APPENDIX A

Director General's Requirements, Conditions of Approval and Statement of Commitments

Office of the Director General

Mr Rodd Staples
Project Director- North West Rail Link
Transport for NSW
PO Box K659
Haymarket NSW 1240

12/02423

Attn: Mr Brendon Baker

Dear Mr Staples

North West Rail Link
Staged State Significant Infrastructure Modification (MP 06_0157)
State Significant Infrastructure Application – Major Civil Construction Works (SSI-5100)

I refer to your recent request regarding environmental assessment requirements for both the proposed modification to the Staged State Significant Infrastructure (SSI) approval and the SSI application for the North West Rail Link – Major Civil Construction Works stage.

As you are aware, the existing Staged SSI project provides both in principle approval for a broad rail corridor in North West Sydney and sets environmentral assessment requirements for future construction and operational applications. Within this context the Department has reviewed the request for both applications in consultation with relevant government authorities and taking into account existing environmental assessment requirements and the statement of commitments.

The Department advises that a number of additional requirements are recommended given amendments to the project and to ensure both statutory compliance and a contemporary assessment. These supplementary requirements should be read in conjunction with the existing environmental assessment requirements of the staged SSI approval and associated statement of commitments.

A copy of the supplementary requirements for the modification request is attached (Attachment 1). These primarily relate to the justification of the modification and additional impacts associated with the proposed changes.

A copy of the supplementary requirements for the Major Civil Construction Works is attached (Attachment 2). I have also attached a copy of the government authorities' comments for your information and consideration (Attachment 3).

The Department understands that the modification and Major Civil Construction Works assessments are likely to be submitted as a single Environmental Impact Statement (EIS). Prior to exhibiting the EIS, the Department will review the document to determine if it addresses the attached environmental assessment requirements. The Department may consult with other relevant government authorities in making this decision. Please consult with the Department to determine the number of copies of the EIS required to assist this review.

Bridge St Office 23-33 Bridge St Sydney NSW 2000 GPO Box 39 Sydney NSW 2001 DX 22 Sydney
Telephone: (02) 9228 6111 Facsimile: (02) 9228 6191 Website planning.nsw.gov.au

If your proposal is likely to have a significant impact on matters of National Environmental Significance, it will require an approval under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). This approval would be in addition to any approvals required under NSW legislation and it is your responsibility to contact the Department of Sustainability, Environment, Water, Population and Communities to determine if an approval under the EPBC Act is required for your proposal (http://www.environment.gov.au or 6274 1111).

Your contact officer for this proposal, Ms Diane Sarkies, can be contacted on 9228 6370 or via email at diane.sarkies@planning.nsw.gov.au. Please mark all correspondence regarding the proposal to the attention of the contact officer.

Yours sincerely

SHaddad

Sam Haddad
Director General

3/2/2012.

Attachment 1
Staged State Significant Infrastructure Approval (MP 06_0157) Modification
Supplementary Environmental Assessment Requirements

Director General's Environmental Assessment Requirements

Section 115ZI of the *Environmental Planning and Assessment Act 1979*

Application Number	Staged State Significant Infrastructure (SSI) Modification (MP 06_0157)
Project	North West Rail Link
Modification Proposal	Modification to the North West Rail Link Staged SSI approval (MP06_0157), including changes to the project definition to a heavy rail line, project staging, alignment (vertical and horizontal), stabling facility, and altered and additional station locations.
Location	Generally between Epping and Rouse Hill.
Proponent	Transport for NSW
Date of Issue	February 2012
Modification Requirements	The modification assessment shall provide details of the proposed changes to the staged SSI approval, including its change to a heavy rail line, and describe the strategic context of the project in relation to relevant State and regional strategies. The modification shall also address the following matters: • consideration of any changed or additional impacts as a result of the proposed modifications to the Staged SSI approval, including those that are related to the proposed Construction and Operation of Stations, Rail Infrastructure and Systems stage, at a conceptual level; • consideration of the Area 20 Precinct proposed land uses, infrastructure and strategies, taking into account *Development in special area – Cudgegong Station Area* (Appendix 6 - Area 20 Precinct Plan); and • a discussion of potential extensions of the project beyond Cudgegong Road.
Consultation	The modification assessment shall document consultation undertaken with relevant government agencies and the community in its preparation, with a focus on the proposed changes, and how matters raised during consultation have been considered.

