

21. Draft Statement of Commitments

The Environmental Assessment of the SWRL project has identified a range of potential environmental impacts and recommended management measures to avoid or reduce the potential impacts of the SWRL. The Concept Plan in Chapter 20 has identified what TIDC is seeking approval for and where further design and assessment is required.

This Chapter outlines a draft Statement of Commitments proposed by TIDC. Following concept approval, the finalised commitments would guide subsequent phases of the project development.

The draft Statement of Commitments is provided in two parts (Tables 21-1 and 21-2). Table 21-1 identifies commitments related to Stage A and, in particular, commitments related to the environmental management during construction of these works. These commitments may be added to following completion of the further assessment identified in Section 20.4. Table 21-2 identifies commitments related to Stage B and focuses on the further design and assessments that would be undertaken.

Table 21-1 Draft Statement of Commitments: Stage A

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Environmental Management Systems

1. The construction of the Stage A works would be undertaken in accordance with an Environmental Management System(s) (EMS) to the standard of ISO 14001 or equivalent.
2. The proponent would prepare a Pre-Construction and Pre-Operation Compliance Report. During construction, a construction compliance report would be prepared at 6 monthly intervals.
3. An Environmental Impact Audit Report (Construction) would be prepared and submitted to the Director-General within 3 months following completion of construction.
4. The proponent would prepare a Construction Environmental Management Plan (CEMP) prior to construction, which would outline the operating conditions and temporary environmental protection measures to mitigate the impact of construction activities. The CEMP would be consistent with the statement of commitments any conditions of approval and include the conditions of any licences issued by government authorities.

Communication processes

5. A Community and Stakeholder Involvement Plan would be established prior to construction commencing to facilitate liaison with potentially affected residents and businesses. This would include public notifications and opportunities for consultation meetings with community stakeholder representation.

Environmental management

6. The proponent would appoint an independent Environmental Management Representative (EMR) prior to construction to advise the Director General and the proponent on compliance with the conditions of approval.

Land use, property and infrastructure planning

7. Consultation would be undertaken with the ARTC regarding construction timing and minimisation of cumulative impacts.

Traffic, transport, parking and access

8. Construction traffic impacts are to be managed in accordance with a three-level hierarchy of plans:
 - a) High level Traffic Management Reports prepared for local government areas that address cumulative traffic impacts across a number of construction work sites.
 - b) Site-specific Traffic Management Plans that focus on individual construction work sites.
 - c) Traffic Control Plans for each location where works are proposed in the road or that would affect trafficable areas.

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9. Measures to mitigate impacts of the various work sites, around Glenfield Junctions, on

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pedestrians and cyclists would be incorporated into the Traffic Management and Traffic Control Plans.

Flora and fauna

10. The proponent would prepare a Flora and Fauna Management Plan prior to construction. This would include a revegetation plan and measures to control noxious weeds.

Heritage

11. The proponent would prepare a Heritage Management Plan prior to construction.

Noise and vibration

12. A Construction Noise and Vibration Management Plan would be prepared prior to construction.
13. Where practicable construction works would be undertaken during standard construction hours (7am – 6pm Monday to Friday and 8am to 1pm Saturdays).
14. Construction activities during weekend possessions would be managed to ensure that noise intensive construction works are undertaken during the daytime periods. Noise emissions during the night time period would be kept to a minimum, except where activities are critical to restoring rail services.

Visual and urban design

15. The proponent would liaise with ARTC regarding the placement of tree plantings alongside Hurlstone Agricultural College as mitigation for the SSFL project, to avoid any subsequent requirement to disturb or remove plantings as part of the construction works for the Glenfield Junction works.

Air quality and greenhouse gases

16. The proponent would prepare an Air Quality Plan prior to construction which would address management of dust during construction, emissions from construction plant and vehicles and other fugitive emissions.

Economic

17. As part of the Community and Stakeholder Involvement Plan, the proponent would consult with surrounding business owners during construction planning and where possible address their concerns.

