

Statement of Commitments

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1	Core sustainability principles would be developed for the design and construction of the project covering the following themes: ▸ Energy ▸ Greenhouse emissions ▸ Water ▸ Community and stakeholder involvement ▸ Biodiversity ▸ Resource recycling/minimisation To develop the principles a benchmarking exercise would be undertaken to enable sustainability goals and objectives to be determined, which would provide clear result areas and targets under each theme
2	Communications processes would be developed and implemented throughout delivery of the project. These would include: – Opportunities to input into the design process such as at station precincts and structures and proposed mitigation measures (e.g. noise barriers) for construction and 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; and – Consultation with affected property owners.
3	Ongoing consultation would occur with Government agencies regarding issues raised during previous consultation and as identified within the Environmental Assessment and Concept Plan and the Preferred Project Report
4	A construction strategy would be developed confirming detailed construction activities and methodologies at each construction site for the construction of the tunnel.
5	Detailed construction methodologies at each construction site would be developed, including spoil management, with the aim of minimising environmental impacts and informing future impact assessment
6	Consultation with Councils, the Growth Centres Commission, RailCorp and other relevant stakeholders would be undertaken to ensure environmental planning instruments reflect planning, construction and operation of the project and include integrated planning provisions for appropriate development controls within the vicinity of the rail line and stabling facility.
7	Land use and property impacts of the project, including construction sites and all ancillary facilities, would be further assessed in consultation with Councils and surrounding landowners.
8	A Land Asset Management Strategy to address 'land surplus to use', post construction would be developed jointly with the Department of Planning (Land Management Branch) in consultation with Councils, Growth Centres Commission and RailCorp. This strategy 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.
9	Consultation with relevant Councils, government agencies, utility providers, land owners and communities involved in the planning of precincts in the vicinity of each station would be undertaken with the aim of encouraging transit-orientated development around each station. The role of each station within the context of provision of public transport services would be

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	established, 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.
10	Further investigations would be undertaken with respect to the planned expansion of the Castle Hill Shopping Centre and integration of the project with the Castle Hill Draft Master Plan
11	At each station, further studies would be undertaken to consider the integration of the station with the local area to ensure that predicted patronage and mode access are catered for during operation. Studies would consider local connectivity requirements; pedestrian modelling (including emergency access); bicycle facilities; 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. These investigations would be undertaken in consultation with Councils, RailCorp, Ministry of Transport and the Roads and Traffic Authority
12	The location, 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 Councils, RailCorp and the Ministry of Transport
13	In consultation with Councils, RailCorp, the Ministry of Transport and surrounding landowners, investigate opportunities for 'shared use' or complementary parking facilities adjacent to Norwest Station.
14	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.
15	In consultation with the RTA and Councils investigate potential access improvements to Franklin Road Station from areas to the north.
16	The design of construction activities would consider access points, surrounding intersections, bus routes and pedestrian flows.
17	Traffic modelling and traffic management analysis would be undertaken for the roads and intersections impacted by the project during the project construction and operation. This analysis would consider existing and planned road upgrades
18	A detailed construction methodology for the construction over and/or under roads would be developed in consultation with the RTA and Councils with the aim of minimising traffic disruptions (including construction of the bridge over Windsor Road at Kellyville and cut and cover construction under Norwest Boulevard, Windsor Road and Burns Road).
19	Maintenance access points would be identified and planned in consultation with RailCorp and Councils
20	A detailed noise and vibration assessment of the proposed construction activities, including blasting if required, would be undertaken as part of design development and would include the investigation of the potential need for reasonable and feasible mitigation in accordance with relevant policies and guidelines.
21	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
22	In regard to operational noise, the Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects (Department of Planning, 2007) would be used to implement the following activities: – Modelling of operational noise impacts (including ground borne noise) in more detail as part of the design development; – Identification of acoustic mitigation measures to meet, where reasonable and feasible, the design goals; and – Select representative locations for the project at which it is appropriate to later assess compliance.

