6. Revised Statement of Commitments

The Environmental Assessment that was prepared for the Quakers Hill to Vineyard Duplication project identified a range of environmental impacts (refer to Table 1-1 of this report and Chapters 8 and 9 of the Environmental Assessment). Mitigation measures to minimise these impacts have informed the SoCs that TIDC would implement as part of the construction and operation of the Project.

Based on the outcomes of additional investigations detailed in Chapter 4 and the consideration of the submissions received on the Project (refer Chapter 3), the draft SoCs provided in Chapter 12 of the Environmental Assessment have been amended and finalised (refer Table 6-1). Commitments that have been amended since the exhibition of the Environmental Assessment are indicated as underlined text.

The final SoCs presented in Table 6-1 describes the measures that TIDC will commit to during the pre-construction, construction and operational phases of the Project to manage the impacts identified in the Environmental Assessment and subsequent issues identified during the preparation of the Submissions Report. The following definitions apply in relation to the SoCs:

- Pre-construction — Work in respect of the Project that includes design, survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, minor clearing (except where Threatened species, populations or ecological communities would be affected), Indigenous heritage investigations and salvage of Indigenous heritage items, service relocation and protection, establishing ancillary facilities, such as site compounds, or other relevant activities determined to have minimal environmental impact (e.g. minor access roads).
- Construction — All work in respect of the Project other than that defined as pre-construction activity/work (including commissioning trials of equipment).
- Operation — The operation of the activity, but not including commissioning trials of equipment.

The final SoCs will be considered by the Department of Planning in assessing the Project. Should approval be granted by the Minister for Planning, approval conditions would take into consideration the final SoCs proposed for the Project.

Following Project approval, the finalised commitments would guide subsequent phases of the proposed development. Any consortium or contractor selected to undertake further planning design, construction and/or operation phases of the Project would be required to undertake all works in accordance with the final SoCs and Conditions of Approval.

Table 6-1 Final SoCs for the Project

Issue (section of EA)	Mitigation measures/approach[1]	Phase of project
Environmental Management Systems (EMS)	1. The construction of the works would be undertaken in accordance with an EMS independently accredited to ISO 14001 or equivalent.	Construction
	2. The proponent would prepare a Pre-Construction and Pre-Operation Compliance Report.	Pre-construction
	3. During construction, compliance reports would be prepared at least at quarterly intervals.	Construction
	4. An Environmental Impact Audit Report (Construction) would be prepared and submitted to the Director-General within 3 months following completion of construction. This report would provide a comparison of the impacts predicted in the Environmental Assessment, and the actual impacts that arise from the construction of the Project.	Pre-operation
	5. A Construction Environmental Management Plan (CEMP) would be prepared prior to construction, which would outline the construction conditions and temporary environmental protection measures to mitigate the impact of construction activities. The CEMP would be consistent with the statement of commitments, conditions of approval and the conditions of any licences issued by government authorities. The plan would address, as a minimum, the following elements: ▪ traffic management ▪ noise and vibration management ▪ air quality management (including dust suppression) ▪ landscape and rehabilitation plan (for work sites) ▪ community and stakeholder involvement ▪ Indigenous and non-Indigenous heritage management ▪ water and soil management ▪ contaminated land ▪ flora and fauna management ▪ weed management ▪ waste management ▪ sustainability ▪ *TIDC Construction Noise Strategy (Rail Projects)*.	Construction

Issue (section of EA)	Mitigation measures/approach[1]	Phase of project
	6. The CEMP would identify the auditing and inspection requirements and determine the framework for the management of key environmental issues for construction. To address site specific conditions, the CEMP would delegate particular management measures to be incorporated in discrete Environmental Control Maps (as listed in Chapter 6 of the Environmental Assessment and incorporated in this table).	
Communications	7. A Community and Stakeholder Involvement Plan would be established prior to construction commencing. The Plan would identify: a. key stakeholders 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. processes to consult with affected property owners, including property inspections, where appropriate e. protocols to notify stakeholders of relevant activities (e.g. out of hours work and traffic disruptions) and any incidents should they occur (e.g. unscheduled service interruptions) f. the need for ongoing liaison with government agencies regarding their issues of concern as detailed in Chapter 4 of the Environmental Assessment.	Pre-construction

