

Section 8

Draft Statement of Commitments

8.1 PLANS, DOCUMENTATION AND APPROVALS

The proposed development will be completed in accordance with the submitted plans and descriptions of proposed development provided in this Environmental Assessment Report.

It is noted that any changes to the proposed development will require further approval of the relevant authorities.

The proposed development will be carried out in accordance with all approvals granted by relevant authorities.

8.2 FLORA & FAUNA (INCLUDING WETLANDS)

The proposed development will seek to minimise the impact on Flora and Fauna by adopting the full range of recommendations of the report prepared by Ecobiological, included at **Appendix J**. This will involve the following:

- Avoiding use of potentially harmful chemicals;
- The conduct of pre-clearing surveys; and
- The use of management and Monitoring Plans.

More specifically the strategies involve the following:

MANAGEMENT STRATEGIES

- Avoiding the use of insecticides and herbicides in the study area to retain the integrity of the habitat for insectivorous Microchiropteran bats and to prevent deformities or death to Wallum Froglets in the area.
- Pre-clearing surveys will be carried out prior to any vegetation clearing in the area. The actual felling of any habitat trees will be attended by a suitably experienced fauna ecologist in order to

ensure the safety of any fauna to be found in the hollows. Trees having potential habitat hollows will be 'soft felled' by an experienced machine operator.

- Consideration will be given to incorporating an amphibian translocation plan into the management plan governing pre-clearing survey protocols in order to relocate a population of Common Green Tree Frog which may be placed at risk of extinction with the removal of the two stands of swamp oak, and the Bleating Tree Frog. This plan would incorporate appropriate hygiene protocols to prevent the spread of amphibian diseases.
- Prior to commencement of construction detailed management plans will be prepared to cover the following:
 - Pre-clearing survey protocols
 - A management and monitoring plan for the adjacent Ramsar wetland (Kooragang Nature Reserve) which will consider the following:
 - The nature and control of sediment run-off during construction phase;
 - The chemical content of the fill and of the groundwater seepage from that fill;
 - The volume, path and content of stormwater discharging from the site during and after development;
 - The handling of hydrocarbon waste from the site during construction and operation stages;
 - The existing flow regime of surface and groundwater flow from the site into the wetlands;
 - Impact of development on the quality of sub-surface drainage water that discharges into the wetland;
 - The current ecological character of the wetland in the immediate vicinity of the potential impact area;
 - The impact of weed invasion during and after construction phase; and

- Minimising the impact of lighting.
- An appropriate 100m buffer will be provided in the SE corner of the subject site adjoining the Ramsar site boundary.

ONGOING MONITORING

A monitoring plan will also be prepared to document the ongoing status of the protected Ramsar Wetland to the south of the subject site, with an ongoing comparison to an established baseline status.

8.3 TRAFFIC & ACCESS

The recommendations contained in the report of September 2007 prepared by Mark Waugh Pty Ltd, will be adopted, including the construction of the necessary intersections off Tomago Road and Old Punt Road. The full report is included at **Appendix G**.

The upgrade of the Tomago Road intersection with the Pacific Highway includes the following:

- Installation of traffic control signals with provision for pedestrians.
- Provision of paved area for cyclists.
- Provision of two right-turn lanes on the Pacific Highway for traffic turning into Tomago Road.
- Tomago Road widened to two lanes eastbound, near the highway.
- Relocation of bus stop facilities.
- Removal of the right-turn exit from Tomago Road to the Pacific Highway.

The upgrade of the Old Punt Road intersection with the Pacific Highway includes the following:

- Installation of traffic control signals.
- Provision of an improved left-turn lane from Old Punt Road to the Pacific Highway.
- Longer merge lane on the Pacific Highway from Old Punt Road.