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23	In regard to train stabling operational noise, the following would be undertaken: – Determine the extent of any physical noise mitigation measures in consultation with Department of Environment and Climate Change, RailCorp and Growth Centres Commission; and – 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.
24	Investigate feasible and reasonable mitigation measures to manage operational vibration in consultation with Councils, the Department of Environment and Climate Change and RailCorp
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 Fish Passage Requirements for Waterway Crossings (2003) and considering the quality of riparian habitat present, in consultation with the Department of Primary Industries (NSW Fisheries) and other relevant Government agencies.
26	The location of structures associated with the rail tunnel, such as ventilation shafts, emergency egress/access points and discharge/runoff outlets, would be assessed with respect to the potential application of SEPP 19.
27	A detailed ecological assessment would be undertaken at all construction sites and along above ground sections of the project corridor. The assessment would identify areas to be avoided (where practicable), construction related impacts and how these can be managed; and, where required, describe measures to offset significant impacts on threatened species and/or endangered ecological communities. This assessment would be undertaken in consultation with the DECC, the Growth Centres Commissions, RailCorp and the Commonwealth Department of Environment and Water Resources as appropriate.
28	'Improve and Maintain' assessments on biodiversity values would be undertaken to identify the potential impacts of the project and benefits from protection measures to be implemented. The methodology adopted for all parts of the project would be consistent with the draft Growth Centres Conservation Plan (GCC, 2007) and DECC's draft Guidelines for biodiversity certification of environmental planning instruments (2007).
29	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.
30	Additional research would be undertaken to determine the history and potential heritage significance of the sites identified in Castle Hill. Site-specific archaeological assessments would be undertaken in the event that they are found to have heritage significance.
31	Site-specific archaeological assessments would be undertaken for the two archaeological sites identified along Old Windsor Road and Windsor Road.
32	A view analysis would be undertaken to and from Rouse Hill House and its estate and the Glenhope property. If required appropriate mitigation measures would be identified
33	The Indigenous Heritage protocol and methodology developed for the Growth Centres would continue to be applied as the project progresses, in consultation with DECC and relevant Indigenous groups
34	A detailed assessment would be undertaken in the vicinity of sites identified to have moderate to high archaeological potential. The assessment would identify areas to be avoided, construction related impacts and how these can be managed; and, where required, salvage excavation prior to any subsurface impact on the deposit. Advertising for interested parties would need to be undertaken prior to any subsurface investigation, in accordance with DECC requirements.
35	Detailed geotechnical and groundwater investigations would be undertaken involving site investigations to inform future design development
36	A detailed flood assessment would be undertaken in accordance with appropriate NSW Government guidelines and in consultation with Councils and relevant Government agencies. 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

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37	Investigations into the construction and operational impacts on the Elizabeth Macarthur Creek would be undertaken in accordance with relevant NSW Government guidelines.
38	The floodplain storage impacts would be defined during design development in accordance with the relevant NSW Government guidelines
39	Further investigations into the location, size and treatment levels of a water treatment plant(s) would be undertaken in consultation with DECC, Councils and RailCorp. Investigations would include identifying discharge points, determining the receiving water quality and water re-use/recycling opportunities.
40	The following architectural, landscape and urban design principles would be used to guide the design of the new stations and transport interchanges, civil works (such as noise walls, embankments and the viaduct section) and/or the stabling facility concepts: – Reinforce the role of the station and transport interchange within its surrounding neighbourhood as the principal transport and community facility within the locality. – Stations and the stabling facility would be designed in the context of the scale, character and image of the surrounding area and enhance the presentation of the area to visitors, residents and travellers. – Maintain or improve the links across the project and to surrounding areas and activities. Where a connection between adjacent areas is desirable, pedestrian bridges or underpasses would be considered. – Easy access facilities would be incorporated into the station designs and integrated with the associated transport interchanges. – Movement networks should improve existing, or establish new comfortable and inviting pedestrian environments, including equitable access within the railway station and adjoining areas. – A design theme would be established for bridges/viaduct 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, parapets and any railing on the bridges would also be integrated with the overall design. – Establish a hierarchy of access to stations consistent with NSW Govt policy package <i>"Integrating land –use and transport"</i> i.e prioritise public transport and other non-car based access to the rail stations and adjoining areas where possible. – Station precinct design should facilitate new development that reflects the highest standards and quality of design.
41	Visual impact assessment of the project would be undertaken as part of design development. This would consider both the existing and future urban environment to identify impacts and potential mitigation measures, such as architectural, landscape and/or urban design treatments. Additional assessments would apply to pedestrian and cycle facilities; proposed bridging structures; cutting and embankment treatments; landscape treatment projects; design of the stations and stabling facility; proposed acoustic treatments; and any visual buffer areas as required
42	Measures to mitigate visual impacts and deliver high quality design outcomes would include: – Where noise walls are proposed, potential visual impacts would be minimised by implementation of urban design measures, developed in consultation with adjacent property owners (mitigation measures might include plantings and high quality facings near residential areas). – Earth mounding would be considered where space allows and where significant vegetation would not be lost. – The design of any civil works, such as noise walls, retaining walls, the viaduct and underpasses would adopt CPTED principles, including the need for unobstructed views into and outside of the underpass, effective drainage and ventilation, wide corridors and good lighting. Light spill would be minimised as much as possible to reduce impacts on surrounding existing and future residents in accordance with relevant standards.
43	TIDC's Design Review Panel would guide the application of architectural, landscape and urban design principles throughout the design development.

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44	Public art and interpretation would be incorporated into architectural elements or urban design treatments and would be assessed and implemented with design themes and urban design criteria (eg. graffiti management).
45	An assessment of the potential impacts and benefits of construction and operation on adjacent businesses would be undertaken in consultation with business owners during the design phase.