Attachment 2
State Significant Infrastructure Application - Major Civil Construction Works
Supplementary Environmental Assessment Requirements

Director General's Environmental Assessment Requirements
Section 115Y of the *Environmental Planning and Assessment Act 1979*

Application Number	SSI- 5100
Proposal	North West Rail Link - Major Civil Construction Works. Construction activities for the North West Rail Link, such as site establishment, enabling works, cut and cover construction activities, service facilities, tunnels, spoil management and disposal, worksite deliveries, bulk earthworks and construction of cuttings, embankments and viaducts.
Location	Generally between Epping and Rouse Hill.
Proponent	Transport for NSW
Date of Issue	February 2012
General Requirements	The Environmental Impact Statement (EIS) shall be prepared in accordance with, and meet the requirements of Part 3 of Schedule 2 of *the Environmental Planning and Assessment Regulation 2000*.
Staged SSI Approval Requirements	The EIS shall include an assessment of the project generally in accordance with the Staged SSI approval (MP 06_157), as modified, and in particular, Section 3 Project Applications and Specific Requirements, and Statement of Commitments.
Supplementary Requirements	In addition to the above matters, the EIS shall also have consideration of the following supplementary matters, including associated management and mitigation measures (as relevant): **State Significant Infrastructure Application Report** Further assessment identified in the Report (*North West Rail Link - Stage 1Major Civil Construction Works*). **Project Design** Interaction with future land use plans in relation to under ground components of the project, in consultation with relevant Councils, including the Epping Town Centre Study. As part of the ancillary infrastructure components assessment, matters relating to safety and emergency access, and associated impacts. **Growth Centres Biodiversity Certification** Consideration of biodiversity measures outlined in the Growth Centres Biodiversity Certification Order. Where necessary, clearing of existing native vegetation within non-certified areas of Growth Centres should be offset in accordance with the relevant biodiversity measures in the Biodiversity Certification Order. **Indigenous Heritage** Detail consultation undertaken with Aboriginal stakeholders and describe how their views and values have been considered. The assessment shall demonstrate that an appropriate archaeological assessment methodology, including research design, (where relevant) has been undertaken, including results. Archaeological investigation works shall be done in consultation with the EPA and the Department.

	Non-Indigenous Heritage Potential visual and cultural landscape impacts on Rouse Hill House Estate. **Noise** The assessment of construction noise shall have consideration of the *Interim Construction Noise Guideline* (DECC, 2009). **Air Quality and Emissions** Construction air quality impacts on sensitive receptors. A Scope 1 greenhouse gas assessment (as defined by the Greenhouse Gas Protocol). **Soils and Mineral Resources** Spoil and waste generation and associated impacts, including: storage, handling and disposal; soil erosion and associate water course impacts, soil salinity and acid sulphate soils; and potential mineral resource and mine subsidence impacts, including consultation with NSW Trade and Investment and the Mine Subsidence Board.
Consultation	The EIS shall document consultation undertaken with relevant government agencies and the community in its preparation and how matters raised during consultation have been considered.

Concept Plan Approval

Section 75O of the *Environmental Planning and Assessment Act 1979*

I, the Minister for Planning, under the *Environmental Planning and Assessment Act 1979* determine:

a) pursuant to section 75O of the *Environmental Planning and Assessment Act 1979,* to grant concept plan approval for the proposal referred to in Schedule 1, subject to the modifications in Schedule 2; and

b) pursuant to section 75P(1)(a) of the *Environmental Planning and Assessment Act 1979*, the further environmental assessment requirements for the proposal, referred to in Schedule 1, under Part 3A of the *Environmental Planning and Assessment Act 1979.*

Frank Sartor MP
Minister for Planning

Sydney 6 May 2008 File No: 9040496

SCHEDULE 1

Application No:	06_0157
Proponent:	Transport Infrastructure Development Corporation
Approval Authority:	Minister for Planning
Land:	Land required for the construction and operation of the proposal, generally between Epping and Rouse Hill.
Proposal:	The western portion of the North West Metro, being the construction and operation of a new electrified passenger rail line between Epping and Rouse Hill, including: • six new stations at Cherrybrook, Castle Hill, Hills Centre Norwest, Kellyville and Rouse Hill; • stabling facilities; and • associated ancillary infrastructure.
Part 3A Project:	On 7 April 2006, the Minister for Planning formed the opinion that the proposal is of State and regional environmental planning significance and declared that Part 3A of the *Environmental Planning and Assessment Act 1979* applies to the proposal.
Concept Plan Authorisation:	On 12 July 2006, the Minister for Planning authorised the submission of a concept plan for the proposal.

