

North Nowra Concept Plan Draft Statement of Commitments

The following commitments have been compiled based on the environmental assessment undertaken in the preparation of this EA Report and outlined in **Section 22** of the EA Report. They provide a commitment by Shoalhaven City Council indicating the responsibilities and timing to implement measures to prevent potential environmental impacts that have been identified through this assessment to ensure that the project is environmentally, socially and economically sustainable, and to outline a program of works to take forward the development of the North Nowra Link Road subject to a subsequent future project application for the preferred route.

In the draft Statement of Commitments below the commitments made relate to all three of the options, except where expressly stated.

Subject	Commitments	Approved by Whom and Timing
General	The development will be carried out in accordance with this Concept Plan Application and Environmental Assessment Report, prepared by JBA Urban Planning Consultants (October 2010), and associated plans and supporting reports, as well as all other relevant legal requirements.	To be submitted as part of the Project Approval application
Design Standards	All roads would be constructed in accordance with Shoalhaven City Council's Development Control Plan 100, AUSTRROADS standards and approved design plans.	To be submitted as part of the Project Approval application
Dedication of Land to Offset Revocation of Land from within the Bomaderry Creek Regional Park	<p>The project will require the revocation of land from the Bomaderry Creek Regional Park which will require the bringing of a bill before the NSW Parliament to authorise the proposed revocation.</p> <p>Shoalhaven City Council will enter into an agreement with the Department of Environment, Climate Change and Water for the dedication of Council owned lands to be incorporated into the Bomaderry Creek Regional Park.</p> <p>The amount of land to be dedicated will be dependent on the option built and the actual amount of vegetation that will be required to be cleared from within the Regional Park resulting from the detailed design, however will be generally consistent with the following provision:</p> <ul style="list-style-type: none"> ▪ <u>Option 1: Central Route</u> <p>Up to a maximum of 50 ha of Council owned land will be dedicated, subject to further agreement with DECCW, including land described as follows: part of Lot 109 DP 3060, part of Lot 108 DP 131063, Lot 27 and 28 DP 130999, Lot 28, Lot 2 DP 817278 and</p>	<p>The detail of the land to be dedication for offset purposes is required to be agreed prior to the bringing of the bill before the NSW Parliament.</p> <p>This could occur before or after an application is made for Project Approval.</p> <p>Details of the actual agreed proposed offset land to be dedicated to DECCW for incorporation into the Bomaderry Creek Regional Park would be detailed in the Project Approval application</p>

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	<p>part of Lot 119 DP 751258.</p> <ul style="list-style-type: none"> ▪ <u>Option 2: Southern Route</u> <p>Up to a maximum of 12 ha of Council owned land will be dedicated, subject to further agreement with DECCW, including land described as Lot 27 DP 130999.</p> <ul style="list-style-type: none"> ▪ <u>Option 3: Northern Route</u> <p>Up to a maximum of 17 ha of Council owned land will be dedicated, subject to further agreement with DECCW, including land described as follows: part of Lot 109 DP 3060, part of Lot 108 DP 131063, Lot 27 and 28 DP 130999, Lot 28, and part of Lot 119 DP 751258.</p>	
Improvements to the Bomaderry Creek Regional Park	<p>These Commitments relate only to <u>Option 1: Central Route</u></p> <ul style="list-style-type: none"> ▪ Shoalhaven City Council will design the bridge so as to maintain or improve access to the facilities within the Bomaderry Creek Regional Park, including the Bomaderry Creek walking tracks. In particular bridge footway design would include access for people with mobility impairments and will include a viewing platform and educational display. ▪ Access and parking arrangements for the Bomaderry Creek Regional Park, and any complimentary upgrades to the existing picnic ground and walking trail facilities will be agreed with DECCW as part of the dedication of land to DECCW for incorporation into the Bomaderry Creek Regional Park. 	<ul style="list-style-type: none"> ▪ To be submitted as part of the Project Approval application ▪ To be submitted as part of the Project Approval application
Ecology	<p>The following Commitments relate to <u>All Options</u>:</p> <ul style="list-style-type: none"> ▪ Detailed design will minimise the area of native vegetation to be cleared wherever reasonable and feasible. ▪ The road will be designed to minimise direct impacts to threatened species. In particular fauna underpasses or overpasses (e.g. gliding poles or rope bridges) would be included in the design, where appropriate, to provide habitat connectivity for threatened fauna species. The road will also be designed to minimise the possibility of roadkill events through lighting, signage and pavement materials. Bridge design will maximise movement of terrestrial and aquatic species. ▪ Prior to clearing of vegetation all trees and vegetation outside of the immediate construction and approved clearing zone will be protected by fencing from 	<ul style="list-style-type: none"> ▪ To be submitted as part of the Project Approval application. ▪ Details to be incorporated into the Construction Environmental Management Plan. ▪ Details to be incorporated into the Construction Environmental Management Plan.

