Chapter 12. Draft statement of commitments

The environmental assessment of the project has identified a range of environmental impacts and recommended management measures to avoid or reduce the impacts of the project.

The concept plan in chapter 11 has identified what TIDC is seeking approval for and where further design and assessment is required.

Section 75F(6) of the EP&A Act states that '*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 at the site*'. The Director-General's requirements relevantly require a draft statement of commitments to be included. In accordance with this requirement, this chapter outlines TIDC's commitments for further investigations and principles to guide and progress the future planning, assessment and design of the project.

TIDC commits to undertaking the investigations and mitigation measures outlined in Table 12.1 to ensure that the future planning, assessment and design of the project minimises the potential for environmental impacts.

Table 12.1 Draft statement of commitments

Action
Further assessment
The proponent would undertake the necessary environmental and design investigations listed in section 11.3 of this report, and in addition undertake the following:
Communication processes
1. Communications processes would be developed and implemented throughout delivery of the project. These would include: – opportunities to input to mitigation measures for construction or operations – methods to inform the community of the progress and performance of the project and issues of interest to the community – processes to receive and manage complaints – consultation with affected property owners, including property inspections, where appropriate – protocols to notify stakeholders of relevant activities and any incidents should they occur – ongoing liaison with government agencies regarding their issues of concern as detailed in Chapter 4 of this report.
Land use, property and infrastructure planning
2. The proponent would consult with Councils, the Growth Centres Commission and RailCorp to ensure environmental planning instruments reflect planning, construction and operation of the project and

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include integrated planning provisions for appropriate development controls within the vicinity of the rail line.
3. Detailed assessment would be undertaken to confirm those properties directly affected by the project.
4. A Land Asset Management Plan to address 'land surplus to use', post construction would be developed in consultation with Councils, Growth Centres Commission and RailCorp. This plan would investigate opportunities for land amalgamation of parcels severed by the project and identify opportunities for development that is consistent with surrounding land use planning.
5. The proponent would consult with relevant Councils, government, utility providers, land owners and communities involved in the planning of precincts in the vicinity of each station. Consultation would aim to encourage transit-orientated development around each station. The proponent would establish the role of each station within the context of provision of public transport services, including the need and capacity of park and ride facilities, establishing connections with other transport modes (including the potential for integrated ticketing), and integrating pedestrian and cyclist facilities.
Traffic, transport, parking and access
6. At each station, further studies would be undertaken to consider the integration of the station with the local area during operation. Studies would consider local connectivity requirements; the potential impacts of traffic accessing the station from the surrounding road network; parking requirements and the integration of the Transitway and other bus services with the new rail stations.
7. Pedestrian modelling and further assessment of mode of access for operations including emergency access at all stations would be undertaken.
8. Investigate possible provision of pedestrian and cycleway linkages (between Epping and Beecroft) in consultation with local Councils and RailCorp.
9. Investigate parking demand and investigate designs for the station that minimises the long term loss of commuter parking at Cheltenham Station.
10. The locations, scale, design and quantum of park-and-ride facilities at the Franklin Road, Hills Centre and Burns Road Station would be reviewed during further design. This is to be undertaken with reference to relevant parking policies and in consultation with the Councils, RailCorp and the Ministry of Transport.
11. In consultation with surrounding landowners investigate opportunities for 'shared use' or complementary parking facilities adjacent to Castle Hill and Norwest Stations.
12. In consultation with the RTA and Councils, investigate the feasibility of providing a direct access point to the Franklin Road site from Castle Hill Road and the potential for a signalised intersection at the intersection of Glenhope Road with Castle Hill Road.
13. In consultation with the RTA and Councils investigate potential access improvements to Franklin Road station from areas to the north.
14. In consultation with the RTA, Councils and surrounding landowners investigate the potential impacts and required mitigation measures during construction works including consideration of access points, surrounding intersections and bus routes, pedestrian flows.
15. Appropriate traffic modelling and traffic management analysis would be undertaken at intersections where there is potential for increased congestion during the project construction and operation.
16. A detailed construction methodology for the crossing of the M2 Motorway would be developed in consultation with Hills Motorway, RTA and RailCorp with the aim of minimising traffic disruptions.
17. A detailed construction methodology for the bridge over Windsor Road at Kellyville and cut and cover tunnel under Windsor Road at Rouse Hill and the cut and cover tunnel under Burns Road would be developed in consultation with the RTA and Councils with the aim of minimising traffic disruptions
18. In consultation with RailCorp, RTA and Councils, prepare a Maintenance Plan to determine appropriate maintenance access points to the rail corridor.

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Noise and vibration

19. A detailed assessment of the proposed construction activities would be undertaken as part of design development and would include the investigation of the potential need for reasonable and feasible noise mitigation.
20. Consult with local Councils, Growth Centres Commission and RailCorp in relation to land use planning and development controls to minimise the need for physical noise mitigation.
21. In regard to operational noise, the proponent would:
    - Assess operational noise impacts (including modelling of ground borne noise) in more detail as part of the design development
    - Provide acoustic mitigation measures to meet, where reasonable and feasible, the design goals
22. In regard to train stabling operational noise, the proponent would:
    - Determine the extent of any physical noise mitigation measures
    - Review the results of RailCorp's investigations into addressing horn noise and consider the feasibility in consultation with RailCorp of implementing a low volume horn test.
23. In regard to operational vibration, the proponent would investigate feasible and reasonable mitigation measures in consultation with local Councils and RailCorp if buildings are within approximately 30 metres of the nearest track centreline.

