffic management plan will be included within the CEMP.	Sydney Heritage Fleet	At the Construction Certificate stage and during construction.
33	Waste Management	The proponent will ensure that the selected building contractor prepares and implements a detailed waste management plan, in accordance with the recommendations provided by SLR Consulting. This will include:	Sydney Heritage Fleet	At the Construction Certificate stage and during construction.

		• Clean, suitable demolition materials are to be stockpiled on site and reused where appropriate within the construction phase of the works. • Unsuitable or contaminated materials are to be removed from site and treated or disposed of at an appropriate facility. • Where necessary during the infrastructure stage of works, qualified and certified contractors should be engaged to remove all contaminated/hazardous material. • Construction materials are selected with consideration to their long lifespan and potential for reuse. • Correct quantities of construction materials are ordered and prefabricated materials are used where possible. • Formwork is reused onsite. • Site disturbance and unnecessary excavation is limited. • Careful source separation of waste (e.g. off-cuts) is conducted to prevent cross-contamination of waste and to facilitate reuse, resale or efficient recycling. • Subcontractors are informed of site waste management procedures. • Records of all waste types and amounts collected by contractor are maintained. • The building contractor shall identify opportunities for waste avoidance, in accordance with Section 4.3 of SLR Consulting's Waste Management Plan (Appendix 24). • The management of construction materials and waste including options for reuse and recycling where applicable and practicable should be conducted. Only Project wastes that cannot be cost effectively reused or recycled are to be sent to landfill or appropriate disposal facilities. • The building contractor shall implement the procedures outlined at Section 4.4 of SLR Consulting's Waste Management Plan (Appendix 24). • The Building Contractor will need to specify the types and quantities of wastes produced during construction. • The building contractor will implement the waste storage and servicing matters outlined at Section 4.6 of SLR Consulting's Waste Management Plan (Appendix 24). • Standard signage will be posted in all storage/waste collection areas and all drums/bins will be labelled correctly and clearly to identify materials stored within. • Employed staff and contractors will be made aware of all recycling initiatives and waste storage/handling requirements. • Records of waste volumes recycled, reused or contractor removed are to be maintained and reported on a quarterly basis. • Waste audits are to be carried out to gauge the effectiveness and efficiency of waste segregation procedures and recycling/reuse initiatives. Where audits show that the above procedures are not carried out effectively, additional staff training should be undertaken and signage re-examined.		
34	Waste Management	The proponent will implement the operational waste management details as outlined. This will form part of the OEMP and include the following aspects: • Any liquid wastes or dangerous goods wastes generated by the Project (e.g. due to damage or leakage of containment) should be disposed of by a suitably qualified contractor to an appropriately licensed disposal facility. • No liquid wastes or wash down waters should be disposed of via the stormwater drainage system. Wastewater storage tanks (including stormwater collection tanks) should be carefully monitored to ensure overflow does not occur. • Containment measures for spillages should be provided nearby (e.g. a spill kit containing non-combustible absorbent material). • No liquid wastes or wash down waters should be disposed of via the stormwater drainage system. Wastewater storage tanks should be carefully monitored to ensure overflow does not occur. • All contaminated and hazardous wastes (i.e. fluorescent tubing, batteries, e-wastes and smoke detectors) should be recycled at an appropriately licensed facility. • Fluorescent tubes and other globes can be recycled via prepaid packs suitable for Australia Post to recycling facilities in Australia. • E-waste (electronic waste such as computers) and batteries contain heavy metal contaminants and should be recycled at an appropriately licensed recycling facility. • Smoke detectors should be returned to the supplier for disposal (this is a condition of the supplier's licence to sell smoke detectors) and not disposed of with general landfill waste as they contain small amounts of radioactive material. Contact the supplier for information on how to return used smoke detectors.	Sydney Heritage Fleet	Details may be provided at the Occupation Certifcate stage and will need to be implemented as part of the on-going operation of the site.

		• Waste storage and collection will be undertaken in accordance with Section 5.5 of SLR Consulting's Waste Management Plan. • Purchasing will be undertaken in a manner which minimises waste, as outlined at Section 5.6 of SLR Consulting's Waste Management Plan. • Signage and education of employees will be undertaken in accordance with Section 5.7 of SLR Consulting's Waste Management Plan. • Monitoring and Reporting will be undertaken in the manner outlined at Section 5.8 of SLR Consulting's Waste Management Plan. • Management should routinely check waste sorting and storage areas for cleanliness, hygiene and OH&S issues, and also ensure all monitoring and audit results are well documented and carried out as specified in the Waste Management Plan.		
35	Water Conservation	The proponent will ensure that water efficient fixtures, appliances and equipment are installed as part of the proposed development. Specific details in this regard may be provided as part of the Construction Certificate application.	Sydney Heritage Fleet	Details will be provided at the Construction Certificate stage and compliance may be determined at the Occupation Certificate stage.
36	Water Re-Use	The proponent will ensure that the development collects roof runoff from the green roof within a rainwater harvesting tank for re-use in toilets in the site buildings. A 15m^3 rainwater harvesting tank is suitable and may be installed underground within the entry forecourt. Further details regarding this system will be provided as part of the Construction Certificate application.	Sydney Heritage Fleet	At the Construction Certificate stage.
37	Work Travel Plan	The proponent will prepare and implement a Work Travel Plan, in order to reduce the potential dependence on private car transport. This will be prepared in accordance with the framework provided by McLaren Traffic Engineering, which includes: • A Travel Access Guide; • Restricted car parking supply; and • Bicycle parking and shower provision for employees. The Work Travel Plan will be submitted as part of the Occupation Certificate application.	Sydney Heritage Fleet	At the Occupation Certificate stage and as part of the on-going operation of the site.