KEY TO CONDITIONS

SCHEDULE 2

DEFINITIONS

Ancillary Infrastructure	Permanent or temporary infrastructure required for the construction and operation of the proposal, including tunnel support facilities such as emergency ventilation and egress facilities and temporary construction sites.
Concept Plan	The proposal described in Schedule 1.
Conditions of Approval	The conditions of approval detailed in this, the Minister of Planning's concept plan approval for the proposal.
Construction	All pre-operation activities associated with any project related to the concept plan approval **other than** survey, acquisitions, fencing, investigative drilling or excavation, building/ road dilapidation surveys or other activities determined by the Proponent to have minimal environmental impact including (but not limited to) minor clearing (except where threatened species, populations or ecological communities would be affected), establishing temporary construction sites (in accordance with the requirements of any project approvals related to this concept plan approval), establishing minor access roads and minor adjustments to services/ utilities.
DECC	NSW Department of Environment and Climate Change.
Department, the	NSW Department of Planning.
Director-General, the	Director-General of the NSW Department of Planning (or delegate).
DWE	NSW Department of Water and Energy.
DPI	NSW Department of Primary Industries.
ECRL	Epping to Chatswood Rail Link formerly known as the Parramatta Rail Link, comprising a new underground passenger rail line from Epping to Chatswood.
GCC	NSW Growth Centres Commission.
MoT	NSW Ministry of Transport.
Operation	When trains commence operating on any project related to this concept plan approval but excluding commissioning activities.
Project, the	Any project(s) related to this concept plan approval.
Proponent	Transport Infrastructure Development Corporation.
Reasonable and Feasible	Consideration of best practise taking into account the benefit of proposed measures and their technological and associated operational application in the NSW and Australian context. **Feasible** relates to engineering considerations and what is practical to build. **Reasonable** relates to the application of judgement in arriving at a decision, taking into account: mitigation benefits, cost of mitigation versus benefits provided, community views and nature and extent of potential improvements.
Relevant Council(s)	Hornsby Shire Council, Baulkham Hills Shire Council, Blacktown City Council.
Relevant Government Agencies	Any Commonwealth or State agency that has a statutory or other interest in the Project.
Relevant Stakeholders	A party that would be directly affected by the project or would otherwise have a reasonable interest in the project (excluding relevant Government agencies and relevant Councils) such as affected landowners, utility and service providers, businesses, bus companies and community members.
RTA	NSW Roads and Traffic Authority.

1. ADMINISTRATIVE CONDITIONS

Terms of Concept Approval

1.1 The Proponent shall carry out the concept plan and all related projects generally in accordance with the:
- a) Major Project Application 06_0157;
- b) *North West Rail Link Environmental Assessment and Concept Plan*, dated November 2006, and prepared by GHD Pty Ltd;
- c) *North West Rail Link Preferred Project Report*, dated May 2007, and prepared by GHD Pty Ltd;
- d) *North West Rail Link Supplementary Submissions Report*, dated March 2008, and prepared by the Transport Infrastructure Development Corporation; and
- e) the conditions of approval.

1.2 In the event of an inconsistency between:
- a) any documents listed in condition 1.1a) to 1.1d) inclusive, the most recent document shall prevail to the extent of the inconsistency; and
- b) the conditions of approval and any document listed in condition 1.1a) to 1.1d) inclusive, the conditions of approval shall prevail to the extent of the inconsistency.

Limits of Approval

1.3 To avoid any doubt, this concept plan approval does not permit the construction of any part of the proposal described in Schedule 1, unless and until a project approval is granted with respect to those works.

Provision of Information

1.4 Within 6 weeks of the date of this concept plan approval the Proponent shall place an electronic copy of the documents referred to under condition 1.1 a) to e) of this approval (or details of where hard copies of this information may be accessed by members of the public) on a new website established for the proposal, or dedicated pages within its existing website.

2. PROJECT DESIGN CRITERIA AND PERFORMANCE STANDARDS

Project Design

2.1 The Proponent shall in consultation with relevant Government agencies, relevant Councils and relevant stakeholders, ensure that underground components of the project are designed with regard to existing and/ or planned future underground utilities and infrastructure including the planned extension of the M2 Motorway.

2.2 The Proponent shall in consultation with relevant Councils and relevant Government agencies including (but not necessarily limited to) the GCC, MoT, the Department, Landcom, ensure that surface components of the project are integrated with surrounding landuse (existing and planned future, as relevant) as far as reasonable and feasible, consistent with the objectives of *Integrated Land Use and Transport* (DUAP 2001 or as updated), to minimise the potential for landuse conflicts. In particular:
- a) design of Castle Hill station shall consider the *Castle Hill Draft Master Plan* (or as updated); and
- b) Kellyville and Rouse Hill Stations and stabling facilities are to be integrated with the precinct planning for the Burns Road Release Area, Rouse Hill Regional Centre and the Area 20 precinct of the North West Growth Centre, as relevant.

