

11 Draft statement of commitments

This chapter outlines the draft statement of commitments proposed by the RTA to avoid, minimise, manage, mitigate, offset and/or monitor impacts identified in the environmental assessment. The RTA intends to achieve the outcomes and actions detailed in the draft statement of commitments. Any contractor involved in the design, construction and/or operational phases of the project will be required to undertake all works in accordance with these commitments.

Director General's requirement	Where addressed
The Environmental Assessment must include the following: A draft Statement of Commitments incorporating or otherwise capturing measures to avoid, minimise, manage, mitigate, offset and/or monitor impacts identified in the impact assessment sections of the Environmental Assessment. The Statement of Commitments must clearly articulate the desired environmental outcome of the commitment. The Statement of Commitments must be achievable, measurable (with respect to compliance), and time-specific, where relevant.	Table 11.1

From an early stage, the environmental assessment considered the project's potential environmental issues and identified the desired environmental outcomes. This influenced development of the concept design and highlighted the management measures required to avoid or reduce environmental impacts. Specialist advice has been considered, as documented in chapters 8 and 9 and the appendices, and from this the draft statement of commitments has been developed. These commitments are designed to avoid, minimise, manage, mitigate, offset and/or monitor the environmental impacts of the project during both the construction and operational phases.

The draft statement of commitments for the project is presented in Table 11.1. It includes:

- The desired environmental outcomes for the project.
- The key actions that the RTA will undertake to achieve each desired outcome, with each action assigned a number for future cross-reference.
- The timing for implementation of the action.
- The identification of reference documents or sections of the environmental assessment of relevance to the desired outcome and/or corresponding actions.

The draft statement of commitments may be revised in response to public submissions to the environmental assessment and/or design changes made before final submission to the Department of Planning. The final statement of commitments will be considered by the Department of Planning in assessing the project. Should approval be granted by the Minister for Planning, conditions of approval will be formulated having regard to the final statement of commitments.

Table 11.1 Draft statement of commitments

Outcome	Reference	Commitment	Timing	Guiding principle
Environmental management				
Compliance and continuous improvement in environmental management.	EM1	The head contractor for the project will have an environmental management system.	Pre-construction and construction	• ISO 14001:2004 Environmental Management Systems –requirements with guidance for use. • ISO 19011:2003 – Guidelines for Quality and/or Environmental Management Systems Auditing. • RTA QA specification G36 – environmental protection.
	EM2	Environmental management plans will be developed and implemented by suitably qualified and experienced personnel and will incorporate, as a minimum, the mitigation and management measures adopted in the environmental assessment.	Pre-construction and construction	• Guideline for the Preparation of Environmental Management Plans (DIPNR, 2004). • RTA QA specification G36 – environmental protection.
	EM4	All construction personnel will receive training regarding environmental management during project induction. Additionally, targeted environmental task-specific training will be provided to appropriate personnel.	Pre-construction and construction	
Community engagement				
Informed community.	CE1	The community will be provided with regular project updates, given prior notice of project activities and provided contact details for enquiries. Where required, affected individuals or groups will be consulted directly and provided with targeted notifications (eg pedestrians, bicycle user groups, noise affected residents etc.)	Pre-construction and construction	• Community Involvement and Communications. Draft: A resource manual for staff (RTA 2008h). • AS 4269 Complaints Handling
	CE2	An enquiries and complaints management system will be implemented and maintained throughout construction, including: • A 24-hour, 1800 telephone number. • A system to receive, record, track and respond to enquiries or complaints within a specified timeframe. • Acknowledgement of complaints within 24 hours and a process for responding to the complainant within 10 days.	Pre-construction and construction	• Community Involvement and Communications. Draft: A resource manual for staff (RTA, 2008). • AS 4269 – Complaints Handling.