Hazard and risk

18. The proponent would address construction issues through a Hazards and Risk Management Plan which would be developed prior to construction.

Public safety

19. All construction compounds and work areas would be fenced off to limit public access during construction.

Services and utilities

20. A Services and Utilities Plan would be developed prior to construction to identify existing services and utilities around the work sites and to provide guidance in the event of an unexpected disruption to utilities and services.

Soils, water quality and groundwater

21. Measures to control soil erosion and runoff would be detailed in a Soil and Water Management Plan prior to construction. The Plan would be prepared in consultation with relevant government departments and councils, and would be consistent with the principles and practices outlined in LandCom's (2004) *Managing Urban Stormwater: Soils and Construction*.

Waste, energy and demand on resources

22. Measures would be included in the CEMP regarding spoil re-use and disposal. Opportunities would be investigated to maximise re-use of construction spoil during design and other construction and demolitions waste.

Contaminated land and hazardous materials

23. Any necessary remediation would be completed prior to construction.
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Table 21-2 Draft Statement of Commitments - Stage B

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Further assessment

The Proponent would undertake the necessary environmental and design investigations listed in Section 20.5 of this report, and in addition, undertake the following:

Communication processes

24. Communications processes would be developed and implemented throughout delivery of the project. These would include:
 - a) opportunities to input to mitigation measures for construction or operations
 - b) methods to inform the community of the progress and performance of the project and issues of interest to the community
 - c) processes to receive and manage complaints
 - d) consultation with affected property owners, including property inspections, where appropriate
 - e) protocols to notify stakeholders of relevant activities and any incidents should they occur
 - f) ongoing liaison with government agencies regarding their issues of concern as detailed in Chapter 4 of this report.

Land use, property and infrastructure planning

25. The proponent would consult with Councils, the Growth Centres Commission and RailCorp regarding implementation of appropriate development controls within the vicinity of the rail line.
26. Land use and property impacts of the Edmondson Park and Leppington Stations and associated facilities would be further assessed (in conjunction with Growth Centres Commission, Councils and surrounding land owners).
27. Detailed assessment would be undertaken to confirm those properties directly affected by the SWRL.
28. Consultation would be undertaken with the Department of Planning to ensure the rail line can be integrated with planning for sub-precincts 9.7 and 9.6 of the Western Sydney Parklands and, where relevant, appropriate measures would be implemented to minimise the visual, noise and access impacts of the project on these sub-precincts.
29. A Land Asset Management Plan to address 'land surplus to use', post construction would be developed in consultation with Growth Centres Commission (and Councils where relevant). This plan would investigate opportunities for land amalgamation of parcels severed by the SWRL and identify opportunities for development that is consistent with land use planning, in particular the South West Growth Centre Structure Plan.
30. The proponent would liaise with agencies responsible for future precinct planning in the South West Growth Centre to ensure the design of the SWRL makes allowance for:
 - a) any reasonable measures to improve connectivity across the corridor to mitigate severance impacts, including opportunities for pedestrian bridges and other access
 - b) potential collocation of utilities or other beneficial land uses of the rail corridor, where feasible.

Traffic, transport, parking and access

31. Pedestrian modelling and further assessment of mode of access for normal and emergency access at Glenfield, Edmondson Park and Leppington Stations would be undertaken.
32. Assessment of provision of pedestrian and cycleway linkages alongside the SWRL and at various crossing points would be undertaken.
33. Investigations into additional commuter parking facilities at Glenfield Station would be undertaken. As a minimum, the objective would be to replace those that would be lost as a result of SWRL works.
34. Park-and-ride facilities at the Edmondson Park and Leppington Stations would be reviewed during further design. This is to be undertaken with reference to relevant parking policies and in consultation with the Growth Centres Commission, Councils, RailCorp and the Ministry of Transport.
35. In consultation with RailCorp, the Growth Centres Commission and Councils, a Maintenance Plan would be prepared to designate appropriate maintenance access points to the rail corridor.
36. Appropriate traffic modelling and traffic management analysis would be undertaken at intersections where there is potential for increased congestion during the SWRL construction.