2.3 The Proponent shall in consultation with relevant Government agencies, relevant Councils and relevant stakeholders ensure that ancillary infrastructure are located and designed to minimise biophysical and/ or amenity impacts, as far as reasonable and feasible.

2.4 The Proponent shall ensure that station precincts across the project provide a high degree of accessibility to all modes-of-access, consistent with the objectives of *Integrated Land Use and Transport* (DUAP 2001 or as updated).

2.5 The Proponent shall ensure that the surface components of the project affecting roads are designed to minimise traffic disruptions as far as reasonable and feasible, in consultation with the RTA and/ or relevant Councils.

Performance Standards

2.6 In relation to operational noise and vibration, the Proponent shall ensure that:
- a) the project rail corridor is designed consistent with the *Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects* (DECC, 2007);
- b) the project stabling facilities are designed consistent with the *Industrial Noise Policy* (EPA, 2000); and
- c) the project is designed to consistent with *Assessing Vibration: A Technical Guideline* (DECC, 2006).

2.7 The Proponent shall ensure that any floodplain topography and/ or waterway affected by cut-and-cover construction methodology is re-instated and/ or rehabilitated consistent with pre-construction conditions.

2.8 The Proponent shall ensure that the biodiversity impacts associated with the project are offset consistent with the 'improve and maintain' principles of the *Growth Centres Commission Biodiversity Certification* process, in consultation with the DECC.

3. PROJECT APPLICATIONS AND SPECIFIC REQUIREMENTS

3.1 Pursuant to section 75P(1)(a) of the *Environmental Planning and Assessment Act 1979*, the following environmental assessment requirements apply with respect to any projects related to this concept plan approval:
- a) a detailed project description including:
  - i) confirmation of the alignment, station locations (including feasibility of any additional stations) and stabling arrangements; and
  - ii) the design and location of ancillary infrastructure;
- b) a detailed project-specific statement of commitments, with regard to the statement of commitments prepared for the concept plan, clearly identifying any new or amended commitments relating to the project;
- c) an updated assessment of statutory matters, where the project affects land that has not already been identified in the documents referred to in conditions 1.1 (a) to (d);
- d) an assessment of Matters of National Environmental Significance, as relevant;
- e) an appropriate and justified level of consultation with relevant Councils and relevant Government agencies including (but not limited to) RailCorp, MoT, GCC, Landcom, DECC, DPI (Fisheries), DWE, RTA, including a description of how agency and Council input has been considered in decisions on design and/ or mitigation;
- f) an appropriate and justified level of consultation with relevant stakeholders including a description of how stakeholder input has been considered in decisions on design and/ or mitigation;
- g) assessment of the key issues identified in conditions 3.2 to 3.16 of this approval, including of relevant ancillary infrastructure; and
- h) assessment at an appropriate level of detail of the impacts and mitigation measures associated with any additional key issues of relevance to the project, identified during further design development, that are not specifically identified in this concept plan approval.

Property and Landuse

3.2 The Proponent shall confirm the footprint of the project with respect to alignment, station precincts and ancillary infrastructure as far as reasonable and feasible, and describe the landuse impacts on existing and planned future use associated with any additional land take.

Traffic and Transport

3.3 The Proponent shall review mode-of-access demand and peak traffic predictions at Epping Station taking into account the impact of ECRL operations on patronage distribution; and identify any required changes to mode-of-access arrangements at Epping.

3.4 The Proponent shall confirm mode-of-access arrangements at each new station, with consideration to (but not necessarily limited to) the following matters:

a) at Cherrybrook Station – details of park and ride provisions, road access arrangements (including the feasibility of a signalised intersection between Castle Hill, Glenhope and Franklin Roads); and pedestrian and cycle linkages to the surrounding pedestrian catchments of Cherrybrook and West Pennant Hills;
b) at Castle Hill Station – investigation of options for shared use parking; bus access arrangements; and pedestrian and cycle linkages between the station and residential areas surrounding the Castle Hill town centre, retail areas within the town centre and the Castle Towers shopping centre;
c) at Hills Centre Station - details of park and ride provisions; road access arrangements; and pedestrian linkages to the Castle Hill industrial estate;
d) at Norwest Station - investigation of options for shared use parking; access for buses, kiss and ride and taxis; and pedestrian and bus linkages to the Norwest Business Park and surrounding residential catchments;
e) at Kellyville Station – details of park and ride provisions; bus interchange arrangements which are integrated to the Parramatta to Rouse Hill Transitway; and road, pedestrian and cycle access that are integrated with the planned provisions for the Balmoral Road Release Area; and
f) at Rouse Hill Station - bus interchange arrangements which are integrated to the Parramatta to Rouse Hill Transit way; and road, pedestrian and cycle access that are integrated with the planned provisions for the Rouse Hill Regional Centre.