Outcome	Reference	Commitment	Timing	Guiding principle
Construction traffic and transport				
Minimised traffic disruption on the M5 South West Motorway.	T1	A minimum of two traffic lanes in each direction will be available every weekday during peak periods.	Construction	AS 1742, Part 3 – Manual of uniform traffic control devices.
Minimised traffic disruption on non-motorway roads.	T2	The impact on non-motorway roads will be minimised by using the motorway to access worksites where practicable.	Construction	- AS 1742, Part 3 – Manual of uniform traffic control devices - Scope of works and technical criteria.
Minimised impacts on cyclists.	T3	An on-motorway route for cyclists will be maintained and sign posted during construction.	Pre-construction and construction	Scope of works and technical criteria.
Operational traffic and transport				
Improved reliability and efficiency for users of the M5 South West Motorway	T5	The operation of the M5 South West Motorway will be monitored following completion of the project and compared to predicted outcomes to identify opportunities for any further operational refinement to optimise the performance of the project.	Operation	
Construction noise and vibration				
Minimised noise and vibration impacts during construction.	CN1	All feasible and reasonable mitigation and management measures to minimise construction noise and vibration at sensitive receivers will be investigated. Noise and vibration will be monitored at key locations to measure effectiveness against predicted levels. Where required additional feasible and reasonable mitigation measures will be implemented.	Pre-construction and construction	- Technical Basis for Guidelines to Minimise Annoyance Due to Blasting Overpressure and Ground Vibration (ANZECC, 1990). - German Standard DIN 4150 Part 3 – Structural Vibration in Buildings. - Interim Construction Noise Guidelines (DECCW, 2009)
Operational noise				
Operational noise and vibration managed.	ON1	All feasible and reasonable mitigation measures will be developed and investigated to meet the noise criteria applicable to the project. Where property treatments are considered, they will be undertaken in consultation with the affected sensitive receiver.	Pre-construction and construction	- RTA Environmental Noise Management Manual (RTA, 2001). - NSW Government's Environmental Criteria for Road Traffic Noise.
	ON2	Operational noise will be monitored within one year of the project opening. If monitoring indicates that traffic noise levels exceed those predicted, further feasible and reasonable measures will be implemented in consultation with affected sensitive noise receivers.	Operation	- Environmental Noise Management Manual (RTA, 2001). - Environmental Criteria for Road Traffic Noise (DECCW, 2010).

Outcome	Reference	Commitment	Timing	Guiding principle
Flora and fauna				
Impacts on flora and fauna managed.	FF1	Native vegetation will be retained where practicable. Areas of vegetation, including Downy Wattle (<i>Acacia pubescens</i>) to be retained will be clearly marked in order to reduce the risk of over-clearing.	Pre-construction	• RTA QA Specification 40 – Clearing and Grubbing. • RTA QA Specification R178 – Vegetation.
	FF2	Clearing for construction compounds will be minimised by retaining mature trees where feasible within compound sites.	Pre-construction and construction	• RTA QA Specification 40 Clearing and Grubbing. • RTA QA Specification R178 Vegetation.
	FF3	Preference will be for the use of locally indigenous species in identified revegetation areas. Revegetation and landscaping activities will be undertaken progressively.	Pre-construction and construction	• RTA QA Specification 40 – Clearing and Grubbing. • RTA QA Specification R178 – Vegetation.
	FF4	An approach to managing potential impacts on <i>Acacia pubescens</i> (Downy Wattle) will be developed in consultation with the Department of Environment, Climate Change and Water. The management approach will involve the preparation of a propagation and translocation program for affected Downy Wattle individuals at four sites within the motorway corridor.	Pre-construction, construction and post-construction	• Guidelines for the Translocation of Threatened Plants in Australia – Second Edition (ANPC, 2004). • Principles for the use of biodiversity offsets in NSW (DECCW, 2008).
	FF5	An approach to manage potential impacts on green and golden bell frogs will be developed. The management approach will involve targeted surveys, mitigation measures and circumstances for the provision of compensatory habitat.	Pre-construction, construction and post-construction	• Management Plan for the Green and Golden Bell Frog Key Population of the Georges River (DECC, 2008a) • Best Practice Green and Golden Bell Frog Habitat Guide (DECC, 2008b). • Environmental Impact Assessment Guidelines: Green and Golden Bell Frog <i>Litoria aurea</i> (NPWS, 2003b). • Section 8.3 of this environmental assessment.

Outcome	Reference	Commitment	Timing	Guiding principle
Urban design, visual and landscape				
Minimise the visual impact and enhance the character of the road corridor.	UD1	The detailed design will be undertaken with consideration of the visual and urban design objectives and principles for the project.	Pre-construction and construction	• RTA Urban and Regional Design Practice Notes, <i>Beyond the Pavement</i> (RTA 1999). • Bridge Aesthetics (RTA 2003). • Shotcrete Design Guidelines (RTA 2005). • Noise Wall Design Guidelines (RTA 2006). • Landscape Guidelines (RTA 2008).
	UD2	Variable message signs and other visible elements of the operational maintenance control system will be located and installed with consideration of the visual and urban design objectives and principles for the project.	Pre-construction and construction	• RTA Urban and Regional Design Practice Notes – <i>Beyond the Pavement</i> (RTA, 1999). • Landscape Guidelines (RTA, 2008). • Location and Placement of Variable Message Signs. RTA PN028. • Guidelines for the location and placement of variable message signs. RTA PN028/G.
Aboriginal heritage				
Potential for impacts on Aboriginal heritage minimised.	AB1	Should any previously unidentified Aboriginal objects or items be located during the works, all work in the vicinity of the find will cease until specialist Aboriginal heritage advice is received.	Pre-construction and construction	• RTA Heritage Guidelines and <i>National Parks and Wildlife Act 1974</i>.
	AB2	Should detailed design identify the need to affect any areas of remnant vegetation in the immediate vicinity of the Cedar Road construction compound site or Georges River East further investigations and consultation with the Aboriginal community will be undertaken prior to the commencement of construction in that area.	Pre-construction and construction	• <i>Procedure for Aboriginal Cultural Heritage Consultation and Investigation</i> (RTA, 2008). • Section 9.5 of the environmental assessment.
Non-Aboriginal heritage				
Potential for impacts on non-Aboriginal heritage minimised.	NH1	Should any previously unidentified non-Aboriginal objects or items be located during the works, all work in the vicinity of the find will cease until specialist non-Aboriginal heritage advice is received.	Pre-construction and construction	• RTA Heritage Guidelines and <i>Heritage Act 1977</i>.
Potential impacts on heritage items minimised.	NH2	During detailed design, new variable message signs will be located to avoid visual impacts on heritage items, wherever possible.	Pre-construction	