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37. Ongoing liaison would be undertaken with transport stakeholders, including the Roads and Traffic Authority, councils, bus companies and the Ministry of Transport, during design development.
38. Glenfield, Edmondson Park and Leppington Stations would incorporate pedestrian and cycle access across the SWRL corridor, and easy access would be provided in accordance with the Commonwealth Government's Disability Standards for Accessible Public Transport Guidelines 2004 (no.2).
39. A more detailed construction methodology for the crossing of the Hume Highway would be developed in consultation with the Roads and Traffic Authority with the aim of minimising traffic disruptions.
40. A construction methodology would be developed in consultation with the Roads and Traffic Authority to minimise any closures to Campbelltown Road and Camden Valley Way during bridge construction.

Hydrology and surface water

41. A more detailed flood assessment would be undertaken to confirm the extent of flooding impacts and inform future design development, in particular the location and size of drainage structures.
42. Additional flooding assessment and vertical rail alignment design work would be undertaken at Edmondson Park Station and surrounds and coordinated with Landcom, the Growth Centres Commission and Councils.

Flora and fauna

43. 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.
44. 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 residual biodiversity impacts arising from the SWRL project. This may include, but would not be limited to, the establishment of off-sets, bio-banking and other appropriate measures.
45. Targeted biodiversity assessments would be undertaken during suitable survey seasons to confirm the findings of the habitat assessment (Technical Paper 5), including:
 - a) targeted surveys for *Pimelea spicata* (during the peak flowering season, or when other western Sydney populations of this species are known to be in flower)
 - b) targeted surveys for the Cumberland Land Snail following suitable rainfall
 - c) surveys to determine the extent and condition of derived grassland along the proposed SWRL corridor alignment.

If the construction footprint of the SWRL (including the location and extent of construction work sites) changes, further biodiversity assessment would be undertaken if appropriate and the management and mitigation measures refined appropriately.

Heritage

46. As the design development for the proposed SWRL progresses the proponent would follow the *Protocol for Aboriginal Stakeholder involvement in the assessment of Aboriginal Cultural Heritage in the Sydney Growth Centres'* (Context Pty Ltd. 2006a) and the *Precinct Assessment Method for Aboriginal Cultural Heritage in the Sydney Growth Centres* (Context Pty Ltd. 2006b). This would identify management and mitigation strategies to be employed during construction and operation.
47. Subject to property owner approval, areas with access constraints that were not surveyed in relation to the assessment of Non-Indigenous heritage included in the Environmental Assessment would be visited as the design develops. This additional assessment would identify management and mitigation strategies to be employed during construction and operation.
48. Proposed design work with the potential to impact on the former Ingleburn Military Camp would consider the relevant policies and procedures outlined in the *Heritage Analysis Ingleburn Defence Site* (Godden Mackay Logan 2001)
49. A referral regarding impacts on the former Ingleburn Military Camp would be submitted to the Commonwealth Department of Heritage if required.
50. Where works have the potential to affect the Sydney Water Upper Canal and associated row of

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- Bunya Pines, the design development would consider the relevant policies and procedures outlined in the *Conservation Management Plan for the Upper Canal, Pheasant's Nest to Prospect Reservoir* (Higginbotham 2002).
51. Future design development in the vicinity of the Denham Court, Hurlstone Agricultural High School and Macquarie Field House viewsheds would include measures to mitigate the potential impact on the landscape through appropriate sympathetic planting and landscaping.
 52. Design of road crossings at Old Cowpasture, Cowpastures Road and Camden Valley Way would be carried out in consultation with the Roads and Traffic Authority to deal sympathetically with and minimise potential impact to the heritage values and viewsheds.
 53. Off-sets would be developed in consultation with the Aboriginal community in regard to any unavoidable disturbance to Aboriginal heritage sites and places.