The recommendations of the Traffic Management Plan for the import of fill material prepared by Mark Waugh Pty Ltd, and included at **Appendix G** will be adopted. This plan includes the following measures:

- All cyclist movements will remain as per the current situation with cyclists using the road carriageway.
- All parking associated with employees on the site can be contained within the site with no requirement to park on Tomago Road.
- All deliveries will approach the site from the west, turning right into the site and then departing by turning left onto Tomago Road.
- No loading/delivery to be completed along the Tomago Road frontage.
- No delivery vehicles will be permitted to stand on the roadway. All vehicles are to be unloaded within the site.
- NO alteration to the existing speed zone (90km/h) will need to be applied.
- General signage and line marking are included due to the nature of the passing traffic and the location and nature of the works.
- All signs shall be permanently mounted and shall be covered outside working hours. The signs shall be uncovered at the beginning of the working day before any trucks access the site.
- A copy of the Traffic Control Plan will be on site at all times.
- The site ganger will complete a daily traffic control checklist.

8.4 ACOUSTICS

The proposed development will comply with the requirements of DECC in relation to criteria for noise emissions. In particular the proposed development will comply with the recommendations of the report prepared by Spectrum Acoustics included at **Appendix O**.

A Construction Management and Environmental Management Plan will be prepared to manage noise emissions, and submitted, as required, prior to construction or commencement of operations.

More specifically, the following will be included:

- Fill of the WesTrac site will commence on the eastern site boundary and extend to the west to provide a noise buffer between trucks importing fill and residences east of the site.
- **Constructions Noise** - In accordance with DECC recommendations construction will only be carried out during daytime hours, and a construction noise criterion of background (LA_{90}) + 5dB will be adopted.
- **Operational Noise** - The Project-Specific Noise Levels (PSNL) for the development will be:
 - 43dB(A) L_{eq} (15 min) Day (7am-6pm)
 - 37dB(A) L_{eq} (15 min) Evening(6pm-10pm)
 - 35dB(A) L_{eq} (15 min) Day (10pm-7am)
- **Sleep Disturbance** - Disturbance to sleep will be minimised by ensuring that maximum internal noise levels do not exceed 50dB(A) and maximum external noise levels do not exceed 60dB(A), L_{max} .
- **Traffic Noise** - Recommended criteria, L_{eq} (1 hour) between 7am and 10pm (day) is 60dB(A) and between 10pm and 7am (night) is 55dB(A).
- A 3.5m high acoustic barrier will be erected along a portion of the eastern site boundary. An acoustic barrier comprises an earth mound or a fence on a mound, and requires a minimum mass of 15kg/m² and must make contact with the ground.
- Future industries will be required to submit noise impact assessments as part of the Development Application / approval process.

8.5 ARCHAEOLOGY

The proposed development will comply with the recommendation of the Archaeological report prepared by Indigenous Outcomes included at **Appendix P**. Specifically the LALC will be consulted, and given the appropriate opportunity to collect relics from the site prior to the commencement of Construction.

8.6 AIR QUALITY

All vehicles and machinery will be maintained to minimise emissions to air.

All spray-painting will be contained within the proposed spray booth. The spray booth will be designed to meet the specifications and standards of Workcover Authority and DECC.

Dust will be controlled during the construction phase through implementation of appropriate management measures. Filling operations will involve the use of larger or heavier types of fill material, thus minimising the opportunity for smaller particulates to be carried by wind.

A Construction Management and Environmental Management Plan will be prepared to manage potential air emissions and submitted as required prior to construction or commencement of operations. The plan in particular will address dust control.

Dust control measures will include the following:

- Covering loads where required;
- Amending of operations under excessive wind conditions including ceasing of operations if required;
- Use of water tankers as required to control dust;
- Rehabilitation through vegetation of surfaces to be left unsealed;
- Truck wheel washes or other dust removal measures;
- Ensuring that all service areas are sealed, or as a minimum treatment, covered with gravel;
- Dirt tracked onto access routes will be cleaned away as soon as practicable;
- Vehicles will be regularly washed; and
- Customer's machinery brought to site will in most circumstances be cleaned of excess dirt or dust prior to any work being undertaken on it.