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Water management and soils				
Risk of erosion and sedimentation minimised.	WS1	Management measures for erosion and sedimentation will be designed and installed in consultation with a soil conservation specialist. A maintenance and inspection program will be developed and implemented to ensure ongoing effectiveness.	Pre-construction and construction	- Managing Urban Stormwater: Soils and Construction (Landcom 2005). - RTA Code of Practice for Water Management.
Minimised contamination risk for receiving waters.	WS2	Bunded areas will be used for storage of oils, chemicals, toxic substances, flammable and combustible liquids and potentially hazardous or contaminating activities, including, but not limited to refuelling stations and washing construction vehicles.	Pre-construction and construction	
	WS3	Sediment from existing basins will be cleaned out and taken to a licensed facility prior to the commencement of construction.	Pre-construction and construction	
	WS4	An 'unexpected finds' protocol for contamination will be developed and implemented.	Pre-construction and construction	
Minimised scour impacts.	WS5	Permanent stream protection and/or energy dissipation measures as appropriate will be provided at affected culverts downstream of transverse culvert outlets to minimise scour and erosion of the natural waterways, if required and where sufficient space is available.	Construction and operation	RTA QA Specification G38 – Soil and Water Management.
	WS6	Where practicable, drainage basins will be designed to detain any increase in peak flows attributable to the project and will aim to capture a 'first flush' of roads surfaces.	Construction and operation	
Socio-economic				
Adverse amenity impacts on residents avoided, minimised and managed during construction.	S1	Disturbance to adjacent residents will be minimised by: - Managing the movement of vehicles (especially outside of standard working hours). - Attenuating construction noise, where feasible and reasonable. - Managing visual intrusion, dust and light spill.	Construction	

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Air quality				
Impacts on air quality minimised.	AQ1	Feasible and reasonable mitigation and management measures will be adopted to minimise windblown, traffic-generated or equipment-generated dust and emissions.	Construction	Managing Urban Stormwater: Soils and Construction (Landcom, 2005).
	AQ2	Dust-generating activities will stop where visible dust is being emitted outside the construction corridor with the potential to affect sensitive receivers and areas and when dust suppression methods are ineffective.	Construction	
	AQ3	Dust monitoring will be undertaken at a number of locations along the M5 South West Motorway. These will be compared to pre-construction levels.	Construction	
Waste management				
Waste production minimised.	W1	The 'waste hierarchy' will be adopted during construction and incorporated into work programs, purchase strategies and site inductions, and will be assessed quarterly to identify opportunities for improvement.	Pre-construction	NSW Waste and Resource Recovery Strategy 2007 (NSW, WARR).
Hazards and risks				
Minimised risk of an incident during construction.	H1	All storage areas for hazardous materials will be located an adequate distance away from watercourses and entry points to the stormwater system. Spillages will be contained and collected for disposal.	Pre-construction and construction	AS 1940 – The Storage and Handling of Flammable and Combustible Liquids.
	H2	Appropriate controls will be put in place for all hazardous and potentially contaminating activities to prevent contamination of watercourses.	Construction	
	H3	Site-specific safety issues and personnel responsibilities will be included in the project induction. Safety issues and responsibilities will be included in activity-specific briefings as required.	Construction	
Climate change				
Greenhouse gas emissions and energy consumption minimised.	GHG1	Energy efficient equipment and management measures will be used where feasible and reasonable to reduce greenhouse gas emissions.	Pre-construction and post construction	

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Property and land use				
Impacts on property owners minimised.	P1	All property acquisitions will be negotiated in accordance with RTA's Land Acquisition Policy, and compensation will be assessed under the provisions of the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> .	Pre-construction	• RTA Land Acquisition Policy. • <i>Land Acquisition (Just Terms Compensation) Act 1991</i>.
	P6	Property access will be maintained for the duration of construction. Temporary access requirements will be assessed, designed and managed and rehabilitation will be prepared in consultation with affected landholders.	Pre-construction and construction	
Ancillary facilities				
Minimise adverse impacts associated with ancillary facilities.	AF1	Ensure the sites for any additional ancillary facilities satisfy the criteria provided in the environmental assessment unless otherwise approved though the construction environmental management plan.	Pre-construction and construction	