Noise and Vibration

54. In regard to operational noise, the proponent would:
 - a) Assess operational noise impacts in more detail as part of the design development
 - b) Provide acoustic mitigation measures to meet, where reasonable and feasible, the design goals (in situations where land use planning and consent condition measures do not provide adequate protection)
55. In regard to train stabling operational noise, the proponent would:
 - a) Determine the extent of any physical noise mitigation measures
 - b) Review the results of RailCorp's investigations into addressing horn noise and consider the feasibility in consultation with RailCorp in implementing a low volume horn test.
56. 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.

Visual and urban design

57. The following urban design principles would be used to guide the design of the Edmondson Park and Leppington Stations, the Glenfield Station upgrade and the stabling facility (where relevant):
 - a) Each railway station is to reinforce the role of its surrounding neighbourhood as a principal transport, commercial and community centre within the locality.
 - b) 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.
 - c) 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.
 - d) Easy access facilities and links are to be incorporated into the station designs and surrounding interchanges.
 - e) Railway station design should maintain visibility and protect and enhance built or natural features.
 - f) Urban design should create a civic presence for the railway station as befits its role as a focus of human activity.
 - g) 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.
 - h) Public transport and other non-car based travel should be given priority connection to the railway station and its adjoining areas.
 - i) 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.
58. The proponent would prepare a detailed Urban and Landscape Design Plan; this would include proposed station works, the stabling facility and the corridor as a whole.
59. For Leppington and Edmondson Park Stations, the proponent would liaise with the Growth Centres Commission, the Department of Planning, local councils, RailCorp and other land owners involved in the precinct planning, to ensure that the Landscape and Urban Design Plan and further design of the station and stabling facility concepts are consistent with and, may inform precinct planning.

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60. Further visual assessment would be undertaken as part of future design development. This would be done in association with consideration of 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.
61. General measures to mitigate visual impacts would include:
- a) Where noise walls are proposed, potential visual impacts would be minimised by implementation of urban design measures, to be developed in consultation with adjacent property owners (mitigation might include plantings and high quality facings near residential areas, Glenfield Station and the planned town centres) as far as possible.
 - b) Earth mounding would be considered where space allows and where vegetation would not be lost.
 - c) A 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.
 - d) 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.
 - e) Light spill would be minimised as much as possible to reduce impacts on surrounding existing and future residents.
 - f) 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.

Social

62. The proponent would develop measures to minimise negative impacts on the Forest Lawn Memorial Gardens Cemetery, including consideration of cultural sensitivities and particularly visual and noise impacts.

Economic and business

63. The proponent would:
- a) Assess the magnitude of the impacts of construction on adjacent businesses during construction and undertake consultation with business owners during construction planning to address their concerns.
 - b) Liaise with the Department of Planning (Sydney Region West) and Campbelltown Council about the planning implications of the SWRL project for Glenfield.

Public safety

64. NSW Police 'Safer by Design' principles, including appropriate lighting, fencing of the railway corridor, security measures, installation of surveillance cameras and help points at stations, would be applied to all new facilities.

Services and utilities

65. The need for temporary on-site sewerage facilities in lieu of the development of the release areas (Edmondson Park and Leppington) would be further investigated.

Soils, water quality and groundwater

66. Geotechnical investigations undertaken during future design would also assess groundwater levels and quality to minimise risks associated with saline groundwater.

Contaminated land and hazardous materials

67. Consultation would be undertaken with the Department of Defence/ relevant land owners to clarify contamination issues on former defence lands to be affected by SWRL and, where necessary, determine the appropriate remediation methods.
68. LandCom's Remediation Action Plan (for its current landholdings in the Edmondson Park release area) would be used as a basis for further sampling and remediation investigations on relevant portions of the remainder of the SWRL corridor.
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PART F CONCLUSIONS AND NEXT STEPS