3.5 The Proponent shall confirm the construction traffic impacts associated with the project, identifying:

a) haulage routes;
b) peak congestion and intersection performance impacts at local and arterial roads considering cumulative impacts from surrounding development and from concurrent construction sites;
c) reasonable and feasible construction options at road crossings to avoid and/ or minimise traffic disruptions; and
d) requirements for road and/ or lane closure and alternative travel arrangements.

Noise and Vibration

3.6 The Proponent shall review the noise and vibration impacts of the project during construction (including construction traffic) and operation, considering all reasonable and feasible mitigation options at existing and planned future receivers.

Geotechnical

3.7 The Proponent shall identify risks to groundwater quality and/ or risks to surface water quality from contaminated groundwater during construction and operation, including measures to avoid, manage, mitigate and monitor impacts.

3.8 The Proponent shall identify the following matters in relation to the bored tunnel components of the project:

a) existing groundwater conditions (level and quality), taking into consideration seasonal variability;

b) local and regional drawdown impacts, including any groundwater users impacted by the project and measures to offset impacts;
c) options for the sustainable use and/or disposal of tunnel inflow;
d) measures to minimise the risk of bed cracking and loss of surface flow when tunnelling below creek lines and contingency measures for restoring affected waterways consistent with pre-construction conditions, including monitoring procedures and performance criteria;
e) impacts to groundwater dependent ecological communities (affected by groundwater drawdown) and to riparian and instream ecology (affected by surface cracking and water flow impacts); and
f) surface locations (and associated infrastructure) above the tunnel alignment that are likely to be at risk to land subsidence or settlement impacts, including relevant settlement design criteria and measures to minimise, monitor and offset impacts.

Surface Water and Hydrology

3.9 For surface components of the project located on floodplains, the Proponent shall identify flood design criteria in accordance with the *Floodplain Development Manual* (2005), describing risks to existing and planned future receivers and infrastructure based on the modelling of a full range of flood sizes up to and including the probable maximum flood.

3.10 For temporary construction sites located on floodplains, the Proponent shall identify reasonable and feasible mitigation measures for mitigating flood risk, including procedures for restoring and monitoring any temporary creek diversions consistent with pre-construction conditions.

3.11 For cut and cover tunnel components which cross creek lines, the Proponent shall describe the proposed construction methodology, identifying measures to minimise the risk of bed cracking and loss of surface flow and contingency measures for restoring and monitoring waterways, consistent with pre-construction conditions.

3.12 The Proponent shall identify impacts to riparian and instream ecology from any direct disturbances to waterways and to flora and fauna from changes to creek flow or flood behaviour, during construction or operation.

Flora and Fauna

3.13 The Proponent shall confirm the ecological impacts associated with the project with consideration to conditions 3.8 e) and 3.12, and identify measures to offset impacts, clearly distinguishing between measures to be provided as part of the *Growth Centres Commission Biodiversity Certification* process and other measures.

The Proponent shall describe how the effectiveness of the offset measures would be monitored, what actions shall be taken if measures are identified to be ineffective, the maintenance responsibilities, and timing of implementation of offset measures.

Indigenous Heritage

3.14 The Proponent shall review the indigenous heritage impacts of the project considering cumulative impacts from surrounding development, consistent with:

a) Steps 1 to 4 of 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, 2006a), for land within the North West Growth Centre; and
b) *Guideline for Aboriginal Cultural Heritage Impacts Assessment and Community Consultation* (DECC July 2005), for all other areas.

The Proponent shall identify mitigation priorities with consideration to the regional significance of impacts.

European Heritage

3.15 The Proponent shall review the European Heritage impacts of the project, describing measures to minimise and/ or appropriately manage impacts.

Visual and Urban Design

3.16 The Proponent shall review the visual and urban design impacts and mitigation requirements for the project in accordance with Statement of Commitment 40 to 44; identifying the timing of implementation of urban design and landscaping measures, how the effectiveness of landscaping measures would be monitored, and maintenance responsibilities for relevant urban design and landscape measures.

SOC No.	Statement of Commitment
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 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

SOC No.	Statement of Commitment
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.
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 requirements
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

SOC No.	Statement of Commitment
	with the overall design. - Establish a hierarchy of access to stations consistent with NSW Govt policy package "*Integrating land –use and transport"* 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.
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.