Issue (section of EA)	Mitigation measures/approach[1]	Phase of project
Socio-economic (8.3)	8. A Community and Stakeholder Involvement Plan would be implemented throughout the delivery of the Project. This would include: a. identifying new opportunities to provide input into mitigation measures for construction or operations including feedback from directly affected property owners (including educational institutions) on proposed noise and vibration mitigation measures b. informing the community of the progress and performance of the Project and issues of interest to the community c. consulting with surrounding business owners, residents and commuters regarding upcoming project construction activities and impacts d. receiving and managing complaints and enquiries e. consulting with affected property owners f. notifying stakeholders of relevant activities (e.g. out of hours work and traffic disruptions) and incidents should they occur g. undertaking liaison with government agencies as appropriate, to ensure concerns and feedback raised about the aspects of the design are considered. 9. Community based forums would be held throughout the duration of the Project to address any issues raised and to inform the community of further details of the Project.	Construction New station operations
Land use and property (8.1)	10. The acquisition of any land shall be undertaken in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991*. 11. The proponent shall develop and implement a strategy for undertaking building condition surveys prior to the commencement of construction. A copy of building condition surveys undertaken shall be provided to respective property owners.	Construction
	12. The proponent would liaise with agencies and local councils responsible for future precinct planning in the North West Growth Centre to ensure where possible, that the design of the Project makes allowance for: a. any reasonable measures to improve connectivity across the corridor and within the North West Growth Centre b. potential co-location of utilities or other beneficial land uses of the rail corridor, where feasible.	Pre-construction
	13. Urban and Landscape design would be undertaken for the existing Schofields Station site during the detailed design phase in consultation with relevant agencies and councils.	Construction

Issue (section of EA)	Mitigation measures/approach[1]	Phase of project
Environmental management	14. The proponent would appoint an independent Environmental Management Representative (EMR) prior to construction to advise the proponent on compliance with the Conditions of Approval and to undertake other activities as specified in the CEMP.	Pre-construction Construction Operation
	15. The Proponent would implement a Compliance Tracking Program to ensure compliance with the conditions of approval, statement of commitments and conditions of any licences issued by government authorities.	Construction
Traffic and transport (8.2)	16. Construction traffic impacts would 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. 17. Measures to mitigate impacts of the various work sites on pedestrians and cyclists would be incorporated into the Traffic Management and Traffic Control Plans. 18. Any temporary loss of parking during construction would be managed in consultation with the responsible landowner and communicated to relevant stakeholders. Any formal commuter car parking temporarily affected by construction would be offset at a one to one ratio. 19. The proponent would consult with bus operators and notify the community of any impacts to bus facilities. Access to bus stops would be maintained throughout the construction of the Project.	Construction
	20. Prior to opening the new Schofields Station, a Schofields Station Transition Plan would be developed in coordination with the MoT, Strategies and Land Release Branch (DoP) and RailCorp, in consultation with the community and Blacktown City Council. The Transition Plan would address modes of access to the new station to minimise disruption to commuters, including the possibility of re-routing the existing bus routes. 21. The development of the proposed new Vineyard Station phase 2 car park would be subject to further investigations, and consideration of alternative sites in consultation with relevant agencies and councils. 22. The proponent would liaise with the relevant agencies, councils and Bicycle NSW about integration of cyclist facilities around the station precincts with the North West Growth Centre. 23. The proponent would develop a contingency plan in conjunction with the RTA and the Strategies and Land Release Branch on the delivery of alternative access across the rail line in the event that the Garfield Road level crossing is not replaced prior to commissioning of Stage 2.	Pre-operation