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	<p>unauthorised access during the construction period.</p> <ul style="list-style-type: none"> Measures during construction works include pre-clearing surveys of tree hollows, timing of clearing to avoid high rainfall periods & high bushfire risk periods, clearing methods to minimise impacts to adjacent habitats and education of workforce. <p>The following Commitments relate only to <u>Option 1: Central Route</u>:</p> <ul style="list-style-type: none"> During the construction of the road nearby threatened flora specimen will be fenced off prior to construction and clearly marked as “no-go” areas. Specific management measures to ensure minimal impact to individual specimen will be detailed in the Construction Environmental Management Plan. Specimen of threatened flora species nearby to the central road corridor will be permanently fenced in the vicinity of the road and minimal stopping areas will be provided along the road and reinforced through the use of fauna permeable fencing along the roadside. Road verge management will be undertaken in such a way as to maintain low fuel loads to reduce the risks of incidental fires, minimise the potential impacts of weeds, maintain or replace shade trees and will include erosion and sediment control measures. Council will also support species propagation efforts for the <i>Zieria Bauerlenii</i>. 	<ul style="list-style-type: none"> To be submitted as part of the Project Approval application. To be submitted as part of the Project Approval application.
Aboriginal Heritage	<p>The design of the road will attempt, where practicable, to avoid impacts to Aboriginal sites.</p> <p>Where complete avoidance of an Aboriginal site is not possible then the remaining portion of the sites will be identified in the Construction Environmental Management Plan (EMP) and protected from inadvertent impact with temporary fencing along the construction boundary. No signage identifying the area as having Aboriginal significance will be erected, signage stating ‘Significant Environmental Area – No Entry Permitted’ will be established.</p> <p>In the event that Aboriginal objects (other than human remains) are encountered during construction in areas outside of previously recorded Aboriginal sites or potential archaeological deposits then work will cease and DECCW and Aboriginal stakeholders will be contacted.</p> <p>In the event that human remains are discovered all works in the vicinity will halt and police contacted. If the remains are determined to be of Aboriginal origin and not forensic</p>	To be submitted as part of the Project Approval application.

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	<p>then DECCW and Aboriginal stakeholders will be contacted.</p> <p>If any previously unidentified non-Aboriginal heritage are encountered, all works that would potentially impact the item and/or its curtilage will cease immediately. And DECCW and Aboriginal stakeholders will be notified immediately. Works will not recommence until appropriate clearance has been received.</p> <p>Construction personnel will be educated on their obligations for Aboriginal cultural materials under the National Parks and Wildlife Act 1979.</p> <p>The following Commitment relates only to <u>Option 2: Southern Route</u></p> <ul style="list-style-type: none"> ▪ If rock shelter site 52-5-0558 cannot be avoided through detailed design then salvage excavation will be carried out. <p>The following Commitment relates only to <u>Option 3: Northern Route</u></p> <ul style="list-style-type: none"> ▪ If open site 52-5-0546 cannot be avoided through detailed design then salvage excavation will be carried out. 	
Landscape and Urban Design	<p>These Commitments relate only to <u>All Options</u>:</p> <ul style="list-style-type: none"> ▪ Landscape Plan will be prepared as part of the detailed design. Landscaping will aim to minimise visual impacts from private properties and will rehabilitate disturbed areas within the soonest possible time using native species. 	To be submitted as part of the Project Approval application
Traffic and Transport	<ul style="list-style-type: none"> ▪ Shoalhaven City Council will manage construction traffic and access to and from and adjacent to the site in accordance with an approved Construction Traffic Management Plans. In particular, temporary travel and access arrangements would be made for local business operators and local residents as required. ▪ Details of intersections with the Princes Highway will be agreed with the RTA. 	<ul style="list-style-type: none"> ▪ Details to be incorporated into the Construction Environmental Management Plan. ▪ To be submitted as part of the Project Approval application
Noise	<ul style="list-style-type: none"> ▪ Reasonable and feasible mitigation that seeks to achieve the construction noise objectives detailed in the Environmental Noise Control Manual (EPA 1994) will be developed and implemented during construction. ▪ Noise berms or walls would be designed as part of the detailed design of the road. 	<ul style="list-style-type: none"> ▪ Details to be incorporated into the Construction Environmental Management Plan. ▪ To be submitted as part of the Project