8.7 WATER QUALITY

Water quality measures will be installed in accordance with the report prepared by Asquith & de Witt, included in this report as **Appendix F**.

The water quality objective for the site was to determine a solution of 'no impact' to the downstream receiving waters. The MUSIC (Model for Urban Stormwater Improvement Conceptualisation) model was established to verify the quantity of the run off to the wetlands for 'no impact', post development. Reuse, a treatment train, gross pollutant trap, swale and constructed wetland was sized to meet the target objective verified with MUSIC.

Water quality will be monitored, and a management plan, as detailed in the Flora & Fauna Report prepared by Ecobiological contained at **Appendix J**, will be prepared to address the construction and operational phases. More specifically this management plan will include:

- The nature and control of sediment run-off during the construction phase particularly as a result of an exceptional storm event;
- The chemical content of the fill and of the groundwater seepage from that fill that would disperse into the wetlands over the long term;
- The volume, path and content of stormwater discharging from the site during and after development;
- The handling of hydrocarbon waste from the site during construction and operation stages;
- Existing flow regime of subsurface and groundwater flow from the subject site into the wetlands;
- At times of peak rainfall, sub-surface drainage through the fill is likely to discharge into the wetland - what will be the impact of the development on the quality of this water;
- The current ecological character of the wetland in the immediate vicinity of the potential impact area; and
- The impact of weed invasion during and after construction phase.

A monitoring plan will also be put in place to document the ongoing water quality status, measured against an established baseline.

All products stored on-site having the potential to contaminate stormwater in the event of spillage will also be contained within a bounded area to the requirements of DECC.

STORMWATER CONTROLS

Water quality control on site will be 2 proposed washpads. All vehicles and parts requiring washing will be taken to one of these, and no washing outside of these washpads will occur. WesTrac has standardised control over these facilities country wide at its existing operations.

A Construction Management and Environmental Management Plan will be prepared to manage potential water quality issues and submitted as required prior to construction or commencement of operations.

The stormwater treatment train will be used for removal of the pollutants from the stormwater runoff prior to discharging to the wetlands downstream.

- Gross Pollutant Traps will be installed at the entry to each of the constructed wetlands as a proprietary product for screening of heavy sediment and litter.
- A large open channel swale drain has been designed into the development layout for street drainage, drainage of the intersection and secondary flows during major storm events. End of line treatment basins have been spread over the site to reduce the distances drainable for stormwater runoff.
- Basins have been located to have discharge outlets to the existing discharge points from the site along the southern boundary, post development.
- The site will be filled for development of the subdivision to a level that is flood free.
- Geotechnical approval will be obtained on the fill type and its properties prior to being used on the site. However the preferred fill type is granular material with particles not greater than 100mm diameter. The fill will be pH neutral and will be screened for properties under the supervision of geotechnical engineers, prior to supply to the site. No ash will be used for filling.

SOIL AND WATER MANAGEMENT PLAN

- The sediment basins have been designed for settlement of Type F soils. A higher criteria level of protection has been adopted for the design sizing of the sediment basins, reflecting the sensitivity of the receiving waters downstream. The 95th percentile, 5 day rainfall event has been selected as the standard for this site, which provides an increased capacity to capture runoff and minimised the potential risk of sediment laden water leaving the site and discharging to the wetlands.