Issue (section of EA)	Mitigation measures/approach[1]	Phase of project
Noise and vibration (8.4)	24. The CEMP would identify construction noise and vibration management measures to be implemented for the Project. These measures shall include the implementation of TIDC's *Construction Noise Strategy (Rail Projects)* which includes: a. details of the standard construction hours and out of hours work protocols b. details of best management practice, where reasonable and feasible, to be implemented as part of the works c. communications protocols including complaints and notifications procedures d. noise and vibration monitoring requirements. 25. Construction activities would be undertaken between the hours of 7 am and 6 pm Monday to Friday, 8 am and 1 pm Saturday and no work on Sundays or public holidays, except as otherwise approved in the Environmental Protection Licence for the Project, *TIDC's Construction Noise Strategy (Rail Projects)*, or as agreed with relevant authorities.	Construction
	26. The Proponent would prepare an Operational Noise and Vibration Report for the Project. The report would include predictions of operational noise and vibration levels (including ground-borne noise levels) at sensitive receivers based on the detailed design of the Project, and confirm all reasonable and feasible noise and vibration mitigation measures that would be implemented for the Project in accordance with the *Interim Guidelines for the Assessment of Noise from Rail Infrastructure Projects* (DECC 2007).	Prior to Operation
	27. Following completion of construction, operational noise monitoring would be undertaken to confirm compliance with the predicted noise levels identified in the Environmental Assessment. Should the results of monitoring show that the Project specific noise levels are exceeded then any additional feasible and reasonable mitigation measures shall be implemented in consultation with the affected property owners.	Operation
Heritage — non-Indigenous (8.5)	28. The detailed design for the upgrade to Riverstone Station would be developed in consultation with the Department of Planning's Heritage Branch, Strategies and Land Release Branch and RailCorp. 29. The proponent would prepare, as part of a CEMP, a procedure to follow if previously unidentified heritage items are uncovered. 30. Prior to construction, at Riverstone, a Heritage Management Plan would be developed for the State Heritage listed Riverstone Station Precinct. This Plan would include: a. a commitment to avoid direct impacts to heritage-listed buildings at Riverstone Station b. the need to ensure that contractors are aware of the heritage values of Riverstone Station c. methods to avoid direct impacts to heritage-listed items at Riverstone Station.	Pre-construction Construction

Issue (section of EA)	Mitigation measures/approach[1]	Phase of project
	31. Heritage interpretation would be incorporated into the Project to provide information on the history of the Riverstone Station Complex and the significance of the Richmond Line. Heritage interpretation would be developed in consultation with the Heritage Branch, Blacktown City Council, RailCorp, the Historical Society and other interested community groups.	
Flora and fauna (8.6)	32. The proponent would prepare flora and fauna management measures as part of the CEMP. These would include: a. a procedure for identifying vegetation to be retained, protected b. a procedure for clearing and reusing vegetation where possible c. a procedure for progressively revegetating and reinstating disturbed areas d. using locally endemic native plants for revegetation e. measures to control noxious weeds f. measures to minimise impacts to native animals (e.g. covering any excavations). 33. A vegetation replacement package would be developed for the 0.09 hectares of native vegetation that is located outside the NWGC and the biodiversity certified area (comprising 0.08 hectares of Alluvial Woodlands and 0.01 hectares of Shale Plains Woodland). This package would be developed with consideration of offsets prescribed for non-certified areas under the Biodiversity Certification in consultation with the Department of Planning and DECC.	Pre-construction
Water quality and hydrology (8.7)	34. Detailed design would be undertaken to minimise any impacts in association with the Project on identified saline groundwater. 35. The Proponent would prepare a Flood Impact Assessment in consultation with relevant agencies and councils during detailed design. The assessment shall include modelling of potential flood impacts as a result of the Project, including consideration of embankment widening (filling) activities within the floodplain, and culvert extension/replacement works. The assessment shall inform the detailed design process to ensure that the Project works do not exacerbate existing flood impacts at properties adjoining the corridor for storms up to the 1:100 year ARI event. 36. Detailed design would investigate treatment strategies to ensure stormwater quality is considered as part of the drainage design. 37. The proponent would include soil and water management measures as part of the CEMP for the control of water quality and hydrology impacts during construction of the Project. The measures will be consistent with the principles and practices outlined in Landcom's (2004) *Managing Urban Stormwater: Soils and Construction*.	Pre-construction Pre-construction Operation Pre-construction