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	Further noise assessment would be carried out on the detailed road design, incorporating the noise berm or wall, to demonstrate consistency with the NSW EPA's Environmental Criteria for Road Traffic Noise.	Approval application
Flooding	<p>The road and bridge will be constructed outside of the 100 year Annual Recurrence Interval flood level.</p> <p>The location of structures in the 1:100 Annual Recurrence Interval flood level will be avoided or minimised during detailed design. If bridge supports are required to be located in the 100 year Annual Recurrence Interval flood level then a flood study will be undertaken to demonstrate that flood flows do not cause significant back stream effects.</p>	To be submitted as part of the Project Approval application.
Soil and Water	<p>Stormwater from the bridge will be directed to stormwater treatment devices prior to controlled discharge into Bomaderry Creek.</p> <p>Soil characteristics, including possible contamination, to be confirmed as part of detailed site investigations for detailed design.</p> <p>A Soil and Water Management Plan will be prepared detailing strategies for the management of stormwater from the operating road. The Plan will include details of devices and management measures for stormwater detention, retention, treatment and release. The Plan will include details of:</p> <ul style="list-style-type: none"> ▪ Water cycle management devices to be incorporated into the project will convey storm water flows to sediment basins where initial treatment will occur before release to watercourses and flow channels. ▪ "Soft engineering" techniques to protect drainage channels and to dissipate stormwater flows without causing erosion that could otherwise impact on threatened flora species and their habitats. <p>During construction, erosion and sediment controls will be undertaken in accordance with a Construction Erosion and Sediment Control Plan.</p>	To be submitted as part of the Project Approval application.
Utilities	<p>The following Commitment relates only to <u>Option 1: Central Route</u></p> <ul style="list-style-type: none"> ▪ The new bridge would incorporate the 600mm diameter water main into the structure and the existing water main would be decommissioned and removed. 	<ul style="list-style-type: none"> ▪ Incorporated into the detailed design of the bridge.

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	<ul style="list-style-type: none"> Shoalhaven City Council would liaise with Integral Energy in regards to incorporating the existing 33 kV transmission line owned by Integral Energy. Shoalhaven City Council would consult with Integral Energy to ensure the design of the road is sufficient for the existing transmission line and for any proposed upgrades to the transmission infrastructure. In partnership with Integral Energy, Shoalhaven City Council will investigate the feasibility of undergrounding the transmission line as part of the construction of the road in the environmentally sensitive area west of the proposed bridge for a distance of approximately 340 metres, and a short distance on the east side of Bomaderry Creek. 	<ul style="list-style-type: none"> Details of consultations and investigations to be submitted as part of the Project Approval application
Consultations	Open communications will be maintained with property owners, affected government agencies, the Local Aboriginal Land Council and other identified stakeholders.	Details of consultations with affected landowners and other stakeholders to be submitted as part of the Project Approval application
Construction Environmental Management Plan	<p>Shoalhaven City Council will prepare and implement a Construction Management Plan for the project. The Construction Management Plan will address the following matters:</p> <ul style="list-style-type: none"> Provide details of proposed construction activities; Construction noise and vibration management; Potential impacts of construction activities on threatened species; Construction traffic, pedestrian management and any arrangements required to maintain access to properties and businesses; Construction waste, including investigating the use of recycled materials in construction materials, maximisation the recycling of wastes where possible; and ensuring that all waste for disposal would be removed by a licensed waste contractor and disposed of at a licensed landfill facility. Construction stormwater, erosion and sediment control; and Construction air quality (dust) management, including management measures for stockpiles, vehicle wheel washes and covering of truck loads; Induction and education of procedures for construction staff and visitors to the site. Advertising and notification procedures to advise the public of any delays or 	To be submitted and approved by the Director-General and DECCW prior to construction.

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	<p>temporary inconveniences associated with works.</p> <p>Construction will be undertaken in accordance with an Environmental Management System based on ISO 14001.</p>	