- Access is to be limited to the designated all weather roads, any truck exiting out of the site shall be thoroughly cleaned and limit the exportation of clay and sediment on public roads, and entry is prohibited on remaining land.
- Works shall be undertaken in the following construction sequence:
 - 1) Install sediment fencing and cut drains to meet the requirements of the SWMP. Waste collection bins shall be installed adjacent to site office.
 - 2) Construct stabilised site access in location nominated by the Contractor and in accordance with Port Stephens Council's requirements.
 - 3) Construct sediment basins for disturbed areas in accordance with the rate per hectare provided in the SWMP. Install risers and two pegs in the floor of the basin and have them marked to show the top of the sediment storage zone. Ensure the basin is cleared of sediment once the design capacity is reached.
 - 4) Redirect clean water around the construction site.
 - 5) Install sediment control protection measures at all natural and man-made drainage structures. Maintain until all the disturbed areas are stabilised.
 - 6) Clear and strip the work areas in accordance with the Geotechnical advice provided.
 - 7) Any disturbed areas, other than lot grading areas, shall immediately be covered with site topsoil within 7 days of clearing. Lot re-graded shall be covered with bitumen emulsion as specified.
 - 8) Apply permanent stabilisation to site (landscaping).
- Sediment control conditions will include the following:
 - Proprietary sediment fencing shall be installed by the Contractor in accordance with their approved SWMP and elsewhere at the discretion of the site superintendent to contain sediment fractions as near as possible to their source.
 - Sediment removed from any trapping device shall be relocated where further pollution to down slope lands and waterways cannot occur.

- Stockpiles shall be located by the Contractor in accordance with their approved SWMP and elsewhere at the discretion of the site superintendent. Where stockpiles are to be in place longer than 30 days they shall be stabilised by covering with mulch or with temporary vegetation.
 - Water shall be prevented from entering the permanent drainage system unless it is sediment free. Drainage pits are to be protected in accordance with the Contractor's approved SWMP.
 - Temporary sediment traps at pits shall be retained until after lands they are protecting are completely rehabilitated.
 - Dust suppression will be required for the control of airborne particles during construction. This will be via standard water cart usage during earthworks and pavement construction of the hardstand areas.
- Site maintenance requirements include the following:
 - Waste bins are to be provided for all construction refuse. They are to be emptied at least weekly and refuse is to be disposed in accordance with the site manager's recommendations.
 - The site manager shall inspect the site at least weekly and shall:
 - Ensure that all drains are operating effectively and shall make any necessary repairs;
 - Remove any spilled material from area subject to runoff or concentrated flow;
 - Remove trapped sediment where the capacity of the trapping device falls below 60%;
 - Inspect the sediment basins after each rainfall even and/or weekly. Ensure that all sediment is removed once the sediment storage zone is full. Ensure that outlet and emergency spillway works are maintained in a fully operational condition at all times;
 - Ensure rehabilitated lands have effectively reduced the erosion hazard and initiate upgrading or repair bas appropriate;

- Construct additional erosion and sediment control works as may be appropriate to ensure the protection of down slope lands and waterways;
- Maintain erosion and sediment control measures in a fully functioning condition at all times until the site is rehabilitated;
- Ensure that the revegetation scheme is adhered to and that the all grass covers are kept healthy, including watering and mowing; and
- Remove temporary soil conservation structures as the last activity in the rehabilitation program.

8.8 FLOW REGIME

The proposed development will comply with the water balance prepared by Asquith & de Witt and enclosed at **Appendix F**.

The water balance model outcomes will be complied with and intend to provide the following:

- A water balance model including recycling, uses and quantities associated with the operation of the WesTrac facility, as a guide for WesTrac;
- An estimate for the rainwater storage requirements to ensure water security for the project;
- An estimate of recharge to the HWC Special Area;
- An estimate of the quantity of runoff discharging to the wetlands downstream; and
- An identification of the expected key risks to water management based on the outcomes of the water balance.

8.9 WATER REUSE

The proposed development will comply with the water harvesting and recycling plan outlined in the report prepared by Asquith & de Witt, included at **Appendix F**.

More specifically, the washpads proposed on site for the purpose of cleaning heavy vehicle equipment prior to workshop activities will be the primary water quality control on site. The process will involve using a biodegradable detergent which releases free oil after addition of an

emulsion breaker for efficient oil separation and collection, together with a detergent stripping stage using a foam fractionator. The resultant treated water will be recycled through a filtration and sterilisation stage. A portion of treated water is removed from the circuit and sent for final treatment to the site sewage treatment plant.

Water for washpad operations is derived from three (3) sources:

- Rainwater harvesting;
- Town water; and
- Recycled water.