Issue (section of EA)	Mitigation measures/approach[1]	Phase of project
Visual amenity (9.1)	38. An Urban Design and Landscape Plan would be developed in consultation with RailCorp, the Strategies and Land Release Branch, Blacktown City Council, other relevant agencies and the community, which address the principles of urban design and landscaping as documented in Chapter 9.1 of the Environmental Assessment. This would include management of the Schofields Footbridge design. 39. The Proponent would liaise with the relevant agencies and councils in the development of the urban design and landscaping plan to address visual impacts of the project as part of the detailed design. 40. Lighting around stations, car parking areas and the pedestrian footbridge at Schofields would be specifically designed to reduce light spill to nearby residents, whilst still meeting public safety requirements in maintaining visibility.	Pre-construction
Heritage — Indigenous (9.2)	41. An Aboriginal Heritage Management Plan would be prepared in consultation with the registered Aboriginal Stakeholders and describe the measures to be implemented to: a. Protect Aboriginal objects/sites outside of the disturbance area as identified in the specialist Aboriginal Archaeological and Cultural Heritage Assessment and Statement of Heritage Impact. b. Salvage and/or conserve any Aboriginal objects in the disturbance area. c. Respond to the discovery of any new Aboriginal objects or artefacts during construction. d. Consult with and involve Aboriginal stakeholders who have registered their interest in the Project in the salvage, conservation and management of Aboriginal cultural heritage on the site. e. Induct site staff of the presence of Aboriginal heritage objects/sites within and outside the area of disturbance. f. Liaise with all Aboriginal stakeholders who have registered their interest in the Project.	Construction
Contaminated land (9.4)	42. A targeted intrusive site investigation (Phase 2 Environmental Site Assessment) would be undertaken prior to construction. Specific requirements for further investigation, remediation or management of any contamination within the identified areas would be recommended in this Phase 2 Assessment and would be included in the CEMP as appropriate. 43. Contaminated material identified during the Phase 2 assessment would be managed, classified and disposed of appropriately in accordance with all relevant legislation and guidelines, including the *Protection of the Environment Operations Act 1997*, the *Waste Avoidance and Resource Recovery Act 2001* and Waste Classification Guidelines (DECC 2008).	Pre-construction Construction

Issue (section of EA)	Mitigation measures/approach[1]	Phase of project
Air quality and greenhouse gases (9.5)	44. The proponent would include air quality plan management measures as part of the CEMP. These measures include: a. measures to manage dust during construction b. measures to reduce emissions from construction plant and vehicles and other fugitive emissions. 45. The proponent would prepare a Carbon Strategy to identify measures for minimising greenhouse gas emissions.	Construction
Waste, energy and demand on resources (9.6)	46. The proponent would include spoil management measures as part of the CEMP. Opportunities would be investigated to maximise re-use of construction spoil during design and other construction and demolitions waste.	Construction
Hazard and risk (9.7)	47. A Hazards and Risk Management Plan which would be developed prior to construction. The Plan would include: a. the requirement to identify hazardous chemicals to be used on site and maintain a record of appropriate use and disposal methods b. occupational health and safety requirements on site c. floodplain management measures.	Construction
Services and utilities (9.9)	48. An Utilities Management Plan would be developed prior to construction to: a. minimise and manage any hazards or risks of working in proximity to utilities b. minimise and manage any unexpected disruption to utilities and services c. identify likely disruptions and the key stakeholders to be notified in the event of a disruption.	Construction
Public safety (9.8)	49. All stations would be designed in accordance with the NSW Police Crime Prevention Through Environmental Design principles, including appropriate lighting, fencing of the railway corridor, security measures, installation of surveillance cameras and help points at stations for all new facilities.	Pre-construction
	50. All construction compounds and work areas would be fenced off to limit public access during construction.	Construction
Cumulative impacts (9.10)	51. Consultation would be undertaken with RailCorp and other agencies and Councils regarding construction timing and minimisation of cumulative impacts.	Construction
Sustainability in Project Design and Delivery	52. The Proponent would address all sustainability measures as identified in Table 11-1 of the Environmental Assessment.	Pre-construction Construction

Issue (section of EA)	Mitigation measures/approach[1]	Phase of project
Stage 2 Environmental Assessment	53. If Stage 2 of the Project is not commenced within 5 years of Project Approval, a review of the Environmental Assessment would be completed to determine if any elements of the assessment should be revisited and updated. This shall take into account any changes to the existing environment, and consideration as to whether the predicted impacts and proposed mitigation measures as set out in the Environmental Assessment remain valid. The review and any applicable updates of the assessment shall be completed prior to the commencement of construction of Stage 2 works.	Pre-construction of stage 2

Note 1: Underlined text indicates the Statement of Commitments that have been amended since the exhibition of the Environmental Assessment.