Flora and fauna

24. In the event that the locations of construction facilities or permanent facilities change, additional surveys would be undertaken into potential impacts.
25. Design of waterway crossings and structures would be undertaken with reference to the *Guidelines for Design of Fish and Fauna Friendly Waterway Crossings* (Fairfull and Witheridge 2003) and in consultation with NSW Fisheries.
26. Assessment of the location of structures associated with the tunnel such as air shafts and discharge/runoff outlets with respect to the potential application of SEPP 19.
27. The proponent would liaise with the Department of Environment and Conservation, the Growth Centres Commission, Councils, RailCorp and the Commonwealth Department of Environment and Heritage (for species listed under the *Environment Protection and Biodiversity Conservation Act 1999* and endangered ecological communities), to resolve mitigation measures for biodiversity impacts arising from the project. This may include, but would not be limited to, the establishment of off-sets, bio-banking and other appropriate measures.

Spoil

28. Further investigations would be undertaken as part of the design development into opportunities for beneficial reuse of spoil. As a result of these investigations further assessment of transport options and routes for spoil movement would be undertaken.

Heritage

29. Additional research would be undertaken to determine the history and potential heritage significance of the sites identified in Castle Hill. Site-specific archaeological assessments whould be undertaken in the event that they are found to have heritage significance.
30. Site-specific archaeological assessments would be undertaken for the two archaeological sites identified along Old Windsor Road and Windsor Road.
31. A view analysis would be undertaken to and from Rouse Hill House and its estate andif required appropriate mitigation measures will be identified.

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Geology, geotechnical and groundwater

32. Detailed geotechnical and groundwater investigations would be undertaken involving site investigations and monitoring.

Hydrology and surface water

33. Detailed investigation of the hydrology and hydraulics would be undertaken as part of the design development at each construction site in accordance with the NSW Government Floodplain Development Manual 2005. This would include a two dimensional model of the Caddies Creek confluence to facilitate a better understanding of the discharges at the confluence of the creeks and associated design requirements.
34. Investigations into the construction and operational impacts on the Elizabeth Macarthur Creek would be undertaken in accordance with the NSW Government Floodplain Development Manual 2005.
35. The floodplain storage impacts would be defined during design development in accordance with the NSW Government Floodplain Development Manual 2005.
36. Further investigations into the location, size and treatment levels of a water treatment plant(s) would be undertajken in consultation with DEC, Councils and RailCorp. Investigations would include identifying discharge points and determining the receiving water quality.

Visual and urban design

37. The following urban design principles would be used to guide the design of the new stations, the Cheltenham Station upgrade and/or the stabling facility concepts:
    - Each railway station is to reinforce the role of its surrounding neighbourhood as a principal transport, commercial and community centre within the locality.
    - Each railway station and the stabling facility is to be designed in the context of the scale, character and image of the surrounding area (desired or existing) and enhance the presentation of the area to visitors and travellers.
    - Railway station access is to maintain or improve the cross-railway line connections or links to surrounding areas and activities. Where a connection between adjacent areas is desirable, pedestrian bridges or underpasses would be considered.
    - Easy access facilities and links are to be incorporated into the station designs and surrounding interchanges.
    - Railway station design should maintain visibility and protect and enhance built or natural features.
    - Urban design should create a civic presence for the railway station as befits its role as a focus of human activity.
    - Movement networks should improve existing, or establish new comfortable and inviting pedestrian environments, including disability access within the railway station and adjoining areas. There should be emphasis on the application of ‘crime prevention through environmental design’ principles.
    - Public transport and other non-car based travel should be given priority connection to the railway station and its adjoining areas.
    - Station precinct design should facilitate new development that reflects the highest standards and quality of architectural design, taking into account the existing built context and values.
38. Further visual assessment of the project would be undertaken as part of future design development. This would consider any urban design changes and opportunities for improvement. Additional assessments would include proposed bridging structures; cutting and embankment treatments; landscape treatment projects; detailed design of the stations and stabling facility; proposed acoustic treatments; and the final width and location of any visual buffer areas.
39. General measures to mitigate visual impacts would include:
    - Where noise walls are proposed, potential visual impacts would be minimised by implementation

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of urban design measures, to be developed in consultation with adjacent property owners (mitigation measures might include plantings and high quality facings near residential areas) as far as possible. – Earth mounding would be considered where space allows and where vegetation would not be lost. – A co-ordinated design theme would be established for bridges and flyovers to link the overall rail design together. The design would ensure that the structures are simple, integrated with the surrounding area and finished to a high quality. Fencing and any railing on the bridges would also be integrated with the overall design. – The design of any underpasses would adopt safer by design principles, including the need for unobstructed views into and outside of the underpass, effective drainage and ventilation, wide corridors and good lighting. – Light spill from construction and operation would be minimised as much as possible to reduce impacts on surrounding existing and future residents. – Lighting around stations and car parking areas would also be specifically designed to reduce light spill to nearby residents, whilst still meeting public safety requirements.
Economic Impacts
40. A detailed assessment would be undertaken of potential local business impacts in the vicinity of construction worksites. The assessment would include consideration of businesses that may be affected by short term construction related impacts and how these can be managed; and long term benefits of increased activity around station precincts