The resultant wastewater will be pumped to a settling tank after dosing with a primary flocculant. The primary flocculant dose breaks all emulsions and presents free oil and wastewater to the skid mounted oil/water separator. Oil/water separation is achieved using a heavy duty coalescing plate separator.

Wastewater produced by the separator is further treated by a foam fractionator.

The treated washpad wastewater will be recycled after surfactant removal. Recycled water undergoes further treatment using chlorination and sand filtration. The recycled water feeds a low pressure wash unit with inline UN sterilisation. The spent washwater drains to the solids sump at the start of processing for reuse.

8.10 SOIL EROSION AND SEDIMENTATION

Erosion and sedimentation controls will be installed in accordance with the report prepared by Asquith & de Witt and enclosed at **Appendix F**.

More specifically, measures to be implemented during construction include:

- Disturbance only of areas to be immediately worked on and regeneration of dust and erosion free surfaces - landscaping, concrete, bitumen sealing as soon as practical thereafter.
- Provision of and continued maintenance of sediment fencing to low perimeter locations.
- Provision of mesh and gravel or geotextile inlet filters.
- Contract specifications requiring stabilised site access, low flow earth flow earth banks and wind erosion screens.

- A construction programme that provides for the sediment basin to be constructed at the outset with all site runoff, where practical, piped or channelled to this basin for primary treatment/settlement before leaving the site via a mesh supported geotextile filter/riser before discharging to the wetlands.
- Contract specifications requiring regular maintenance of all erosion and sediment control structures and devices for the full contract and maintenance period.

Furthermore, sediment control conditions will include the following:

- Proprietary sediment fencing shall be installed by the Contractor in accordance with their approved SWMP and elsewhere at the discretion of the site superintendent to contain sediment fractions as near as possible to their source.
- Sediment removed from any trapping device shall be relocated where further pollution to down slope lands and waterways cannot occur.
- Stockpiles shall be located by the Contractor in accordance with their approved SWMP and elsewhere at the discretion of the site superintendent. Where stockpiles are to be in place longer than 30 days they shall be stabilised by covering with mulch or with temporary vegetation.
- Water shall be prevented from entering the permanent drainage system unless it is sediment free. Drainage pits are to be protected in accordance with the Contractor's approved SWMP.
- Temporary sediment traps at pits shall be retained until after lands they are protecting are completely rehabilitated.
- Dust suppression will be required for the control of airborne particles during construction. This will be via standard water cart usage during earthworks and pavement construction of the hardstand areas.

8.11 ACID SULPHATE SOILS

In the event that it is necessary to disturb acid sulphate soils, an Acid Sulphate Soils Management Plan will be prepared and submitted to the Department of planning prior to the disturbance of such soils.

8.12 SEWERAGE DISPOSAL

The proposed on-site sewerage system will be maintained in good working order and meet the water quality standards established by the MUSIC model, and outlined above in the water quality section of this Statement of Commitments and also in the report at **Appendix F**.

The NOVACLEAR MBR treatment process will operate on a fill and draw batch system where incoming waste is first stored within the balance tank, then transferred to the aeration tanks and decanted via the final MBR process.

The batch system is subject to biological treatment for a prescribed period of time with both anoxic and aerobic cycles possible. The sludge remains within the aeration and MBR tanks to provide the biological population for the subsequent cycle.

RAS pumps circulate the activated sludge between aeration tanks and between the MBR tanks and balance tanks for EBPR conditions. Excess biomass is pumped on a regular basis to a sludge holding tank for further digestion and disposal.

The NOVACLEAR MBR process involves a number of measures to monitor and control equipment, including the following:

- Influent flow meter between primary pump station and EQ tank.
- D.O meters for each cell to provide oxygen monitoring and blower control.
- Continuous NTU monitoring following tertiary filtration.
- Continuous UV intensity monitoring and lamp failure alarms.
- Continuous Cl^2 monitoring and set point failure alarms.
- High level alarms on all treatment tanks.
- Low level alarms on all dosing tanks.
- Final effluent flow meter following final irrigation pump.
- Motor overload protection with auxiliary alarm outputs on all pumps and air blowers where practical.
- Current sensing and amp meters on all submersible pumps where required.

All alarms will be locally activated on both the main electrical control panel and scada computer interface. All alarms will be presented as volt free contacts (or 4-20ma outputs for metering) within a dedicated marshalling box.

The SCADA system will be linked via an independent telemetry system to a remote console. An auto dialler will alert remote operators of system alarms or equipment failure.

8.13 WASTE MANAGEMENT

All waste, as identified in the EAR, will be stored on-site, with the waste stream separated into recyclable and non recyclable, and disposed of or recycled by approved contractors. The following table outlines the waste likely to be generated by the facility, and storage and disposal methods for processing this:

Waste	Storage Location	Disposal Method
Wood / Timber (pallets, wood blocks)	Collected in recycling area for removal	Collected in recycling area for removal off site
Oiled rags	Collected in dedicated identified bins within the workshops	Removed by same licensed contractor as waste oil and disposed of at approved facility
Coolant	Circulated to waste coolant collection tank	Removed by a Licensed contractor to a approved facility
Paper	Collected in various recycling areas around the site	Removed by a Licensed contractor to a approved facility
Cardboard	Collected in various recycling areas around the site	Removed by a Licensed contractor to a approved facility
Scrap Steel	Stored in fabrication shop	Removed from site by scrap metal merchant
Scrap Aluminium	Stored in fabrication shop	Removed from site by scrap metal merchant
Scrap Brass	Stored in fabrication shop	Removed from site by scrap metal merchant
Rubber tyres	Stored in inventory attachment area	Removed from site by tyre handler to approved disposal facility
Rubber drive belts	Stored in inventory attachment area	Removed from site by tyre handler to approved disposal facility
Cleaning Rags	General waste bins	Normal rubbish removal
Waste oil	Circulated to waste oil collection tank	Removed by a Licensed contractor to a approved facility
Oil filters	Collected in waste oil area	Removed by same licensed contractor as waste oil and disposed of at approved facility
Used Batteries	Bunded storage area awaiting pick up	Removed by a Licensed contractor to a approved facility
General waste	General waste bins	Normal rubbish removal
Paint	Stored behind paint shop in approved flammable cupboard	Removed by a Licensed contractor to a approved facility
Plastic wrap	General waste bins	Normal rubbish removal
Food Waste	Cafeteria garbage	Normal rubbish removal
Air conditioning gas	Recovered using approve A/C equipment stored with empty gas cylinders	Exchanged with licensed contractor

A waste management plan will be prepared prior to operation of the facility.

8.14 HAZARDOUS MATERIALS

Hazardous Materials will be stored in accordance with Workcover Authority requirements.

Storage layout will be within racking on shelves or in the case of oils and fuels as per the designated areas shown on the plans.

Storage conditions will be as shown on the plans.

8.15 UTILITIES

The proposed development will comply with the requirements of the relevant utility authorities, and evidence of the necessary approvals will be provided to the Department prior to construction.

8.16 OUTDOOR LIGHTING

All outdoor lighting will be designed to comply with the requirements of AS 4282, Control of Obtrusive Effects of Outdoor Lighting.

8.17 BCA

The proposed development will comply with either the 'deemed to satisfy' provisions of the Building Code of Australia, or alternatively provide a performance-based solution prepared by a suitably qualified person.

8.18 ROAD CONSTRUCTION AND DRAINAGE

Road construction and drainage works will comply with Port Stephens Council & Roads and Traffic Authority Standards.

8.19 LANDSCAPING

All landscaping will be carried out in accordance with the landscape concept plan prepared by Terras Landscape Architects, and included with the Project Application documentation. A detailed landscape plan will be prepared for each stage of the development and submitted with construction certificate applications.

8.20 VECTOR MANAGEMENT PLAN

A Vector Management Plan will be prepared prior to construction of buildings.